



The Council of the City of Cockburn

Ordinary Council Meeting  
**Agenda**

Tuesday, 8 April 2025



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

Cnr Rockingham Road and  
Coleville Crescent, Spearwood

Telephone: (08) 9411 3444  
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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 8 April 2025.

The meeting is to be conducted at 7:00 PM in the City of Cockburn Council Chambers, Administration Building, Coleville Crescent, Spearwood.

A handwritten signature in black ink, appearing to read 'D. Simms', is positioned above the name of the Chief Executive Officer.

Daniel Simms  
**Chief Executive Officer**



## Ordinary Council Meeting, Tuesday 8 April 2025

### Agenda

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**Ordinary Council Meeting, Tuesday 8 April 2025**

**Agenda**

**1. Declaration of Meeting**

“Kaya, Wanju Whadjuk Boodja” means “Hello, Welcome to Whadjuk Land”.

The Presiding Member will acknowledge the Whadjuk 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**

## 6. Response to Previous Public Questions Taken on Notice

**Alison Stephens, Coogee**

Subject: Access Ramp - City Administration Centre

The following public question was taken on notice at the 11 March 2025 Ordinary Council Meeting. A response was provided on 14 March 2025.

Q1. The walkway to get to the library has been out of action for maybe three months. Is it going to be fixed and what is the timeline?

A1. Thank you for your enquiry regarding the access ramp at the City's administration centre.

Unfortunately, the ramp has been deemed unsafe and unable to be repaired, resulting in its removal.

Alternative access and parking provisions to the City's Council Building, Senior Centre and Library are detailed in the map below.



**7. Written Requests for Leave of Absence**

Nil

**8. Public Question Time**

**9. Confirmation of Minutes**

**9.1 Minutes of the Ordinary Council Meeting - 11/3/2025**

**Recommendation**

That Council confirms the Minutes of the Ordinary Council Meeting held on Tuesday, 11 March 2025 as a true and accurate record.

**9.2 Minutes of the Special Council Meeting - 25/3/2025**

**Recommendation**

That Council confirms the Minutes of the Special Council Meeting held on Tuesday, 25 March 2025 as a true and accurate record.

**10. Deputations**

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

Nil

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

**13. Decisions Made at Electors Meeting**

Nil

## 14 Reports - CEO (and Delegates)

### 14.1 Sustainable Development and Safety

#### 14.1.1 Proposed Structure Plan - Lots 37-40 Rockingham Road, Lake Coogee

<b>Executive</b>	Director Sustainable Development and Safety
<b>Author</b>	Senior Strategic Planner
<b>Attachments</b>	<ol style="list-style-type: none"> <li>1. Draft Structure Plan Report &amp; BMP <a href="#">↓</a></li> <li>2. Subdivision Concept Plan <a href="#">↓</a></li> <li>3. Schedule of Submissions <a href="#">↓</a></li> <li>4. Schedule of Modifications <a href="#">↓</a></li> </ol>
<b>Location</b>	Lots 37 (No.586), 38 (No.584), 39 (No.582) and 40 (No.580) Rockingham Road, Lake Coogee
<b>Owner</b>	Julie Radonich (Lot 37), Wayne Radonich, Leigha Erceg and Ryan Radonich (Lot 38), Wayne Radonich (Lot 39), George Radonich (Lot 40)
<b>Applicant</b>	Harley Dysktra, on behalf of Terranovis
<b>Application Reference</b>	110/255

#### RECOMMENDATION

That Council:

- (1) ADOPTS the Schedule of Submissions prepared in response to the proposed Structure Plan, as set out in Attachment 3;
- (2) RECOMMENDS pursuant to Schedule 2, Part 4, Clause 20 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the Western Australian Planning Commission approve the Structure Plan, subject to the modifications in Attachment 4;
- (3) ENDORSES the Bushfire Management Plan prepared for Lots 37 to 40 Rockingham Road, Lake Coogee (as contained within Attachment 1), prepared by Smith Bushfire Consulting Pty Ltd (dated 27 August 2024), once modified in accordance with recommendation (2) above; and
- (4) ADVISES those who made a submission of Council's decision accordingly.

#### Background

The proposed Structure Plan is presented for a recommendation on final determination by the Western Australian Planning Commission (WAPC).

The Lake Coogee area (formerly Munster) was rezoned from 'Rural' to 'Development' upon the gazettal of Town Planning Scheme No.3 (TPS3) in December 2002.



Since that time, structure planning, subdivision and development of the already highly fragmented area has occurred in a piecemeal fashion, as and when each individual landowner has chosen to develop.

**Submission**

N/A

**Report**

Overview

The Structure Plan proposes designation of Lots 37 (No.586), 38 (No.584), 39 (No.582) and 40 (No.580) Rockingham Road, Lake Coogee for ‘Residential (R40)’ purposes, serviced via a uniform 15m wide local road network.

The proposed subdivision concept plan (refer Attachment 2 and Figure 1 below) anticipates the creation of up to 42 lots across the Structure Plan area, inclusive of two ‘homestead’ lots (proposed Lots 25 and 26), notionally identified as being capable of further subdivision into 3 lots each (making an ultimate total of 42).

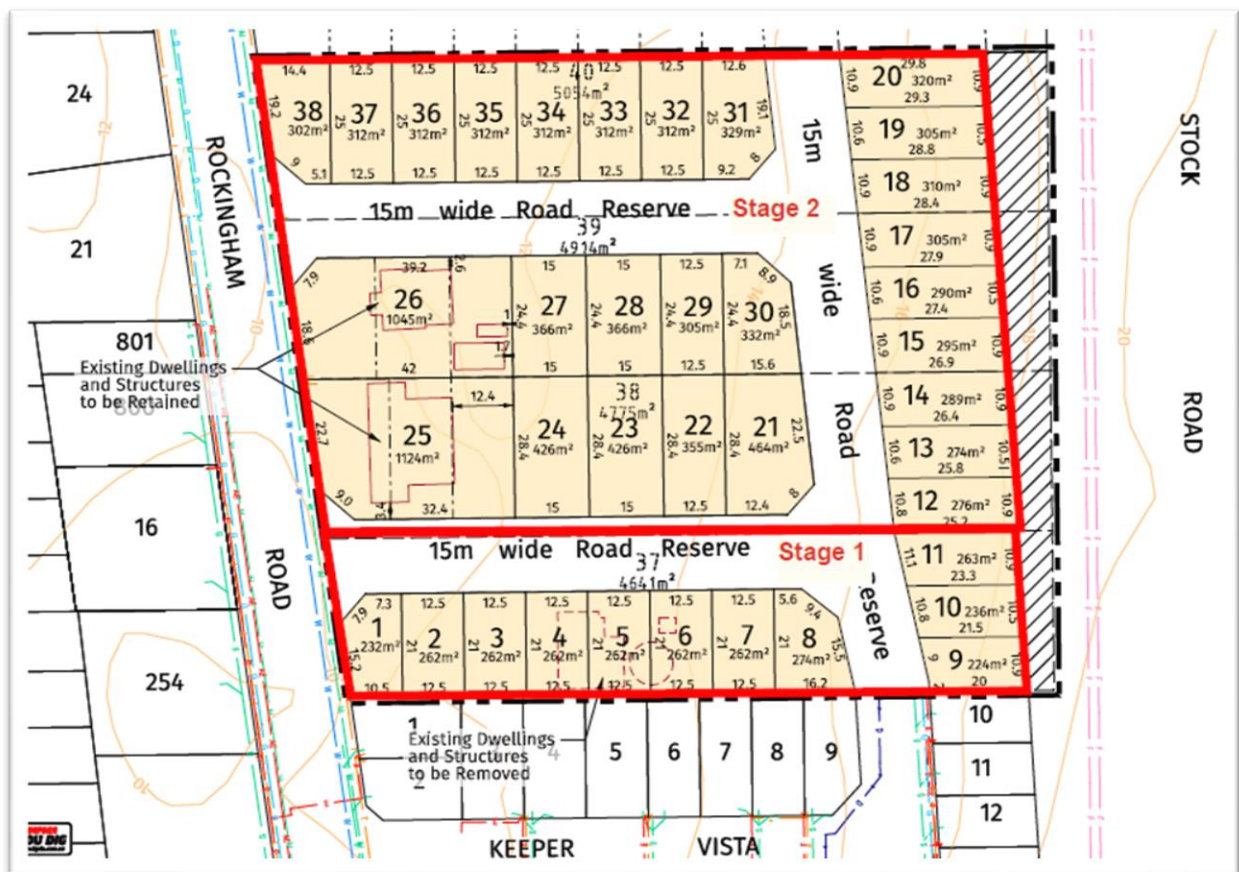


Figure 1 – Subdivision Concept Plan (with Indicative Staging)

A copy of the Draft Structure Plan Report, Plan and relevant Appendices (in particular the proposed Bushfire Management Plan), is included as Attachment 1. All technical analysis has been prepared on the basis of 42 residential lots.

### Zoning and Density

The proposed 'Residential' zoning and 'R40' density coding is consistent with the zoning and coding applied to other land in the immediate area, within proximity to Bus Route 549 that runs north along Rockingham and south along Stock Road.

Within the central street block, the indicative Subdivision Concept Plan shows larger lots (refer Figure 2 below), some of which (beyond the two 'Homestead' lots), might become re-subdivisible based on the 180m<sup>2</sup> minimum and 220m<sup>2</sup> average lot area requirements of the R40 code.

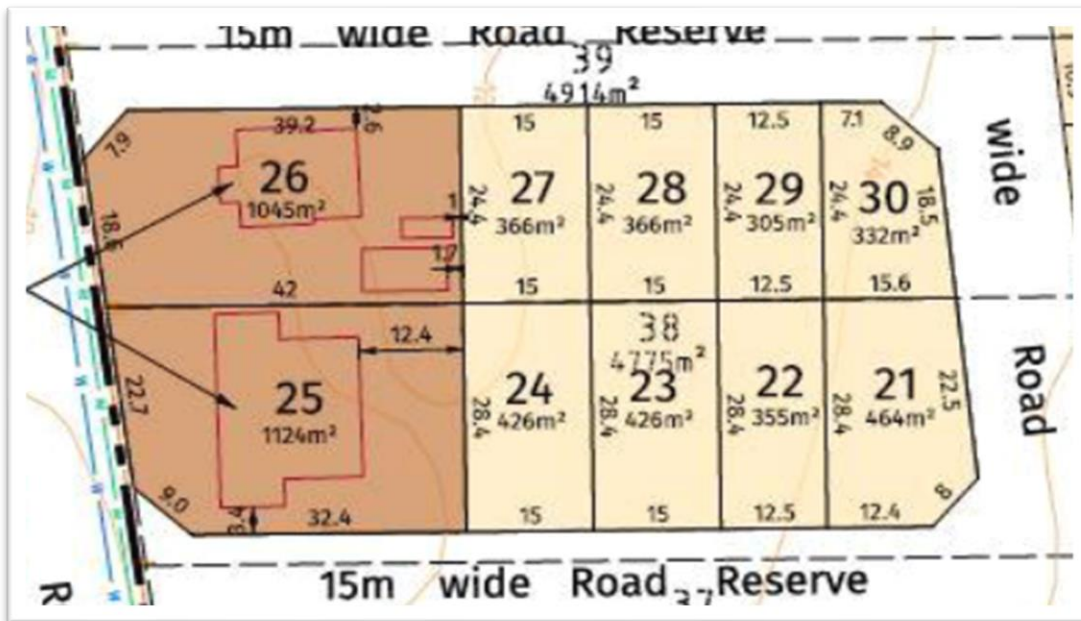


Figure 2 – Proposed 'R40' coded area within the central part of the Structure Plan Area

Reducing the density coding of this area to 'R30' would negate this potential. It would also ensure future delivery of a wider range of product across the structure plan area, consistent with what has been advertised on the Subdivision Concept.

The proponent's preference is to retain the flexibility afforded by the higher coding. In doing so they are seeking to maximise future lot product options within the Stage 2 area, given the uncertain timing of development.

In theory, based on a developable area of 2,414m<sup>2</sup> and 2,795m<sup>2</sup>, the two halves of the central street block are collectively capable of subdivision into up to 22 lots, 8 more than contemplated under the Transport Impact Assessment. A lower number is more likely, given the typical market demand for housing with a double garage.

Despite being beyond what has been tested to date, there is likely capacity in the road and utility network to accommodate such an increase, however further scrutiny needs to be applied to the lot layout at subdivision, to minimise the potential for battle-axe subdivision in a greenfield development setting.

The prevalence of street fronting homes within the surrounding area of 'R40' development involving similar lot depths, indicates that this is manageable via the subdivision and development processes without the need to down-code the land.



### Retained Dwellings

The design of the Structure Plan is predicated upon allowing retention of an existing dwelling on Lot 39, and duplex on Lot 38. All three dwellings currently have direct vehicular access to Rockingham Road, which are expected to remain upon creation of the homestead lots.

All dwellings (shown in Figures 3 and 4 below) are connected to power and reticulated water but are not sewer. This reflects the age of the dwellings, which were constructed when the Lake Coogee locality consisted largely of market gardens, prior to urban rezoning under the Metropolitan Region Scheme.



Figure 3 – Existing House - Lot 39 (#582) Rockingham Road (Google Street View, Oct 2023)



Figure 4 – Existing Duplex - Lot 38 (#584) Rockingham Road (Google Street View, Oct 2023)

The City has no objection to retention of the existing dwellings on larger 'Homestead' lots, however, it is important to ensure that they do not compromise the timely extension, access to or future function of key utilities and roads, and that the servicing of existing dwellings is brought up to contemporary standards.

Under the *Government Sewerage Policy*, the Homestead lots will require connection to reticulated sewer, due to being lots less than 1 hectare within a defined sewer sensitive area (due to its proximity of environmentally sensitive wetlands).

On this basis it is recommended that clause 4.3.2 – Infrastructure Arrangements, in Part One (Implementation Section) of the Structure Plan, is adjusted to make clear the expectation that existing dwellings will need to be connected to sewer upon the first stage of subdivision affecting their existing lot.

In terms of vehicular access, it is important that crossovers on the eastern side of Rockingham Road are minimised to protect its functionality as an under-width 'Distributor B' (higher-order Neighbourhood Connector) road. Whilst continued access by existing dwellings is accepted, further intensification should be restricted until such time as alternative vehicular access is available via the internal road network.

To address this and other potential staging issues that may arise, an additional clause 4.3.5 – Retained Dwellings, is recommended stating that subdivision to retain an existing dwelling on a separate lot will only be supported in situations where:

- the full extent of local roads (depicted on the Structure Plan map), are excluded from the 'Homestead' lot and capable of future construction and ceding.
- future development or re-subdivision is capable of (and restricted to) vehicular access being provided from an internal road (i.e. not Rockingham Road).
- the retained dwelling complies with the deemed-to-comply requirements of State Planning Policy 7.3 – Residential Design Codes Volume 1.

### Public Open Space

Under the WAPC's *Liveable Neighbourhoods* policy and *Development Control Policy 2.3 – Public Open Space* (DC 2.3), 10 per cent of the gross subdivisible area (GSA) is to be provided as public open space (POS). Based on the Structure Plan's area of approximately 1.82 hectares, this equates to a minimum provision of 1,820m<sup>2</sup>.

DC 2.3 allows the WAPC to accept POS provision through a cash-in-lieu (CIL) contribution, where the 10 per cent contribution is too small to be of practical use.

Historically the City has been accepting of POS contributions via CIL for structure planned lots on the eastern side of Rockingham Road in Lake Coogee, as structure plans have been prepared over relatively small areas, with the resultant POS too small to be of any practical use.

Under *Liveable Neighbourhoods*, a local park should ideally be provided within 150m to 300m of safe walking distance of all dwellings.

The following POS reserves are located nearby:

- Bindjar Reserve (existing, local POS) – approximately 320m away, accessible via the local road network.
- Glazumia Park (proposed, local POS) – approximately 290m away, via a future footpath on Mayor Road (future Beeliar Road upgrade), or approximately 400m using the existing local road network.
- Santich Park (existing, district POS) – approximately 520m away, accessible via Rockingham Road and the local road network.

Note that these distances are based on the closest points, meaning that under all scenarios most dwellings will be beyond the recommended 300m walkable catchment of existing or anticipated reserves.

Notwithstanding the above, the City is supportive of the proponent's POS obligations being met via a CIL contribution in this instance given:

- The Structure Plan stretches across four lots and subdivision may be staged on a lot-by-lot basis. If the provision of a POS reserve was shared across two or more lots, there is no guarantee that the full 1,800m<sup>2</sup> POS will be delivered in a timely manner. Glazumina Park is a good example of the delays that can occur.
- Action 11.1 under the City's Local Planning Strategy (adopted in October 2024) requires 'new structure plans and structure plan amendments to locate proposed public open space where it can be consolidated with an existing or future area of public open space to achieve larger and more useable areas of public open space.' Aside from the Development zoned portions of Lots 40 and 41 Rockingham Road (immediately north of the site), surrounding land has largely already been subdivided and developed, with Rockingham Road providing a physical barrier on the western side of the site. This limits the ability to create a consolidated, usable area of POS.
- Recent advice from the Department of Water and Environmental Regulation is that there is no additional capacity within local groundwater sources to enable a groundwater licence to be obtained. The absence of a cost-efficient irrigation source limits the range of recreational functions a POS reserve can be used for.
- The provision of CIL contributions could be used to fund upgrades to existing facilities within the Lake Coogee locality, such as the foreshore/buffer areas around Market Garden Swamp and Lake Coogee, the previously mentioned local reserves and/or Santich Park. Of note, expenditure on infrastructure will need to form the subject of a CIL Expenditure Plan ultimately approved by the Minister for Planning.

### Noise Management

Due to the site's proximity to Stock Road, the Structure Plan triggers consideration of *State Planning Policy 5.4 – Road and Rail Noise* (SPP 5.4). To satisfy the requirements of SPP 5.4, a Noise Management Plan (NMP) was submitted with the Structure Plan.



The NMP recommends the implementation of Quiet House Design (QHD) requirements (within the future dwellings, based on single storey and two storey designs) to achieve acceptable limits for road noise.

Under SPP 5.4 and the City’s *Local Planning Policy 1.12 – Noise Attenuation* (LPP 1.12), QHD packages for dwellings can be an acceptable method of noise attenuation, but it should generally be used as part of a broader range of measures, which may include noise walls and/or greater separation from the noise source.

Existing residential development backing onto Stock Road has typically used noise walls as the primary method of noise mitigation, however, the modelling provided in the submitted NMP has relied solely upon QHD (refer Figures 5 and 6 below).



Figure 5 – Ground Floor Extent of required Quiet House Design packages (without a noise wall)

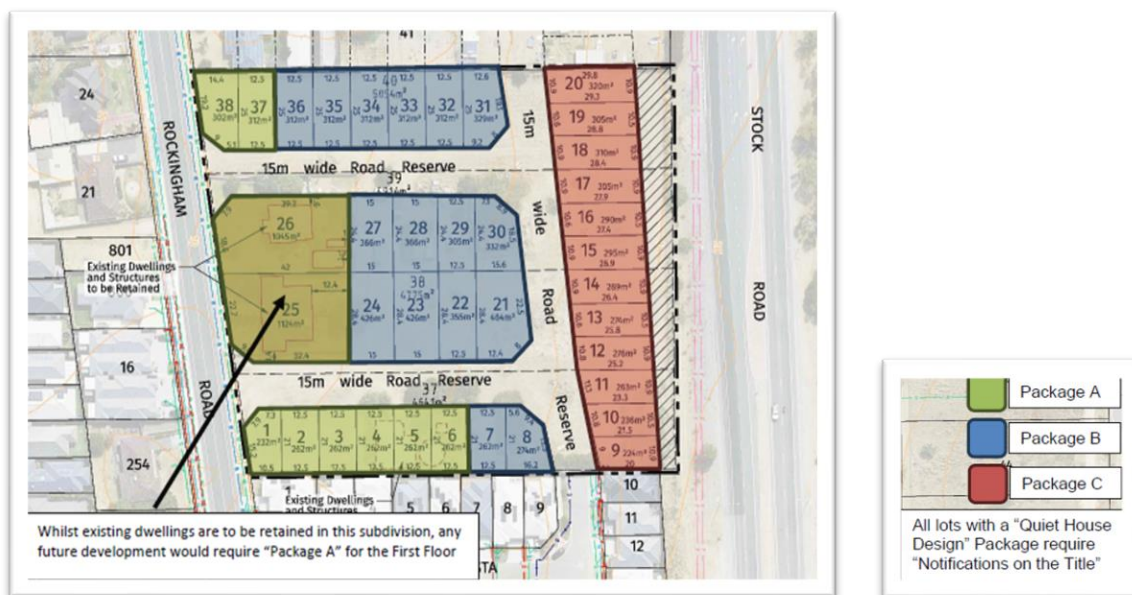


Figure 6 – First Floor Extent of required Quiet House Design packages (without a noise wall)

Consistent with the requirements of SPP 5.4 and LPP 1.12, it is recommended that the modelling of the NMP is updated to incorporate a noise wall built of masonry materials.

Other matters to be addressed in a revised NMP via recommended modifications include:

- Noise modelling and treatment recommendations being provided for 2045 (to comply with the 20-year planning horizon under SPP 5.4).
- Noise associated with traffic from Beeliar Drive/Mayor Road being assessed (as it is reserved as an 'Other Regional Road' under the MRS, triggering the need for assessment under SPP 5.4).
- As per MRWA's advice, the current road surface of dense grade asphalt for Stock Road is to be stated and used within the report; and
- The exact time, location and duration of the noise modelling must be detailed (the report references a date only, without any detail on the time of day).

### Bushfire Management

The Amendment area is located within a 'Bushfire Prone Area', as designated under Section 18P of *Fire and Emergency Services Act 1999*. This designation triggers the application of *State Planning Policy 3.7 – Bushfire* (SPP 3.7) and the related *Planning for Bushfire Guidelines*.

A Bushfire Management Plan (BMP) has been prepared by the proponent to satisfy SPP 3.7, as future habitable development will be exposed to a Bushfire Attack Level (BAL) of BAL-12.5 or greater.

Despite being outside the declared area that triggered its need, the BMP identified a portion of vegetation on the western side of the Stock Road Primary Regional Road reservation as 'Class G Grassland'.

This portion of vegetation is unable to be excluded from classification under Australian Standard (AS) 3959-2018 by virtue of its proximity to another larger stand of classifiable vegetation on the eastern side of Stock Road.

Due to the classified vegetation within the Stock Road reserve, the proposed adjacent residential lots are fully encumbered by a Bushfire Attack Level (BAL) rating.

Most of these lots have been assessed as between BAL-12.5 and BAL-29, however, the rear 8m (closest to Stock Road) is assessed as BAL-40 and BAL-Flame Zone. Under SPP 3.7 and the Guidelines, habitable development is limited to an area of BAL-29 or below, other than in exceptional circumstances.

The proponent subsequently submitted a BMP Addendum that seeks to reclassify the vegetation on the western side of Stock Road as 'low threat', on the basis that it is being managed by Main Roads WA (MRWA).

In October 2024, the proponent obtained advice from MRWA advising that it will not consider the removal or management of vegetation within road reserves for the purposes of lowering the BAL rating on adjacent properties, but that it will continue to undertake periodic maintenance of vegetation (such as slashing and application of herbicide treatments) within the Stock Road reserve.

The proponent is of the view that the advice received from MRWA represents an agreement from MRWA to manage vegetation within the Stock Road reserve (consistent with the recent photo included with Figure 7) in perpetuity and is therefore sufficient for vegetation to be considered 'low threat'.

If accepted, the impact on adjacent lots is significantly reduced as compared in Figures 6 and 7 below).

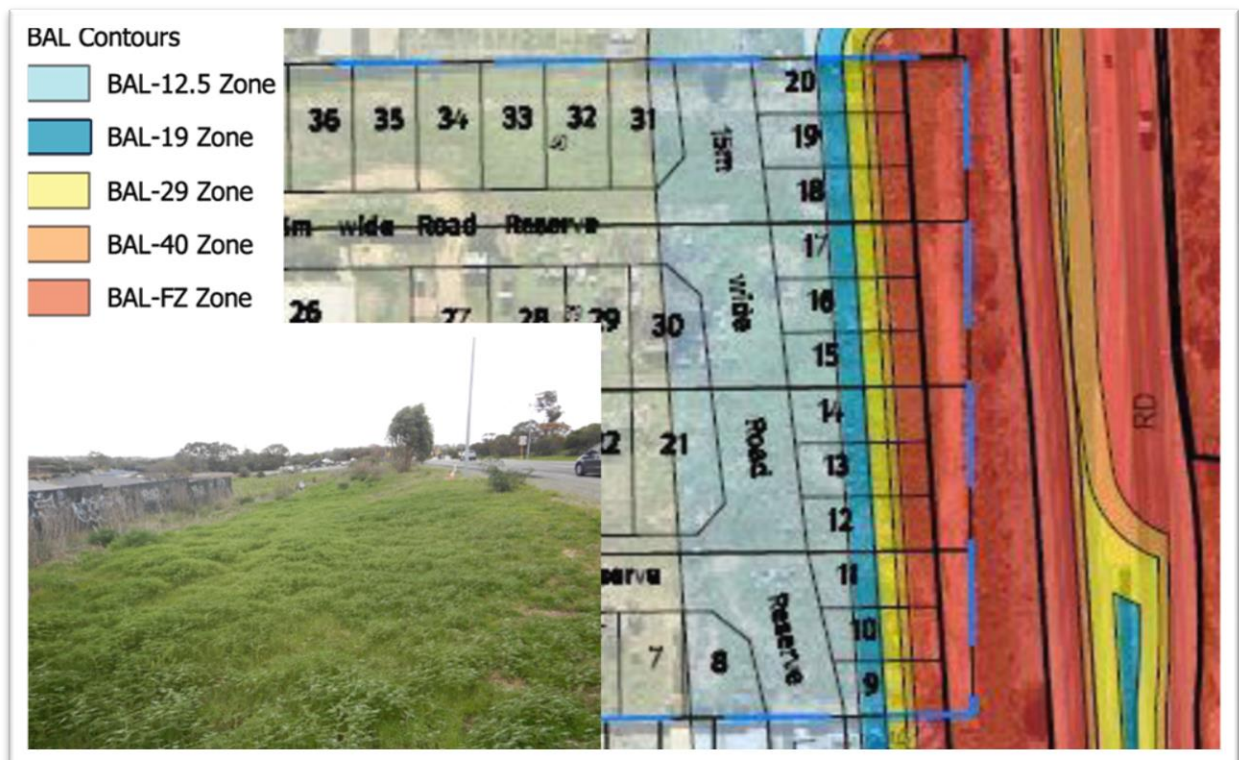


Figure 7 – Initial BAL Contour Map (from Bushfire Management Plan)





Figure 8 – Adjusted BAL Contour Map (from proposed Bushfire Management Plan Addendum)

The City disagrees with the proponent's view on management of vegetation within Stock Road, as:

- There is no enforceable mechanism to compel MRWA to manage vegetation within the Stock Road reserve such that it should be 'excluded' under AS 3959-2018. Maintenance works undertaken by MRWA are not done to reduce the bushfire risk to adjoining properties and its future ability to undertake maintenance could be impacted by budget availability and resourcing.
- Under clause 5.1.2 of the Guidelines, areas of public land should not be treated as 'low-threat' pursuant to clause 2.2.3.2 of AS 3959-2018, unless there is written agreement to manage vegetation as 'low-threat' in perpetuity. The written advice provided by MRWA in October 2024 does not represent a written agreement and provides no certainty that MRWA will maintain vegetation within the Stock Road reserve to a required standard for an indefinite period.
- In its formal advice to the City on the Structure Plan, MRWA advise "Main Roads cannot guarantee that the vegetation within the reserve abutting the subject site will be continually maintained to a low-threat state to meet specific BAL requirements. Maintenance works vary from year to year and depend on other priorities that may arise".
- The State Government department responsible for providing advice on bushfire matters, the Department of Fire and Emergency Services (DFES) agree with the City's view that there no is agreement from MRWA to maintain vegetation within the Stock Road reserve as 'low threat' in perpetuity.

It is acknowledged that there are six existing dwellings (52 to 62 Lighthouse View) immediately to the south of the site, located adjacent similar classifiable vegetation within the Stock Road reserve.

Structure planning for these lots pre-dated gazettal of SPP 3.7 in December 2015, and consequent certified building permits assessed dwellings as requiring construction to a BAL standard.

Whilst it is recognised that there are existing dwellings that may be exposed to an existing bushfire risk from vegetation in the Stock Road reserve, the consideration of bushfire matters in planning has been given greater consideration in recent years and the location of existing dwellings with a similar level of exposure does not set a precedent for not enforcing current requirements.

The City recognises that although future Lots 9 to 20 will be encumbered by a BAL-40 and BAL-Flame Zone rating on the part of the lot closest to Stock Road, they are still capable of residential development, albeit with a reduced developable area.

The Subdivision Concept Plan details the lots as having a lot depth of between 20 – 29.3m. Based on a typical 4m primary street setback (for R40 coded land) and an 8m rear setback (to achieve BAL-29), the developable area for a dwelling will be limited to a building envelope of between 8m and 17.3m in depth.

These depths pose a significant limitation on future dwelling design, particularly given the additional cost associated with going up due to the need to comply with QHD design standards and are therefore unlikely to meet the expectations of prospective purchasers.

In recognition of the hazard posed by existing vegetation in the Stock Road reserve, and its impact on the area available for residential development on future Lots 9 to 20, it is recommended that this area be held back from residential subdivision and development until such time as the threat is removed (via a potential upgrade of Stock Road), or there is greater certainty that the vegetation will be managed to a 'low-threat' state in perpetuity.

It is recommended that clause 4.3.1 – Bushfire Protection, in the Part One (Implementation Section) be updated to reference the existing 'Class G Grassland' within the Stock Road reserve and reference the above limitation.

In anticipation that the WAPC may now or subsequently accept that residential subdivision can occur prior to a binding agreement regarding ongoing management of the Stock Road vegetation, the recommended modifications also make provision for a restrictive covenant to be placed on each title over the extent of the BAL-Flame Zone / BAL-40 constrained area (via a condition of subdivision approval).

In addition, it is recommended that the BMP Addendum is deleted, to clarify the basis on which the Structure Plan has been determined and reflect that at present there is no agreed management of the vegetation by MRWA.



### Mosquito-borne Diseases

The Department of Health (DoH) has raised concerns related to increased exposure of future residents to mosquito-borne disease, in response to cases of Ross River and Barmah Forest virus. DoH has suggested a mosquito management plan be prepared for the site.

Whilst DoH's concerns are noted, a mosquito management plan is not considered appropriate in this instance given:

- The proposal does not increase the risk of creating mosquito-borne disease, as there are no existing or proposed permanent water bodies proposed within the Structure Plan area.
- The identified areas of concern for mosquito-borne disease are located well outside of the Structure Plan area and therefore beyond the ability of the proponent or future residents to manage.

### **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.

#### 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.

### **Budget/Financial Implications**

The cost of advertising and processing the Structure Plan was calculated in accordance with the *Planning and Development Regulations 2009* and has been paid by the proponent.

### **Legal Implications**

N/A

### **Community Consultation**

The Structure Plan was advertised for a period of 42 days, in accordance with Regulation 18(3A) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, between 3 January and 14 February 2025.

Advertising consisted of a notice on the City's 'Comment on Cockburn' website, letters to surrounding landowners/residents, relevant State Government agencies and servicing authorities. A hard copy was also on display and available to view at the City's administration building during business hours.

As per the requirements of *Local Planning Policy 5.4 – Utilities Infrastructure*, the Structure Plan was forwarded to telecommunication providers for comment.

The City received nine (9) submissions, including eight (8) from State Government agencies or servicing authorities, and one (1) public submission. No submissions were received from telecommunication providers.

All submissions provided general comment, support or no objection.

A copy of the Schedule of Submissions, including officer responses to the matters raised, is included in Attachment 3.

In response, the City has recommended modifications to be made to the Structure Plan, as outlined in Attachment 4.

The proponent was provided with a copy of the draft modifications. Whilst they are accepting of most modifications that have objected to those relating to the bushfire matters noted above.

The City is of the view that the modifications recommended appropriately address the current bushfire risk posed by classified vegetation within the Stock Road Reserve.

The modifications support residential development occurring adjacent to Stock Road when there is an appropriate level of certainty regarding the long-term management of vegetation to reduce bushfire risk.

### **Risk Management Implications**

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

The City is required under the *Planning and Development (Local Planning Schemes) Regulations 2015* to provide the WAPC with a recommendation within 60 days of the advertising period closing, or within a longer period agreed by the WAPC.

The City has until 14 April 2025 to provide a recommendation to the WAPC.

The WAPC can make a decision in the absence of the City's recommendation, should the recommendation not be provided before 14 April 2025, or a longer timeframe agreed by the WAPC.

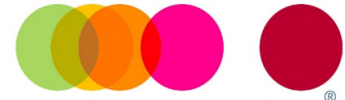
Where the City does not provide a recommendation, the Regulations enable the WAPC to charge the City for the cost incurred in assessing the Structure Plan.

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

The Proponent and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 8 April 2025 Ordinary Council Meeting.

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

Nil



Harley Dykstra®

SURVEYING | TOWN PLANNING | PROJECT MANAGEMENT

# STRUCTURE PLAN

Lots 37-40 Rockingham Road, Lake Coogee



Prepared for  
**Terranovis**  
November 2024



## DOCUMENT CONTROL

Control Version	Date	Status	Distribution	Comment
A	28/08/2024	Draft	HD	For QA
B	02/09/2024	Draft	Client	For Comment
C	18/09/2024	Final	LG	For Lodgement
D	29/11/2024	Final	LG	For Lodgement

Prepared for: Terranovis  
 Prepared by: JS  
 Reviewed by: CP

Date: 29 November 2024  
 Job No: 24222  
 Ref: D

## DISCLAIMER

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## RECORD OF ENDORSEMENT

This amended Structure Plan is prepared under the provisions of the City of Cockburn Town Planning Scheme No. 3.

IT IS CERTIFIED THAT THIS STRUCTURE PLAN WAS APPROVED BY RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON:

\_\_\_\_\_ [DATE]

Signed for and on behalf of the Western Australian Planning Commission:

\_\_\_\_\_

an officer of the Commission duly authorised by the Commission pursuant to section 16 of the Planning and Development Act 2005 for that purpose, in the presence of:

\_\_\_\_\_ Witness

\_\_\_\_\_ Date

\_\_\_\_\_ Date of Expiry

\_\_\_\_\_



## TABLE OF AMENDMENTS

Amend No:	Summary	Date approved by the WAPC



## EXECUTIVE SUMMARY

This Structure Plan has been prepared to guide the subdivision and development of the area bounded by (but not inclusive of) Lot 41 to the north, Stock Road to the east, Lots 1-10 to the south and Rockingham Road to the west. The site is located approximately 800m south of the Lake Coogee town centre and 3.5km north west of the Beeliar town site.

The Structure Plan area is 1.9384 ha and comprises Lots 37, 38, 39 & 40 Rockingham Road, Lake Coogee. The Structure Plan will enable the creation of 38 residential lots. The road layout largely promotes the development of regular shaped lots of different sizes to accommodate a variety of community needs. Extensive consultation with the City of Cockburn has been undertaken to ensure a positive design outcome.

The Structure Plan will deliver the following key planning outcomes:

- Provide for appropriate residential development that responds to its surrounds, notably the R40 development adjacent to the south;
- Foster a strong sense of community and identity;
- Ensure active street interfaces to maximise surveillance opportunities;
- Provide for safe and convenient access to the transport network; and
- Build on an existing inter-connected footpath network.

A summary of the key statistics are provided in **Table 1**.

Item	Data	Structure Plan Ref (section no.)
Total area covered by the Structure Plan	1.9384ha	1.1
Area of each land use proposed: <ul style="list-style-type: none"> <li>• Residential</li> </ul>	1.3182ha	4.2
Total estimated lot yield	38 lots	4.2
Estimated number of dwellings	38	4.2
Estimated residential site density	19.6 dwelling per ha	4.2
Estimated population	95 persons	4.2

Table 1 Executive Summary Table



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# PART ONE: IMPLEMENTATION



## 1 STRUCTURE PLAN AREA AND OPERATION

### 1.1 Structure Plan Area

This Structure Plan shall apply to Lots 37, 38, 39 & 40 Rockingham Road, Lake Coogee being the land contained within the inner edge of the line denoting the Structure Plan Map (**Plan 1**). Details of the lots included in the Structure Plan area are included in **Table 3** below.

Stock Road defines the eastern boundary of the Structure Plan area with Lot 41 to the north, Lots 1-10 to the south and Rockingham Road to the west.

The Structure Plan (refer to **Plan 1, Table 1**) incorporates 1.3182ha of Residential land, 1,101m<sup>2</sup> for road widening and 5,101m<sup>2</sup> of road reserves.

Once developed, the Structure Plan is estimated to be capable of supporting approximately 38 dwellings and an overall estimated population of 95 people.

Lot	Street No.	Plan No.	Area (ha)	Proprietor
37	586	3562	0.4641	Julie Radonich
38	584	3562	0.4775	Leigha Tahte, Ryan Joseph Radonich & Wayne Radonich
39	582	3562	0.4914	Wayne Radonich
40	580	3562	0.5054	George Radonich

Table 2 Lot Details

### 1.2 Operation

This Structure Plan is in effect from the date stated on the cover, and for a period of 10 years (or any other period approved by the WAPC), from that date.

## 2 PURPOSE

The purpose of the Structure Plan is to facilitate development and subdivision of the site for residential purposes.

The Structure Plan has been prepared in accordance with City of Cockburn Town Planning Scheme No.3, the Planning and Development (Local Planning Schemes) Regulations 2015 (the Regulations) and Western Australian Planning Commission (WAPC) Liveable Neighbourhoods operational policy.

## 3 STAGING

The development staging shall follow an orderly sequence and provide a manageable level of service of essential infrastructure for roads, drains and utility services. Specifically, the intention is to progress a subdivision over Lot 37 first, which is reflective of the proposed road design. This will then unlock subdivision of Lot 38 and subsequently Lots 39 and 40.

Cooperation between landowners will be necessary, in some instances, to facilitate development and stage development appropriately according to landowner timeframes, market demand and infrastructure implementation.



## 4 SUBDIVISION AND DEVELOPMENT REQUIREMENTS

### 4.1 Land Use Zones and Reserves

Plan 1 designates the 'Residential' (R40) zoning across the Structure Plan area, with a portion of road widening adjacent to Stock Road. Land use permissibility within the Structure Plan area shall be in accordance with the corresponding zone or reserve under TPS 3, or as otherwise outlined in this Structure Plan.

#### 4.1.1 Road Reserves

The road reserve widths of the proposed internal road network are 15m wide, consistent with the Liveable Neighbourhoods (WAPC 2009) requirements.

The applicant/owner shall make provision for footpaths through the Structure Plan area as identified on **Plan 1**. The final location and width of footpaths are to be determined at subdivision stage and shall be in accordance with the requirements of Liveable Neighbourhoods.

#### 4.1.2 Public Open Space

In order to meet the 10% POS requirement of the WAPC's Liveable Neighbourhoods policy, the Structure Plan proposes a cash in lieu contribution instead of land provision. A gross subdividable area of 18,283m<sup>2</sup> requires a POS contribution of 1,828.3m<sup>2</sup>.

### 4.2 Density and Development

**Plan 1** designates the R-Codes applicable to subdivision and development in the Structure Plan area.

#### 4.2.1 Density and R-Codes

Residential densities applicable to the Structure Plan area are depicted at **Plan 1**. Subdivision and development within the Structure Plan is to generally achieve a minimum dwelling density target of 19.6 dwellings per site hectare.

#### 4.2.2 Local Development Plans (LDP)

Local Development Plans (LDP) are required to be prepared and implemented for lots subject to a 'Quiet House Design' package, as identified in the Noise Management Plan.

#### 4.2.3 Interface with Adjoining Areas

The Structure Plan provides for orderly connection of local roads to adjoining areas and to the wider road network, via the connections shown on the Structure Plan Map at **Plan 1**.

Future development of the lots to the north have been considered in the design by facilitating opportunities for future road connections. This has been indicatively shown on the Lot Yield plan, enabling a logical extension of residential development.

The boundary interface between the Structure Plan area and adjoining Stock Road to the east will be addressed through the subdivision process and will incorporate fencing as detailed in the technical appendices, particularly with regards to noise attenuation.

#### 4.2.4 Heritage

A review of the Department of Planning, Lands and Heritage Aboriginal Cultural Heritage Inquiry System confirms there are no registered sites in the Structure Plan Area.

### 4.3 Other Requirements

#### 4.3.1 Bushfire Protection

A portion of the land within the Structure Plan area is mapped as being bushfire prone under the Department of Fire and Emergency Services Bushfire Prone Mapping.



This Structure Plan is supported by a Bushfire Management Plan, prepared in accordance with *State Planning Policy 3.7 – Planning in Bushfire Prone Areas (SPP3.7)*. Any development on land within the Structure Plan area shall be constructed in accordance with the recommendations made by the Bushfire Management Plan and shall comply with the requirements of *Australian Standard 3959 – Construction of Buildings in Bushfire Prone Areas*.

Bushfire management requirements will ultimately be considered as part of future applications to subdivide or develop land within the Structure Plan area. A site-specific Bushfire Management Plan, where applicable, may be required at that time. As a minimum, a Bushfire Attack Level Contour Plan, prepared in accordance with an approved Bushfire Management Plan, will be required to be submitted at the time of lodgment of an application for subdivision and/or development approval.

**4.3.2 Infrastructure Arrangements**

All proposed lots are to be connected to reticulated water, sewer, power, gas as well as being connected to a comprehensive drainage system in accordance with the Local Government and Service Agency requirements.

All proposed lots are to be serviced by internal subdivision roads, with no direct access being proposed to Stock Road as identified on the Structure Plan map at **Plan 1**. The Transport Impact Statement prepared as part of this report details the capability of existing and proposed roads.

Detailed design and implementation of subdivisional roads, intersections and the delivery of services will occur as part of the subdivisional works.

**4.3.3 Development Contributions**

The Structure Plan is located within two Development Contribution Areas (DCA) under Town Planning Scheme No.3, being DCA 6 and DCA 13. Contributions may be imposed through a condition of subdivision and/or development approval.

**4.3.4 Water Resource Management**

A Stormwater Drainage Management Plan has been prepared and will be implemented as part of development within the Structure Plan area. An Urban Water Management Plan will be prepared as a condition of subdivision approval.

**5 ADDITIONAL DETAILS**

**5.1 Information to be Submitted with an Application**

Once approved, the Structure Plan forms the statutory framework to guide subdivision and development within the Structure Plan area.

Various detailed investigations may need to be undertaken in order to support the eventual subdivision of the site. The details of additional information required to be submitted and the stage which it is to be submitted, are summarised in **Table 3**.

<b>Additional Information/Purpose</b>	<b>Approval Stage</b>	<b>Responsible Agency (Consultation Required)</b>
Bushfire Management Plan	Subdivision Application	City of Cockburn (in conjunction with DFES)
Transport Noise Assessment/Noise Management Plan	Subdivision Application	City of Cockburn

**Table 3 Additional Information**

The responsibility for formulation of these plans will rest with the landowner/developers at the appropriate time of development.



As the development progresses it may be necessary to vary aspects of the Structure Plan and as such the plan is intended to be adaptable subject to suitable justification. Modifications to the adopted Structure Plan area to be undertaken in accordance with Schedule 2, Clause 29 of the Planning and Development (Local Planning Schemes) Regulations (2015).

5.1.1 Notifications on Title

A notification on the title at subdivision stage will be required in order to address lots subject to a Bushfire Management Plan and lots within close proximity to a transport noise source (i.e. Beeliar Drive and Stock Road).

5.1.2 Road Widening

Part of the Structure Plan area is reserved as Primary Regional Roads under the Metropolitan Region Scheme and is intended to be used for the future road widening of Stock Road. This road widening will be set out on a separate plan of survey at subdivision stage. This land can then be acquired when necessary.

5.1.3 Other Contributions

A contribution towards a primary school site will be required in accordance with WAPC Operational Policy 2.4 – Planning for School Sites as a condition of subdivision approval.

5.2 Studies to be Required Under Condition of Subdivision/Development Approval

Conditions of subdivision approval	Responsible Agency (Consultation Required)
Urban Water Management Plan	City of Cockburn (in conjunction with DWER)
Local Development Plan	City of Cockburn

Table 4 Studies Required as a Condition



**STRUCTURE PLAN**

Lot 37-40 (No. 580, 582, 854 & 586) Rockingham Road,  
LAKE COOGEE

Plan No. | 24222-02  
 Date | 20/08/24  
 Drawn | NP  
 Checked | JS  
 Revision | A

PERTH & FORRESTDALÉ:  
 Lot 1 & 252 Forrestdale St  
 PERTH WA 6000  
 15/2 Henderson Road  
 FORRESTDALÉ WA 6112  
 T: 08 9495 1947  
 E: metro@harleydykstra.com.au

ALBANY | BUNBURY | BUSSETON | FORRESTDALÉ | PERTH

Scale | 1:750@A3

0 10m 20m

NOTE: This plan has been prepared for planning purposes. Areas, Contours and Dimensions shown are subject to survey.

**LEGEND**

- Subject Area (1.9384ha)
- Residential R40
- Road Widening

**Harley Dykstra**  
 PLANNING & SURVEY SOLUTIONS





## PART TWO: EXPLANATORY SECTION



## 1 INTRODUCTION AND PURPOSE

The purpose of the Structure Plan is to provide for the orderly and proper planning of the Structure Plan area in accordance with the State Planning Framework and the City of Cockburn Local Planning Policy Framework.

The intent of this Structure Plan is to guide the subdivision, development and infrastructure servicing of the Structure Plan area as a residential neighbourhood that is integrated with the surrounding local areas.

The proposal is accompanied by a Structure Plan Map (**Plan 1**) prepared in accordance with the *Planning and Development (Local Planning Schemes) Regulations, 2015*. It is included in Part 1 of this report.

The Explanatory Section of this Structure Plan Report includes a detailed description of the proposal, provides an evaluation of the relevant town planning, bushfire management, local water management, and traffic considerations applicable to the land, and details the rationale supporting the proposed Structure Plan.

This Structure Plan has been formulated by Harley Dykstra in collaboration with specialist consultants who have provided input in relation to matters as follows:

Development Engineering Consultants	- Servicing Report & Stormwater Drainage Plan
Herring Storer Acoustics	- Noise Management Plan
Urbii	- Transport Impact Statement
Smith Consulting	- Bushfire Management Plan

Copies of the relevant consultant reports and drawings are appended to this submission and key findings incorporated within the body of the report.

## 2 SITE AND CONTEXT ANALYSIS

### 2.1 Physical Context

#### 2.1.1 Location

The Structure Plan area is located approximately 1.5km south of the Stargatre Spearwood centre on Rockingham Road and 1km west of Beeliar Local Centre. The Structure Plan area is generally bounded by Stock Road to the east, Rockingham Road to the west, Lot 41 Rockingham Road to the north and Lots 1-10 Keeper Vista to the south. A locational plan is included at **Figure 1**.

#### 2.1.2 Area & Land Use

The Structure Plan area incorporates 4 lots as detailed in **Table 2** in conjunction with **Figure 2** overleaf. The Structure Plan area comprises a total of 1.9384 hectares and has historically supported rural residential land use activities. The subject land has been cleared of vegetation and currently accommodates a residential dwelling and associated structures on each of Lots 37, 38 and 39. Lot 40 is vacant.

#### 2.1.3 Ownership and Title Details

The Structure Plan comprises 4 separate titles, with 5 different landowners, with the legal description of this land set out in **Table 2** of Part One of this report. A copy of the Certificates of Title are included at **Appendix A**.

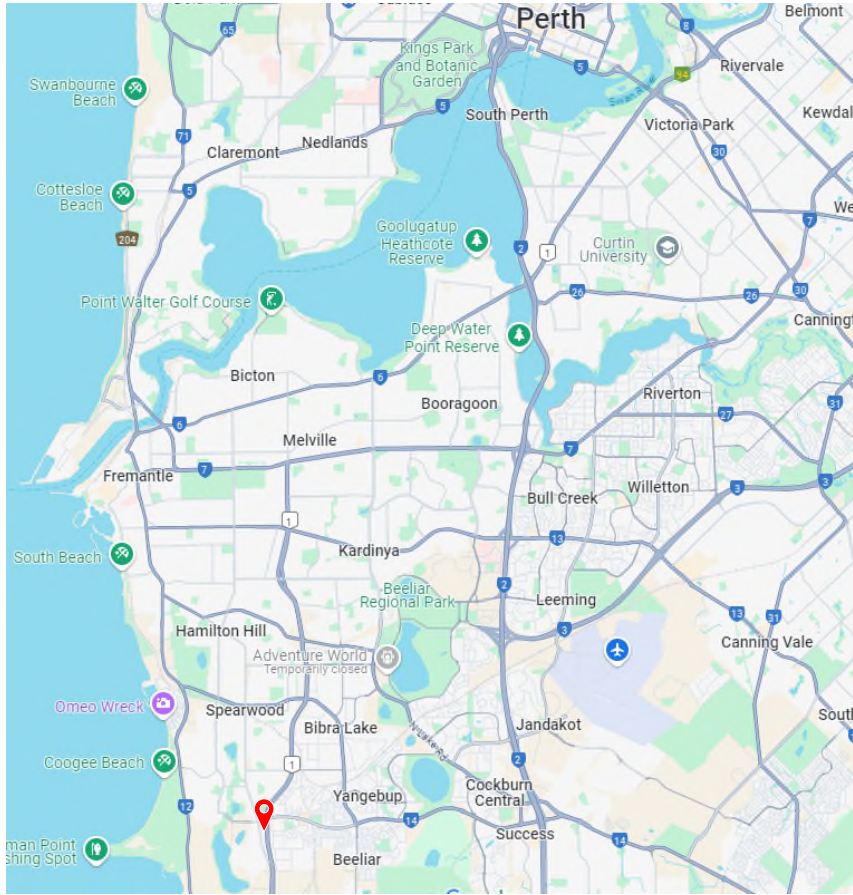


Figure 1 Context Plan



Figure 2 Aerial Photograph (subject land outlined in red)



## 2.2 Community Context

The Structure Plan area is located within the City of Cockburn, in the locality of Lake Coogee and is approximately 1.5m south of the Stargate Spearwood centre and 1km west of Beeliar Local Centre.

The surrounding land uses mainly consist of new residential estates, with sporadic portions of larger lots still containing single dwellings. Land to the north consists of established residential areas. The area is also supported by a range of community facilities within close proximity to the site including:

- South Metropolitan Tafe Munster Campus;
- Santich Park and Basketball Courts;
- South Coogee Junior Football Club;
- St Jerome's Primary School & OSH Club;
- Hagan Park;
- Lake Coogee;
- Lollipops Childcare Centre;
- Montessori Early Years Learning and Care Centre; and
- Troode Gardens (retirement village).

The Structure Plan site is situated on Rockingham Road, providing excellent connectivity to surrounding residential areas, the Kwinana Freeway, Indian Ocean and the Perth Central Business District. The major roads surrounding the site include Stock Road, being a Primary Distributor, and Rockingham Road, being a Distributor B and Beeliar Drive which is a Distributor A.

There are no existing internal roads, pedestrian or cycle networks within the Structure Plan area, however there is a footpath located on both sides of Rockingham Road. A bus stop is located directly opposite Lot 39 on Rockingham Road, with a bus stop offering different routes located approximately 300m north on Beeliar Road.

**Figure 3** provides a context and site analysis identifying the existing neighbourhood form in the immediate area, and the surrounding road and community infrastructure. The Structure Plan area is generally devoid of significant topographic features.





Figure 3 Immediate Context and Site Analysis

### 2.3 Planning Context

The following section outlines the designations under the relevant state and local planning framework.

#### 2.3.1 Metropolitan Region Scheme (MRS)

The MRS is the statutory land use planning scheme for the Perth Metropolitan Area. The primary purpose of the MRS is to reserve and zone land and control development on reserved and zoned land at the Regional level. The subject land is primarily zoned 'Urban', with a strip of land on the eastern portion reserved as 'Primary Regional Roads' as identified in **Figure 4**.



Figure 4 Metropolitan Region Scheme (Subject Site in Black)

2.3.2 Perth and Peel @ 3.5 Million

Perth and Peel @ 3.5 million is a high-level spatial framework and strategic plan that provides a vision for the future growth of the Perth metropolitan region towards a population of 3.5 million residents.

Consistent with the MRS, the land subject to this Structure Plan is identified as 'Urban' in the South Metropolitan Peel Sub-Regional Planning Framework while the strip of land fronting Stock Road is reserved as 'Primary Regional Road (Figure 5).

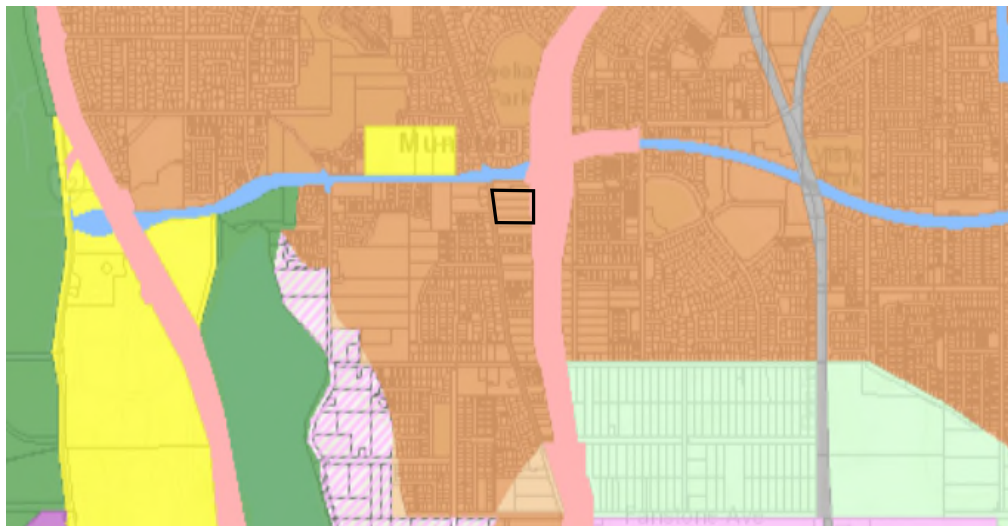


Figure 5 Sub Regional Framework (Subject Site in Black)



### 2.3.3 City of Cockburn Local Planning Strategy

The City of Cockburn Local Planning Strategy (Local Planning Strategy) was adopted by Council in 1996 and was prepared to provide a strategic plan that will plan for the future of the City in a responsible manner and reflect the aspirations of the City and its community, accommodate future needs, and create opportunities to enhance local attributes.

A new Local Planning Strategy has recently been endorsed by the Western Australian Planning Commission (WAPC) on the 28<sup>th</sup> of October 2024. The Structure Plan area is identified as 'structure planning areas for future rationalisation' with the eastern portion along Stock Road identified as 'Primary Regional Road' (refer **Figure 6** below).

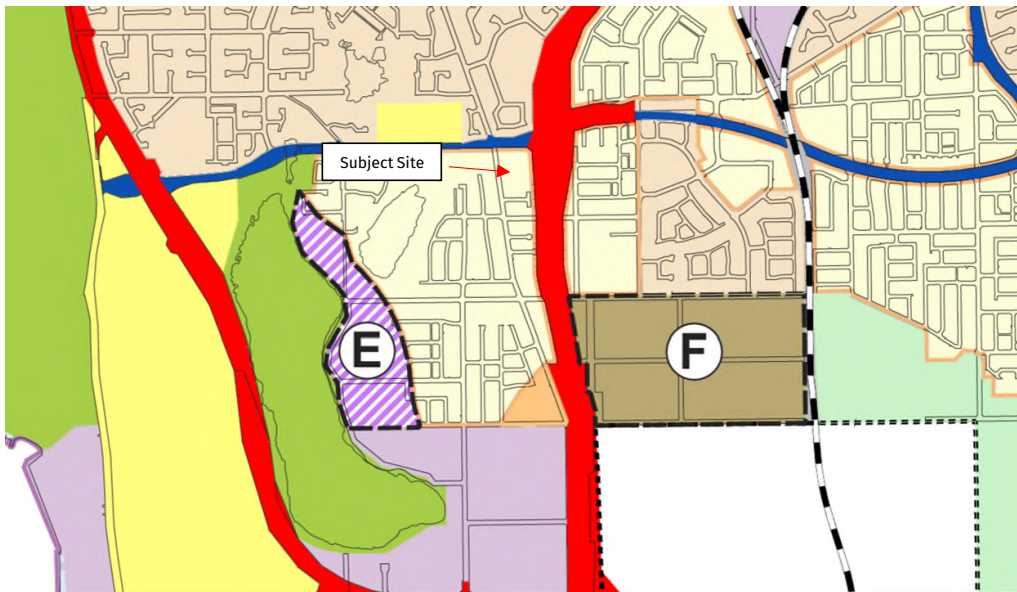


Figure 6 Local Planning Strategy (2024)

### 2.3.4 City of Cockburn Town Planning Scheme No. 3

The Structure Plan area is predominantly zoned 'Development' within the City of Cockburn Town Planning Scheme No.3 (TPS 3) with a strip of the eastern portion reserved as 'Primary Regional Roads' (refer **Figure 7**).

A Structure Plan is required to be endorsed for land included in the 'Development' zone prior to subdivision and/or development in accordance with *Part 5, Table 9* of TPS 3. The subject site is identified as 'Development Area 5 – Munster'. The provisions of this are as follows:

1. An approved Structure Plan together with all approved amendments shall be given due regard in the assessment of applications for subdivision and development in accordance with clause 27(1) of the Deemed Provisions.
2. To provide for residential development except within the buffers to the Woodman Point WWTP, Munster Pump Station and Cockburn Cement.
3. The local government will not recommend subdivision approval or approve land use and development for residential purposes contrary to Western Australian Planning Commission and Environmental Protection Authority Policy on land within the Cockburn Cement buffer zone

This report has been prepared in accordance with this requirement.





TPS 3 also identifies the subject land as being within the Development Contribution Area 6 (DCA6). The contribution scheme requires that all landowners make a proportional contribution to 23.4% of the cost of widening and upgrading of Beeliar Drive (Mayor Road) between Stock Road and Cockburn Road, Munster. It is expected that a condition of subdivision approval would require a contribution. Subdivision within the Structure Plan shall also be subject to a requirement to contribute to DCA 13, which funds various regional, sub-regional and local recreational infrastructure.

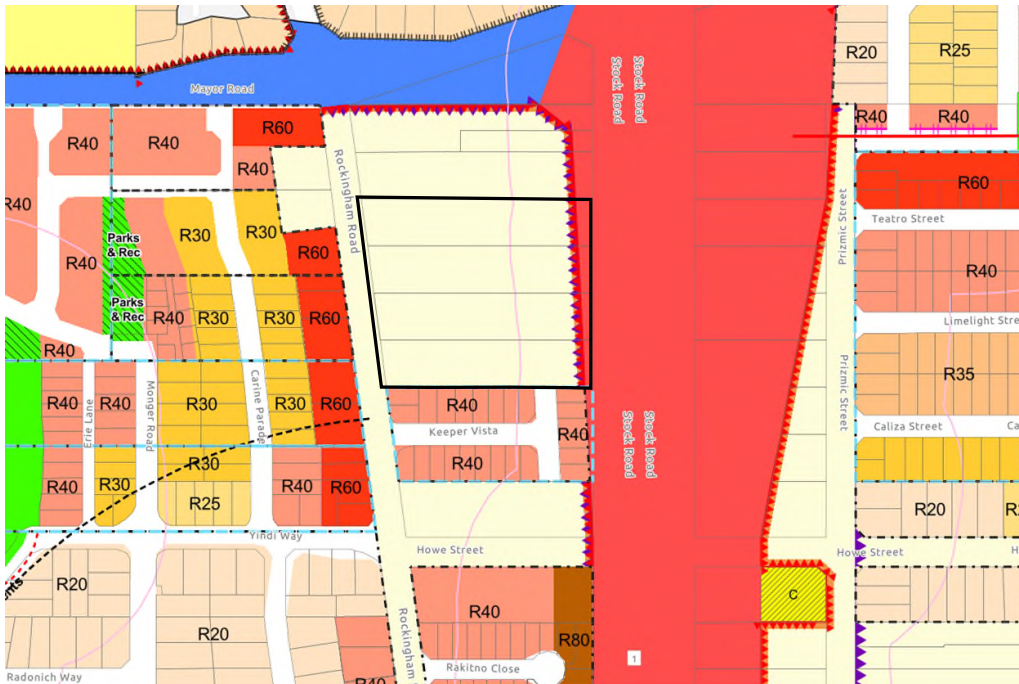


Figure 7 Town Planning Scheme No.3 (Subject Site in Black)

2.3.5 Liveable Neighbourhoods

The WAPC’s *Liveable Neighbourhoods* is an operational policy that guides the design and assessment of Structure Plans (regional, district and local) and subdivision for new urban areas in the metropolitan area and regional centres, on greenfield and large urban infill sites. Liveable Neighbourhoods outlines a number of aspects that Structure Plans should address. Of note is the creation of an efficient and legible lot layout and road network and the provision of 10% Public Open Space (POS).

Whilst the Structure Plan ensures the creation of a street block design that is legible and provides good access and connection to the existing residential developments, no POS has been provided. This will be discussed further in Section 5.1 of this report.

2.3.6 State Planning Policy 3.7 – Planning in Bushfire Prone Areas

State Planning Policy 3.7 (SPP 3.7) seeks to guide the implementation of effective risk-based land use planning and development to preserve life and reduce the impact of bushfire on property and infrastructure. SPP 3.7 applies to strategic planning proposals, including Structure Plans, over land designated as bushfire prone by the Department of Fire and Emergency Services (DFES). Given the Structure Plan area is partially designated as Bushfire Prone, SPP 3.7 is applicable to the LSP area. The requirements of SPP 3.7 are addressed by a Bushfire Management Plan prepared by Smith Consulting (**Appendix B**). Further details are provided in Section 3.5 of this report.





2.3.7 State Planning Policy 3.6 Infrastructure Contributions

SPP 3.6 provides the mechanism for local governments or service providers to collect contributions towards the cost of infrastructure necessary to accommodate urban growth.

Contributions are levied directly through the subdivision and development process, or where there are multiple landowners, through Development Contribution Plans (DCP's). The development contributions may include common infrastructure works such as roads, drainage and sewer as well as the equitable apportionment of public open space.

Section 5.6 details the two DCA's applicable to the Structure Plan area.

2.3.8 State Planning Policy 5.4 Road and Rail Noise

The purpose of SPP 5.4 is to minimize the adverse impact of road and rail noise on noise-sensitive land use and/or development within the specified trigger distance of strategic freight and major traffic routes and other significant freight and traffic routes. It indicates that where any part of the lot is within the specific trigger distance an assessment against the policy is required to determine the likely level of transport noise and management/mitigation required.

The entirety of the subject site is located within the trigger distance associated with the Stock Road, with the eastern portion of Lots 39 & 40 located within the trigger distance associated with Beelihar Drive (refer **Figure 8**).

Any noise-sensitive land-use and/or development within the trigger distance of a transport corridor is required to meet specific indoor and outdoor noise targets. A Noise Management Plan has been prepared as part of the Structure Plan (refer **Appendix C**), which identifies the need for the inclusion of 'Quiet House Design' packages.

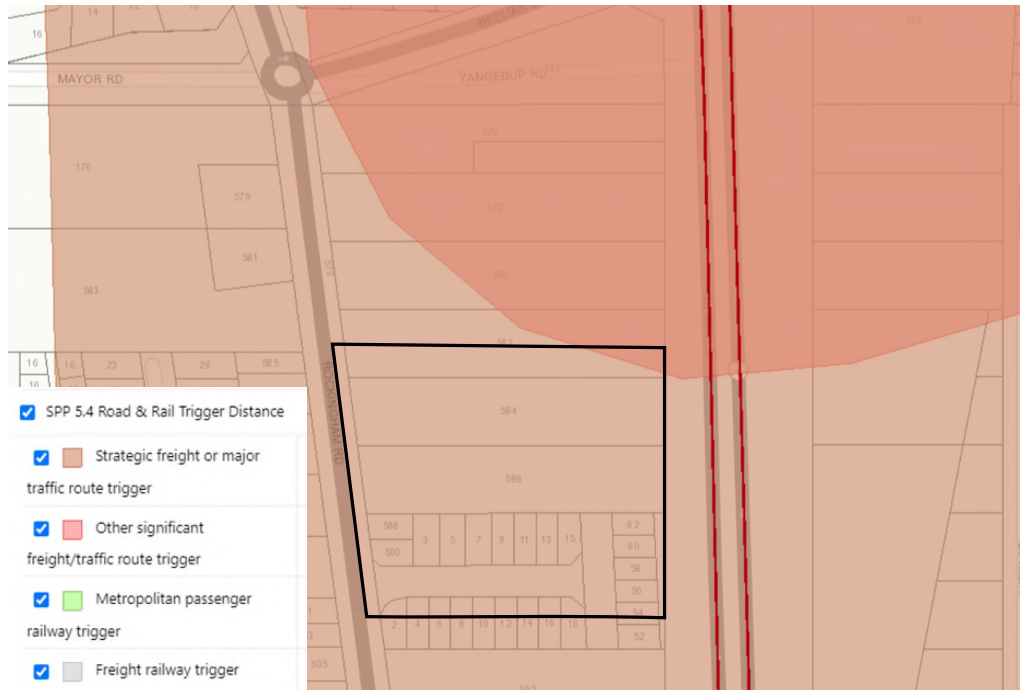


Figure 8 SPP 5.4 Trigger Distance Buffer



### 2.3.9 Government Sewerage Policy (2019)

The Government Sewerage Policy (GSP) is a whole of Government Policy, intent on establishing the governmental position on the provision of sewer services within Western Australia through the progressive planning and development of land.

The subject site is located within a sewer sensitive area in accordance with DPLH WA mapping. Connection to reticulated sewer is proposed as part of the development of the Structure Plan area, which is further detailed in Section 3.63 of this report and within the Servicing Report at **Appendix D**.

### 2.3.10 Better Urban Water Management Policy

Better Urban Water Management Policy (BUWMP) was designed to guide water management at the regional, district, local and subdivision stages of the planning process by ensuring consideration is given to the total water cycle at each stage of planning and development.

The Stormwater Drainage Management Plan (**Appendix E**) and the Servicing Report (**Appendix D**) address the requirements of the BUWMP. Further information is provided in section 3.3.

### 2.3.11 Residential Design Codes of Western Australia

The Residential Design Codes of Western Australia (R-Codes) provide a comprehensive basis for local governments to control residential development. They generally apply to residential development throughout Western Australia, except as otherwise prescribed by the provisions of Town Planning Scheme No.3 or as varied by City of Cockburn Policies. An R-Code of R40 has been identified on the Structure Plan map (**Plan 1**) that will guide the detailed design and lot layout and subsequent subdivision applications that are lodged in accordance with the approved Structure Plan.

## 3 OPPORTUNITIES AND CONSTRAINTS ANALYSIS

In support of the proposed Structure Plan, the following reports have been prepared:

- Bushfire Management Plan
- Noise Management Plan
- Servicing Report
- Stormwater Drainage Management Plan
- Traffic Impact Assessment

The findings of these reports will be provided in the following sections with the full reports attached as appendices.

### 3.1 Biodiversity & Natural Area Assets

It should be noted that the full suite of environmental assessments has not been undertaken as the subject site does not contain any environmental features that warrant assessment.

#### 3.1.1 Flora & Fauna

The subject land has mostly been cleared, with only a few mature trees remaining. A review of Locate Mapping confirms there is no native vegetation or Carnaby Cockatoo roosting or breeding sites.

### 3.2 Landform & Soils

#### 3.2.1 Soil Type

Perth Environmental Geology mapping indicates that the Structure Plan area consists of Tamala limestone for the majority of the site with a small portion of sand abutting Rockingham Road in the north western portion of the site.



### 3.2.2 Topography

The site has a gentle slope, with elevations between 18m AHD in the east and 12m AHD in the west.

### 3.2.3 Acid Sulfate Soils (ASS)

The Department of Water and Environmental Regulation (DWER) has compiled a series of maps indicating ASS risk areas. There are no ASS located within the Structure Plan area.

## 3.3 Water Management

A Stormwater Drainage Management Plan has been prepared by Development Engineering Consultants and is attached as **Appendix E**. Details with regards to the report are discussed below.

### 3.3.1 Surface Water

The subject area is quite pervious, with no visual or anecdotal evidence of water ponding occurring.

Stormwater management for the Structure Plan has been designed by taking into account the following water sensitive design criteria:

#### Water Quantity Management:

- Principle: to ensure that post development discharge peak flow rates match required pre-development rates.
- Objective: all finished floors to be a minimum of 0.3m above the 1% AEP floor level of the urban drainage system and at least 0.5m above the 1% AEP level of waterways and major drainage systems.
- Objective: detention storage to be provided to ensure that relevant storm outflows do not exceed pre-development flow rates.

#### Water Quality Management:

- Principle: to improve the overall surface water quality of the water leaving the development.
- Objective: ensure that surface water is contained on site and infiltrated up to and including the 10% AEP storm.
- Objective: all water for the 63.2% - 1 hour storm (15mm) to be contained on site prior to outflow.

In accordance with Water Sensitive Urban Design (WSUD) principles, stormwater management principles for the Structure Plan area will include 2 by 1.2m diameter by 1.2m deep soak wells to dispose of stormwater on site. Roads will be provided with capture pits and soak wells to capture road runoff and excess runoff from lots up to and including the 1% AEP storm.

Further information is contained in the Stormwater Drainage Management Plan at **Appendix E**.

### 3.3.2 Groundwater

Groundwater generally flows in an east to west direction given it is at 2.0m AHD 750m east of the site and falls to 1.0m AHD around 2.1km west of the site. Whilst no recent ground water testing has been undertaken on site, it can be interpolated that the peak ground water level is at approximately 1.7m AHD. Therefore, given the site's lowest point sits at 9.8m AHD, sufficient clearance, without the need to fill, is achieved.

## 3.4 Wetlands

A review of the *Geomorphic Wetlands on the Swan Coastal Plain* dataset (DBCA 2020) indicates that there are no geomorphic wetlands present in the Structure Plan area.

## 3.5 Bushfire Hazard

A Bushfire Management Plan (BMP) has been prepared by Smith Consulting to address requirements under Policy Measures 6.2 and 6.3 of *State Planning Policy 3.7 Planning in Bushfire Prone Areas (SPP 3.7)* in accordance with *Guidelines for Planning in Bushfire Prone Areas Version 1.4* (the Guidelines).



It is acknowledged that State Planning Policy 3.7 and associated Guidelines have recently been updated, with the new version due to take effect from 18 November 2024.

The report provides an assessment of the proposed development, bushfire risk context and required bushfire mitigation measures.

An addendum to the BMP has also been prepared to address the grassland vegetation within the Stock Road road reserve. This area is subject to the future road widening of Stock Road, however, it is currently an unmanaged verge, resulting in a BAL rating of BAL-40 and BAL-FZ for a portion of the proposed development. In order to mitigate the impact of this, it is proposed that Main Roads continue to manage the road reserve on an ongoing basis via a management agreement.

A full copy of the Bushfire Management Plan and addendum is included at **Appendix B** of this report.

### 3.6 Earthworks

Retaining walls of around 0.74m will be required to terrace the lots between the eastern and western boundaries. Given that outcropping limestone is likely to be within 600mm of the surface levels, it is anticipated that additional earthworks will be required to ensure that there is a minimum clearance of 600mm between the outcropping rock and the final surface levels.

### 3.7 Drainage

Drainage from the Structure Plan area, up to the 20% AEP event, will be contained within each lot via self-contained soak wells. The soil characteristics of the site, coupled with the depth to groundwater (0.8m) will enable sufficient site soakage.

Internal road stormwater will be directed to a proposed underground storage area located within the road reserve abutting Rockingham Road. Further details, demonstrating a comprehensive drainage strategy are included in the Stormwater Drainage Management Plan at **Appendix E**.

### 3.8 Servicing

A Servicing Report has been prepared by Development Engineering Consultants to investigate and report on servicing of the proposed Structure Plan area and to provide a servicing strategy to allow efficient delivery of the estate.

A full copy of the report is included as **Appendix D** with a summary of the servicing requirements included below.

#### 3.8.1 Roads and Paths

All new roads will be constructed to City of Cockburn standards, including kerbing and piped drainage plus the provision of footpaths, as required.

#### 3.8.2 Water Supply

A 100mm reticulation water main is located along the western verge of Rockingham Road. It is anticipated that this service can be extended to service the Structure Plan area.

#### 3.8.3 Reticulated Sewer

Whilst there is no sewer connection within the Structure Plan area, there is the opportunity to connect to a sewer main along the western verge of Rockingham. Sewer connection will be provided by drilling a 150mm reticulation sewer under Rockingham Road to the existing main on the western side. This will enable each new lot to be serviced by sewer.

#### 3.8.4 Power

A high and low voltage aerial power line is located along the western verge of Rockingham Road in addition to underground cables. The proposed Structure Plan area is able to be supplied with an overhead power connection via the existing network.



### 3.8.5 NBN/Telstra

All new lots will be required to connect to NBN as outlined under Commonwealth legislation. Telstra underground infrastructure services are located adjacent to the site along Rockingham Road, with an Optus cable located along the eastern verge of Rockingham Road. These telecommunications facilities can be supplied to the proposed development, subject to the developer paying connection fees.

### 3.8.6 Gas

A 155mm medium pressure gas main is located along the western verge of Rockingham Road. It is expected that reticulated gas services will be extended to the proposed Structure Plan area.

### 3.8.7 Mobile Telecommunications Infrastructure

The City of Cockburns Local Planning Policy 5.19 – Structure Plans & Mobile Telecommunications Infrastructure recommends early consultation with infrastructure providers to determine whether the existing telecommunications are able to accommodate the proposed development.

Although consultation with an infrastructure provider has not been undertaken at this stage, data available online indicates that the area is able to connect to mobile telecommunications. Notwithstanding this, the proposed structure plan is located in an existing residential area, which reinforces the notion that telecommunications are readily available.

## 3.9 Heritage

A review of the Department of Planning, Lands and Heritage Aboriginal Cultural Heritage Inquiry System confirms there are no registered sites in the Structure Plan Area

## 4 STAKEHOLDER AND COMMUNITY ENGAGEMENT

A pre-lodgement meeting was held with Planning Officers from the City of Cockburn on the 20<sup>th</sup> of June 2024 to discuss the proposed Structure Plan and seek preliminary advice on matters to consider. Feedback from Officers at the City of Cockburn has been positive and supportive with regards to the proposal, with the following summarising the advice received:

- It is noted that the default position is to provide 10% POS, however, a cash-in-lieu provision of POS can be considered, provided that clear justification is provided.
- The City is willing to consider a higher than typical R30 base coding given the links to high frequency bus routes.
- A design that that proposes minimal crossovers to Rockingham Road is preferred, with a left in left out onto Rockingham Road in the northern portion.
- Consideration needs to be given to future development of the lots to the north. Therefore, the design should demonstrate how the proposed Structure Plan does not compromise further Structure Planning.

Accordingly, all of the City's comments have been addressed in the Structure Plan Map provided at **Plan 1** and within the following section.

## 5 DESIGN RESPONSE

The Structure Plan design has been developed having regard to the evolving strategic planning objectives for the locality, providing a continuation of residential development which has occurred in new estates to the east, south and west. Specifically, the Structure Plan has been formulated to inter-connect with the adjoining residential area to the south and ensure a logical extension for future residential development to the north.



The Structure Plan will facilitate the subdivision of the site into a contemporary residential development of approximately 38 lots which will conform to the provisions of the Residential Design Codes. The density allocation for all lots has been identified as R40 within the Structure Plan area.

The Structure Plan is deemed consistent with the goals and aspirations of the State and relevant City of Cockburn planning framework, as well as proper and orderly planning.

### 5.1 Public Open Space (POS)

The Structure Plan proposes a cash in lieu contribution of POS instead of the provision of land. This has been informed through discussions with officers at the City of Cockburn who indicated that cash in lieu could be considered if adequately justified. Specifically, the City advised that there may be the opportunity to financially contribute towards the establishment of Glamuzina Park, which is located approximately 150m west of the subject site.

In order to justify a cash in lieu of land POS contribution we note that there are numerous existing recreational parks located within close proximity to the Structure Plan area (refer to **Figure 9**). The map details the distance to these via pedestrian means. It should be worth noting that these parks boast a wide range of facilities, enabling for a broad range of activities. Of note are the following parks and their facilities:

- Firbank Park: BBQ facilities, park benches, playground equipment (including an inclusive swing) and kick about space.
- Radonich Park: basketball ring, exercise equipment, park benches, BBQs, AFL goals, kick about space.
- Kevin Bowman Reserve: basketball ring, exercise equipment, shade sails, playground equipment, BBQs and extensive walking tracks.
- Santich Park: basketball ring, AFL goals, playground equipment, BBQs, kick about space, soccer clubrooms.

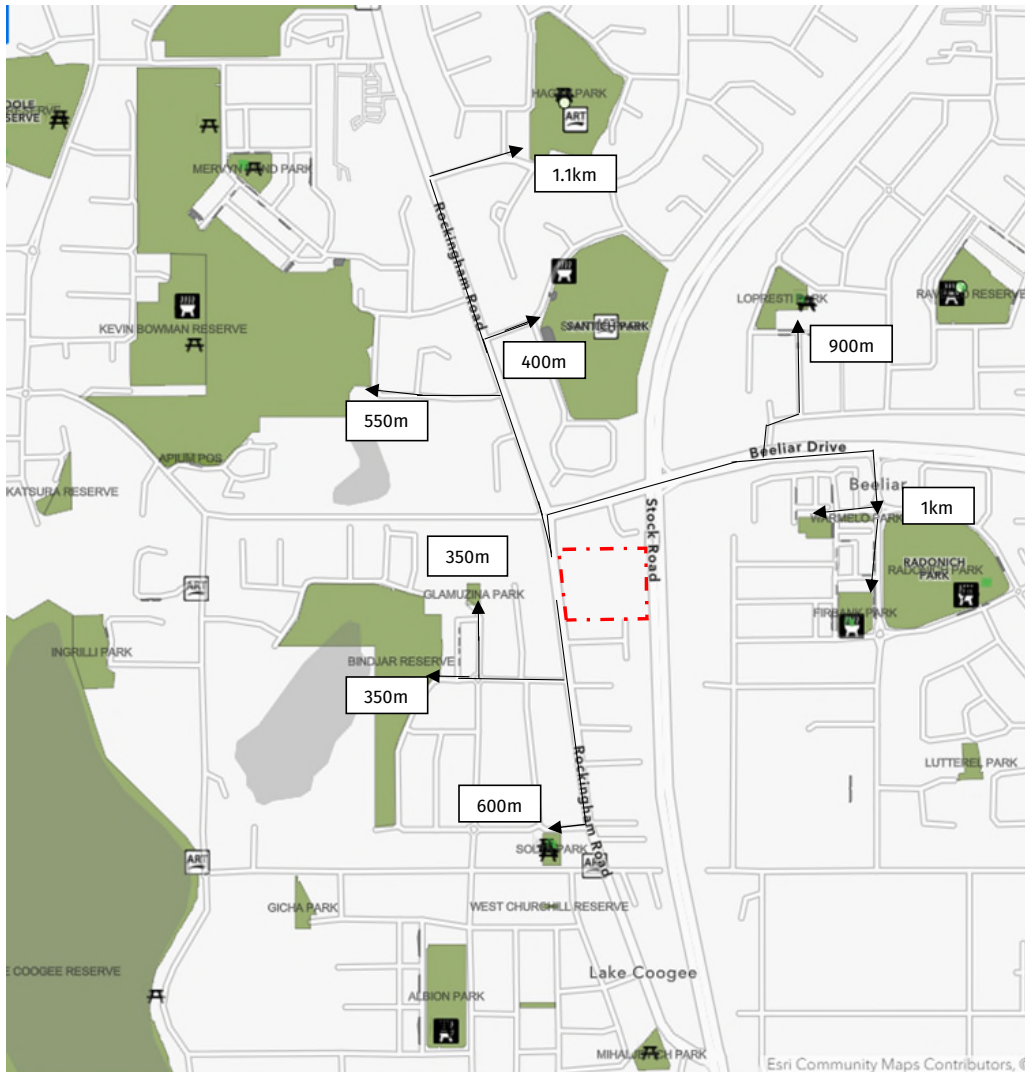


Figure 9 POS Map Detailing Distance via Pedestrian Means

Therefore, due to an abundance of well established and emerging recreational parks in close proximity to the Structure Plan area, a cash in lieu contribution towards POS is considered appropriate.

### 5.2 Residential

The road network has been designed to facilitate the creation of regular shaped lots, capable of accommodating standard residential dwellings, with direct access to a public street. A suitable mix of lot types are proposed, with the design allowing a response to the current market demand in regard to lot depths and widths. An indicative Lot Yield Plan has been attached at **Appendix G**.

Based on the indicative Lot Yield Plan, the proposed Structure Plan is likely to achieve a density of 19.6 dwellings per gross urban hectare. Based on the indicative maximum dwelling yield of 38 dwellings, the Structure Plan area is likely to accommodate 95 persons based upon 2.8 persons per household (2021 Census, Greater Perth).





Lot layout and size has been designed by taking into consideration the existing road network and surrounding residential estates. The Structure Plan seeks to maximise its proximity to high frequency bus routes by providing residential development at a density coding of R40.

The proposed residential density of R40 can be considered consistent with the strategic direction of the Sub-Regional Planning Framework as it promotes higher densities in undeveloped areas zoned for urban use, particularly in areas close to transit corridors and high amenity. Further, the proposed density reflects development located directly to the south, ensuring a seamless integration.

The Structure Plan has been formulated to meet the requirements of Liveable Neighbourhoods. The Residential Design Codes (R-Codes), administered by the City, will provide a comprehensive basis for the control of residential development within the Structure Plan area. The R-Codes will outline the provisions which apply to residential development.

### 5.3 Bushfire Management

The Structure Plan design takes into account bushfire protection requirements and includes specific bushfire protection measures including vehicle egress to at least two different destinations, provision of fire hydrants and appropriate separation distances to bushfire hazards.

A full copy of the Bushfire Management Plan is located in **Appendix B** of this report.

### 5.4 Noise Impacts

Noise impacting the Structure Plan area can be considered to originate from Stock Road and Beeliar Drive.

A Noise Management Plan has been prepared to support the Structure Plan (**Appendix C**), which takes into account current and future traffic volumes on Stock Road. The Assessment concludes that noise received at the development from future traffic on Stock Road, exceed external noise level criteria. Therefore, 'Quiet House Design' packages are required for certain proposed lots. A map is included within the Noise Management Plan detailing the required packages.

Any noise mitigation measures that are required to be implemented will be undertaken as part of the subdivisional works as relevant, through the requirements of a Local Development Plan.

### 5.5 Movement Networks

#### 5.5.1 Regional Road Network

The subject site is well connected to the metropolitan and wider regional road network, given its frontage to Rockingham Road and close proximity to Stock Road and Beeliar Drive. The regional road network provides efficient access to the wider Perth Metropolitan Region including commercial and employment centres. Stock Road is considered to be a Primary Distributor Road, whilst Rockingham Road functions as a Distributor Road B.

The ceding of the Primary Regional Road widening in the eastern portion of the subject site will occur at subdivision stage.

#### 5.5.2 Proposed Internal Roads

A series of three 15m wide local road reserves are proposed which will provide access from Rockingham Road to the new lots. A Transport Impact Statement has been prepared by Urbii in support of the Structure Plan, providing detail on the proposed road network and the impact of potential traffic volumes on the local road network. The Transport Impact Statement is attached at **Appendix F**.

The proposed road widths are consistent with the range stated in Liveable Neighbourhoods (WAPC 2009).





### 5.5.3 Proposed Movement Capacity

In calculating trip generation and distribution within the Structure Plan area, the Transport Impact Statement examines the trip generation rates for the proposed residential development. Based on these rates, the proposed Structure Plan will generate approximately 304 vehicles per day. Trips generated by the proposed development are primarily anticipated to be daily commute trips as the proposed Structure Plan incorporates residential development.

The traffic report concludes that the traffic generation of the proposed Structure Plan is minimal and as such would have a negligible impact on the surrounding road network.

### 5.5.4 Pedestrian and Cycle Network

Pedestrian and cycling facilities are available along both sides of Rockingham Road. Data collected by the City of Cockburn from Strava reveals that Rockingham Road and Beeliar Drive are relatively popular cycling routes in the area. This will be further confirmed through the use of these facilities generated by development at the subject site.

### 5.5.5 Public Transport

The subject site is easily accessible to public transport, with two bus stops located within close proximity. A bus stop is located directly opposite Lot 39 on Rockingham Road, with a bus stop offering different routes located approximately 300m north on Beeliar Road. The bus network provides connection to the nearby rail network.

## 5.6 Developer Contributions

As outlined in preceding sections, the Structure Plan area is subject to Development Contribution Plans 6 and 13, administered by the City of Cockburn.

DCP 6 requires that all landowners make a proportional contribution to 23.4% of the cost of widening and upgrading of Beeliar Drive (Mayor Road) between Stock Road and Cockburn Road, Munster. It is expected that a condition of subdivision approval would require a contribution.

DCP 13 requires a contribution at the time of development or subdivision which funds various regional, sub-regional and local recreational infrastructure.

## 5.7 Implementation

The proposed Structure Plan has been prepared in accordance with the requirements of the *Planning and Development (Local Planning Schemes) Regulations 2015*. Further, the Structure Plan Amendment complies with the applicable State and Local Planning Policy Framework as set out in Section 2.3 of this Report.

The *Planning and Development (Local Planning Schemes) Regulations 2015* stipulates the manner by which the Structure Plan will be processed by the City of Cockburn and thereafter, the Western Australian Planning Commission to enable final approval.

Once the Structure Plan is sufficiently progressed and the TPS 3 zoning is amended, development and/or subdivision applications can be considered and approved where they comply with the Structure Plan.



## Appendix A Certificates of Title

STRUCTURE PLAN  
Lots 37-40 Rockingham Road, Lake Coogee



TITLE NUMBER	
Volume	Folio
<b>1190</b>	<b>792</b>

**RECORD OF CERTIFICATE OF TITLE**  
UNDER THE TRANSFER OF LAND ACT 1893

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

*BGRoberts*  
REGISTRAR OF TITLES 

**LAND DESCRIPTION:**

LOT 40 ON PLAN 3562

**REGISTERED PROPRIETOR:**  
(FIRST SCHEDULE)

GEORGE RADONICH OF ROCKINGHAM ROAD, SPEARWOOD

(XE A00001A ) REGISTERED 1/1/0001

**LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:**  
(SECOND SCHEDULE)

1. THE LAND THE SUBJECT OF THIS CERTIFICATE OF TITLE EXCLUDES ALL PORTIONS OF THE LOT DESCRIBED ABOVE EXCEPT THAT PORTION SHOWN IN THE SKETCH OF THE SUPERSEDED PAPER VERSION OF THIS TITLE. VOL 1190 FOL 792.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required. Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

**STATEMENTS:**

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: 1190-792 (40/P3562)  
 PREVIOUS TITLE: 632-102  
 PROPERTY STREET ADDRESS: 580 ROCKINGHAM RD, LAKE COOGEE.  
 LOCAL GOVERNMENT AUTHORITY: CITY OF COCKBURN



TITLE NUMBER	
Volume	Folio
<b>1207</b>	<b>691</b>

**RECORD OF CERTIFICATE OF TITLE**  
 UNDER THE TRANSFER OF LAND ACT 1893

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

*BGRoberts*  
 REGISTRAR OF TITLES 

**LAND DESCRIPTION:**

LOT 39 ON PLAN 3562

**REGISTERED PROPRIETOR:**  
 (FIRST SCHEDULE)

WAYNE RADONICH OF 592 ROCKINGHAM ROAD, MUNSTER

(T F597648 ) REGISTERED 30/6/1994

**LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:**  
 (SECOND SCHEDULE)

1. THE LAND THE SUBJECT OF THIS CERTIFICATE OF TITLE EXCLUDES ALL PORTIONS OF THE LOT DESCRIBED ABOVE EXCEPT THAT PORTION SHOWN IN THE SKETCH OF THE SUPERSEDED PAPER VERSION OF THIS TITLE. VOL 1207 FOL 691.
2. F597649 MORTGAGE TO AUSTRALIA & NEW ZEALAND BANKING GROUP LTD REGISTERED 30/6/1994.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required. Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

**STATEMENTS:**

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: 1207-691 (39/P3562)  
 PREVIOUS TITLE: 1061-897  
 PROPERTY STREET ADDRESS: 582 ROCKINGHAM RD, LAKE COOGEE.  
 LOCAL GOVERNMENT AUTHORITY: CITY OF COCKBURN



TITLE NUMBER	
Volume	Folio
<b>2058</b>	<b>108</b>

**RECORD OF CERTIFICATE OF TITLE**  
 UNDER THE TRANSFER OF LAND ACT 1893

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

*BGRoberts*  
 REGISTRAR OF TITLES 

**LAND DESCRIPTION:**

LOT 38 ON PLAN 3562

**REGISTERED PROPRIETOR:**  
 (FIRST SCHEDULE)

WAYNE RADONICH  
 IN 96/100 SHARE  
 LEIGHA TAHE ERCEG  
 IN 2/100 SHARE  
 RYAN JOSEPH RADONICH  
 IN 2/100 SHARE  
 ALL OF 592 ROCKINGHAM ROAD LAKE COOGEE WA 6166  
 AS TENANTS IN COMMON

(T O967014 ) REGISTERED 6/12/2021

**LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:**  
 (SECOND SCHEDULE)

1. THE LAND THE SUBJECT OF THIS CERTIFICATE OF TITLE EXCLUDES ALL PORTIONS OF THE LOT DESCRIBED ABOVE EXCEPT THAT PORTION SHOWN IN THE SKETCH OF THE SUPERSEDED PAPER VERSION OF THIS TITLE. VOL 2058 FOL 108.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required. Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

**STATEMENTS:**

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: 2058-108 (38/P3562)  
 PREVIOUS TITLE: 1197-513  
 PROPERTY STREET ADDRESS: 584 ROCKINGHAM RD, LAKE COOGEE.  
 LOCAL GOVERNMENT AUTHORITY: CITY OF COCKBURN



TITLE NUMBER	
Volume	Folio
<b>2058</b>	<b>109</b>

**RECORD OF CERTIFICATE OF TITLE**  
 UNDER THE TRANSFER OF LAND ACT 1893

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

*BGRoberts*  
 REGISTRAR OF TITLES 

**LAND DESCRIPTION:**

LOT 37 ON PLAN 3562

**REGISTERED PROPRIETOR:**  
 (FIRST SCHEDULE)

JULIE RADONICH OF 582 ROCKINGHAM ROAD LAKE COOGEE WA 6166  
 (T P285248 ) REGISTERED 13/9/2022

**LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:**  
 (SECOND SCHEDULE)

1. THE LAND THE SUBJECT OF THIS CERTIFICATE OF TITLE EXCLUDES ALL PORTIONS OF THE LOT DESCRIBED ABOVE EXCEPT THAT PORTION SHOWN IN THE SKETCH OF THE SUPERSEDED PAPER VERSION OF THIS TITLE. VOL 2058 FOL 109.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required. Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

**STATEMENTS:**

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: 2058-109 (37/P3562)  
 PREVIOUS TITLE: 1197-513  
 PROPERTY STREET ADDRESS: 586 ROCKINGHAM RD, LAKE COOGEE.  
 LOCAL GOVERNMENT AUTHORITY: CITY OF COCKBURN



## Appendix B Bushfire Management Plan & Addendum

STRUCTURE PLAN  
Lots 37-40 Rockingham Road, Lake Coogee



# BUSHFIRE MANAGEMENT PLAN

**580–586 Rockingham Road,  
Lake Coogee  
City of Cockburn**



**Prepared by Ralph Smith  
BPAD27541  
smith.consulting@bigpond.com  
0458 292 280**

Site visited 14 August 2024; Report completed 27 August 2024



### Bushfire management plan/Statement addressing the Bushfire Protection Criteria coversheet

Site address:

Site visit: Yes  No

Date of site visit (if applicable): Day  Month  Year

Report author:

WA BPAD accreditation level (please circle):

Not accredited  Level 1 BAL assessor  Level 2 practitioner  Level 3 practitioner

If accredited please provide the following.

BPAD accreditation number:  Accreditation expiry: Month  Year

Bushfire management plan version number:

Bushfire management plan date: Day  Month  Year

Client/business name:

	Yes	No
Has the BAL been calculated by a method other than method 1 as outlined in AS3959 (tick no if AS3959 method 1 has been used to calculate the BAL)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Have any of the bushfire protection criteria elements been addressed through the use of a performance principle (tick no if only acceptable solutions have been used to address all of the bushfire protection criteria elements)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Is the proposal any of the following (see [SPP 3.7 for definitions](#))?

	Yes	No
Unavoidable development (in BAL-40 or BAL-FZ)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Strategic planning proposal (including rezoning applications)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Minor development (in BAL-40 or BAL-FZ)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
High risk land-use	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Vulnerable land-use	<input type="checkbox"/>	<input checked="" type="checkbox"/>

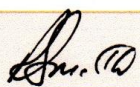
None of the above

**Note:** Only if one (or more) of the above answers in the tables is yes should the decision maker (e.g. local government or the WAPC) refer the proposal to DFES for comment.

Why has it been given one of the above listed classifications (E.g. Considered vulnerable land-use as the development is for accommodation of the elderly, etc.)?

The information provided within this bushfire management plan to the best of my knowledge is true and correct:

Signature of report author



Date

**NOTE**

This Bushfire Management Plan has been developed by Smith Bushfire Consultants Pty Ltd for the exclusive use of the client, Terranovis Pty Ltd and their agents.

The plan has been compiled using the standard methodologies required by Western Australian government departments and agencies. It is based on the following:

- *State Planning Policy 3.7 Planning in Bushfire Prone Areas (SPP 3.7)*, December 2015
- *Guidelines for Planning in Bushfire Prone Areas*, December 2021
- Standards Australia. (2018). *Australian Standard 3959 – Construction of buildings in bushfire-prone areas (Incorporating amendments No 1 and 2)*. Standards Australia, Sydney, NSW.

The techniques described in the above publications have been applied in the appropriate areas and circumstances for the development of this document.

Where there was no public access the interpretation is based on photographic and satellite imagery, and a laser distance meter was used to measure distances and effective slope.

It is recommended that this Bushfire Management Plan be revised every five years to ensure that it remains relevant and in-line with current requirements. This will optimise protection. It is proposed that the property owners undertake the review.

**DISCLAIMER**

This Bushfire Management Plan has been prepared in good faith. It is derived from sources believed to be reliable and accurate at the time of publication. Nevertheless, this plan is distributed on the terms and understanding that the author is not responsible for results of any actions taken based on information in this publication or for any error or omission from this publication.

Smith Bushfire Consultants Pty Ltd has exercised due and customary care in the preparation of this Bushfire Management Plan and has not, unless specifically stated, independently verified information provided by others.

Any recommendations, opinions or findings stated in this report are based on circumstances and facts as they existed at the time Smith Bushfire Consultants Pty Ltd performed the work. Any changes in such circumstances and facts upon which this document is based may adversely affect any recommendations, opinions or findings contained in this plan.

**Document control**

Report Version	Purpose	Author/reviewer and accreditation details	Date Submitted
1	BMP to support the development	Ralph Smith	27/8/2024

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Appendix 3: Map of the Carnaby Cockatoo confirmed roost sites buffered by 6 km	20
<b>References</b>	<b>21</b>



**Section 1: Proposal Details**

This bushfire management plan (BMP) has been developed to support the subdivision of the current large lots.

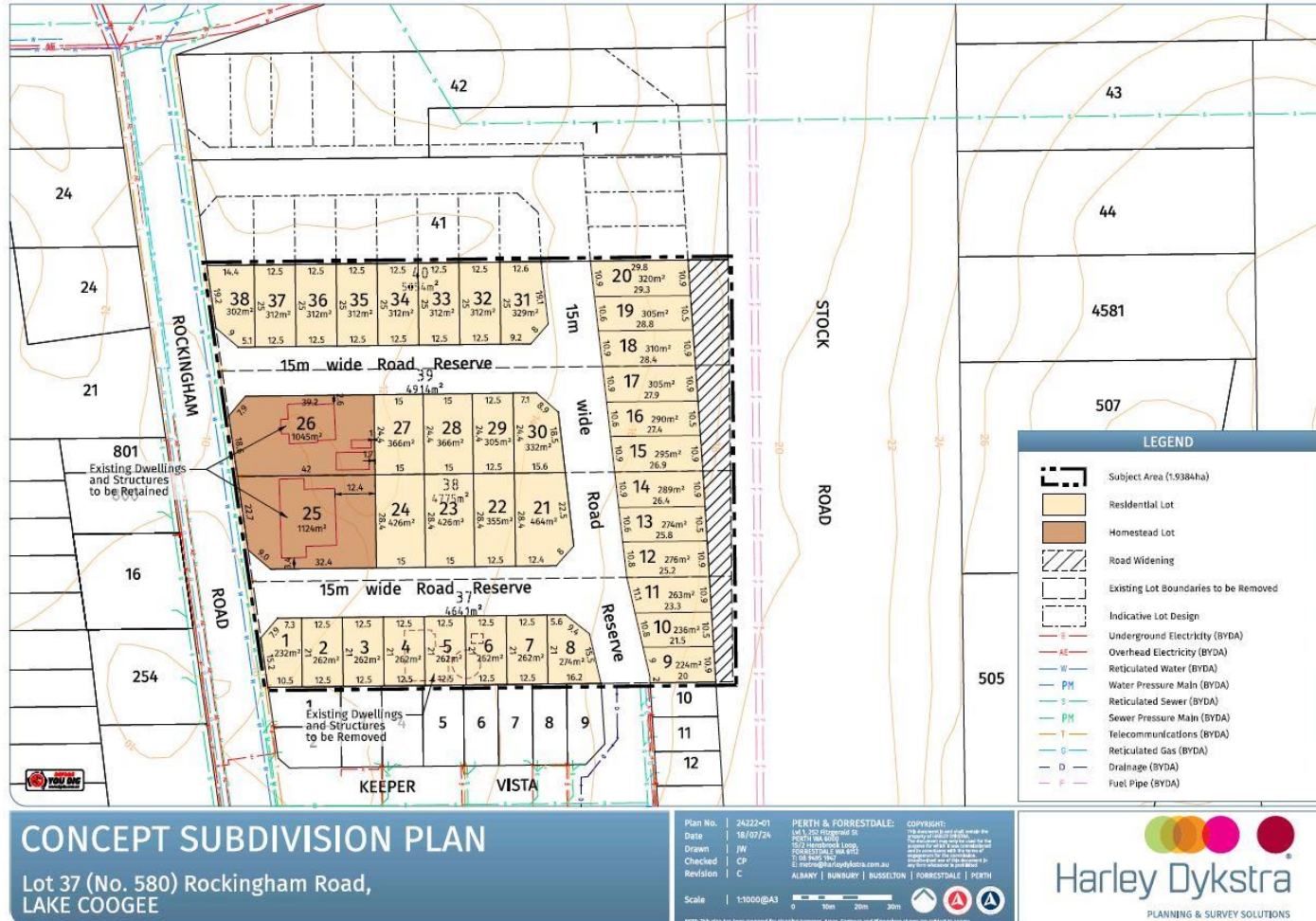


Figure 1. A copy of the concept subdivision plan.



**Figure 2.** Aerial photo of the bushfire prone area for the indicative subject site.

The entire subdivision site is not declared as bushfire prone. The bushfire prone declaration is required to trigger AS 3959 constructions standards.

**Section 2: Environmental Considerations**

**Subsection 2.1: Native Vegetation – modification and clearing**

The entire subdivision site has been cleared of native overstorey vegetation. The surface vegetation and any overstorey plants are introduced. The proposed road widening associated with Stock Road will remove the current grassland that is impacting the BAL ratings for the adjacent lots in the subdivision.

**Subsection 2.2: Re-vegetation/Landscape Plans**

There is no Landscape Plan and also no intent to undertake any significant revegetation as a component of the subdivision.



**Section 3: Bushfire assessment results**

**Subsection 3.1: Assessment Inputs**

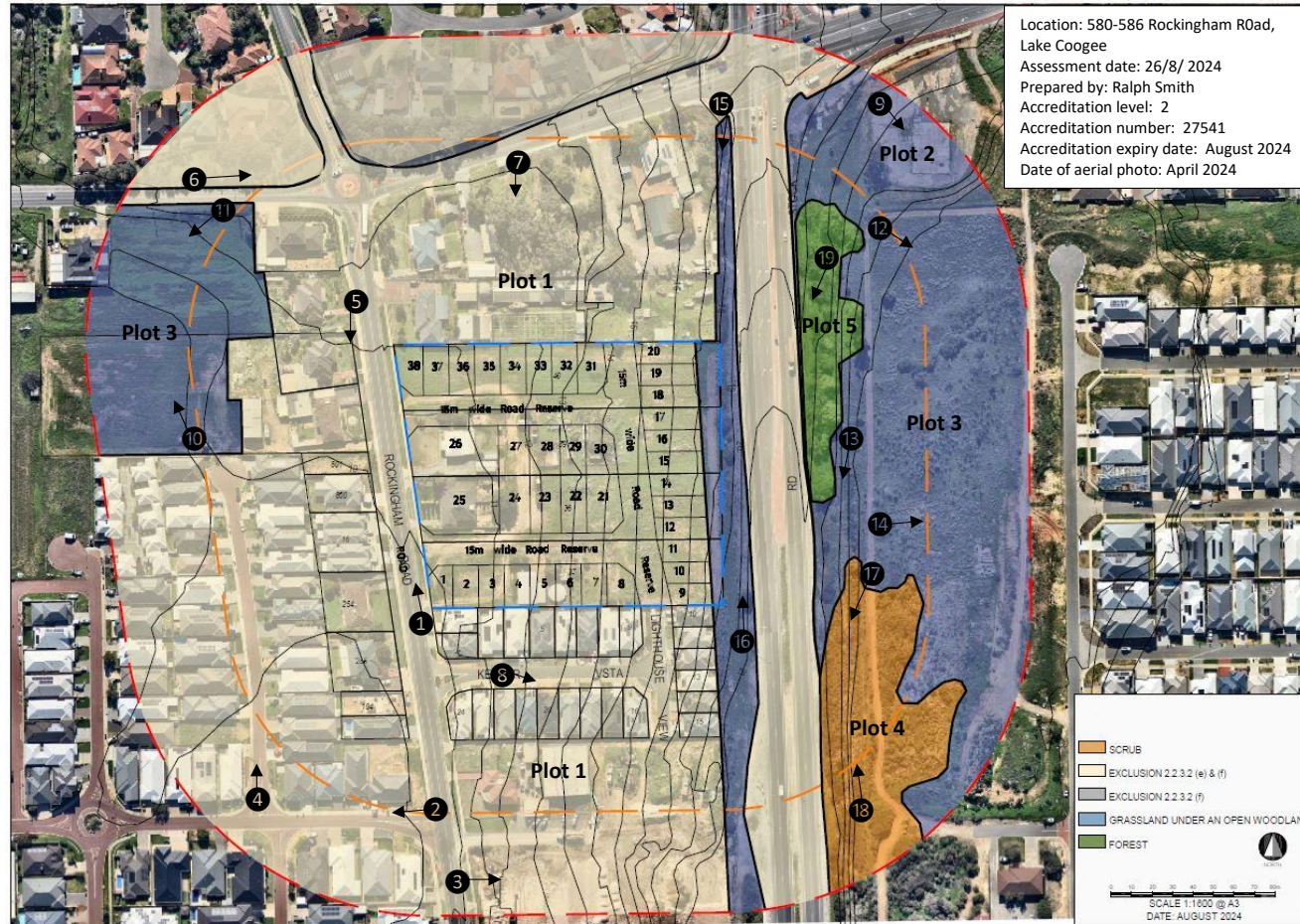


Figure 3. Vegetation Classification Map.



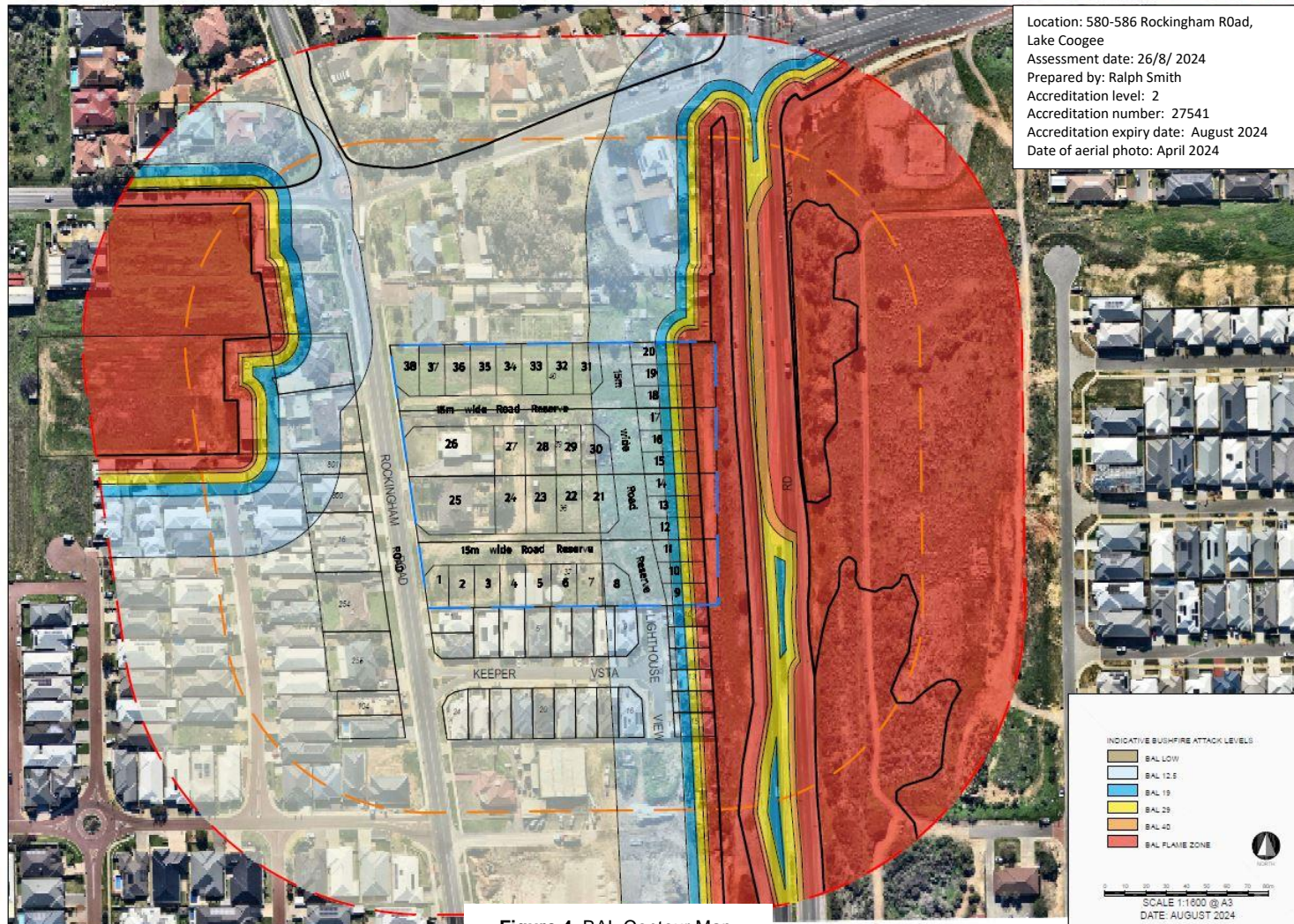


Figure 4. BAL Contour Map.



**Plot 1**

**Exclusion**

Clause 2.2.3.3 (e) and (f) including the City's firebreak notice vegetation management requirements.



**Photo ID: Photo 1** Looking north at the established road and dwellings.



**Photo ID: Photo 2** Looking across the established dwellings and access road.



**Photo ID: Photo 3** Looking at the major earth works south of the subdivision site.



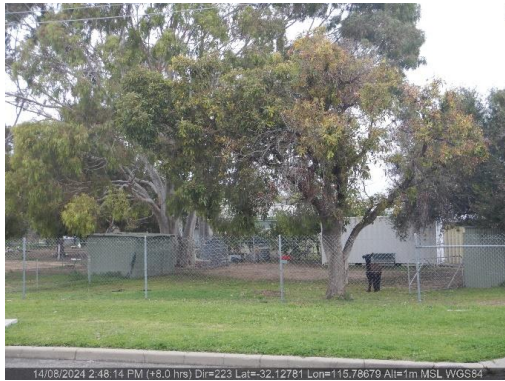
**Photo ID: Photo 4** Looking across the established dwellings and road.



**Photo ID: Photo 5** Looking at the established homes and road.



**Photo ID: Photo 6** Looking at the managed to low threat vegetation, path and road.



**Photo ID: Photo 7** Looking at the fenced stock area north of the subdivision site.



**Photo ID: Photo 8** Looking at the established homes, path and road.

**Plot 2**  
Exclusion  
Clause 2.2.3.3 (e)



**Photo ID: Photo 9** Looking at the small and isolated pad east of Stock Road.

**Plot 3**  
Class G – Grassland under an open woodland (AS 3959 Classification G–06)



**Photo ID: Photo 10** Looking across the grassland to west of the subdivision site.



**Photo ID: Photo 11** Looking across the grassland.





14/08/2024 2:52:06 PM (+8.0 hrs) Dir=147 Lat=-32.12773 Lon=115.78857 Alt=1m MSL WGS84  
**Photo ID: Photo 12** Looking at the grassland east of Stock Road.



14/08/2024 2:56:01 PM (+8.0 hrs) Dir=200 Lat=-32.12866 Lon=115.78875 Alt=1m MSL WGS84  
**Photo ID: Photo 13** Looking at the grassland east of Stock Road. The forest is on the right in the photograph.



14/08/2024 2:57:30 PM (+8.0 hrs) Dir=132 Lat=-32.12915 Lon=115.78881 Alt=1m MSL WGS84  
**Photo ID: Photo 14** Looking at the grassland.



14/08/2024 2:49:57 PM (+8.0 hrs) Dir=267 Lat=-32.12765 Lon=115.78881 Alt=1m MSL WGS84  
**Photo ID: Photo 15** Looking at the grassland in the Stock Road reserve.



14/08/2024 3:05:43 PM (+8.0 hrs) Dir=303 Lat=-32.1302 Lon=115.7882 Alt=1m MSL WGS84  
**Photo ID: Photo 16** Looking at the grass in the road reserve between the subdivision site and Stock Road.

**Plot 4**

Class D – Scrub (AS 3959 Classification D-13)



**Photo ID: Photo 17** Looking at the scrub in the road reserve east of Stock Road.



**Photo ID: Photo 18** Looking at the scrub east of Stock Road.

**Plot 5**

Class A – Forest (AS 3959 Classification A-03)



**Photo ID: Photo 19** Looking at the forest vegetation east of Stock Road.

## Notes to Accompany Vegetation Classification

### 1. Plot 1

Exclusion – Low threat vegetation and non-vegetated areas  
Clause 2.2.3.2 (e) and (f)

This plot comprises the development site which will be cleared except for the dwellings that are planned to be retained. The plot includes the neighbouring houses, other built assets, driveways, and the road infrastructure adjacent to the development site.

This plot also comprises the subdivided lots that are not yet built upon and are required to be maintained as 'low threat vegetation' during the bushfire season through the application of the City of Cockburn's Fire Control Notice (firebreak notice).

### 2. Plot 2

Exclusion – Low threat vegetation and non-vegetated areas  
Clause 2.2.3.2 (e)

This plot comprises the small and isolated pad east of Stock Road. It appears to be the remnants of a building.

### 3. Plot 3

Class G – Grassland under an open woodland (AS 3959 Classification G-06)

This plot comprises the extensive area of grassland east of Stock Road. It also includes the grassland on the road verge of Stock Road. This grassland area has the greatest impact on the subdivisions BAL rating.

The plot also includes the grassland west of Rockingham Road that is known to be in the process of being subdivided.

### 4. Plot 4

Class D – Scrub (AS 3959 Classification D-13)

This plot is the scrub that is east of Stock Road. It appears to be linked to the limestone surface rocks.

### 5. Plot 5

Class A – Forest (AS 3959 Classification A-03)

This plot comprises the area of forest that is east of Stock Road and within the 100 metre BAL assessment zone. This forest area has been planted with species not endemic to the area and have grown taller than six metres and have a crown cover that exceeds 30%. The surface vegetation is grassland.



**Slope**



**Figure 5.** Aerial photo with two-metre contour lines. (Source: DPLH website).

The land generally goes upslope from the west which makes the grassland, scrub and forest assessable vegetation upslope of the subdivision stage.

**Other environmental values**

A desktop search of the State Government websites was conducted and found to contain no significant environmental assets within or adjacent to the development site, including:

- Threatened and priority rare flora;
- Threatened and priority rare fauna;
- Threatened ecological community;
- Contaminated site register;
- Environmentally sensitive areas;
- Carnaby Cockatoo confirmed roost sites buffered by six kilometres;
- Carnaby Cockatoo confirmed roost sites;
- Carnaby Cockatoo confirmed breeding area within the Swan Coastal Plain and Jarrah IBRA regions;
- Black Cockatoo Roosting Sites buffered; and
- Black Cockatoo Breeding Sites buffered.

The Carnaby Cockatoo confirmed roost sites buffered by six kilometres covers the subdivision site.

**Subsection 3.2: Assessment outputs**

Method 1 BAL Determination				
Vegetation Area/Plot	Applied Vegetation Classification	Effective Slope Under the Classified Vegetation (degrees)	Separation Distance to the Classified Vegetation (metres)	Bushfire Attack Level
1	Exclusions 2.2.3.2 (e) and (f)	Not applicable	Not applicable	LOW
2	Exclusions 2.2.3.2 (e)	Not applicable	Not applicable	LOW
3	Class G – Grassland under an open woodland (AS 3959 Classification G-06)	Level/upslope	0	FZ*
4	Class D – Scrub (AS 3959 Classification D-13)	Level/upslope	43	12.5
5	Forest (AS 3959 Classification A -03)	Upslope/Level	37	12.5

Note\* - Whilst the lots immediately abutting have this BAL rating it is still possible to build a dwelling on these lots if the dwelling is a minimum of eight metres from the lot boundary or after the road widening has occurred and the grass is removed.

**Section 4: Identification of bushfire hazard issues**

The primary bushfire threat comes from the grassland, scrub and forest vegetation to the east of the subdivision lot. The subdivision is separated from these vegetation types by the four lane Stock Road.

**Section 5: Assessment against the Bushfire Protection Criteria**

**Section 5.1: Compliance**

Bushfire protection criteria	Method of Compliance	Proposed bushfire management strategies
	Acceptable solutions	
<b>Element 1: Location</b>	A1.1 Development location	This development will be developed in such a manner that on completion the BAL rating is possible BAL-29 or less for the future dwellings depending on where on the lot the dwelling is located. The subdivision site is only partially declared bushfire prone and therefore construction standards apply to that portion where the BAL rating is higher than BAL-LOW.  There is no requirement for 20 m APZs within the lots in the subdivision.
<b>Element 2: Siting and design</b>	A2.1 Asset Protection Zone (APZ)	
<b>Element 3: Vehicular access</b>	A3.1 Public road	All public access will be constructed to the appropriate standards as required in the Guidelines.
	A3.2a Multiple access routes	There are multiple access options that facilitate movement to a range of alternative locations and directions of travel.
	A3.2b Emergency access way	Not applicable.
	A3.3 Through roads	The roads are through-roads or possibly short cul-de-sacs linked to through roads.
	A3.4a Perimeter roads	There are bitumen roads planned for the subdivision site.
	A3.4b Fire service access routes	Not applicable.
	A3.5 Battle-axe access legs	Not applicable.
<b>Element 4: Water</b>	A3.6 Private driveways	No driveway over 50 metres in length is associated with this subdivision.
	A4.1 Identification of future water supply	The site will be serviced with the reticulated water scheme.
	A4.2 Provision of water for firefighting purposes	Hydrants will be located as required with the State's criteria.



**Subsection 5.2: Additional management strategies**



**Legend**

- 1. Subject land (indicative) - - - -
- 2. Roads

**Notes**

1. AS 3959 construction standards apply to only the western side of the subdivision as it is declared as bushfire prone.
2. There will be reticulated scheme water and required fire hydrants.
3. External access options for the residents is available on the established bitumen roads.
4. Grassland vegetation.
5. Forest vegetation.
6. Scrub vegetation.

**Figure 6.** Spatial representation of bushfire management strategies.

<b>Section 6: Responsibilities for Implementation and Management of the Bushfire Measures</b>
---

<b>DEVELOPER/LANDOWNER – PRIOR TO ISSUE OF TITLES</b>	
<b>No.</b>	<b>Implementation Action</b>
1	<p>A notification, pursuant to Section 165 of the <i>Planning and Development Act 2005</i> is to be placed on the certificate(s) of title of the proposed lot(s) that are declared as bushfire prone, advising of the existence of a hazard or other factor. Notice of this notification is to be included on the diagram or plan of survey (deposited plan). The notification is to state as follows:</p> <p><i>"This land is within a bushfire prone area as designated by an Order made by the Fire and Emergency Services Commissioner and may be subject to a Bushfire Management Plan. Additional planning and building requirements may apply to development on this land".</i></p> <p>(Western Australian Planning Commission)</p>
2	<p>A plan has been provided to identify areas of the proposed lot(s) that have been assessed as BAL-40 or BAL-Flame Zone.</p> <p>A restrictive covenant to the benefit of the local government, pursuant to section 129BA of the Transfer of Land Act 1893, is to be placed on the certificate(s) of title of the proposed lot(s) advising of the existence of a restriction on the use of the land within areas that have been assessed as BAL-40 or BAL-Flame Zone.</p> <p>Notice of this restriction is to be included on the diagram or plan of survey (deposited plan).</p> <p>The restrictive covenant is to state as follows:</p> <p>"No habitable buildings are to be built within areas identified as BAL-40 or BAL-Flame Zone".(Local Government)</p>

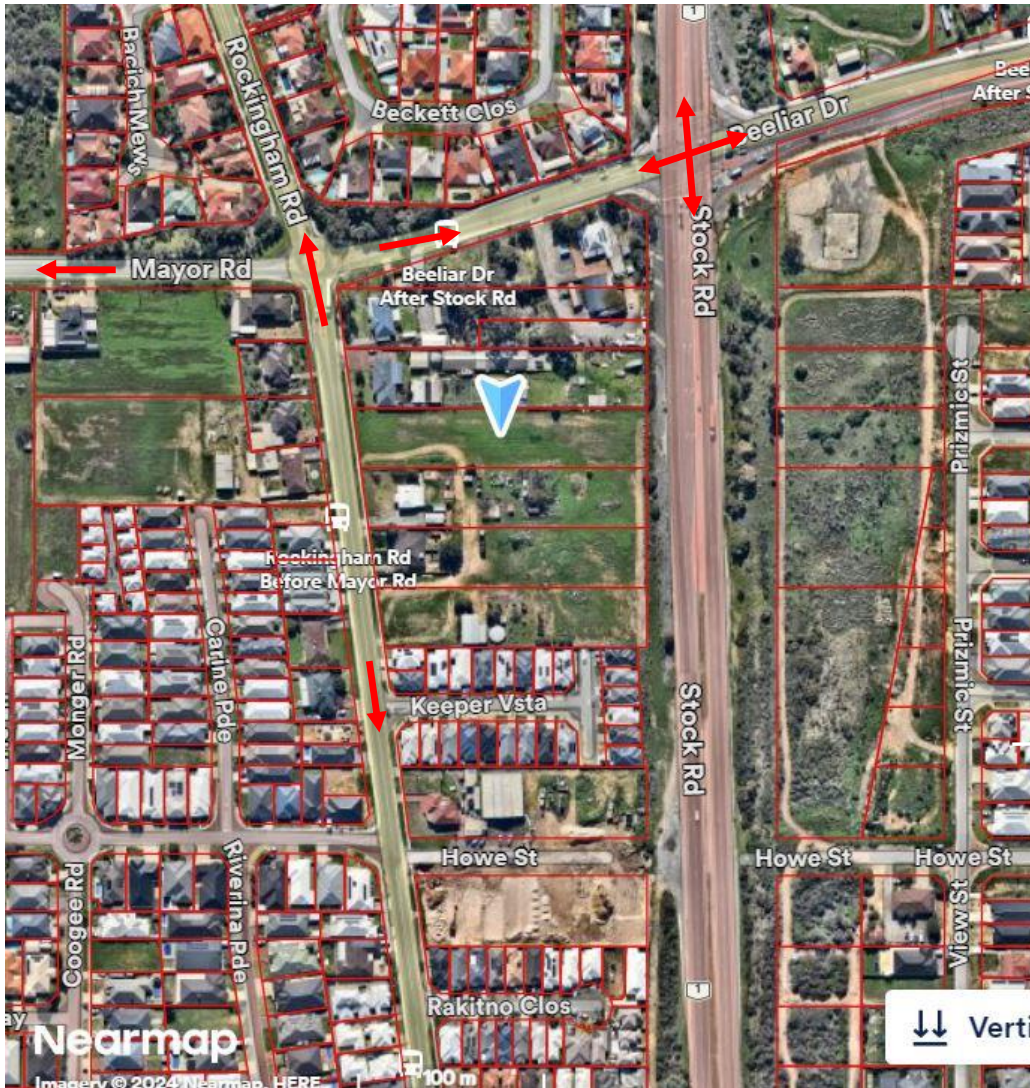
<b>DEVELOPER/LANDOWNER – PRIOR TO SALE OR OCCUPANCY</b>	
<b>No.</b>	<b>Implementation Action</b>
1	Establish and maintain the firebreaks and fuel loads in accordance with s33 of the Bush Fires Act 1954.
2	Establish the reticulated scheme water supply to comply with the State Government's requirements.
3	Establish the road network to comply with the State Government's requirements.

<b>LANDOWNER/OCCUPIER – ONGOING MANAGEMENT</b>	
<b>No.</b>	<b>Management Action</b>
1	Comply with the relevant local government annual firebreak notice issued under s33 of the Bush Fires Act 1954.



**Appendix 1**

Access external to the development site that shows there are numerous alternative access options to alternative destinations.



## Appendix 2

Extract from the City of Cockburn Fire Control Notice that formally requires that the grassland is to be managed so that it is no greater than 50 mm. This means that all vacant lots associated with this development will be managed to the 'low threat vegetation' criteria within AS 3959.

### Fire Hazards and Firebreaks

#### Fire Hazards

Properties under 4047m<sup>2</sup> - All flammable materials such as dry grass and weeds must be slashed, mowed or trimmed down to a maximum height of 50mm across the entire property and all dead vegetation must be removed. This must be put in place by 1 November each year and maintained to 15 April.

#### Firebreak requirements

Properties over 4047m<sup>2</sup> - A firebreak is an area where flammable material (such as wood, leaves and grass) has been cleared to provide vehicle access and help minimise the spread of a fire.

Firebreaks must be put in place by 1 November each year and maintained up until 15 April the following year. Extensions will not be granted.

**Appendix 3**

The Carnaby Cockatoo confirmed roost sites buffered by six kilometres covers the subdivision site.



## References

Australian Building Codes Board, (2019). *Building Code of Australia*. Australian Building Codes Board, Sydney.

Near map from <http://maps.au.nearmap.com/>

Contour map from  
<https://dpir.maps.arcgis.com/apps/webappviewer/index.html?id=662e8cbf2def492381fc915aaf3c6a0f>

Department of Fire and Emergency Services (DFES), (2023). *Map of Bushfire Prone Areas*. Retrieved 26 August 2024 from  
<http://www.dfes.wa.gov.au/regulationandcompliance/bushfireproneareas/Pages/default.aspx>

Standards Australia. (2018). *Australian Standard 3959 – Construction of buildings in bushfire-prone areas*. (Incorporation amendments No1 and No 2) Standards Australia, Sydney, NSW.

Western Australian Planning Commission. (2015). *State Planning Policy 3.7 – Planning in Bushfire Prone Areas*. Western Australian Planning Commission, Perth, WA.

Western Australian Planning Commission. (2021). *Guidelines for Planning in Bushfire Prone Areas*. Western Australian Planning Commission, Perth, WA. December 2017.

City of Cockburn Fire Control Notice Retrieved 26 August 2024 from  
<https://www.cockburn.wa.gov.au/Health-Safety-and-Rangers/Fire-and-Emergency-Management/Firebreaks-and-Burning-Permits>

Environmental and built values information from  
<https://espatial.dplh.wa.gov.au/PlanWA/Index.html?viewer=PlanWA>

Addendum to the Bushfire  
Management Plan developed for  
580–586 Rockingham Road,  
Lake Coogee.

Ralph Smith

BSc, GradDipInvestignsMgt, GradCertFireInvestigns, GradCertAppMgt, DipFor&ForProd, DipMgt  
Association for Fire Ecology professional certification: Senior Wildland Fire Manager

## Introduction

The Bushfire Management Plan (BMP) developed for the subdivision of 580–586 Rockingham Road, Lake Coogee (Smith Bushfire Consultants, dated 27 August 2024) identified that the grassland vegetation within the road reserve associated with Stock Road was having a disproportionate impact on the BAL rating for the development of the lots. This grassland vegetation was effectively limiting the opportunity to build a dwelling on the lots until this vegetation was managed or removed.

The lots that are significantly impacted by the grassland on the Stock Road reserve are lots 9 to 20 inclusive. The grassland vegetation under review is shown in the concept subdivision plan as being subject to road widening. The grassland is introduced vegetation and not protected by the native vegetation clearing protections within the Environmental Protection Act.

The BMP recognised through the BAL Contour Map of the subdivision that there are areas within the proposed lot(s) that have been assessed as BAL-40 or BAL-Flame Zone. The BMP required “A restrictive covenant to the benefit of the local government, pursuant to section 129BA of the Transfer of Land Act 1893, is to be placed on the certificate(s) of title of the proposed lot(s) advising of the existence of a restriction on the use of the land within areas that have been assessed as BAL-40 or BAL-Flame Zone. Notice of this restriction is to be included on the diagram or plan of survey (deposited plan). The restrictive covenant is to state as follows: “No habitable buildings are to be built within areas identified as BAL-40 or BAL-Flame Zone”. This requirement is in line with State Government requirements.

The developer and owner of the subdivision lots has considered the impact of grassland on Stock Road and have sought a commitment for either of two things to occur. These are:

1. The Main Roads Department (MRD) manage the grassland and mow or slash the grassland in the road reserve on an ongoing basis; or
2. The MRD permit the owners of the subdivision lots to mow the grass as an interim measure.

The purpose of this report is to recognise that if the MRD approves the road verge management request then the restrictive covenant to the benefit of the local government, pursuant to section 129BA of the Transfer of Land Act 1893 will not be required and all of the lots meet the State Government requirements of having a BAL rating of BAL-29 or less.

## Report

The grass verge is only 11 metres wide and is separated from the subdivision by 28 metres from the vegetation east of Stock Road. The grassland vegetation on 578 Rockingham Road is unmanaged and there is no effective method of it being managed to low threat vegetation. The City of Cockburn Fire Hazards and Firebreak Notice issued under section 33 of the Bush Fires Act only requires 578 Rockingham Road to have a firebreak, as 578 Rockingham Road is a lot of 5188 m<sup>2</sup>.



The only way to get the BAL rating on Lots 9 to 20 inclusive is to reduce the grassland on the Stock Road verge and have it managed to AS 3959 Exclusion standards. This will occur when the road is widened, but this will not be in the short term. Managing the grassland to AS 3959 Exclusion standards is an immediate solution.

**Fire Hazards and Firebreaks**

**Fire Hazards**

Properties under 4047m<sup>2</sup> - All flammable materials such as dry grass and weeds must be slashed, mowed or trimmed down to a maximum height of 50mm across the entire property and all dead vegetation must be removed. This must be put in place by 1 November each year and maintained to 15 April.

**Firebreak requirements**

Properties over 4047m<sup>2</sup> - A firebreak is an area where flammable material (such as wood, leaves and grass) has been cleared to provide vehicle access and help minimise the spread of a fire.

Firebreaks must be put in place by 1 November each year and maintained until 15 April the following year. Extensions will not be granted.

Figure 1. Extract of the City of Cockburn Fire Hazards and Firebreak Notice.

The concept subdivision plan shows the lots that are impacted by the Stock Road verge vegetation, Lots 9 to 20 inclusive.

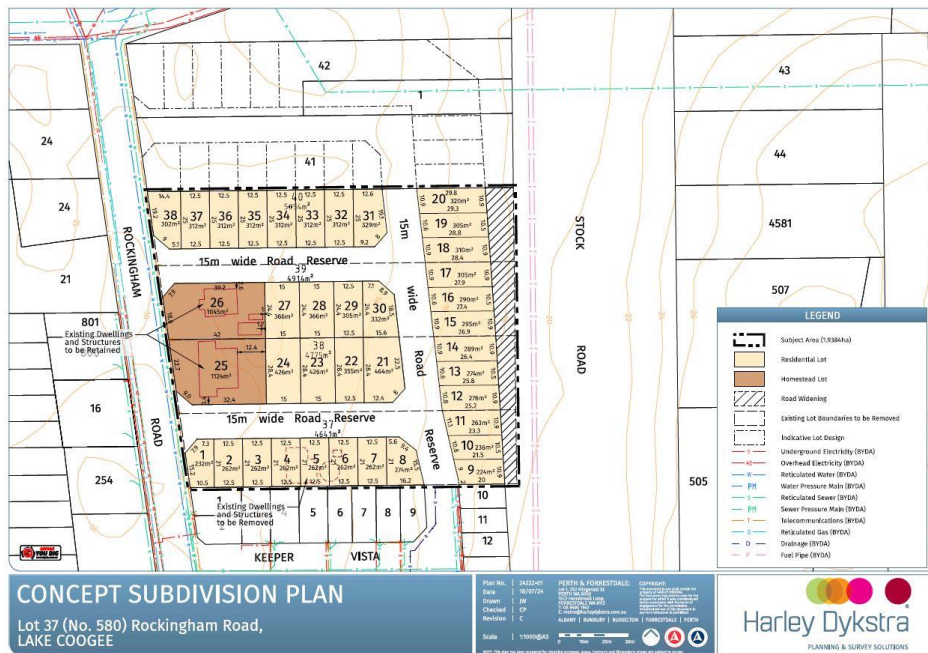


Figure 2. Concept subdivision plan.

The following BAL Contour Maps show the impact of the Stock Road verge vegetation. Managing, or permanently removing the introduced grassland vegetation in the road verge will reduce the BAL rating on Lots 9 to 20 inclusive. The owner has undertaken the slashing of the grassland for this season. The developer has made a request to the MRD for them to manage the road verge vegetation as an ongoing process, similar to the MRD road verge vegetation management in other areas. This has not yet been approved.

Addendum to the Bushfire Management Plan developed for 580–586 Rockingham Road, Lake Coogee  
Author: Ralph Smith, 16 September 2024

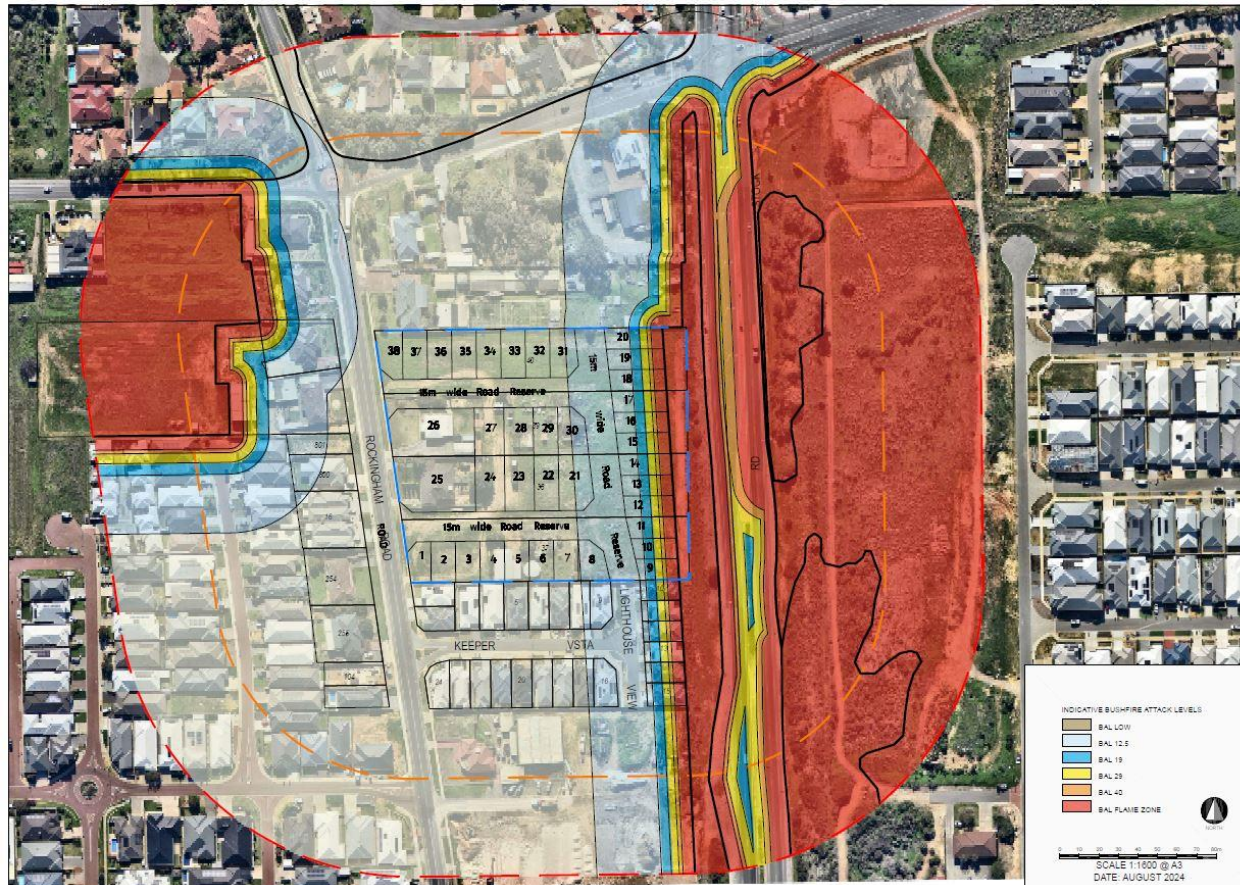


Figure 3. BAL ratings if the grass in the road reserve is unmanaged.



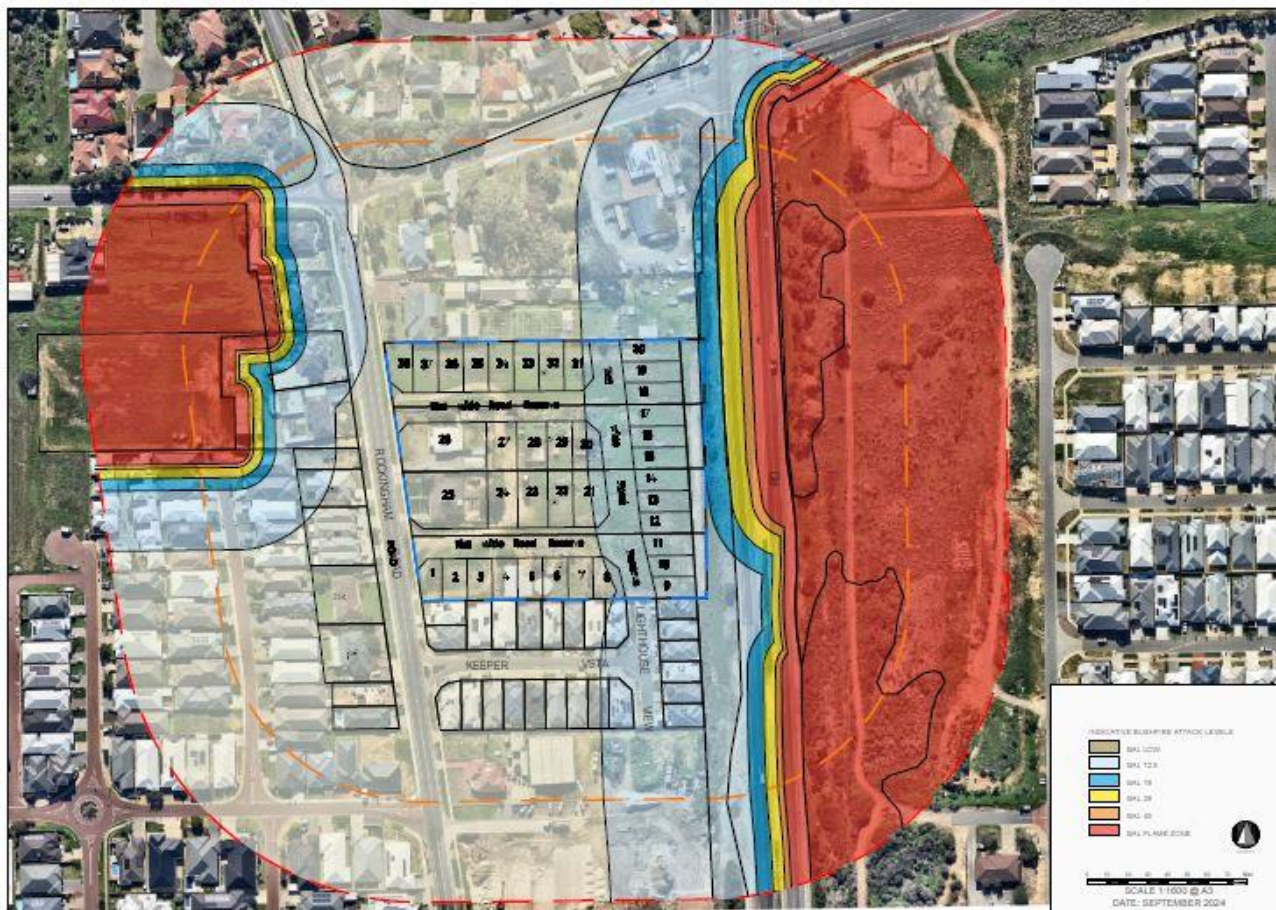


Figure 4. BAL ratings if the grass in the road reserve is managed.

The following photographs show the previous unmanaged grassland (Figure 5) on the Stock Road verge and the now managed grassland to AS 3959 Exclusion standards (Figures 6 and 7).



Figure 5. Unmanaged grassland in the road reserve.



Figure 6. Managed grassland in the road reserve.





Figure 7. Managed grassland in the road reserve to AS 3959 Exclusion standards.

### Conclusion

By gaining the immediate approval of the MRD for:

1. The owner of the subdivision lots to either manage the grassland and mow/slash it; or
2. The MRD to include this area in its road verge vegetation management to meet AS 3959 Exclusion standards, will increase the lots available for a dwelling to be constructed.

If the grassland cannot be managed to AS 3959 Exclusion standards it will reduce the immediate availability of lots 9 to 20 inclusive.

The developer has sought the assistance of the MRD and is seeking a formal response to the options. This addendum to the BMP is to support the modification to the BAL Contour Map and Vegetation Classification Map, and also section 6 within the BMP if the MRD provides that formal response in the affirmative.

## References

Department of Planning, 2016 (first edition), "Vegetation guide for bushfire risk assessment in Western Australia," Department of Planning, Perth.

Department of Planning, 2015, "State planning policy 3.7," Department of Planning, Perth.

Department of Planning, Lands and Heritage, 2021, "Guidelines for Planning in Bushfire Prone Areas," Western Australian Planning Commission, Perth.

Nearmap from <http://maps.au.nearmap.com/>

Slope percentage to degrees from  
<https://www.calcunation.com/calculator/slope-percent-conversion.php>

Standards Australia, 2018, "Australian Standard Construction of buildings in bushfire-prone areas," SAI Global, Sydney.



## Appendix C Noise Management Plan

STRUCTURE PLAN  
Lots 37-40 Rockingham Road, Lake Coogee





## TERRANOVIS

**RESIDENTIAL DEVELOPMENT  
580 ROCKINGHAM ROAD  
MUNSTER**

### **SPP 5.4 NOISE MANAGEMENT PLAN**

AUGUST 2024

OUR REFERENCE: 33242-2-24275

Rochdale Holdings Pty Ltd A.B.N. 85 009 049 067 trading as:  
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Herring Storer Acoustics

DOCUMENT CONTROL PAGE

**SPP 5.4 NOISE MANAGEMENT PLAN  
580 ROCKINGHAM RAOD  
MUNSTER**

Job No: 24275

Document Reference: 33242-2-24275

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**Herring Storer Acoustics**

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2.	ACOUSTIC CRITERIA	1
	2.1 Noise	1
3.	MEASUREMENTS	4
4.	MODELLING	4
5.	TRAFFIC NOISE ASSESSMENT	5
6.	CONCLUSION	5

**APPENDICES**

A	Site Layout
B	Future Day Time Noise Conoturs
C	Lots Requiring "Quiet House Design" Packages
D	MRWA Traffic Flows

## 1. INTRODUCTION

Herring Storer Acoustics were commissioned by Terranovis to carry out an acoustic study with regards to traffic related noise for the proposed residential development located at 580 Rockingham Road, Munster.

The purpose of the study was to:

- Assess the noise that would be received within the development area from vehicles travelling on Stock Road for future traffic volumes.
- Compare the results with accepted criteria and if exceedances exist, develop the framework for the management of noise.

A plan is attached in Appendix A.

## 2. ACOUSTIC CRITERIA

### 2.1 NOISE

The Western Australian Planning Commission (WAPC) released on 6<sup>th</sup> September 2019 State Planning Policy 5.4 "Road and Rail Noise". The requirements of State Planning Policy 5.4 are outlined below.

#### POLICY APPLICATION (Section 4)

##### When and where it applies (Section 4.1)

*SPP 5.4 applies to the preparation and assessment of planning instruments, including region and local planning schemes; planning strategies, structure plans; subdivision and development proposals in Western Australia, where there is proposed:*

- a) noise-sensitive land-use within the policy's trigger distance of a transport corridor as specified in **Table 1**;*
- b) New or major upgrades of roads as specified in **Table 1** and maps (**Schedule 1, 2 and 3**); or*
- c) New railways or major upgrades of railways as specified in maps (**Schedule 1, 2 and 3**); or any other works that increase capacity for rail vehicle storage or movement and will result in an increased level of noise.*

##### Policy trigger distances (Section 4.1.2)

**Table 1** identifies the State's transport corridors and the trigger distances to which the policy applies.

*The designation of land within the trigger distances outlined in **Table 1** should not be interpreted to imply that land is affected by noise and/or that areas outside the trigger distances are un-affected by noise.*

*Where any part of the lot is within the specified trigger distance, an assessment against the policy is required to determine the likely level of transport noise and management/mitigation required. An initial screening assessment (**guidelines: Table 2: noise exposure forecast**) will determine if the lot is affected and to what extent."*

**TABLE 1: TRANSPORT CORRIDOR CLASSIFICATION AND TRIGGER DISTANCES**

<b>Transport corridor classification</b>	<b>Trigger distance</b>	<b>Distance measured from</b>
<b>Roads</b>		
<b>Strategic freight and major traffic routes</b> <i>Roads as defined by Perth and Peel Planning Frameworks and/or roads with either 500 or more Class 7 to 12 Austroads vehicles per day, and/or 50,000 per day traffic volume</i>	300 metres	Road carriageway edge
<b>Other significant freight/traffic routes</b> <i>These are generally any State administered road and/or local government road identified as being a future State administered road (red road) and other roads that meet the criteria of either &gt;=23,000 daily traffic count (averaged equivalent to 25,000 vehicles passenger car units under region schemes)</i>	200 metres	Road carriageway edge
<b>Passenger railways</b>		
	100 metres	Centreline of the closest track
<b>Freight railways</b>		
	200 metres	Centreline of the closest track

Proponents are advised to consult with the decision making authority as site specific conditions (significant differences in ground levels, extreme noise levels) may influence the noise mitigation measures required, that may extend beyond the trigger distance.

#### POLICY MEASURES (Section 6)

The policy applies a performance-based approach to the management and mitigation of transport noise. The policy measures and resultant noise mitigation will be influenced by the function of the transport corridor and the type and intensity of the land-use proposed. Where there is risk of future land-use conflict in close proximity to strategic freight routes, a precautionary approach should be applied. Planning should also consider other broader planning policies. This is to ensure a balanced approach takes into consideration reasonable and practical considerations.

#### Noise Targets (Section 6.1)

**Table 2** sets out noise targets that are to be achieved by proposals under which the policy applies. Where exceeded, an assessment is required to determine the likely level of transport noise and management/mitigation required.

In the application of the noise targets the objective is to achieve:

- indoor noise levels as specified in **Table 2** in noise sensitive areas (for example, bedrooms and living rooms of houses, and school classrooms); and
- a reasonable degree of acoustic amenity for outdoor living areas on each residential lot. For non-residential noise-sensitive developments, for example schools and child care centres the design of outdoor areas should take into consideration the noise target.

It is recognised that in some instances, it may not be reasonable and/or practicable to meet the outdoor noise targets. Where transport noise is above the noise targets, measures are expected to be implemented that balance reasonable and practicable considerations with the need to achieve acceptable noise protection outcomes.

**TABLE 2: NOISE TARGETS**

Proposals	New/Upgrade	Noise Targets		
		Outdoor		Indoor
		Day ( $L_{Aeq}(\text{Day})$ dB) (6 am-10 pm)	Night ( $L_{Aeq}(\text{Night})$ dB) (10 pm-6 am)	( $L_{Aeq}$ dB)
Noise-sensitive land-use and/or development	New noise sensitive land use and/or development within the trigger distance of an existing/proposed transport corridor	55	50	$L_{Aeq}(\text{Day})$ 40(Living and work areas) $L_{Aeq}(\text{Night})$ 35 (bedrooms)
Roads	New	55	50	N/A
	Upgrade	60	55	N/A
Railways	New	55	50	N/A
	Upgrade	60	55	N/A

**Notes:**

- The noise target is to be measured at one metre from the most exposed, habitable façade of the proposed building, which has the greatest exposure to the noise-source. A habitable room has the same meaning as defined in State Planning Policy 3.1 Residential Design Codes.
- For all noise-sensitive land-use and/or development, indoor noise targets for other room usages may be reasonably drawn from Table 1 of Australian Standard/New Zealand Standard AS/NZS 2107:2016 Acoustics – Recommended design sound levels and reverberation times for building interiors (as amended) for each relevant time period.
- The 5dB difference in the criteria between new and upgrade infrastructure proposals acknowledges the challenges in achieving noise level reduction where existing infrastructure is surrounded by existing noise-sensitive development.
- Outdoor targets are to be met at all outdoor areas as far as is reasonable and practical to do so using the various noise mitigation measures outlined in the guidelines. For example, it is likely unreasonable for a transport infrastructure provider to achieve the outdoor targets at more than 1 or 2 floors of an adjacent development with direct line of sight to the traffic.

Noise Exposure Forecast (Section 6.2)

When it is determined that SPP 5.4 applies to a planning proposal as outlined in Section 4, proponents and/or decision makers are required to undertake a preliminary assessment using **Table 2:** noise exposure forecast in the guidelines. This will provide an estimate of the potential noise impacts on noise-sensitive land-use and/or development within the trigger distance of a specified transport corridor. The outcomes of the initial assessment will determine whether:

- no further measures is required;
- noise-sensitive land-use and/or development is acceptable subject to deemed-to-comply mitigation measures; or
- noise-sensitive land-use and/or development is not recommended. Any noise-sensitive land-use and/or development is subject to mitigation measures outlined in a noise management plan.”



### 3. MEASUREMENTS

The noise measurements were conducted on 12 June 2023 for a short term period during peak hour to determine the  $L_{A10}$  noise level.

Utilising this measurement, reference to the DEFRA publication has been sought and the difference between the  $L_{A10,18hr}$  and the  $L_{Aeq,8hr}$  and the  $L_{Aeq,16hr}$  has been calculated. The results of the measurement and the determination of the  $L_{Aeq(Day)}$  and  $L_{Aeq(Night)}$  are shown in Table 3.1.

Noise measurements were conducted with a Larson Davis 831 Sound Level Meter. The Sound Level Meter was calibrated prior to and after use with a Bruel and Kjaer 4230 Calibrator. All equipment used is currently NATA laboratory calibrated. Calibration certificates are available on request.

**TABLE 3.1 : SUMMARY OF MEASURED NOISE LEVELS**

Measurement Location	Measured/Calculated Noise Level, dB(A)		
	$L_{A10}$	$L_{Aeq, day}$ (6am to 10pm)	$L_{Aeq, night}$ (10pm to 6am)
Stock Road	73.8	71.2	62.6

### 4. MODELLING

To determine the noise levels from traffic on Stock Road, acoustic modelling was carried out using SoundPlan, using the Calculation of Road Traffic Noise (CoRTN)<sup>1</sup> algorithms.

The input data for the model included:

- Plans supplied by client (Shown in Appendix A).
- Traffic data as per Table 4.1 (And Sourced in Appendix D).
- Adjustments as listed in Table 4.2.

**TABLE 4.1 - NOISE MODELLING INPUT DATA**

Parameter	Stock Road (Current) 2021	Stock Road (Future) 2041
Traffic Volumes	22,000 vpd	50,700 vpd
Percentage traffic 0600 – 2400 hours (Assumed)	94%	94%
Heavy Vehicles (%) (Assumed)	11.6%	11.6%
Speed (km/hr)	80 km/hr	80 km/hr
Road Surface	Chip Seal	Dense Graded Asphalt

**TABLE 4.2 – ADJUSTMENTS FOR NOISE MODELLING**

Description	Value
Façade Reflection Adjustment	+2.5 dB
Conversion from $L_{A10}$ (18 hour) to $L_{Aeq}$ (16 hour) (Day)	-2.6 dB*

\* Based on measured results listed in Table 3.1.

<sup>1</sup> Calculation of Road Traffic Noise UK Department of Transport 1987

## 5. TRAFFIC NOISE ASSESSMENT

Using the data contained in Tables 4.1 and 4.2, noise modelling was conducted for the future planning window, with ground and first floor lots that required Quiet House Design Packages (and notification on title) are shown in Appendix C and noise contours are shown in Appendix B. Additionally, Appendix A contains a site plan for reference.

It is noted that all requirements pertain to only acoustic advice in regard to *State Planning Policy 5.4* and may be superseded by other requirements (BAL, Thermal, etc).

## 6. CONCLUSION

In accordance with the WAPC Planning Policy 5.4, an assessment of the noise that would be received within the development located at 580 Rockingham Road, Munster from vehicles travelling on Stock Road has been undertaken.

In accordance with the Policy, the following would be the acoustic criteria applicable to this project:

### **External**

Day	55 dB(A) $L_{Aeq}$
Night	50 dB(A) $L_{Aeq}$

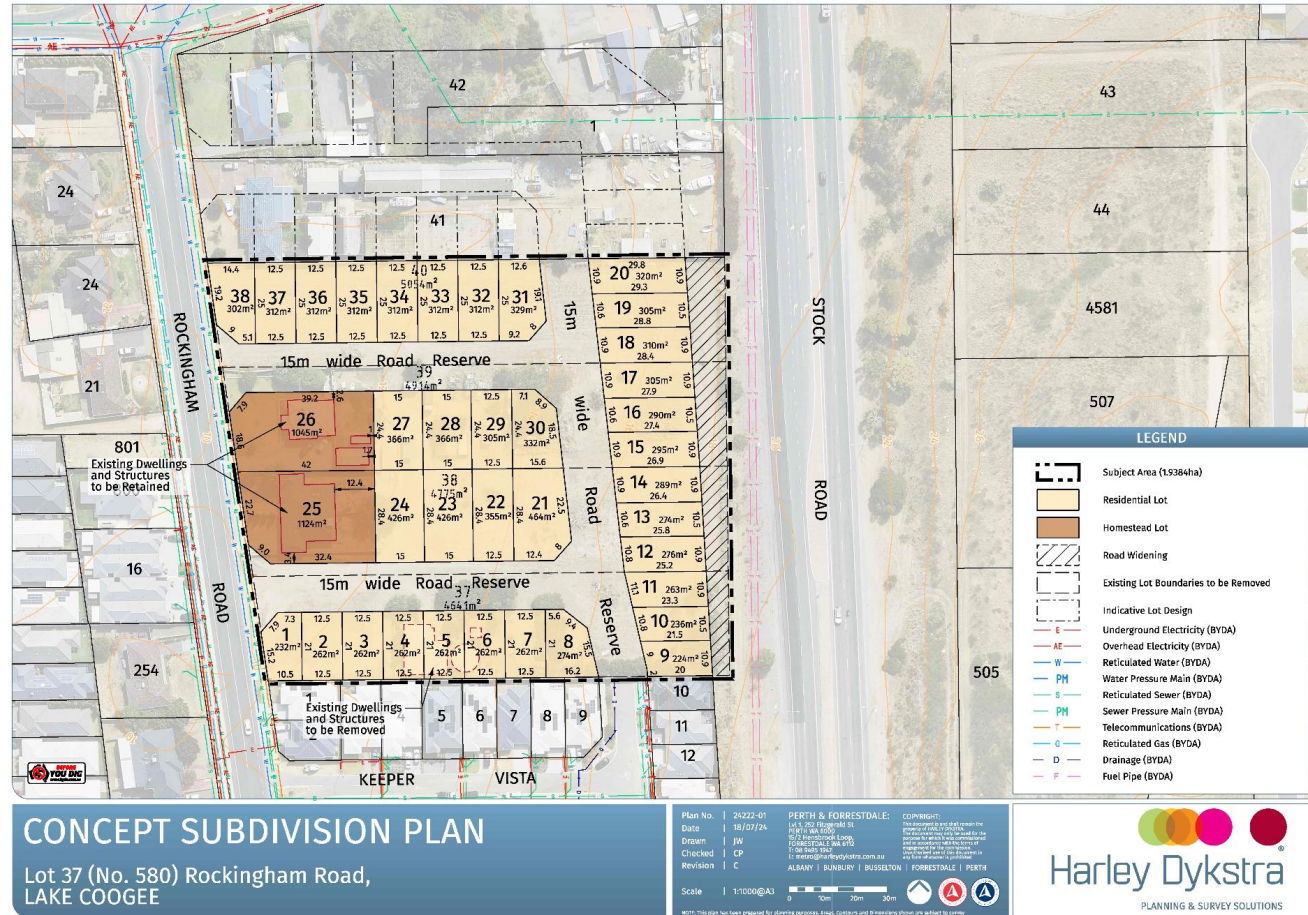
### **Internal**

Sleeping Areas	35 dB(A) $L_{Aeq(night)}$
Living Areas	40 dB(A) $L_{Aeq(day)}$

The results of the acoustic assessment indicate that noise received at the development from future traffic on Stock Road, exceed external noise level criteria. Therefore, "Quiet House Design" Packages are required for shown in Appendix C and notifications advising of traffic noise being placed on certificates of titles of these lots.

## **APPENDIX A**

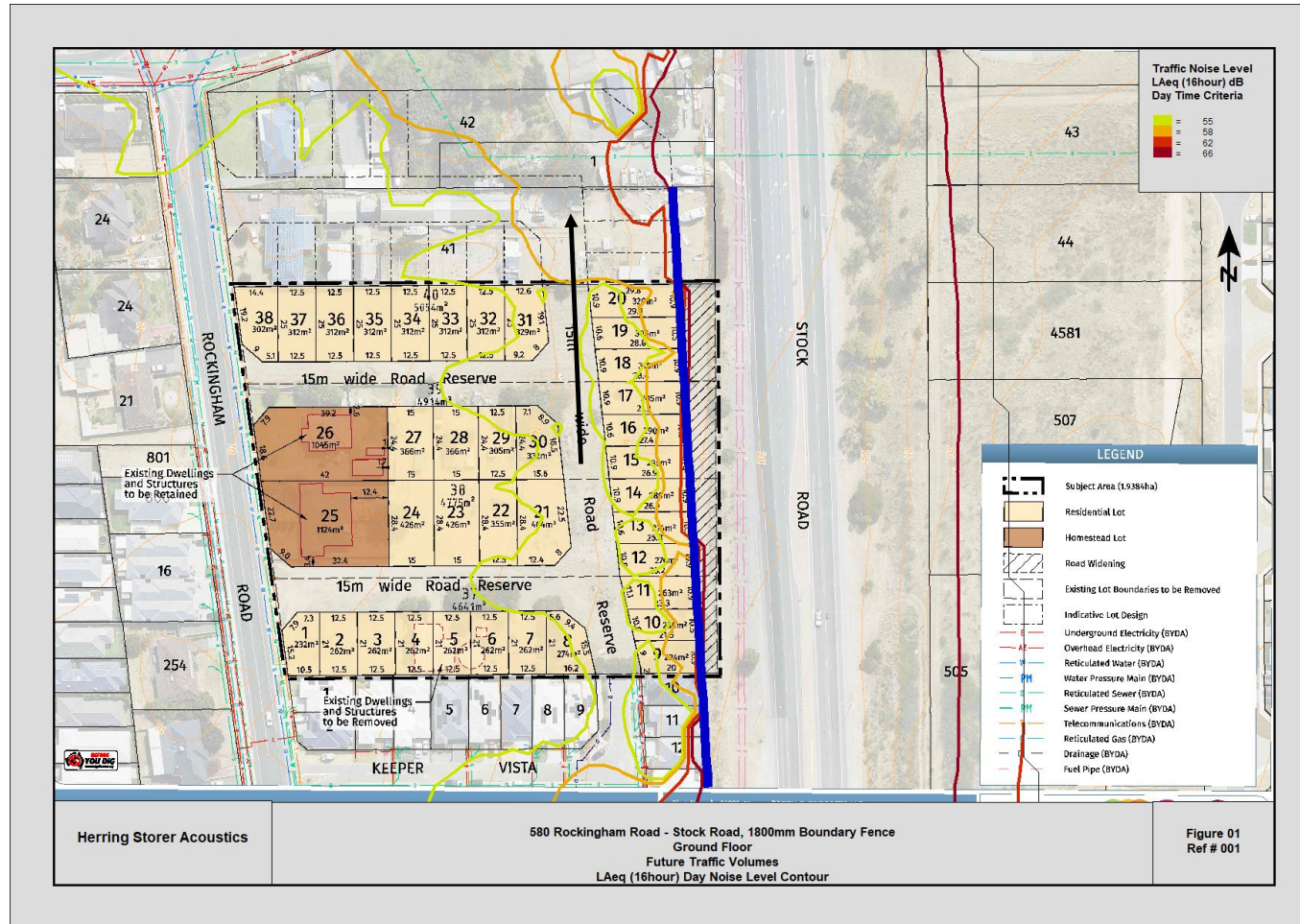
Site Layout

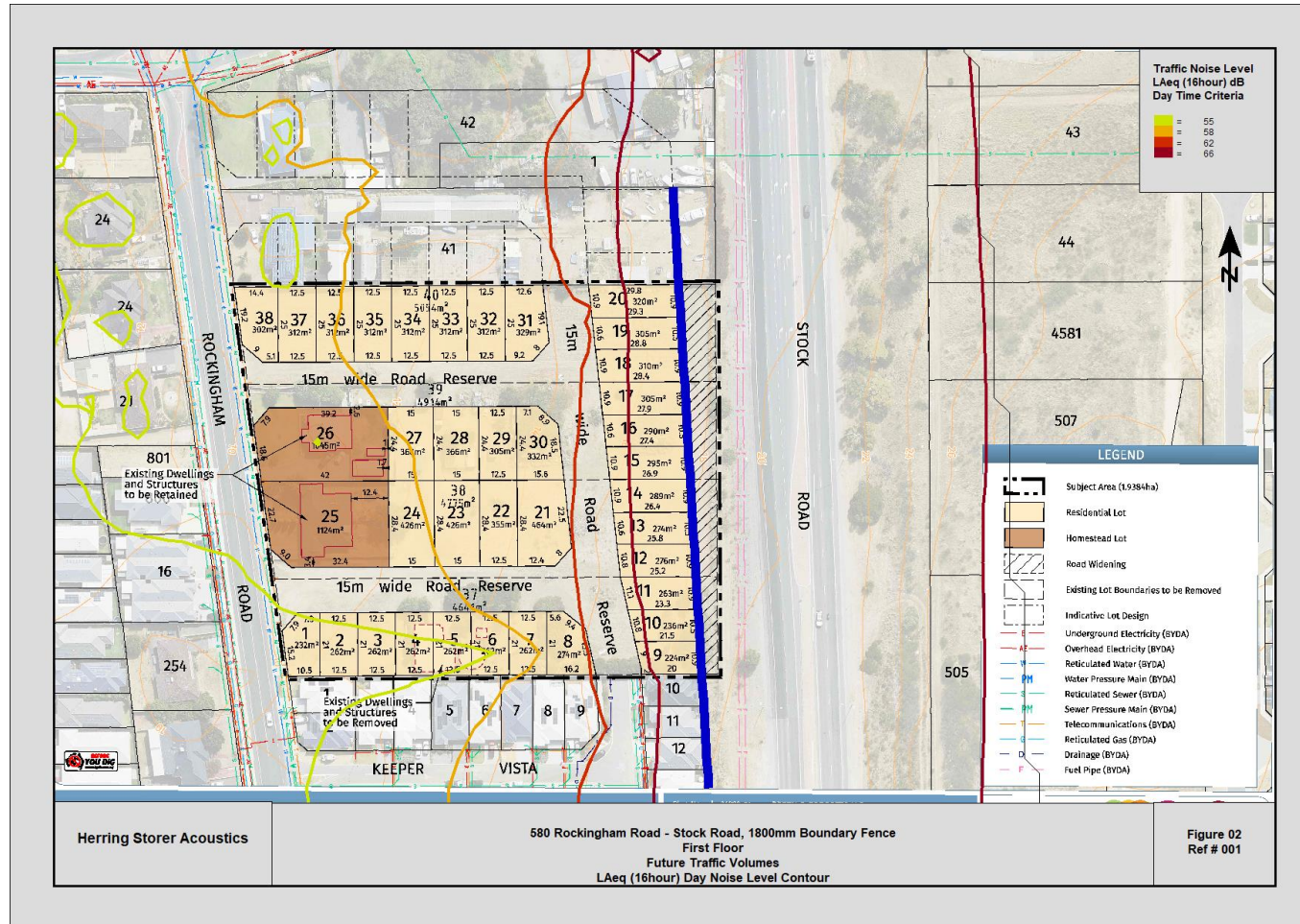


## **APPENDIX B**

Future Day Time Noise Contours



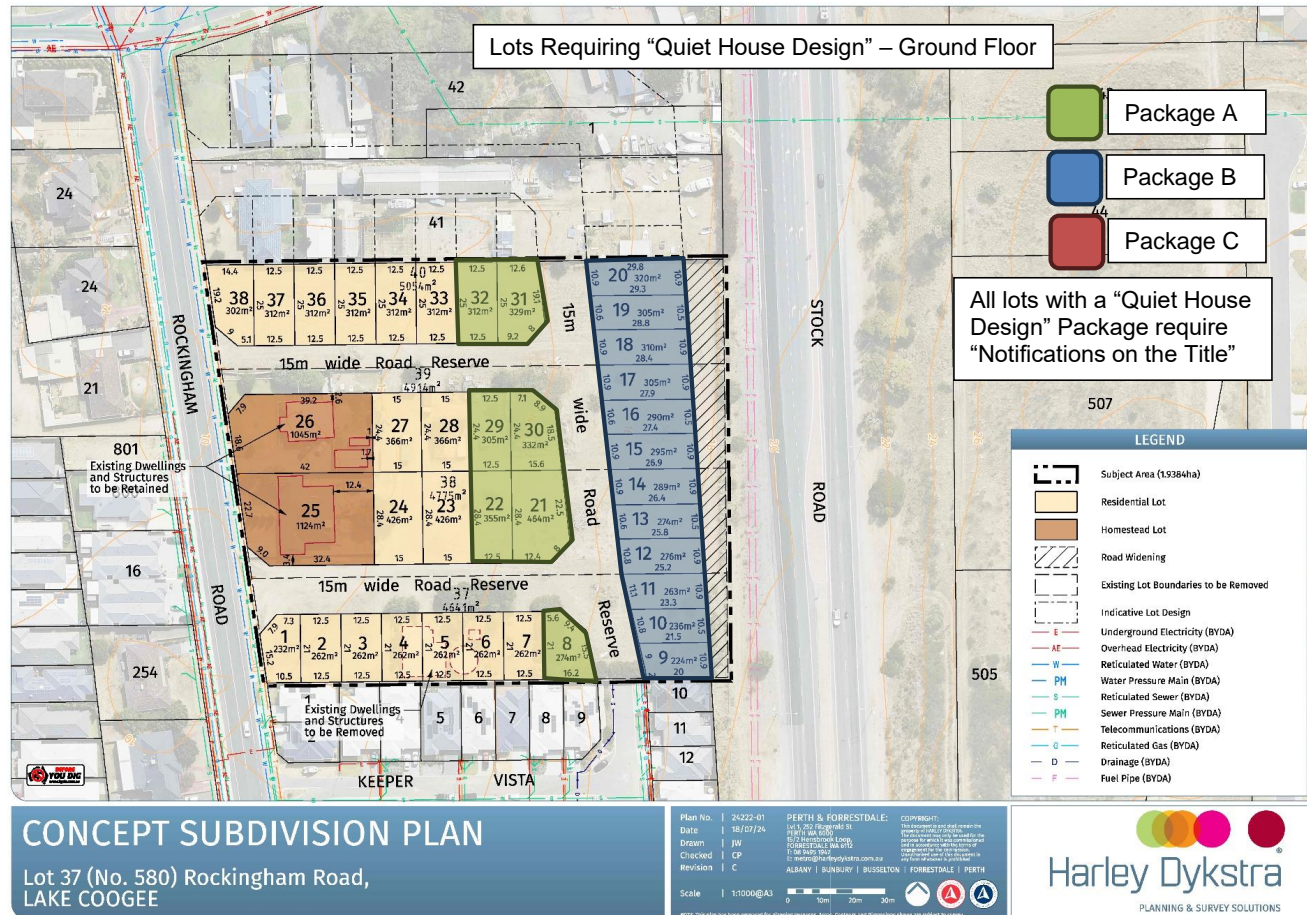


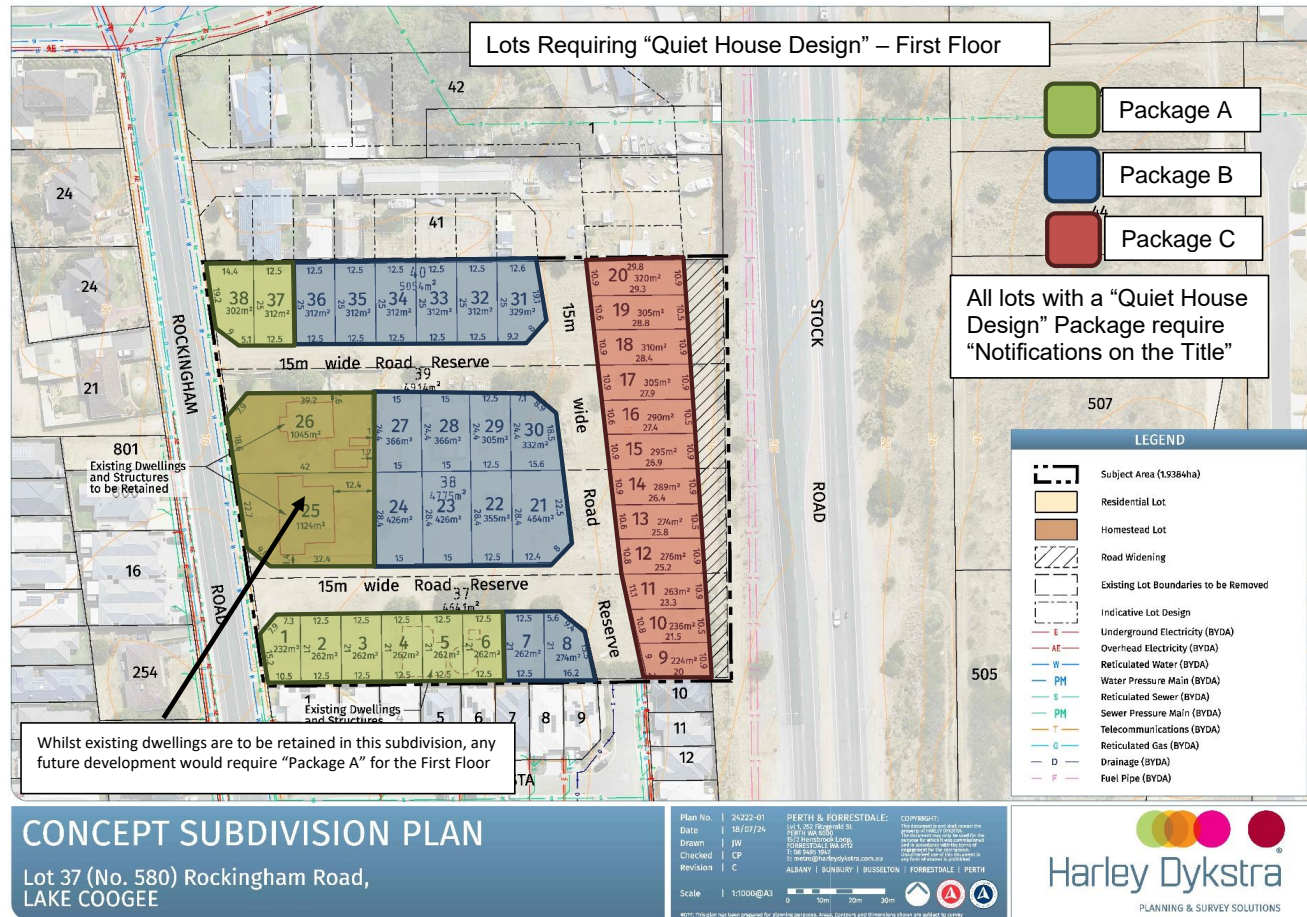


## **APPENDIX C**

Lots Requiring "Quiet House Design" Packages









## **APPENDIX D**

MRWA Traffic Flows

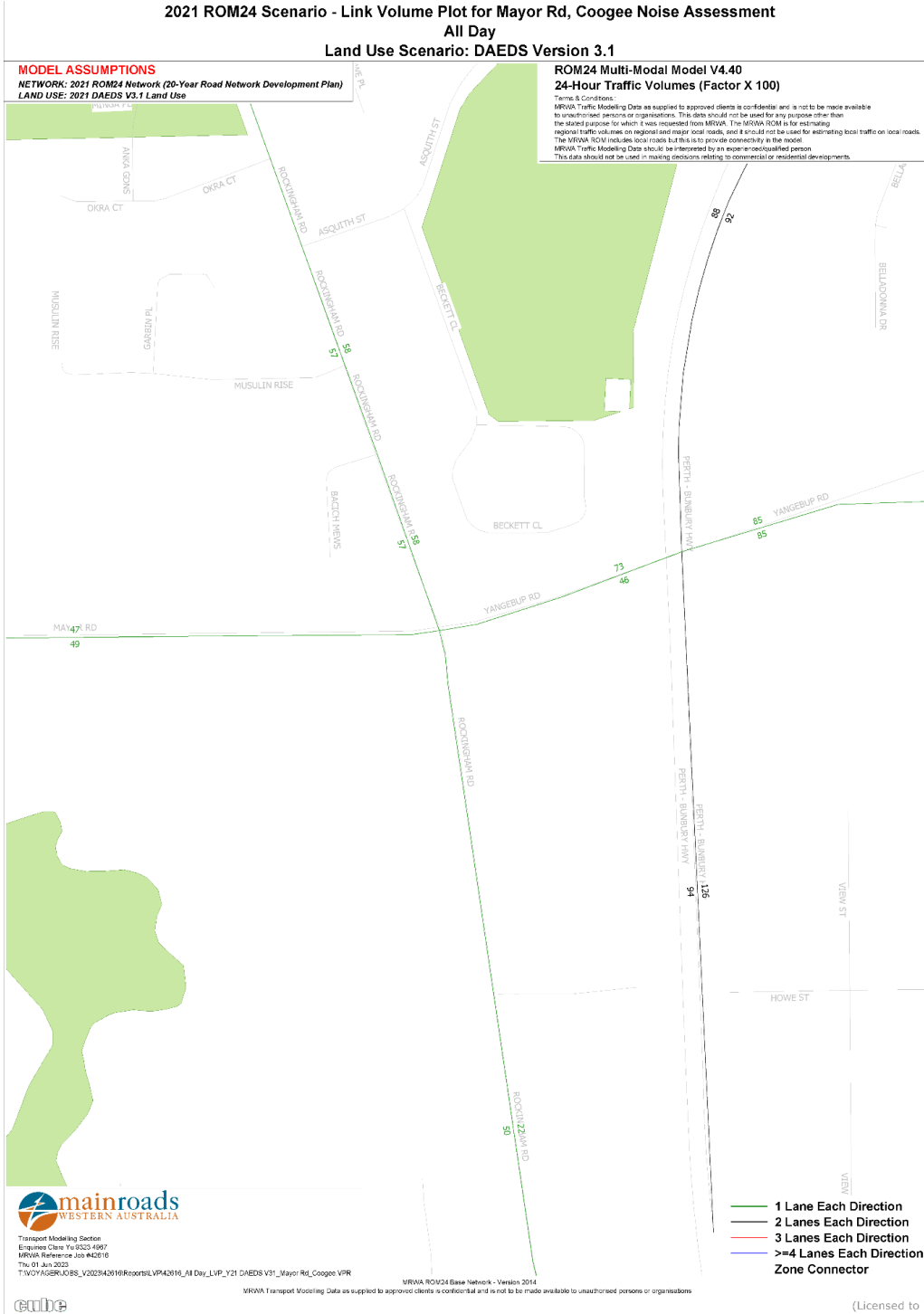
2021 ROM24 Scenario - Link Volume Plot for Mayor Rd, Coogee Noise Assessment  
All Day  
Land Use Scenario: DAEDS Version 3.1

**MODEL ASSUMPTIONS**

NETWORK: 2021 ROM24 Network (20-Year Road Network Development Plan)  
LAND USE: 2021 DAEDS V3.1 Land Use

**ROM24 Multi-Modal Model V4.40  
24-Hour Traffic Volumes (Factor X 100)**

**Terms & Conditions:**  
MRWA Traffic Modelling Data as supplied to approved clients is confidential and is not to be made available to unauthorised persons or organisations. This data should not be used for any purpose other than the stated purpose for which it was requested from MRWA. The MRWA ROM is for estimating regional traffic volumes on regional and major roads, and it should not be used for estimating local traffic on local roads. The MRWA ROM includes local roads but this is to provide connectivity in the model. MRWA Traffic Modelling Data should be interpreted by an experienced/qualified person. This data should not be used in making decisions relating to commercial or residential developments.



Transport Modelling Section  
Engineers Clare Yu 9523 4197  
MRWA Reference Job #4219  
Thu, 01 Jun 2023  
T:\VOT\GRL\JOB\_V2023\4219\Road\B\LVP4219\_All Day\_LVP\_V21 DAEDS V31\_Mayor Rd\_Coogee VPR

MRWA ROM24 Base Network - Version 2014

MRWA Traffic Modelling Data as supplied to approved clients is confidential and is not to be made available to unauthorised persons or organisations



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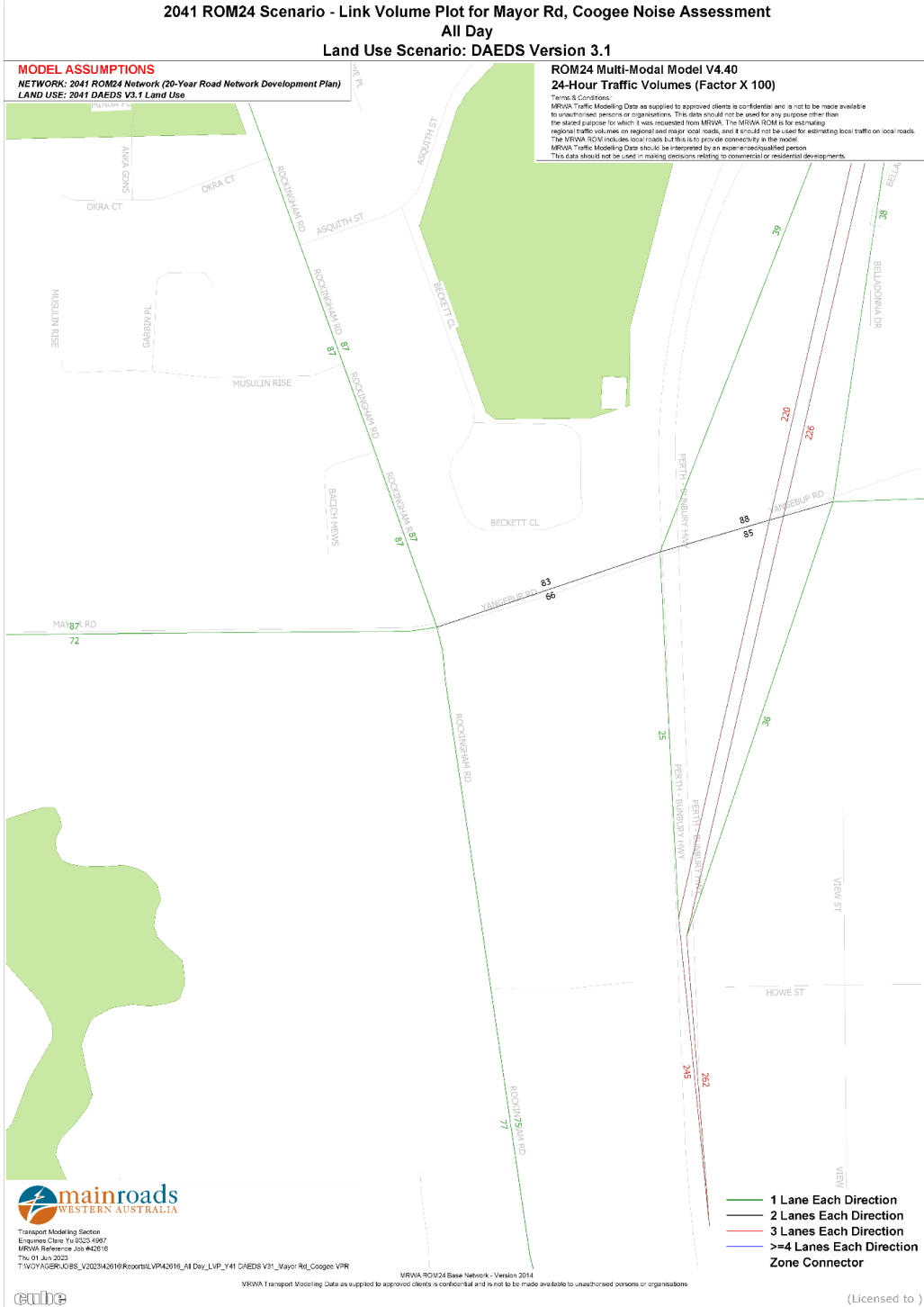
**2041 ROM24 Scenario - Link Volume Plot for Mayor Rd, Coogee Noise Assessment**  
**All Day**  
**Land Use Scenario: DAEDS Version 3.1**

**MODEL ASSUMPTIONS**

NETWORK: 2041 ROM24 Network (20-Year Road Network Development Plan)  
 LAND USE: 2041 DAEDS V3.1 Land Use

**ROM24 Multi-Modal Model V4.40**  
**24-Hour Traffic Volumes (Factor X 100)**

**Terms & Conditions:**  
 MRVA Traffic Modelling Data as supplied to approved clients is confidential and is not to be made available to unauthorised persons or organisations. This data should not be used for any purpose other than the stated purpose for which it was requested from MRVA. The MRVA ROM is for estimating regional traffic volumes on regional and major roads, and it should not be used for estimating local traffic on local roads. The MRVA ROM includes local roads but this is to provide connectivity in the model. MRVA Traffic Modelling Data should be interpreted by an experienced/qualified person. This data should not be used in making decisions relating to commercial or residential developments.



Transport Modelling Section  
 Engineers Club Yu 9523 4197  
 MRVA Reference Job M4218  
 Thu, 01 Jun 2023  
 T:\VOT\GRL\JOBES\_V2023\4218\10\Roads\SLVP4218\_M4 Day\_LVP\_141 DAEDS V31\_Mayor Rd\_Coogee VPR

MRVA ROM24 Base Network - Version 2014

MRVA Traffic Modelling Data as supplied to approved clients is confidential and is not to be made available to unauthorised persons or organisations



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## Appendix D Servicing Report

STRUCTURE PLAN  
Lots 37-40 Rockingham Road, Lake Coogee



DEVELOPMENT  
ENGINEERING  
CONSULTANTS

Telephone: (08) 9481 1900  
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Suite 3/123A Colin Street  
West Perth WA 6005  
Our Ref:  
LcoTer01ServRep211124.doc

**JULIE RADONICH**  
**LOTS 37-40 ROCKINGHAM ROAD, LAKE COOGEE**  
**ENGINEERING SERVICES REPORT**

1. General:

The subject site is approximately 1.94 hectares in size and is located on the eastern side of Rockingham Road, some 80m south of the intersection between Beeliar Drive and Rockingham Road.

It is to be ultimately developed into around 38 residential lots including 2 homestead lots of some 2200 square metres.

This report covers existing and proposed services, plus proposals for earthworks, retaining walls, roads, drainage, groundwater, water supply, sewerage, power supply, gas, telecommunication as required for current urban development standards.

2. Executive Summary

The land the subject of this report is located between Stock Road and Rockingham Road in Lake Coogee. It can be easily developed immediately by extending all required services from the existing Rockingham Road.

The land consists of four separate titles in different ownership. Lot 37 contains a small shed and Lots 38 and 39 contain existing houses at the front with vacant land at the rear of Lot 38 and various outbuildings and stockpiles at the rear of Lot 39. Lot 40 is vacant.

Rockingham road is a kerbed, urban style roadway and will not require further upgrading. Stock Road is significantly higher than the site and is a main road – no access is available to Stock Road.

The basic land form is Tamala Limestone. The Perth Environmental Geology mapping indicates that the site area consists of Tamala limestone for the majority of the site with a thin sliver of sand abutting Rockingham Road in the north western portion of the site.

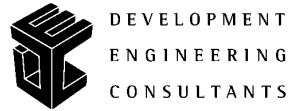
Maximum groundwater levels are a minimum of 8.0m below natural ground levels.

No visual or anecdotal evidence of water ponding has occurred in this area.

The land can be connected to all services, either by extension and upgrading from existing infrastructure, or by provision of new infrastructure as set out below. Power, telephone, gas, sewer and water services already pass along the site frontage.

It is proposed that all road stormwater from the development up to and including the 1% AEP (1 in 100yr) event will be retained on site. Houses will discharge roof stormwater into on site soakwells.





Because of the steep falls of the site, lots will be terraced with medium height retaining walls in order to provide level building blocks.

### 3. Site

The land is currently partially developed and is mostly cleared. Given that the land consists of four separate titles in different ownership, each has been managed differently. Lot 37 contains a small shed and Lots 38 and 39 contain existing houses at the front with vacant land at the rear of Lot 38 and various outbuildings and stockpiles at the rear of Lot 39. Lot 40 is vacant.

The land falls steeply from east to west and gently from north to south. The eastern boundary of the site is at around RL18.0mAHD and falls west where the western boundary grades from RL11.0mAHD on the northern boundary to around RL9.8mAHD on the southern boundary.

The basic land form is Tamala Limestone. The Perth Environmental Geology mapping indicates that the site area consists of Tamala limestone for the majority of the site with a thin sliver of sand abutting Rockingham Road in the north western portion of the site.

Existing Water Corporation sewer and scheme water are located in Rockingham Road with the gravity sewer located in the Western verge. Rockingham Road is a major conduit for services with the following services located abutting the site:

- Eastern Verge abutting the site:
  - 760mm Steel water main.
  - 150mm PVC Pressure main.
  - Optus Optical Fibre.
  - Telstra cable and conduit.
- Western Verge:
  - 250mm AC Pressure Main
  - 100mm CI Water Main
  - 150mm Gravity Sewer (Located in an easement if front of lots)
  - Overhead power.
  - Telstra Cable and conduit
  - 155 Medium Pressure Gas main

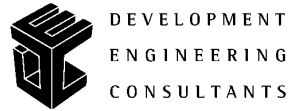
As a result, there is no issue in accessing services but it will be difficult to establish a clear line to connect the site.

Access is from the existing Rockingham Road. Each lot has access off the road although Lot 40 does not have a formally constructed cross over.

### 4. Development Proposal

It is proposed to develop the land to around 38 residential lots.

Access to the proposed subdivision will be by way of two new subdivisional roads off Rockingham Road. The development is proposed to be constructed in two stages as per the attached staging plan.



The development will be provided with all normal services, with links to abutting developments for sewer, water, power, roads, gas and telephone services, with all drainage to be disposed on site via underground soakage located in the road reserve.

Water Corporation reticulated sewer and water services will be connected to the existing in Rockingham Road. Sewer reticulation will be extended from the western side of Rockingham Road ideally by trenchless technology although the ultimate decision will be dependent on the relative separation of the other services in the area.

Aerial power lines are located on the opposite verge of Rockingham Road, so following normal protocol, these will remain, with underground connections to be made as approved and extended within the development.

The development will entail earthworks largely via a cut to fill balance to provide level, free draining building blocks with medium height retaining walls.

All residential lot storm runoff will be directed to individual site soakage. Internal road stormwater will be directed to a proposed underground storage located within the road reserve abutting Rockingham Road. Based on regional mapping and from experience in the area, the site is Tamala limestone which is porous and suitable for disposal of water by soakage. The GWL at this proposed basin position is some 8.0m below natural surface level which will be well below the base of any below ground storage.

## 5. Earthworks & Retaining Walls

Earthworks will be required to be carried out over the site to terrace the lots between the stock road boundary and Rockingham Road. Given that outcropping limestone is likely to be within 600mm of the surface levels, it is likely that additional earthworks will be required to ensure that there is a minimum clearance of 600mm between the outcropping rock and the final surface levels. On the assumption that sufficient sand can be found on the site to fill the top 600mm of the site it is unlikely that any imported fill will be required.

No fill is required to provide clearance to the MGL, which is at a maximum of around RL1.7m AHD beneath the site in comparison to the lowest surface level at RL10.0m AHD.

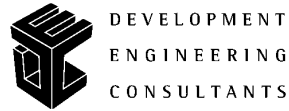
Some medium height retaining walls (Circa 0.74m) will be required to terrace the lots between the eastern and western boundaries. All retaining walls will be subject to Council building approval.

## 6. Roads

All new subdivisional roads will be constructed to City of Cockburn standards and approval, including kerbing and piped drainage plus provision of footpaths as required.

The existing Rockingham Road is a 10.0m wide urban roadway kerbed on both sides and is in good condition. It is not proposed that any upgrading of this road is required other than to accommodate the new intersections.

There are concrete paths on either side of Rockingham Road which are also in good condition although some of these will need to be replaced to accommodate service connections.



Based on standard residential trip generation of 10 vehicle movements per day per lot, the development is likely to result in an additional 320 vehicles per day. Rockingham Road is constructed with 2 by 3.5m lanes with 1.5 cycle lanes and has an existing traffic volume of around 7,000 vehicles per day. The additional traffic movements are unlikely to have a significant affect on the existing level of service for Rockingham Road.

Bus routes are close to the site which run at 10 minute intervals at peak times and 60 minutes at off peak times.

Pedestrian access is available via the existing paths along Rockingham Road and Cycle lanes are in place along Rockingham Road.

## 7. Drainage

Drainage from the whole site is wholly contained within an underground storage system located within the road reserve on the southern side of the site. The underground storage will be via soakwells distributed throughout the site or by underground storage cells.

Lot drainage will be self-contained in soakwells. The soil characteristics of the site in conjunction with the depth to groundwater will allow site soakage.

Stormwater design will be done to the standards of the City of Cockburn and in accord with the Local Water Management Strategy (LWMS) submitted with the structure plan documentation.

## 8. Groundwater

The maximum groundwater level generally flows from east to west and is RL2.0m AHD some 750m east of the site and falls to RL1.0m AHD around 2.1km west of the site. By interpolation, the peak groundwater level is around 1.7m AHD.

The underground storage will be installed at a depth of around 2.4m to the base meaning that there will be a clearance to groundwater of some 5.7m, which is well clear of the peak groundwater levels.

## 9. Power

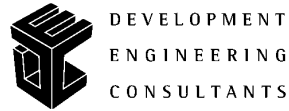
Sufficient power supply exists in the area to supply the development. A high and low voltage aerial power line is located along the western verge of Rockingham Road in addition to some underground cable. Extension to this development will be from the existing overhead system.

All subdivisional power reticulation lines and transformer installations will be constructed at the cost of the developer. Transformer sites will be determined at the detailed subdivision design stage.

## 10. Water Supply

Sufficient water supply exists in the area to service this development.

At present there is a 100mm reticulation water main located along the western verge of Rockingham Road, to which the development will be connected.



A 760mm steel trunk water main is located in the verge abutting the development and this main is known as a distribution main and as such is unavailable for reticulation connection.

### 11. Sewer

The site is not currently connected to sewer, although a reticulation sewer main is located along the western verge of Rockingham Road, to which it is proposed to connect.

The site sewer connection will be made by drilling a 150mm reticulation sewer under Rockingham Road to the existing main on the western side. This connection will need to connect under the Fibre Optic cable, medium pressure gas main, the 760mm trunk water main and two sewer pressure mains - all of which are located along Rockingham Road.

Internal sewers will allow for future extensions to abutting properties as required.

### 12. Telephone & NBN

Telstra underground infrastructure services exist adjacent to the site along the frontage to the site on both sides of Rockingham Road. These are most likely to be able to be extended or upgraded to service this proposed development.

Fibre Optic cables are located in this area. An Optus cable is located along the eastern verge of Rockingham Road abutting the development. Caution will need to be taken with subdivisional services connections and road construction where crossings are required.

In accordance with recent requirements, the developer is required to install NBN "pipe and pit" to allow for future installation of cables for the NBN. The design of the "pipe & pit" is the responsibility of the developer and will be designed in conjunction with the underground power network and installed during the construction phase of the development.

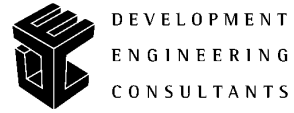
Although written consultation with NBN has not been undertaken, the NBN website indicates that NBN is available in this area for connection.

### 13. Gas

Gas mains are installed in this area, with a 155mm medium pressure main located along the western verge of Rockingham Road opposite the development. It is expected that reticulated gas services will be extended into this development by ATCO in the normal way, with trenching done by the developer.

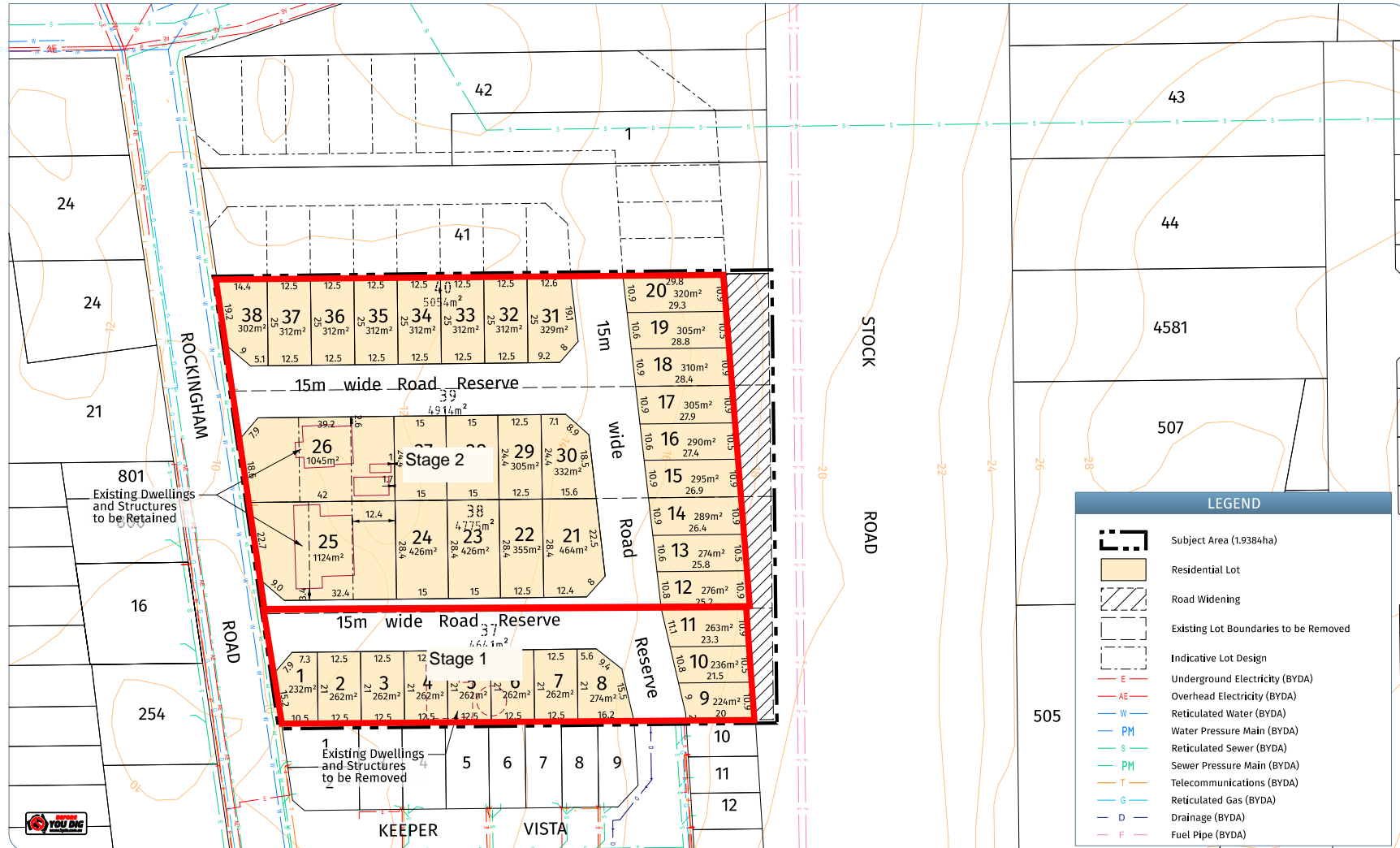
DEVELOPMENT ENGINEERING CONSULTANTS PTY LTD

THIS REPORT IS DATED 21<sup>ST</sup> NOVEMBER 2024.



**ATTACHMENT 1 – LSP WITH STAGING PLAN**





# CONCEPT SUBDIVISION PLAN

Lots 37-40 (No. 580, 582, 854 & 586) Rockingham Road, LAKE COOGEE

Plan No. | 24222-01  
 Date | 30/10/24  
 Drawn | NP  
 Checked | JS  
 Revision | D

PERTH & FORRESTDALE:  
 Lot 1, 252 Fitzgerald St  
 PERTH WA 6000  
 15/2 Henderson Lodge  
 FORRESTDALE WA 6105  
 T: 08 9495 1949  
 E: metro@harleydykstra.com.au

ALBANY | BUNBURY | BUSSELTON | FORRESTDALE | PERTH

Scale | 1:1000@A3

NOTE: This plan has been prepared for planning purposes. Areas, Contours and Dimensions shown are subject to survey.





# Appendix E Stormwater Management Plan

STRUCTURE PLAN  
Lots 37-40 Rockingham Road, Lake Coogee

**REPORT**

---

**JULIE RADONICH  
LOTS 37-40 ROCKINGHAM ROAD, LAKE  
COOGEE**

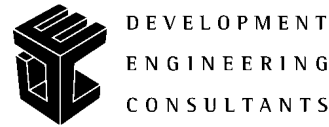
**STORMWATER DRAINAGE MANAGEMENT PLAN**

**NOVEMBER 2024**



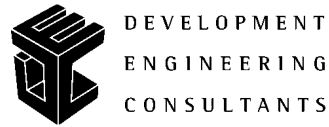
**Revision History:**

<b>Revision</b>	<b>Description</b>	<b>Checked</b>	<b>Approved</b>	<b>Date</b>
0	Original Issue	SRA	SRA	16 <sup>th</sup> August 2024
1	Updated to reflect City of Cockburn Comments	SRA	SRA	22 <sup>nd</sup> November 2024



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- Post Development Catchment Plan (L04)	
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- Drainage Basin Calculations (10% and 1% AEP Calcs)	
- At Lot Calculations to correlate run-off coefficient with peak allowable flow	

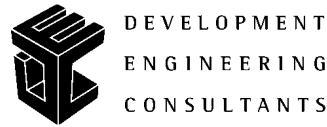


**LOTS 37-40 ROCKINGHAM ROAD, LAKE COOGEE****STORMWATER DRAINAGE MANAGEMENT PLAN**

---

**Executive Summary**

- The stormwater management plan is prepared to provide sufficient information to support the structure plan across the subject land.
- The site consists of Tamala Limestone and sand derived from Talama Limestone meaning that the soil has sufficient permeability to provide for disposal of stormwater by soakage.
- Peak groundwater levels are some 7.0m below proposed development levels which are similar to existing surface levels.
- Lots will provide 2 by 1.2 by 1.2 soakwells to dispose of stormwater on site. Roads will be provided with capture pits and soakwells to capture road runoff and excess runoff from lots up to and including the 1%AEP storm.



## 1 Introduction

### 1.1 General

The subject site is approximately 1.94 hectares in size and is located on the eastern side of Rockingham Road, some 80m south of the intersection between Beeliar Drive and Rockingham Road as outlined in the Locality Plan (Drawing L-01) in Appendix A and the land area with Drawing L-02 showing the site with the aerial photo also shown.

It is to be ultimately developed into around 38 residential lots including 2 homestead lots of some 2200 square metres.

The land is proposed to be developed for urban residential purposes and a structure plan and development concept plan has been prepared as shown in the attached plans in Appendix A.

The purpose of this document is to provide the drainage concept for the development of the land to support the structure plan documentation.

### 1.2 Drainage / Water Management Principles and Design Objectives

The following water sensitive design criteria, principles and objectives are to be pursued and/or implemented as part of the proposed development:

- *Water Quantity Management*

Principle: To ensure that post development discharge peak flow rates match required pre-development rates.

Objective: All finished floors to be a minimum of 0.3m above the 1% AEP flood level of the urban drainage system and at least 0.5m above the 1% AEP level of waterways and majors drainage systems.

Objective: Detention storage to be provided to ensure that relevant storm outflows do not exceed predevelopment flow rates.

- *Water Quality Management*

Principle: To improve the overall surface water quality of the water leaving the development.

Objective: Ensure that surface water is contained on site and infiltrated up to and including the 10% AEP storm.

Objective: All water for the 63.2% – 1 hour storm (15mm) to be contained on-site prior to outflow.

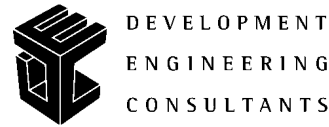
### 1.3 Planning Background

This site is currently zoned urban under the relevant town planning schemes and the structure plan is proposed to ensure the development of the land can occur in a logical manner.

## 2 Proposed Development

### 2.1 Key Elements of the Development

The development proposal consists of an internal roadway linking to the existing development to the south and the potential development to the north with two further



links through to Rockingham Road. The development will result in the creation of around 38 residential allotments including two large homestead lots to retain the existing houses on Lots 38 and 39.

## 2.2 Previous Land Use

The land is currently partially developed and is mostly cleared. Given that the land consists of four separate titles in different ownership, each has been managed differently. Lot 37 contains a small shed and Lots 38 and 39 contain existing houses at the front with vacant land at the rear of Lot 38 and various outbuildings and stockpiles at the rear of Lot 39. Lot 40 is vacant.

The land has historically been used for rural residential purposes with small garden areas and houses on Lots 37 to 39 with the house on lot 37 being demolished in 2011.

## 2.3 Finished Lot Level

The land falls steeply from east to west and gently from north to south. The eastern boundary of the site is at around RL18.0mAHD and falls west where the western boundary grades from RL11.0mAHD on the northern boundary to around RL9.8mAHD on the southern boundary.

No fill is required to provide clearance to the MGL which is well below the existing surface, however the site will need to be shaped to terrace the lots between the stock road boundary and Rockingham Road.

## 3 Design Criteria

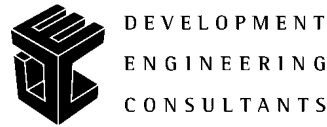
The drainage requirements for developments within this area are controlled by the general requirements of the Council and geotechnical parameter of the soil.

Item	Description	Requirement	Source/Comment
1	Water quality	1EY – 1 hour storm (15mm) to be retained on-site	DWER Policy
2	Detention storage design	5% AEP 5 minute storm retained on site with no outflow other than infiltration	City of Cockburn requirements
3	Min. FFL freeboard	0.3m flood level of urban drainage system	City of Cockburn requirements
6	Runoff coefficients	0.70 for Road Area Lot Run Off Coefficient: 1% AEP – 0.31 10% AEP – 0.10 Less than 10% AEP - 0	Per AR and R 2016 As Per “At Lot” Calculations in Appendix C

## 4 Predevelopment Environment

### 4.1 Topography and Landform

The land falls steeply from east to west and gently from north to south. The eastern boundary of the site is at around RL18.0mAHD and falls west where the western



boundary grades from RL11.0mAHD on the northern boundary to around RL9.8mAHD on the southern boundary.

#### **4.2 Soil Characteristics/Geotechnical**

According to the Fremantle Environmental Geology Mapping (Part Sheets 2033 I and 2033 IV) (Gozzard JR, 1983)<sup>1</sup>, the site is underlain by Tamala limestone for the majority of the site with a thin sliver of sand abutting Rockingham Road in the north western portion of the site.

A geotechnical investigation will be carried out across the site as part of the detailed subdivision works and urban water management plan.

#### **4.3 Groundwater Aspects**

The maximum groundwater level generally flows from east to west and is RL2.0mAHD some 750m east of the site and falls to RL1.0m AHD around 2.1km west of the site. By interpolation, the peak groundwater level is around 1.7mAHD.

The underground storage will be installed at a depth of around 2.4m to the base meaning that there will be a clearance to groundwater of some 5.7m, which is well clear of the peak groundwater levels.

#### **4.4 Surface Water Aspects**

The existing area is quite pervious and based on a review of the site and there is little evidence either physical or through historical reports.

### **5 Stormwater Management Strategy**

#### **5.1 Pre-Development Hydrology**

As outlined in Section 4, the site consists of permeable substrate which is suitable for disposal of water by soakage.

The proposal is to capture all events up to and including the 1% AEP storm and dispose of this by soakage.

An effective runoff factor of 0.31 has been applied over the lots and 0.7 over the roads to establish the effective impervious catchment contributing to the drainage system.

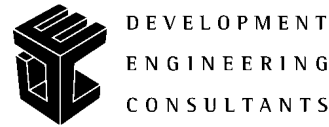
#### **5.2 Pre- & Post- Development Hydrology**

The drainage strategy is to dispose of the stormwater by soakage. A conservative allowance of 4.00m/day has been allowed for the soakwell infiltration and a total storage of some 258 cubic metres of storage has been provided over the site which equates to 1 cubic metre of storage per 70 square metres of paved area.

A summary of the storages and average water depths in the soakwells is outlined in Table 1 below:

**Table 1: Summary of Required Storm Volumes and Average Depths for Various AEP Storms**

Storm AEP	Storage Volume required (m <sup>3</sup> )	Average Depth in Soakwells (m)
1%	259	2.44
5%	150	1.34



Storm AEP	Storage Volume required (m <sup>3</sup> )	Average Depth in Soakwells (m)
10%	111	0.95
1EY	53	0.37

The site is proposed to be divided into a series of small catchments such that drainage pits will capture the water from the roadways. Lots will have a minimum storage of 2 by 1.2m diameter by 1.2m deep soakwells (Some 2.71cubic metres) which will contain up to the 20% AEP storm without overflow. Beyond that the lot drainage system will surcharge and be directed to the street where the soakwell system will have sufficient capacity to contain the 1% AEP storm.

### 5.3 1EY event/10% AEP Event

The 1EY event is typically seen as the storm where most nutrients and particulate matter is generated from and this event and all other rainfall events up to the 1% AEP storm will be retained on site without outflow.

It is proposed that all storms will be retained on site within the below ground storage/soakwell system

### 5.4 1% AEP ARI event

All road areas will be graded and shaped to Rockingham Road with grades south to a large drainage area near the intersection of Stock and Rockingham Roads.

The internal drainage system will contain the 1% AEP storm to ensure there will be little or no outflow despite the available flow path.

### 5.5 Finished Floor Levels (Relative to the 1% AEP flood levels)

As outlined in Section 2.3, the land is proposed to be earthworked to terrace lots from Stock Road to Rockingham Road. All Lots will be above the road to ensure that any overland flow for major storms will follow and be contained within the road area.

## 6 Groundwater Management Strategy

### 6.1 Groundwater Level Management

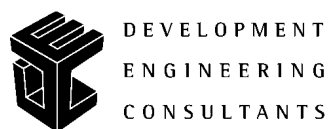
No subsoil groundwater management is proposed given the development level is well above maximum groundwater levels.

### 6.2 Specifications for Imported Fill

Any fill material to be used on the site, inclusive of drainage backfill will consist of free draining material with a maximum of 7% passing the 75 micron sieve to ensure free drainage.

## 7 References:

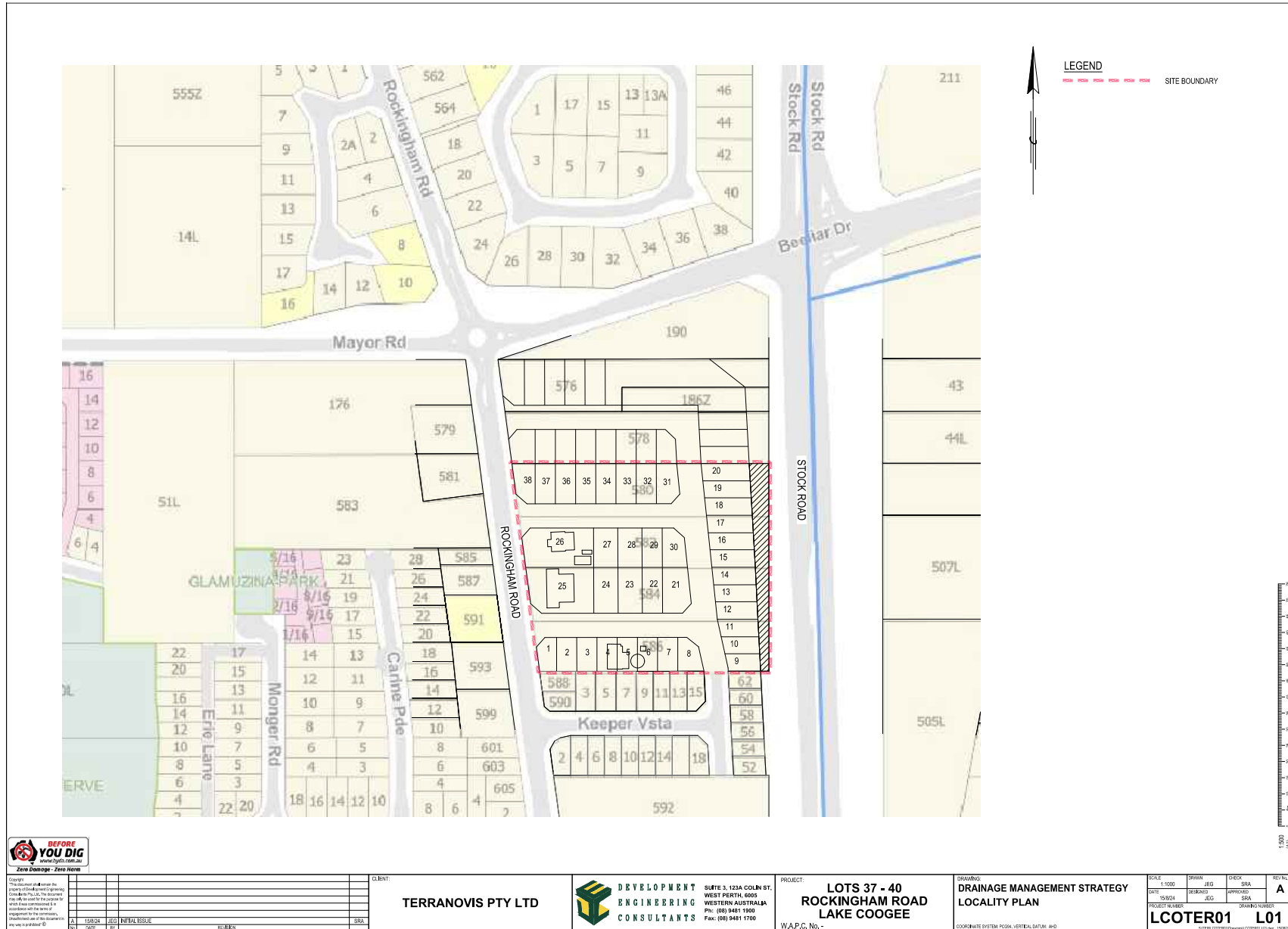
1. Environmental Geology Mapping - Rockingham Part Sheets 2033 II and 2133 III, Gozzard JR 1983.



**APPENDIX A – LOCALITY PLANS**

- - **Locality Plan (U01)**
- - **Aerial Photo (U02)**
- **Proposed Structure Plan and Subdivision Concept Plan**







**LEGEND**  
--- SITE BOUNDARY



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A	15/04/24	JEG	FINAL ISSUE

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**TERRANOVIS PTY LTD**

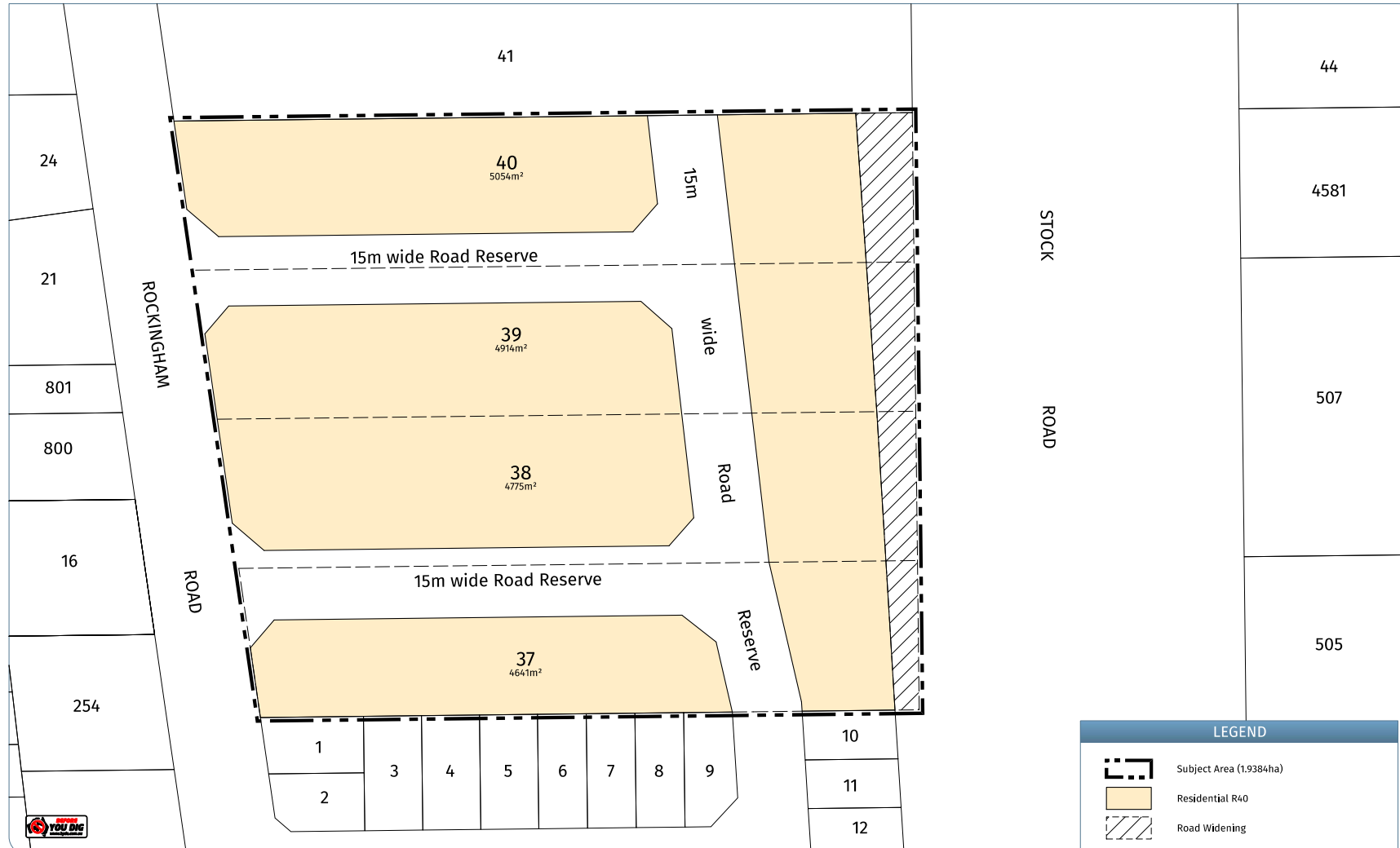


SUITE 3, 123A COLIN ST,  
 WEST PERTH, 6005  
 WESTERN AUSTRALIA  
 PH: (08) 9481 1500  
 FAX: (08) 9481 1700

PROJECT:  
**LOTS 37 - 40  
 ROCKINGHAM ROAD  
 LAKE COOGEE**  
 W.A.P.C. No. -

DRAWING:  
**DRAINAGE MANAGEMENT STRATEGY  
 AERIAL PHOTO**

SCALE	DRAWN	CHECK	REV No.
1:1000	JEG	SRA	A
DATE	DESIGNED	APPROVED	
15/04	JEG	SRA	
PROJECT NUMBER	DRAWING NUMBER		
<b>LCOTER01</b>	<b>L02</b>		



# STRUCTURE PLAN

Lot 37-40 (No. 580, 582, 854 & 586) Rockingham Road,  
LAKE COOGEE

Plan No. | 24222-02  
 Date | 04/07/24  
 Drawn | NP  
 Checked | CP  
 Revision | A

PERTH & FORRESTDALE:  
 Lot 1 & 252 Forrestdale St  
 PERTH WA 6000  
 15/2 Henderson Road  
 FORRESTDALE WA 6012  
 T: 08 9495 1947  
 E: metro@harleydykstra.com.au

ALBANY | BUNBURY | BUSSETON | FORRESTDALE | PERTH

Scale | 1:750@A3

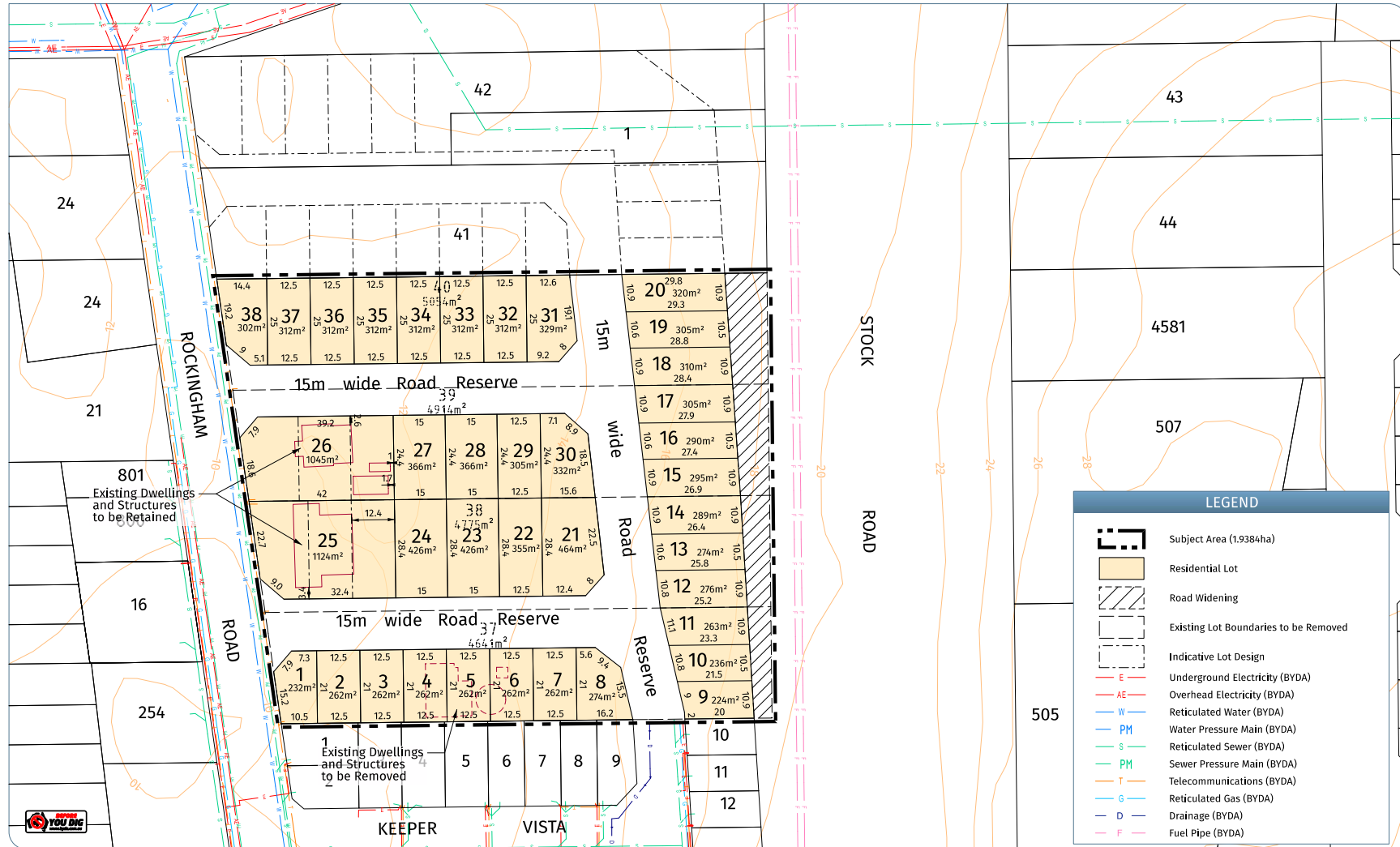
0 10m 20m

NOTE: This plan has been prepared for planning purposes. Areas, Contours and Dimensions shown are subject to survey.

**LEGEND**

- Subject Area (1.9384ha)
- Residential R40
- Road Widening

**Harley Dykstra**  
 PLANNING & SURVEY SOLUTIONS



# CONCEPT SUBDIVISION PLAN

Lots 37-40 (No. 580, 582, 854 & 586) Rockingham Road, LAKE COOGEE

Plan No. | 24222-01  
 Date | 30/10/24  
 Drawn | NP  
 Checked | JS  
 Revision | D

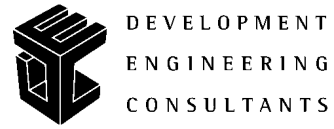
PERTH & FORRESTDALE:  
 Lot 1, 252 Forrestal St  
 PERTH WA 6000  
 15/2 Henderson Road  
 FORRESTDALE WA 6105  
 T: 08 9495 1949  
 E: metro@harleydykstra.com.au

ALBANY | BUNBURY | BUSSELTON | FORRESTDALE | PERTH

Scale | 1:1000@A3

NOTE: This plan has been prepared for planning purposes. Areas, Contours and Dimensions shown are subject to survey.

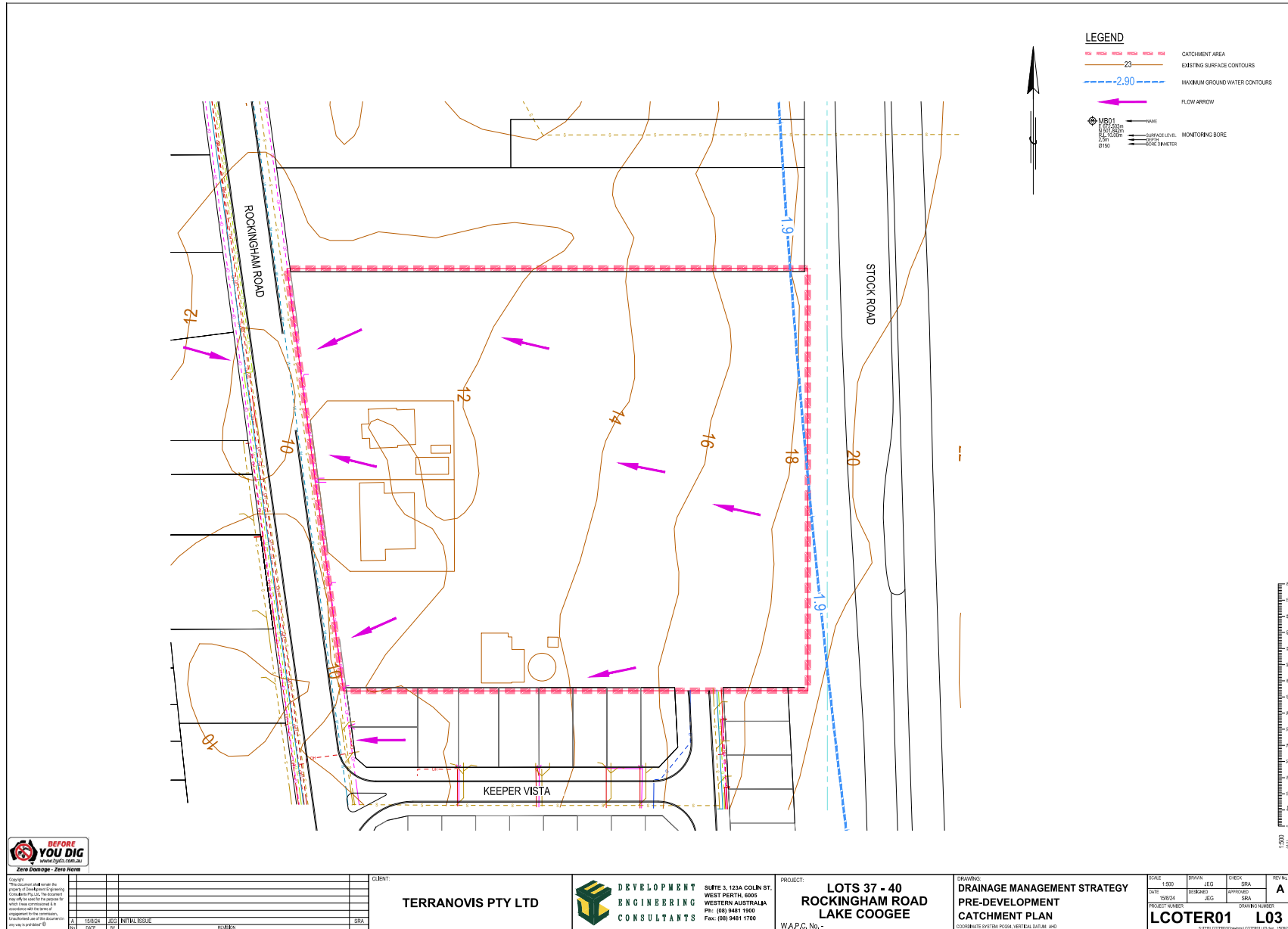




**APPENDIX B – DRAINAGE CATCHMENT PLANS**

- - Pre Development Catchment Plan (U03)
- - Post Development Catchment Plan Sheet (U04)





CLIENT:	TERRANOVIS PTY LTD
DATE:	15/08/24
BY:	JEG
FOR:	INTERNAL ISSUE
REVISION:	

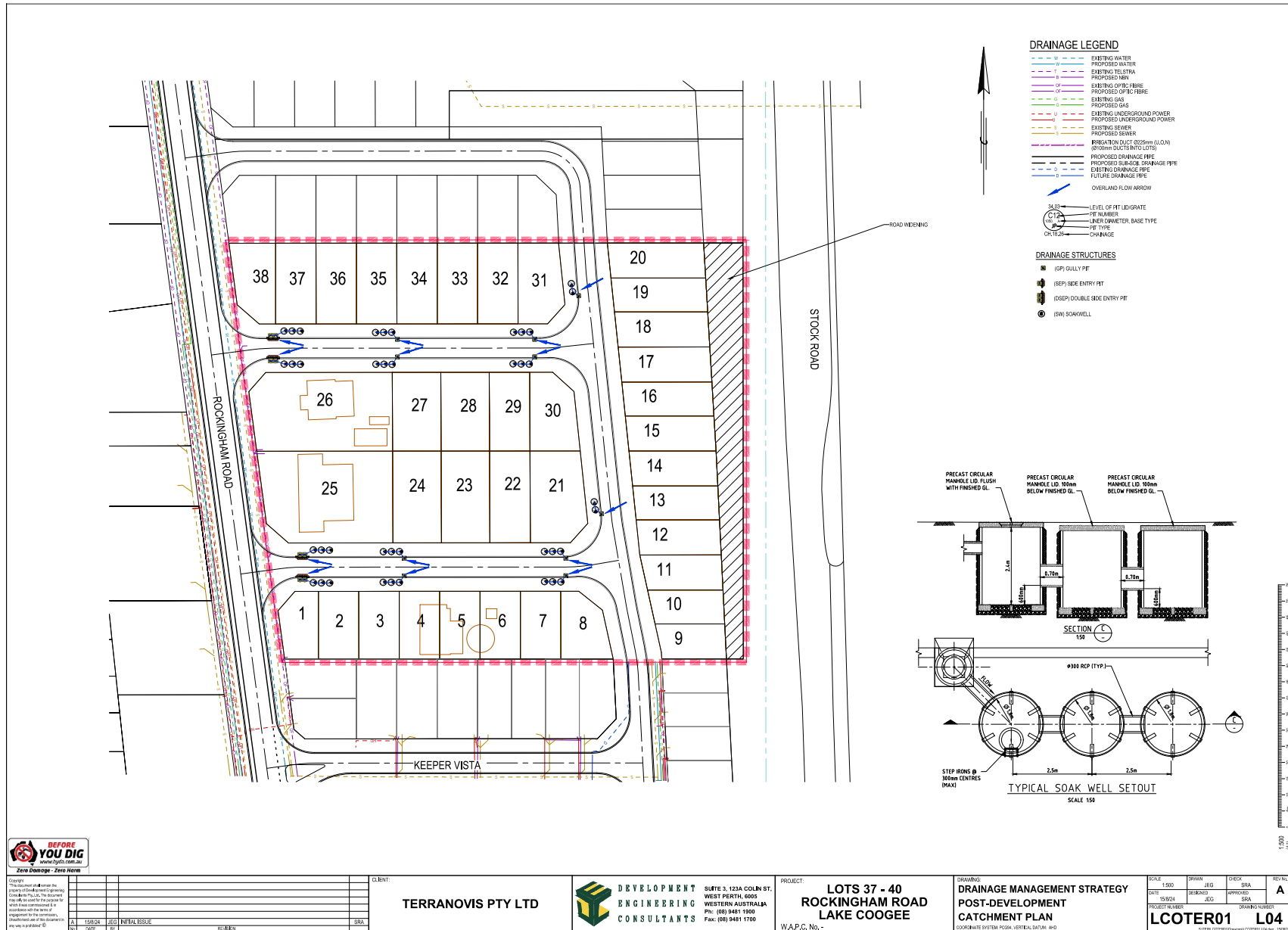
**DEVELOPMENT ENGINEERING CONSULTANTS**  
 SUITE 3, 123A COLIN ST, WEST PERTH, 6005  
 WESTERN AUSTRALIA  
 PH: (08) 9481 1500  
 FAX: (08) 9481 1700

PROJECT: **LOTS 37 - 40 ROCKINGHAM ROAD LAKE COOGEE**  
 W.A.P.C. No. -

DRAWING: **DRAINAGE MANAGEMENT STRATEGY PRE-DEVELOPMENT CATCHMENT PLAN**

SCALE:	1:500	DRAWN:	JEG	CHECK:	SRA	REVISED:	A
DATE:	15/08/24	DESIGNED:	JEG	APPROVED:	SRA	PROJECT NUMBER:	LCOTER01
						DRAWING NUMBER:	L03





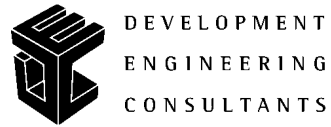
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<p>DATE: 15/04/24</p>	<p>BY: JEG</p>	<p>REVISION:</p>

**DEVELOPMENT ENGINEERING CONSULTANTS**  
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 WEST PERTH, 6005  
 WESTERN AUSTRALIA  
 PH: (08) 9481 1900  
 FAX: (08) 9481 1700

PROJECT: **LOTS 37 - 40  
 ROCKINGHAM ROAD  
 LAKE COOGEE**  
 W.A.P.C. No. -

DRAWING: **DRAINAGE MANAGEMENT STRATEGY  
 POST-DEVELOPMENT  
 CATCHMENT PLAN**  
 COORDINATE SYSTEM POSH, VERTICAL DATUM AND

SCALE: 1:500	DRAWN: JEG	CHECK: SRA	REV: A
DATE: 15/04	DESIGNED: JEG	APPROVED: SRA	
PROJECT NUMBER: <b>LCOTER01</b>	DRAWING NUMBER: <b>L04</b>	<p>ENTER COMMENTS AND APPROVALS IN THESE SPACES</p>	



### **APPENDIX C – DRAINAGE CALCULATIONS**

- **- Soakwell Calculations (10% AEP and 1% AEP Calcs)**
- **At Lot Calculations to correlate run-off coefficient with peak allowable flow**

Development Engineering Consultants - Drainage Basin Spreadsheet

Client: **Terranovis Pty Ltd/Julie Radonoich**  
 Project: **Lots 37-40 Rockingham Road, Lake Coogee**  
 Location: **Soakwell Calcs - Overall Road Catchment**  
 Designer: **SRA**

Location:	Rockingham Road, Lake Coogee	12-Aug-24
Nearest grid cell:	Latitude 32.1375(S) Longitude 115.7875(E)	



Data to be Input

Rainfall AEP (Percentage) **1**  
 63.2% AEP Impervious Catchment (Ha) 0.765  
 Required Storage (63.2% AEP - 1hr) (m<sup>3</sup>) 117.832

ARI 100 v Descriptor v Infrequent

Catchment Details	Lot Area	Road Area	Total
<b>Total Area Paved (Ha)</b>	<b>1.3132</b>	<b>0.5115</b>	<b>1.825</b>
Run-Off Co-efficient(C <sub>10</sub> )	0.31	0.70	
ARI Multiplier	1.00	1.00	
Run-Off Co-efficient(C <sub>y</sub> )	0.31	0.70	
<b>Impervious Area(Ha)</b>	<b>0.407</b>	<b>0.358</b>	<b>0.765</b>

Effective C 0.42

Volume and Dimensions of Available Storage

Calculation of Storage in Proposed Pipework and Access Chambers

Storage Location	X-Section Area	IL	Length	Volume
300 Dia Dra	0.07		11	0.78
375 Dia Dra	0.00		46.4	0.00
450 Dia Dra	0.00		84	0.00
Manholes				
Pit B1	0.89	39.40	17.60	15.71
<b>ULTIMATE STORAGE PROVIDED IN SYSTEM</b>				<b>16.49</b>

Storage provided manholes/pipe (m<sup>3</sup>) 16.485  
 Number of Soakwells 39.00  
 Diameter of soakwells (m) 1.80  
 Depth of each soakwell (m) 2.44  
 Storage required soakwells (m<sup>3</sup>) **242.15**  
 Storage provided (m<sup>3</sup>) 258.64  
 Soakage rate (l/s/m<sup>2</sup>) 0.046 4.00 m/day

Development Engineering Consultants - Drainage Basin Spreadsheet

Project: Lots 37-40 Rockingham Road, Lake Coogee  
 Location: Soakwell Calcs - Overall Road Catchment

Volume of storage required is 1m<sup>3</sup> per 70.55 m<sup>2</sup> of total area

T <sub>C</sub> (mins)	T <sub>C</sub> (hrs)	I (mm/hr)	Q <sub>IN</sub> (l/s)	Total V <sub>IN</sub> (m <sup>3</sup> )	Q <sub>OUT</sub> (soakage) (l/s)	V <sub>OUT</sub> (soakage) (m <sup>3</sup> )	Net storage (after soakage) (m <sup>3</sup> )	V <sub>OUT</sub> required (m <sup>3</sup> )	Q <sub>OUT</sub> (l/s)	Effective runoff C
10	0.17	129.00	274.2	164.51	25.03	15.02	149.49	0.00	0.00	0.00
15	0.25	103.00	218.9	197.02	25.03	22.53	174.50	0.00	0.00	0.00
20	0.33	87.30	185.5	222.66	25.03	30.04	192.62	0.00	0.00	0.00
30	0.50	68.00	144.5	260.15	25.03	45.06	215.09	0.00	0.00	0.00
45	0.75	52.80	112.2	303.00	25.03	67.58	235.41	0.00	0.00	0.00
60	1.00	44.10	93.7	337.43	25.03	90.11	247.32	0.00	0.00	0.00
90	1.50	34.40	73.1	394.81	25.03	135.17	259.65	1.01	0.19	0.00
120	2.00	28.90	61.4	442.25	25.03	180.22	262.03	3.39	0.47	0.00
150	2.50	25.85	54.9	494.47	25.03	225.28	269.20	10.56	1.17	0.01
180	3.00	22.80	48.5	523.36	25.03	270.33	253.03	0.00	0.00	0.00
240	4.00	15.10	32.1	462.15	25.03	360.44	101.70	0.00	0.00	0.00
300	5.00	14.42	30.6	551.67	25.03	450.55	101.12	0.00	0.00	0.00
360	6.00	13.74	29.2	630.78	25.03	540.66	90.12	0.00	0.00	0.00
480	8.00	12.38	26.3	757.80	25.03	720.88	36.91	0.00	0.00	0.00
720	12.00	9.71	20.6	891.54	25.03	1081.32	-189.78	0.00	0.00	0.00
960	16.00	8.08	17.2	989.58	25.03	1441.76	-452.18	0.00	0.00	0.00
1440	24.00	5.82	12.4	1068.75	25.03	2162.65	-1093.90	0.00	0.00	0.00
2880	48.00	3.24	6.9	1189.95	25.03	4325.29	-3135.35	0.00	0.00	0.00
4320	72.00	2.27	4.8	1250.55	25.03	6487.94	-5237.39	0.00	0.00	0.00

Outflow Configuration

Flow through orifice

$$Q = C_D \cdot A_o \cdot \text{Sqrt}(19.62 \cdot dH)$$

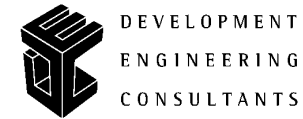
C<sub>D</sub> = 0.61

Q (m <sup>3</sup> /s)	Width of hole (mm)	Depth of hole (mm)	A <sub>o</sub> (m <sup>2</sup> )	Equivalent diameter (mm)	dH (m)
0.001	12	12	0.000144	14	9.10

Development Engineering Consultants - Drainage Basin Spreadsheet

Client: **Terranovis Pty Ltd/Julie Radonoich**  
 Project: **Lots 37-40 Rockingham Road, Lake Coogee**  
 Location: **At Lot Detention Calculations to Establish Runoff Coefficient**  
 Designer: **SRA**

Location: **Rockingham Road, Lake Coogee**  
 Nearest Latitude **32.1375(S)** Longitude **115.7875(E)**  
 grid cell:



Data to be Input

Rainfall AEP (Percentage) **1**  
 63.2% AEP Impervious Catchment (Ha) **0.022**  
 Required Storage (63.2% AEP - 1hr) (m<sup>3</sup>) **3.326**

ARI **100** v Descriptor v  
 Infrequent

Catchment Details	Paved Area	Unpaved area	Total
<b>Lot Area (SQM)</b>			<b>300.00</b>
<b>Proportion Paved</b>	<b>80%</b>	<b>20%</b>	<b>100%</b>
<b>Area Paved (Ha)</b>	<b>0.024</b>	<b>0.006</b>	<b>0.030</b>
Run-Off Co-efficient(C10)	0.90	0.00	
ARI Multiplier	1.00	1.20	
Run-Off Co-efficient(Cy)	0.90	0.00	
<b>Impervious Area(Ha)</b>	<b>0.022</b>	<b>0.000</b>	<b>0.022</b>

AEP	ARI	Effective C
63.2	1	0
50	1.44	0
20	4.48	0
10	9.49	0.1
5	20	0.17
2	50	0.26
1	100	0.31

Effective C  
**0.72**

Volume and Dimensions of Available Storage

Area above ground inundated to 0.03m deep **20.00** **0.03** **0.60**  
 Storage provided manholes/pipe (m<sup>3</sup>) **-**  
 Number of Soakwells **2.00**  
 Diameter of soakwells (m) **1.20**  
 Depth of each soakwell (m) **1.20**  
 Storage required soakwells (m<sup>3</sup>) **2.71**  
 Storage provided (m<sup>3</sup>) **3.31**  
 Soakage rate (l/s/m<sup>2</sup>) **0.02**

**NOTE: All water is retained in soakwells up to and including 20% AEP (1 in 5yr ARI) without surcharge. For greater AEP storms water will surcharge soakwells and enter the laneway drainage system.**

**Volume of storage required is 1m<sup>3</sup> per 90.52 m<sup>2</sup> of total lot area**

Development Engineering Consultants - Drainage Basin Spreadsheet

Project: **Lots 37-40 Rockingham Road, Lake Coogee**  
 Location: **At Lot Detention Calculations to Establish Runoff Coefficient**

T <sub>C</sub> (mins)	T <sub>C</sub> (hrs)	I (mm/hr)	Q <sub>IN</sub> (l/s)	Total V <sub>IN</sub> (m <sup>3</sup> )	Q <sub>OUT</sub> (soakage) (l/s)	V <sub>OUT</sub> (soakage) (m <sup>3</sup> )	Net storage (after soakage) (m <sup>3</sup> )	V <sub>OUT</sub> required (m <sup>3</sup> )	Q <sub>OUT</sub> (l/s)	Effective runoff C
10	0.17	129.00	7.7	4.64	0.60	0.36	4.28	0.97	1.61	0.15
15	0.25	103.00	6.2	5.56	0.60	0.54	5.02	1.70	1.89	0.22
20	0.33	87.30	5.2	6.29	0.60	0.72	5.56	2.25	1.87	0.26
30	0.50	68.00	4.1	7.34	0.60	1.09	6.26	2.94	1.64	0.29
45	0.75	52.80	3.2	8.55	0.60	1.63	6.92	3.61	1.34	0.30
60	1.00	44.10	2.6	9.53	0.60	2.17	7.35	4.04	1.12	0.31
90	1.50	34.40	2.1	11.15	0.60	3.26	7.89	4.57	0.85	0.30
120	2.00	28.90	1.7	12.48	0.60	4.35	8.14	4.82	0.67	0.28
150	2.50	25.85	1.6	13.96	0.60	5.43	8.53	5.21	0.58	0.27
180	3.00	22.80	1.4	14.77	0.60	6.52	8.26	4.94	0.46	0.24
240	4.00	15.10	0.9	13.05	0.60	8.69	4.35	1.04	0.07	0.06
300	5.00	14.42	0.9	15.57	0.60	10.86	4.71	1.39	0.08	0.06
360	6.00	13.74	0.8	17.81	0.60	13.04	4.77	1.46	0.07	0.06
480	8.00	12.38	0.7	21.39	0.60	17.38	4.01	0.70	0.02	0.02
720	12.00	9.71	0.6	25.17	0.60	26.07	-0.91	0.00	0.00	0.00
960	16.00	8.08	0.5	27.94	0.60	34.77	-6.83	0.00	0.00	0.00
1440	24.00	5.82	0.3	30.17	0.60	52.15	-21.98	0.00	0.00	0.00
2880	48.00	3.24	0.2	33.59	0.60	104.30	-70.71	0.00	0.00	0.00
4320	72.00	2.27	0.1	35.30	0.60	156.45	-121.14	0.00	0.00	0.00

Outflow Configuration

Flow through orifice

$$Q = C_D \cdot A_o \cdot \text{Sqrt}(19.62 \cdot dH)$$

C<sub>D</sub> = 0.61

Q (m <sup>3</sup> /s)	Width of hole (mm)	Depth of hole (mm)	A <sub>o</sub> (m <sup>2</sup> )	Equivalent diameter (mm)	dH (m)
0.002	12	12	0.000144	14	23.70





# Appendix F Transport Impact Statement

STRUCTURE PLAN  
Lots 37-40 Rockingham Road, Lake Coogee



**Lots 37-40 Rockingham Rd, Lake Coogee**  
Proposed Residential Subdivision  
**TRANSPORT IMPACT STATEMENT**



Prepared for:  
**Terranovis**

November 2024

# Lots 37-40 Rockingham Rd, Lake Coogee

Prepared for: Terranovis  
 Prepared by: Paul Ghantous  
 Date: 8 November 2024  
 Project number: U24.073

## Version control

Version No.	Date	Prepared by	Revision description	Issued to
U24.073.r01	03/08/24	Paul Ghantous	DRAFT	Terranovis
U24.073.r01a	08/08/24	Paul Ghantous	FINAL	Terranovis
U24.073.r01b	08/11/24	Paul Ghantous	REVISED FINAL	Terranovis



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# 1 Introduction

This Transport Impact Statement has been prepared by **Urbii** on behalf of **Terranovis** with regards to the proposed residential subdivision at Lots 37-40 Rockingham Rd, Lake Coogee.

The subject site is situated on the eastern side of Rockingham Road, as shown in Figure 1. The site is mostly vacant with some existing homestead dwellings and structures. Stock Road runs along the eastern boundary of the site.

A residential subdivision is proposed for the site, delivering a potential 42 Lots over an area of approximately 1.9834ha.

The key issues that will be addressed in this report include the traffic generation and distribution of the proposed subdivision, traffic generation, service vehicles, car parking and access to the site for alternative modes of transport.



Figure 1: Subject site



## 2 Proposed subdivision

The proposed subdivision will deliver a potential 42 residential Lots, ranging between 224m<sup>2</sup> to 1,124m<sup>2</sup> in area. An internal road network is proposed with 15m wide road reservations.

The residential dwellings will be the primary generator of traffic in the subdivision. No major attractors of traffic are located within the subdivision.

The proposed subdivision plan is included in Appendix A.

### 3 Vehicle access and parking

The proposed road reservation layout is conceptually shown in Figure 2. Streets in the subdivision are proposed to be provided in 15m wide reservations. The internal road network provides connectivity to the external road network via two T-intersections on Rockingham Road. No road connections are proposed on Stock Road.

Lot 25 and 26 are existing dwellings which are proposed to be retained. These lots will retain the existing vehicle access on Rockingham Road. Alternative vehicle access via internal subdivision roads can be provided in the future if/when the lots are redeveloped.

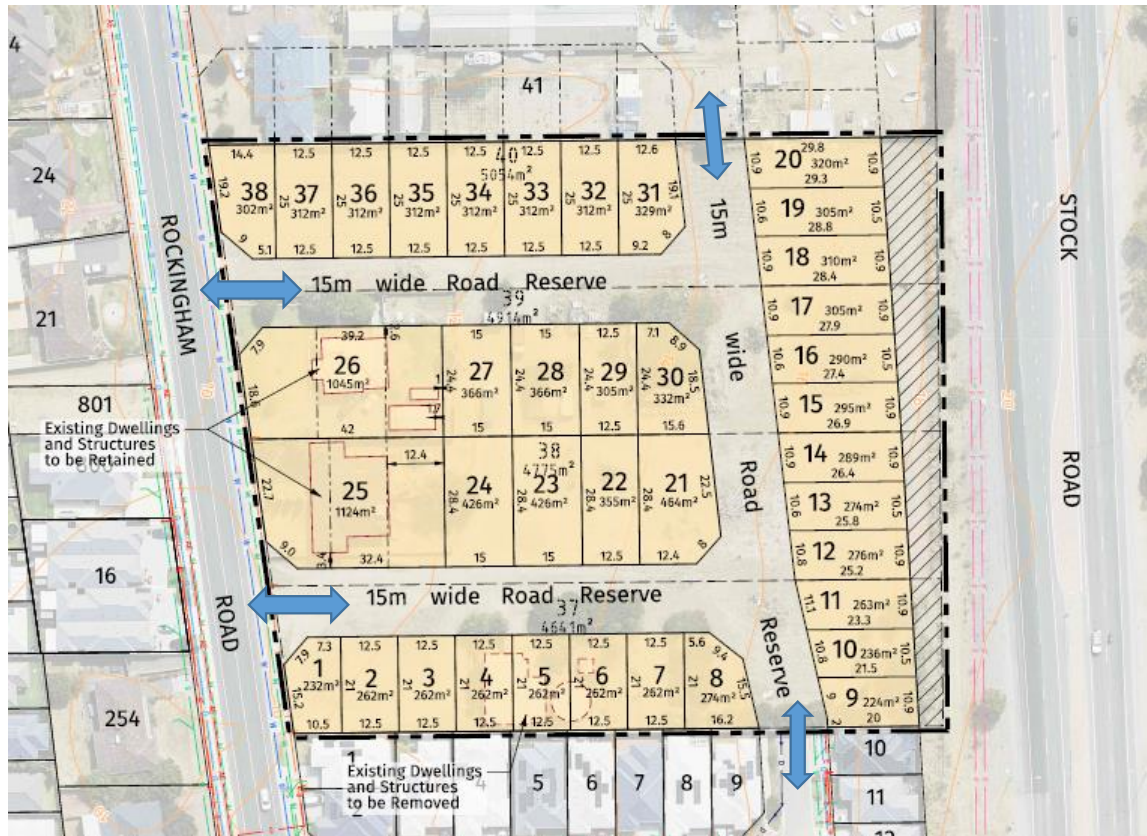


Figure 2: Proposed internal transport network



### 3.1 Road geometry

The proposed road reservation closely matches the typical reservation of an *Access street C* standard road in Liveable Neighbourhoods (Figure 3). An indicative street cross section is shown in Figure 4. The detailed civil design for the subdivision is still under development. However, given the road reservation width of 15m, 4.0m wide verges with 7.0m wide carriageways can accommodate the forecast internal traffic volumes. A footpath will be provided on at least one side of each street, with a minimum width of 1.5m. The footpath should ideally be positioned in the middle of the verges, with buffer space provided between the property lines and road kerbs.

Footpaths should continue through residential driveways, to reinforce priority for people using the paths.

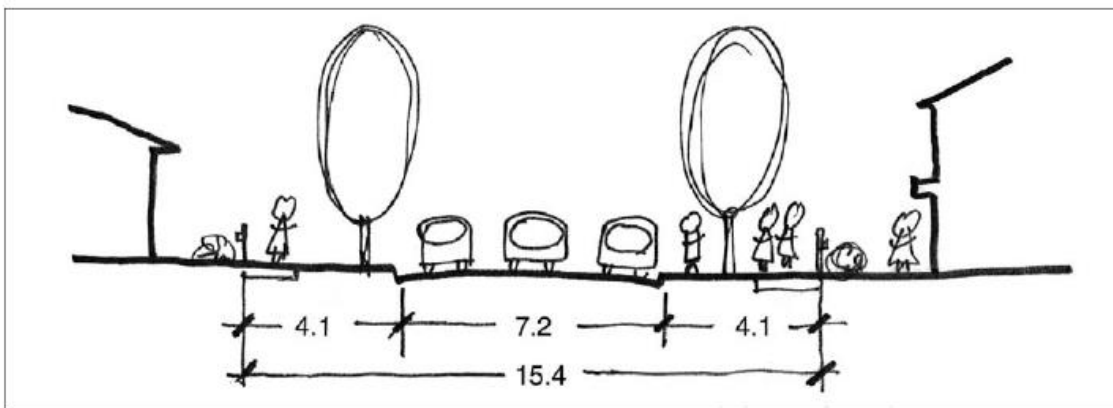


Figure 3: Access street C – typical cross section

Notes: yield (or give way) street – Target speed 40 km/hr (< 3000 vehicles per day)

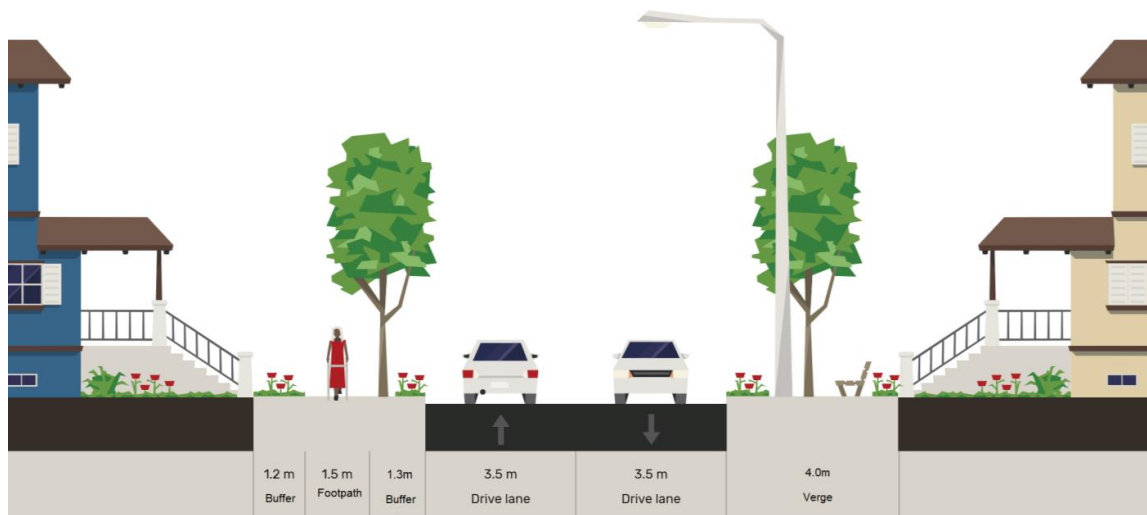


Figure 4: Indicative subdivision street cross section (15m wide reserves)

## 3.2 Intersections

The subdivision transport network is designed to avoid the formation of 4-way intersections internally. T-intersections are used internally and traffic will need to give-way at the end of terminating roads in accordance with road traffic regulations.

Reference was made to Australian Standard AS1742.2 - *Manual of uniform traffic control devices Part 2: Traffic control devices for general use*, for guidance on appropriate intersection controls:

### 2.5 CONTROL BY GIVE WAY AND STOP SIGNS

#### 2.5.1 General

GIVE WAY signs and STOP signs are used to control traffic at intersections other than those controlled by means of roundabouts or traffic signals, by allocating priority to traffic on one of the intersecting roads.

These signs are provided as follows:

- (a) GIVE WAY signs shall be provided at all intersections with four or more legs.
- (b) GIVE WAY signs shall be provided at any three-way intersection where the layout is such that it is not clear how or whether the T-intersection rule would operate, for example, at a Y-intersection.
- (c) GIVE WAY signs should be used for road safety reasons at unsignalized T-intersections where the continuing road (i.e. the bar of the T) is an arterial or sub-arterial road, urban or rural.
- (d) STOP signs shall be provided instead of GIVE WAY signs on any controlled approach where intersection sight distance is substandard as determined in accordance with Clause 2.5.4. STOP signs shall not be used where intersection sight distance is adequate for GIVE WAY signs.

In all other cases, GIVE WAY signs are not required if the T-intersection rule operates satisfactorily and there is no requirement for STOP signs due to reduced intersection sight distance.

**Figure 5: Intersection control by give way and stop signs**

Source: Extracted from AS1742.2

All intersections with give way or stop signs must also be provided with give way or stop intersection line marking to indicate the safe position for a vehicle to be held at the intersection sign.

Give way or stop line marking may also be used to indicate the safe position for a vehicle to be held at a T-intersection or in any other location where a driver is legally required to give way to an intersecting or conflicting traffic stream.

At detailed civil design stage, all intersection sight distances need to be checked. At locations where sight distance is compromised, stop signs and line marking is required. At any locations where there is significant reduction in sight distance, raised intersection platforms with suitable warning signs and line marking should be considered, to slow traffic through the intersection (Figure 6). Based on the alignment of the road reserves, sight distances are expected to be



sufficient. However, sight distance will be calculated formally as part of the civil engineering design.

**Typical Intersection Raised Safety Platform Treatments**



*Image Source: NACTO Global Street Design Guide*

*Image Source: MRWA*

**Figure 6: Typical raised safety platform treatment**

Source: Main Roads WA *Low-Cost Urban Road Safety Program*

**3.3 Parking supply and demand**

All vehicle parking will be contained within individual properties. Residential streets typically permit car parking on the street for visitors and service vehicles.

## 4 Provision for service vehicles

The proposed subdivision is residential in nature and will not generate significant delivery and other service vehicle traffic. Bins will be presented on the internal streets for waste collection. No cul-de-sacs are proposed in the subdivision.



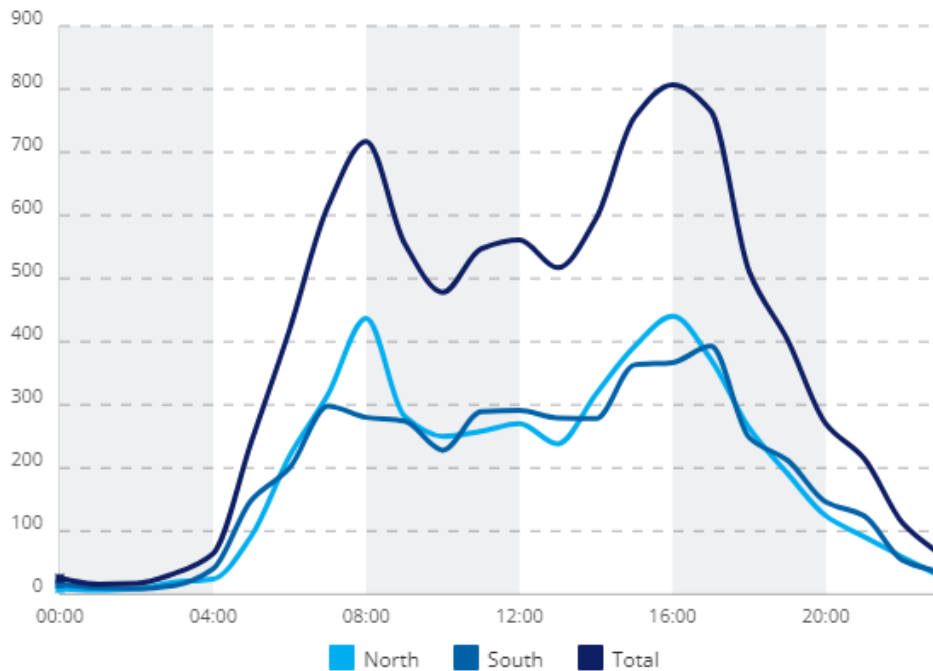
11



## 5 Hours of operation

**For most residential subdivisions, the peak traffic hours typically coincide with the weekday AM and PM peak hours on the surrounding road network.**

Traffic data obtained from Main Roads WA for Rockingham Road indicates that the weekday AM peak hour occurs between 8am to 9am and the weekday PM peak hour occurs between 4pm to 5pm (Figure 7). The peak hours for the proposed subdivision are anticipated to coincide at around these times.



**Figure 7: Hourly traffic profile – Rockingham Road**

Source: Main Roads WA traffic data. Rockingham Road (North of Beeliar Drive), 2020

## 6 Daily traffic volumes and vehicle types

### 6.1 Trip generation rates

Residential traffic generation is typically estimated using the following trip generation sources:

- RTA NSW Guide to traffic generating developments;
- RTA NSW Technical direction TDT 2013/4A; and,
- WAPC *Transport Impact Assessment Guidelines*.

The trip generation rates adopted are detailed in Table 1.

**Table 1: Adopted trip rates for traffic generation**

Trip rate source	Daily rate	AM rate	PM rate	AM-in	AM-out	PM-in	PM-out
WAPC Guidelines (Residential dwellings)	8	0.8	0.8	25%	75%	65%	35%

### 6.2 Traffic generation

The estimated traffic generation of the proposed subdivision is detailed in Table 2. The proposed subdivision is estimated to generate a total of 336 vehicles per day (vpd), with 34 vehicles per hour (vph) generated during the AM and PM peak hours, respectively.

These trips include both inbound and outbound vehicle movements. It is anticipated that most of the vehicle types would be passenger cars and SUVs.

**Table 2: Traffic generation – Weekday AM and PM peak hours**

Land use	Quantity	Daily Trips	AM Trips	PM Trips	AM Peak Trips		PM Peak Trips	
					IN	OUT	IN	OUT
Residential	42	336	34	34	8	26	22	12



### 6.3 Impact on surrounding roads

The WAPC Transport Impact Assessment Guidelines for Developments (2016) provides the following guidance on the assessment of traffic impacts:

---

*“As a general guide, an increase in traffic of less than 10 percent of capacity would not normally be likely to have a material impact on any particular section of road but increases over 10 percent may. All sections of road with an increase greater than 10 percent of capacity should therefore be included in the analysis. For ease of assessment, an increase of 100 vehicles per hour for any lane can be considered as equating to around 10 percent of capacity. Therefore, any section of road where development traffic would increase flows by more than 100 vehicles per hour for any lane should be included in the analysis.”*

---

The proposed subdivision will not increase traffic flows on any roads adjacent to the site by the quoted WAPC threshold of +100vph to warrant further analysis. Therefore, the impact on the surrounding road network is minor.

## 7 Traffic management on the frontage roads

Information from online mapping services, Main Roads WA, Local Government, and/or site visits was collected to assess the existing traffic management on frontage roads.

**Rockingham Road** is an approximately 10m wide, two-lane undivided road. Footpaths are provided along both sides of the road.

Rockingham Road is classified as a *Distributor B Road* in the Main Roads WA road hierarchy (Figure 8) and operates under a speed limit of 60km/h (Figure 9). Distributor B roads are the responsibility of Local Government and are typically for reduced capacity but high traffic volumes travelling between industrial, commercial and residential areas. (Figure 10).

Traffic count data obtained from Main Roads WA indicates that Rockingham Road carried around 9,300 vehicles per day in 2020, with 85<sup>th</sup> percentile speeds of 56km/h and 6.3% heavy vehicles.

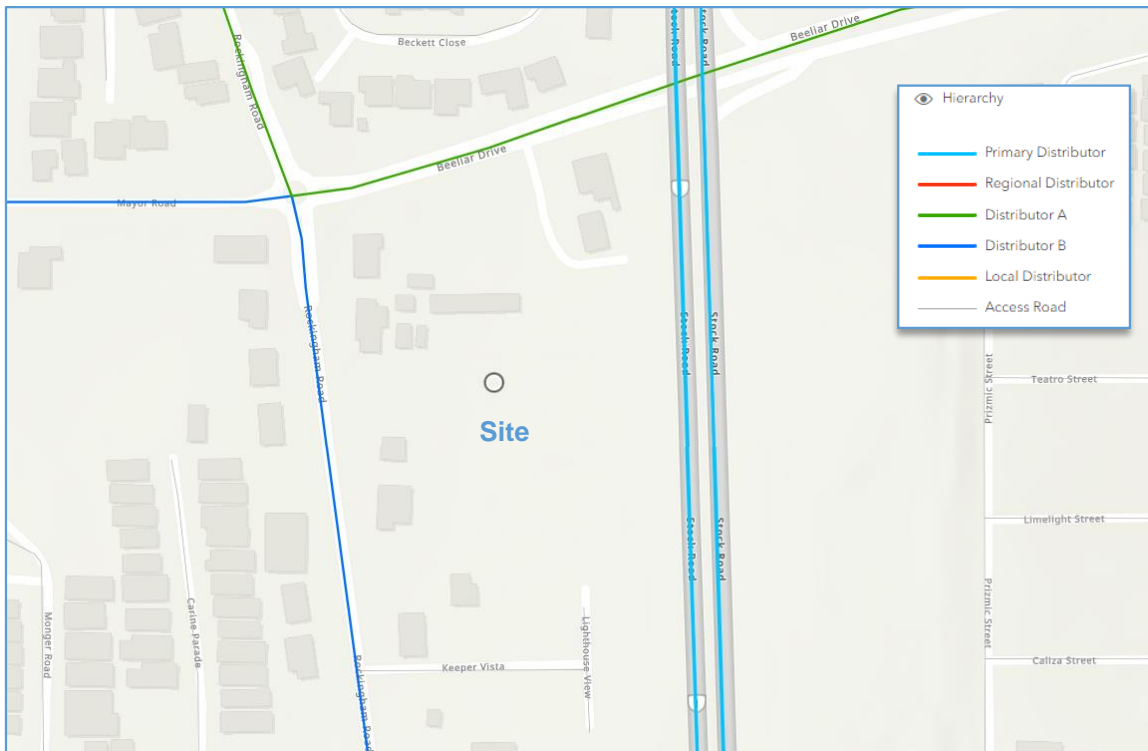
**Stock Road** is an approximately 24m wide, four-lane dual carriageway road. It is abutting the site with no direct vehicle access proposed from Stock Road.

Stock Road is classified as *Primary Distributor* in the Main Roads WA road hierarchy (Figure 8) and operates under a sign posted speed limit of 70km/h (Figure 9). Primary Distributor roads are the responsibility of Main Roads Western Australia and are typically for the movement of inter-regional and/or cross town/city traffic (Figure 10).

Traffic count data obtained from Main Roads WA indicates that Stock Road carried around 24,000 vehicles per day in 2023, with 11% heavy vehicles.

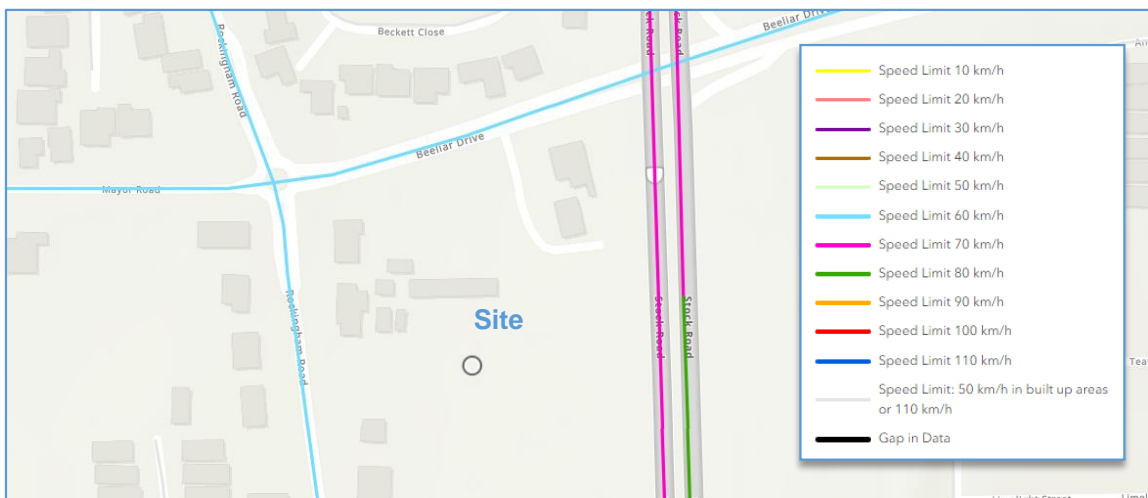
The proposed subdivision is setback outside the Primary Regional Roads reservation, which is shown in Figure 11.





**Figure 8: Main Roads WA road hierarchy plan**

Source: Main Roads WA Road Information Mapping System (RIM)



**Figure 9: Main Roads WA road speed zoning plan**

Source: Main Roads WA Road Information Mapping System (RIM)

**ROAD HIERARCHY FOR WESTERN AUSTRALIA**  
**ROAD TYPES AND CRITERIA (see Note 1)**

CRITERIA	PRIMARY DISTRIBUTOR (PD) (see Note 2)	DISTRICT DISTRIBUTOR A (DA)	DISTRICT DISTRIBUTOR B (DB)	REGIONAL DISTRIBUTOR (RD)	LOCAL DISTRIBUTOR (LD)	ACCESS ROAD (A)
<i>Primary Criteria</i>						
1. Location (see Note 3)	All of WA incl. BUA	Only Built Up Area.	Only Built Up Area.	Only Non Built Up Area. (see Note 4)	All of WA incl. BUA	All of WA incl. BUA
2. Responsibility	Main Roads Western Australia.	Local Government.	Local Government.	Local Government.	Local Government.	Local Government.
3. Degree of Connectivity	High. Connects to other Primary and Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	High. Connects to Primary and/or other Distributor roads.	Medium. Minor Network Role Connects to Distributors and Access Roads.	Low. Provides mainly for property access.
4. Predominant Purpose	Movement of inter regional and/or cross town/city traffic, e.g. freeways, highways and main roads.	High capacity traffic movements between industrial, commercial and residential areas.	Reduced capacity but high traffic volumes travelling between industrial, commercial and residential areas.	Roads linking significant destinations and designed for efficient movement of people and goods between and within regions.	Movement of traffic within local areas and connect access roads to higher order Distributors.	Provision of vehicle access to abutting properties
<i>Secondary Criteria</i>						
5. Indicative Traffic Volume (AADT)	In accordance with Classification Assessment Guidelines.	Above 8 000 vpd	Above 6 000 vpd.	Greater than 100 vpd	<b>Built Up Area</b> - Maximum desirable volume 6 000 vpd. <b>Non Built Up Area</b> - up to 100 vpd.	<b>Built Up Area</b> - Maximum desirable volume 3 000 vpd. <b>Non Built Up Area</b> - up to 75 vpd.
6. Recommended Operating Speed	60 – 110 km/h (depending on design characteristics).	60 – 80 km/h.	60 – 70 km/h.	50 – 110 km/h (depending on design characteristics).	<b>Built Up Area</b> 50 - 60 km/h (desired speed) <b>Non Built Up Area</b> 60 – 110 km/h (depending on design characteristics).	<b>Built Up Area</b> 50 km/h (desired speed). <b>Non Built Up Area</b> 50 – 110 km/h (depending on design characteristics).
7. Heavy Vehicles permitted	Yes.	Yes.	Yes.	Yes.	Yes, but preferably only to service properties.	Only to service properties.
8. Intersection treatments	Controlled with appropriate measures e.g. high speed traffic management, signing, line marking, grade separation.	Controlled with appropriate measures e.g. traffic signals.	Controlled with appropriate Local Area Traffic Management.	Controlled with measures such as signing and line marking of intersections.	Controlled with minor Local Area Traffic Management or measures such as signing.	Self controlling with minor measures.
9. Frontage Access	None on Controlled Access Roads. On other routes, preferably none, but limited access is acceptable to service individual properties.	Prefer not to have residential access. Limited commercial access, generally via service roads.	Residential and commercial access due to its historic status. Prefer to limit when and where possible.	Prefer not to have property access. Limited commercial access, generally via lesser roads.	Yes, for property and commercial access due to its historic status. Prefer to limit whenever possible. Side entry is preferred.	Yes.
10. Pedestrians	Preferably none. Crossing should be controlled where possible.	With positive measures for control and safety e.g. pedestrian signals.	With appropriate measures for control and safety e.g. median/islands refuges.	Measures for control and safety such as careful siting of school bus stops and rest areas.	Yes, with minor safety measures where necessary.	Yes.
11. Buses	Yes.	Yes.	Yes.	Yes.	Yes.	If necessary (see Note 5)
12. On-Road Parking	No (emergency parking on shoulders only).	Generally no. Clearways where necessary.	Not preferred. Clearways where necessary.	No – emergency parking on shoulders – encourage parking in off road rest areas where possible.	<b>Built Up Area</b> – yes, where sufficient width and sight distance allow safe passing. <b>Non Built Up Area</b> – no. Emergency parking on shoulders.	Yes, where sufficient width and sight distance allow safe passing.
13. Signs & Linemarking	Centrelines, speed signs, guide and service signs to highway standard.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs, guide and service signs.	Centrelines, speed signs and guide signs.	Speed and guide signs.	Urban areas – generally not applicable. Rural areas - Guide signs.
14. Rest Areas/Parking Bays	In accordance with Main Roads' Roadside Stopping Places Policy.	Not Applicable.	Not Applicable.	Parking Bays/Rest Areas. Desired at 60km spacing.	Not Applicable.	Not Applicable.

Figure 10: Road types and criteria for Western Australia

Source: Main Roads Western Australia D10#10992



Figure 11: Primary Regional Road reservation



## 8 Public transport access

**Information was collected from Transperth and the Public Transport Authority to assess the existing public transport access to and from the site.**

The subject site has access to the following bus services within walking distance:

- Bus Route 530: Cockburn Central Stn - Fremantle Stn via Yangebup Rd.
- Bus Route 531: Cockburn Central Stn - Fremantle Stn via Marvell Av & The Grange.
- Bus Route 532: Cockburn Central Stn - Fremantle Stn via Beeliar Dr.
- Bus Route 549: Fremantle Stn - Rockingham Stn via Rockingham Rd & Kwinana Town Centre.

Public transport services provide a viable alternative mode of transport for residents and visitors of the proposed subdivision.

The closest bus stops are located on Rockingham Road and Beeliar Drive, less than 500m walk from the site (Figure 12). Bus services provide excellent coverage and connectivity to the rail network.

The public transport network plan is shown in Figures 13 to 15.



Figure 12: Closest bus stops serving the proposed development

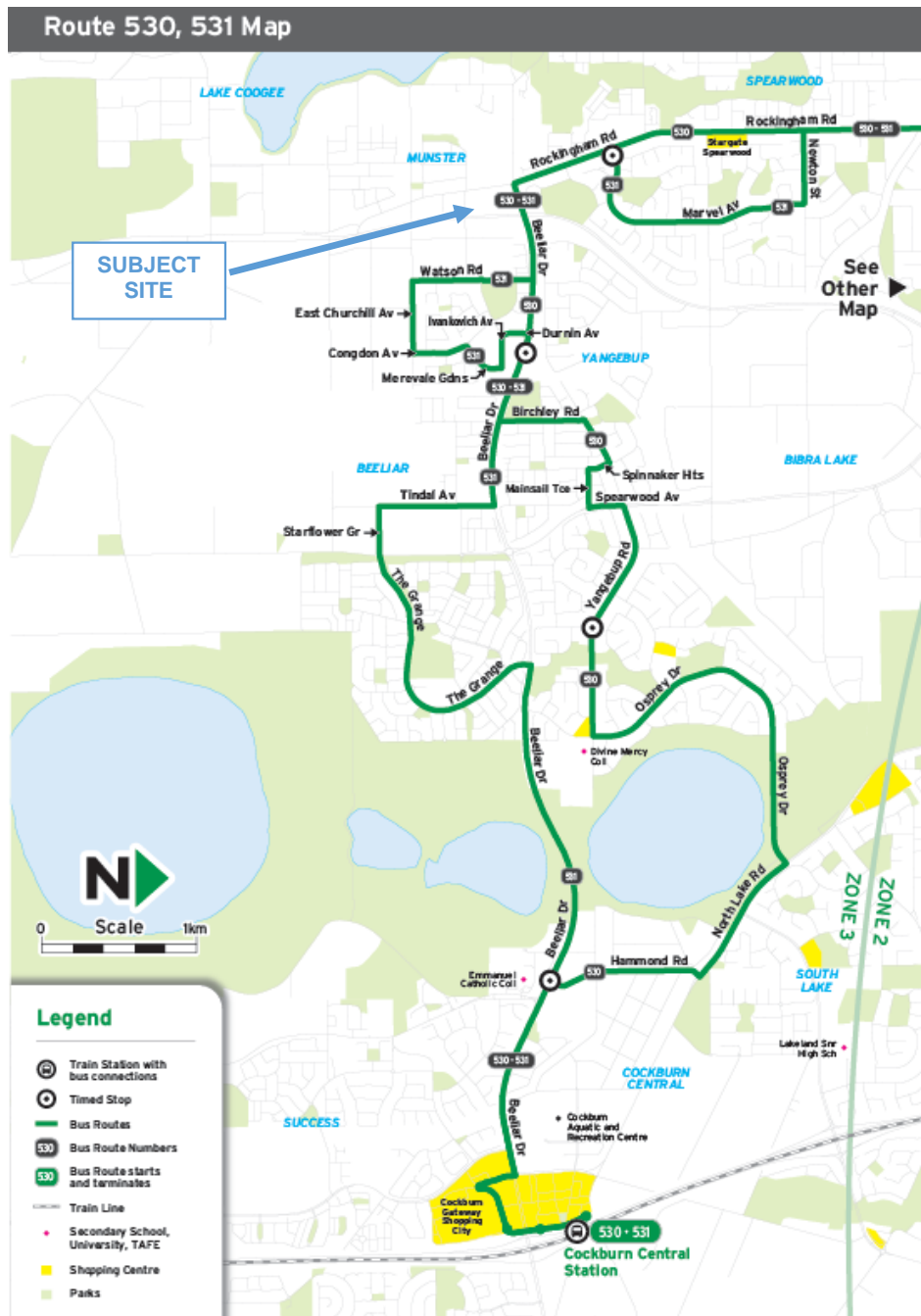


Figure 13: Transperth public transport plan (Routes 530 & 531)

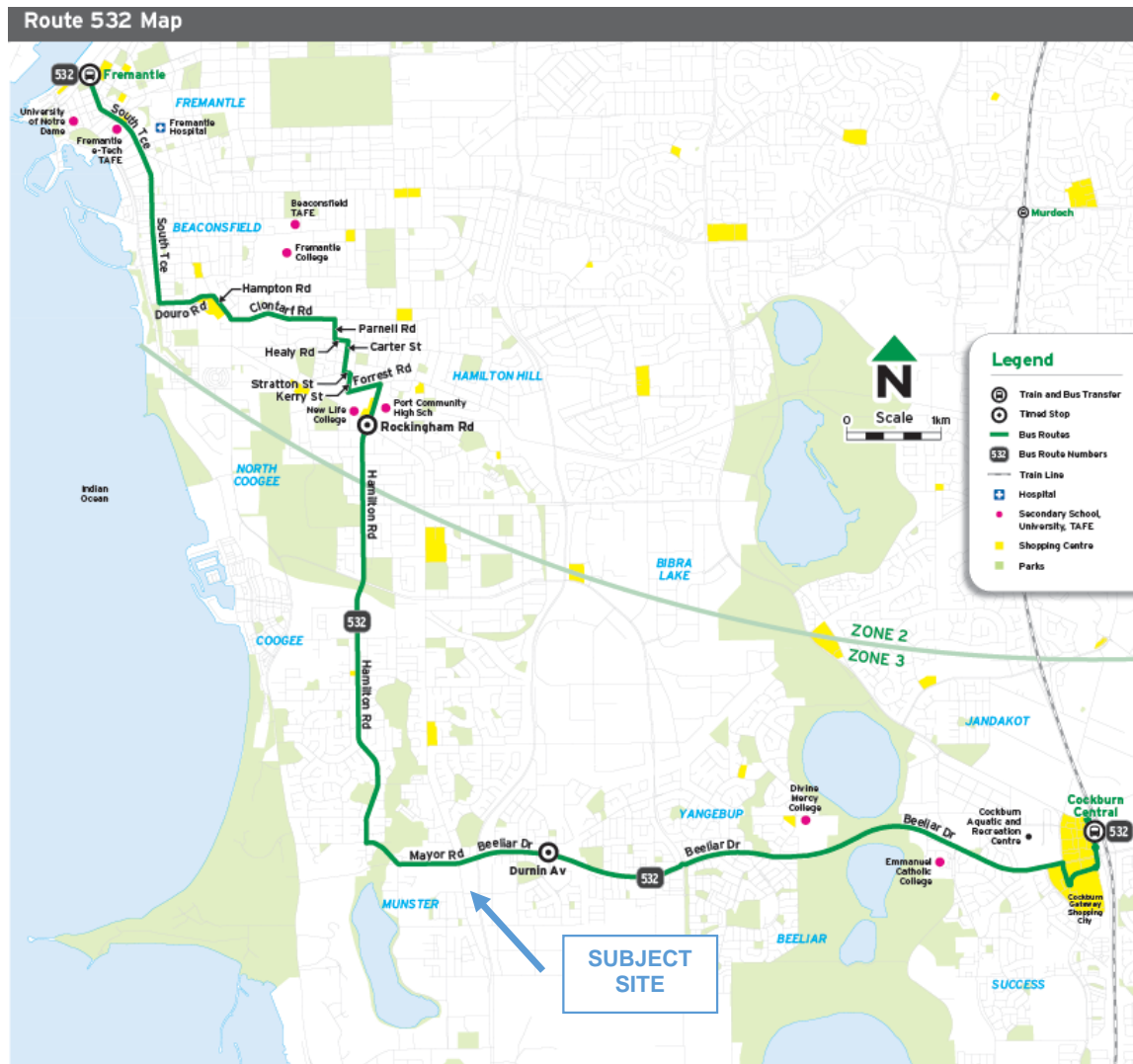


Figure 14: Transperth public transport plan (Route 532)

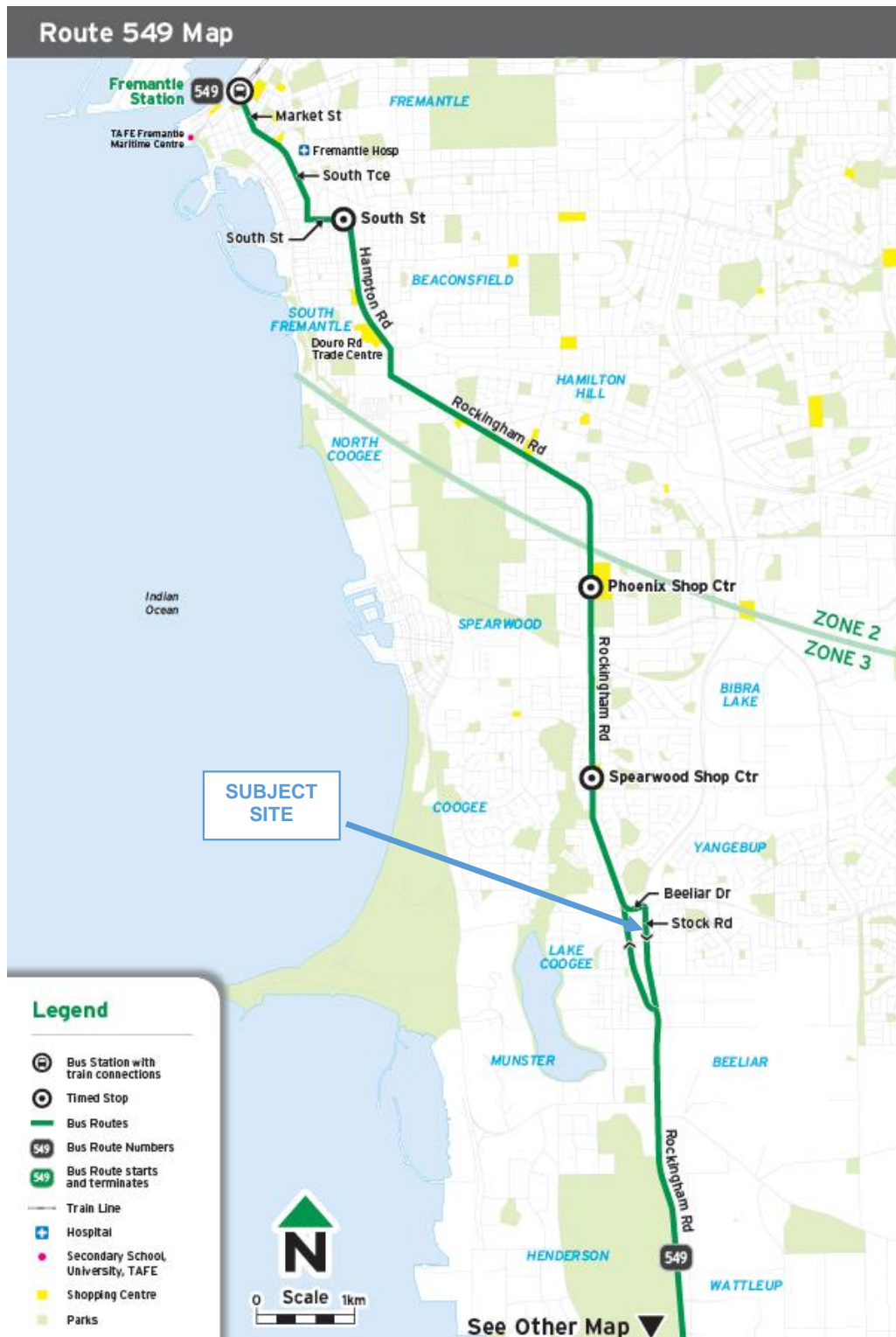


Figure 15: Transperth public transport plan (Routes 549)



## 9 Pedestrian access

The WAPC Transport Impact Assessment Guidelines for Developments (2016) provide warrants for installing pedestrian priority crossing facilities. This is based on the volume of traffic as the key factor determining if pedestrians can safely cross a road. The guidelines recommend pedestrian priority crossing facilities be considered once the peak hour traffic exceeds the volumes detailed in Table 3.

The traffic volumes in this table are based on a maximum delay of 45 seconds for pedestrians, equivalent to Level of Service E. Traffic volumes on the internal subdivision road network are below the threshold for safe pedestrian crossing. Therefore, pedestrian crossing level of service is satisfactory on the internal subdivision roads.

**Table 3: Traffic volume thresholds for pedestrian crossings**

Road cross-section	Maximum traffic volumes providing safe pedestrian gap
2-lane undivided	1,100 vehicles per hour
2-lane divided (with refuge)	2,800 vehicles per hour
4-lane undivided*	700 vehicles per hour
4-lane divided (with refuge)*	1,600 vehicles per hour

All streets in the subdivision will have a minimum 1.5m wide footpath on at least one side of the road.



# 10 Bicycle access

Information from online mapping services, Department of Transport, Local Government, and/or site visits was collected to assess bicycle access for the proposed development.

## 10.1 Bicycle network

The Department of Transport Perth Bicycle Network Map (see Figure 11) shows the existing cycling connectivity to the subject site. On-street cycling lanes on Stock Road and a shared path on Beelias Drive are located within short cycling distance, which connect to the broader cycling network.

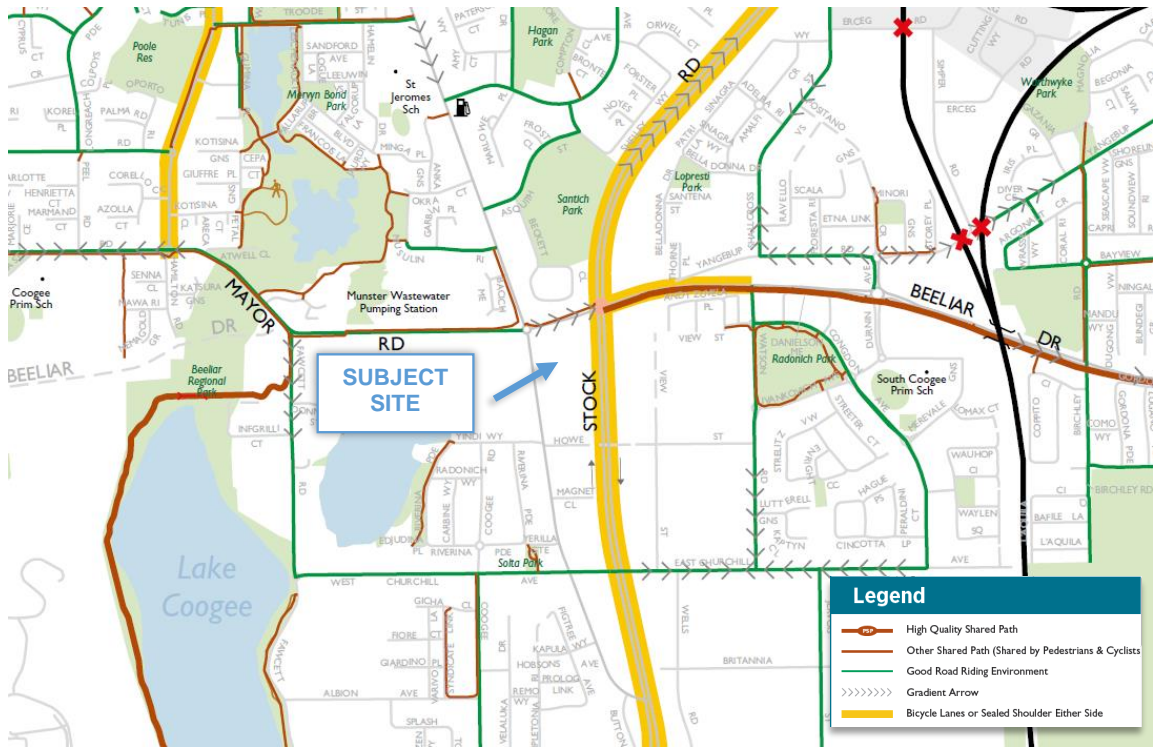


Figure 16: Perth bicycle network plan

The Cycling Aspects of Austroads Guides 2017 provides guidance on the separation of cyclists and motorists. Traffic volumes on the internal subdivision roads are typically low enough so that roads can be shared for driving and cycling (Figure 17).

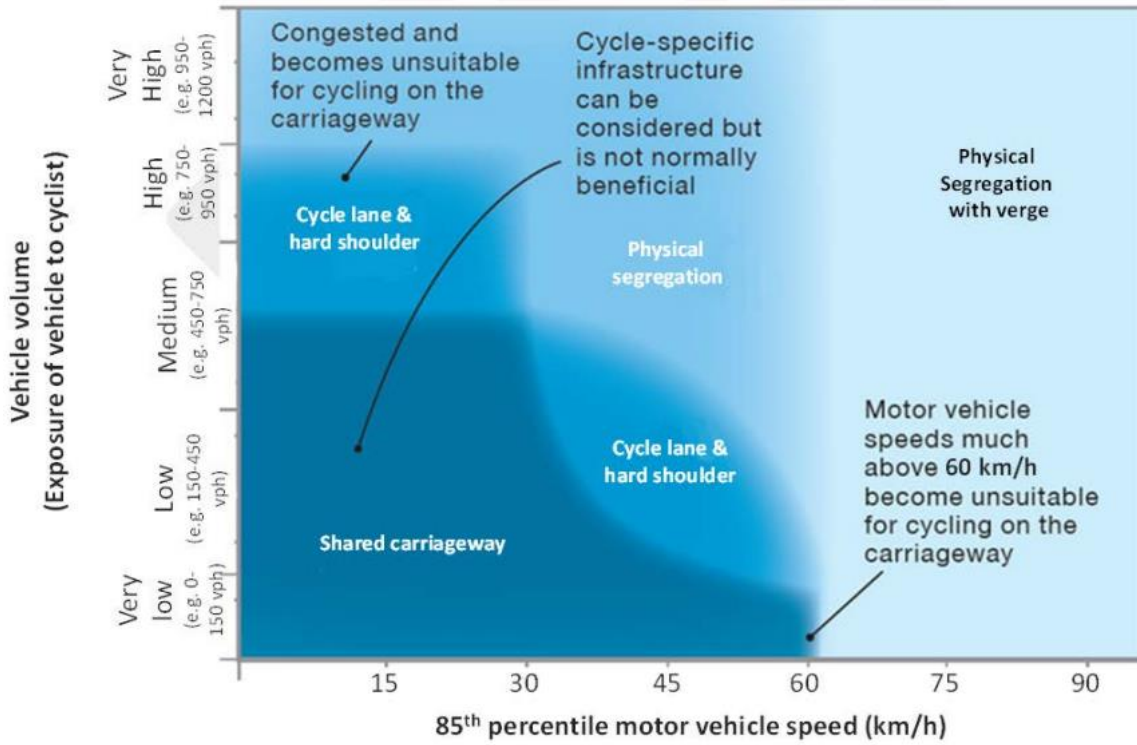


Figure 17: Guidance on the separation of cyclists and motor vehicles

Source: Cycling Aspects of Austroads Guides, June 2017

The Strava cycling heatmap tool shows that Rockingham Road and Beeliam Drive are relatively popular cycling routes in the area (Figure 18).

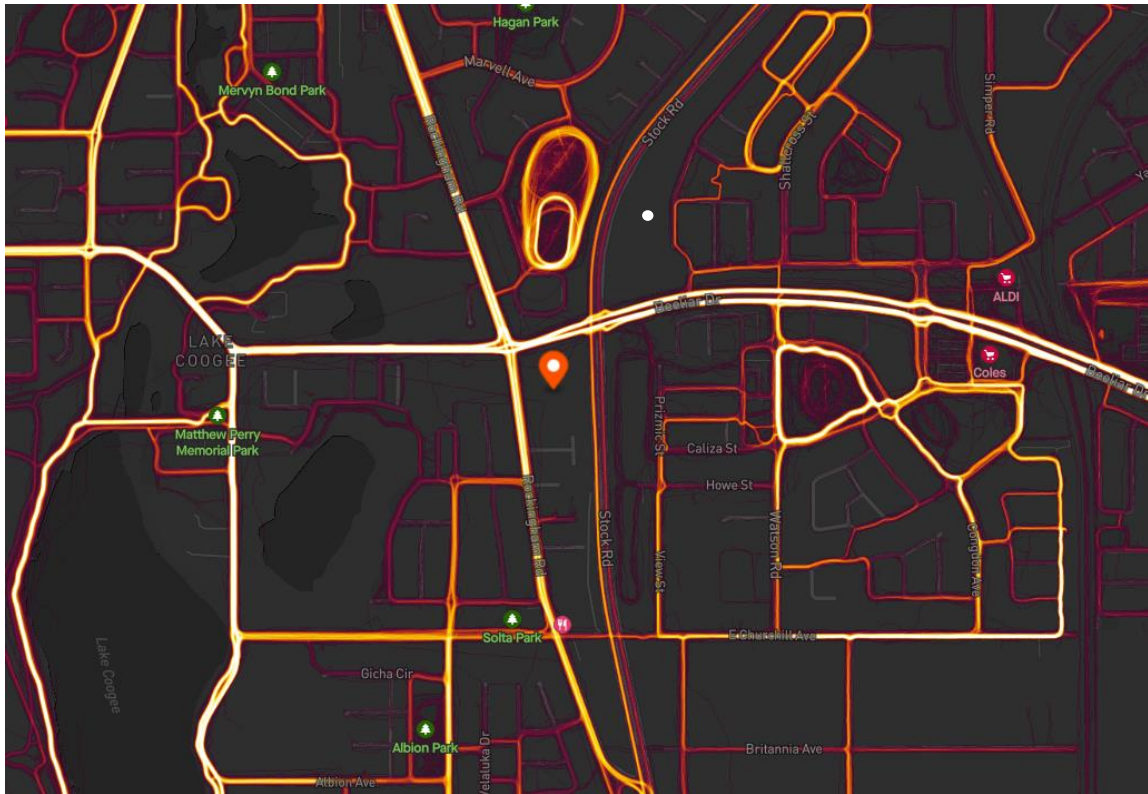


Figure 18: Strava cycling heatmap

## 11 Site specific issues

No additional site-specific issues were identified within the scope of this assessment.



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## 12 Safety issues

The five-year crash history in the vicinity of the site was obtained from Main Roads WA. As detailed in Figure 19, there were 32 crashes recorded in the study area. The detailed crash record is presented in Table 4. All crashes were recorded at the roundabout intersection of Rockingham Road / Beeliar Drive.



**Figure 19: 5-year crash history map (2019 to 2023)**

Source: Main Roads WA crash map

**Table 4: 5-year crash history summary**

Severity	No.	%	Light	No.	%
Fatal	0	0	Dark - Street Lights Not Provided	0	0
Hospital	1	3.13	Dark - Street Lights Off	0	0
Medical	2	6.25	Dark - Street Lights On	8	25.00
PDO Major	24	75.00	Dawn Or Dusk	3	9.38
PDO Minor	5	15.63	Daylight	16	50.00
			Not Known	0	0
			Other / Unknown	5	15.63
Year	No.	%	Conditions	No.	%
2019	9	28.13	Dry	24	75.00
2020	5	15.63	Not Known	0	0
2021	5	15.63	Wet	8	25.00
2022	3	9.38			
2023	10	31.25			
Nature	No.	%	Alignment	No.	%
Head On	0	0	Curve	5	15.63
Hit Animal	0	0	Not Known	0	0
Hit Object	2	6.25	Other / Unknown	11	34.38
Hit Pedestrian	0	0	Straight	16	50.00
Non Collision	0	0			
Not Known	0	0	<b>Total</b>	<b>32</b>	
Rear End	10	31.25			
Right Angle	19	59.38			
Right Turn Thru	1	3.13			
Sideswipe Opposite Dirn	0	0			
Sideswipe Same Dirn	0	0			

Period: 2019 to 2023



## 13 Conclusion

**This Transport Impact Statement has been prepared by Urbii on behalf of Terranovis with regards to the proposed residential subdivision at Lots 37-40 Rockingham Rd, Lake Coogee.**

The subject site is situated on the eastern side of Rockingham Road. The site is mostly vacant with some existing homestead dwellings and structures. Stock Road runs along the eastern boundary of the site.

A residential subdivision is proposed for the site, delivering a potential 42 Lots over an area of approximately 1.9834ha.

The site features good connectivity with the existing road, cycling and walking network. There is good public transport coverage through nearby bus services.

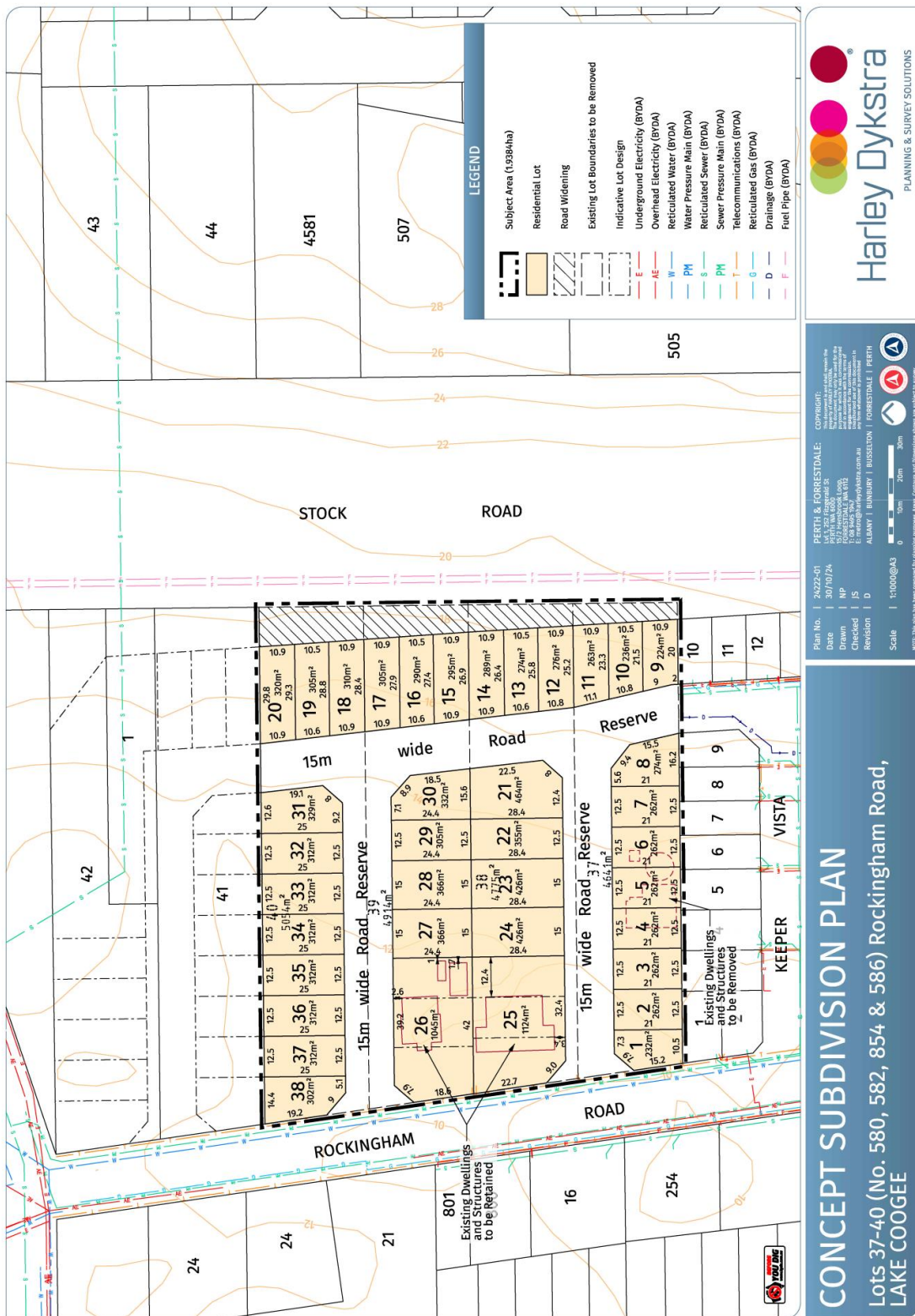
The traffic analysis undertaken in this report shows that the traffic generation of the proposed subdivision is minimal and as such would have a negligible impact on the surrounding road network.

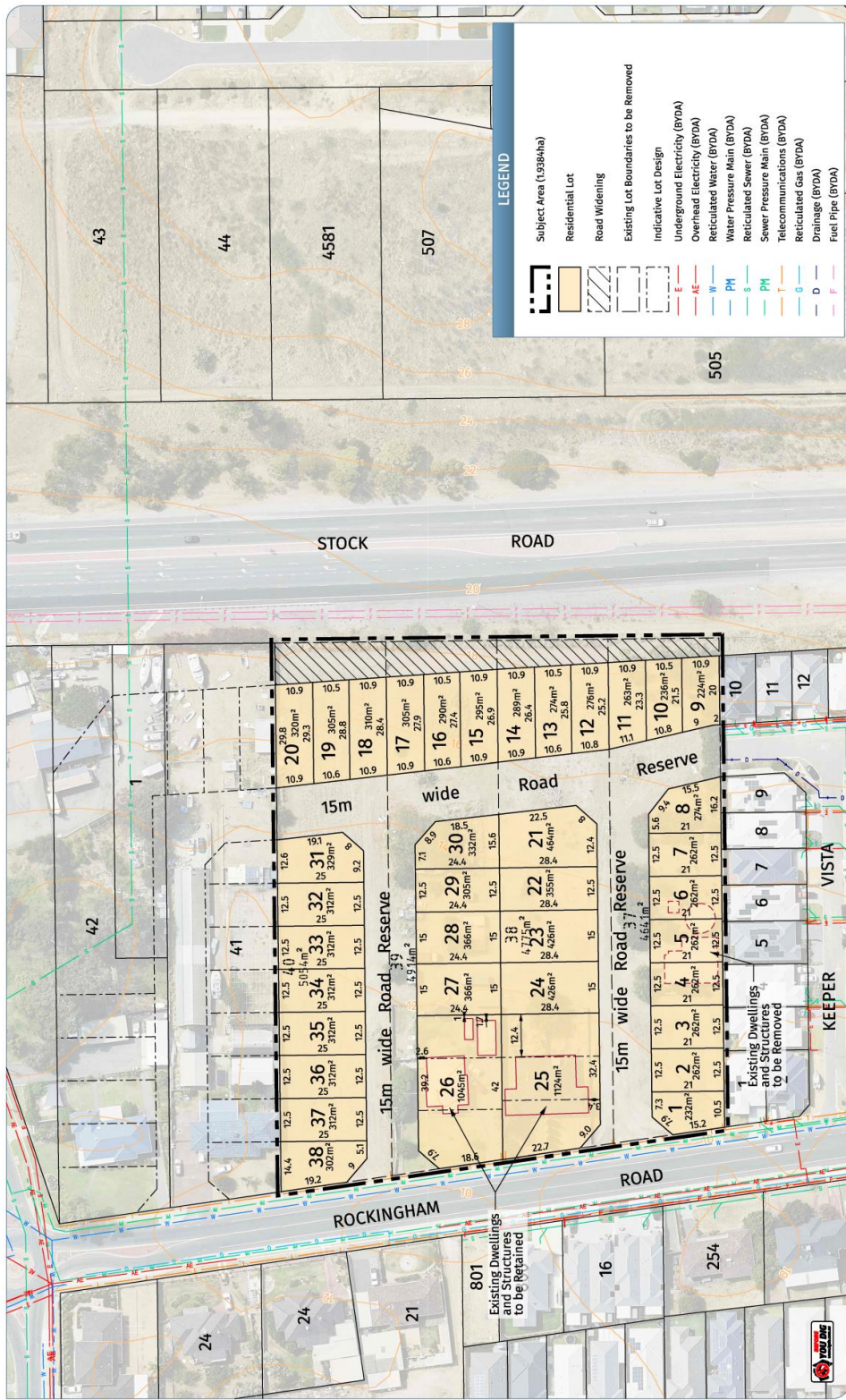
It is concluded that the findings of this Transport Impact Statement are supportive of the proposed subdivision.

# Appendices

## Appendix A: Proposed subdivision plan







**CONCEPT SUBDIVISION PLAN**

Lots 37-40 (No. 580, 582, 854 & 586) Rockingham Road,  
LAKE COOGEE

**Harley Dykstra**  
PLANNING & SURVEY SOLUTIONS

Plan No. | 24222-01  
Date | 30/10/24  
Drawn | NP  
Checked | JS  
Revision | D  
Scale | 1:1000@A3

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NOTE: This plan has been prepared for planning purposes. Areas, contours and dimensions shown may subject to survey.

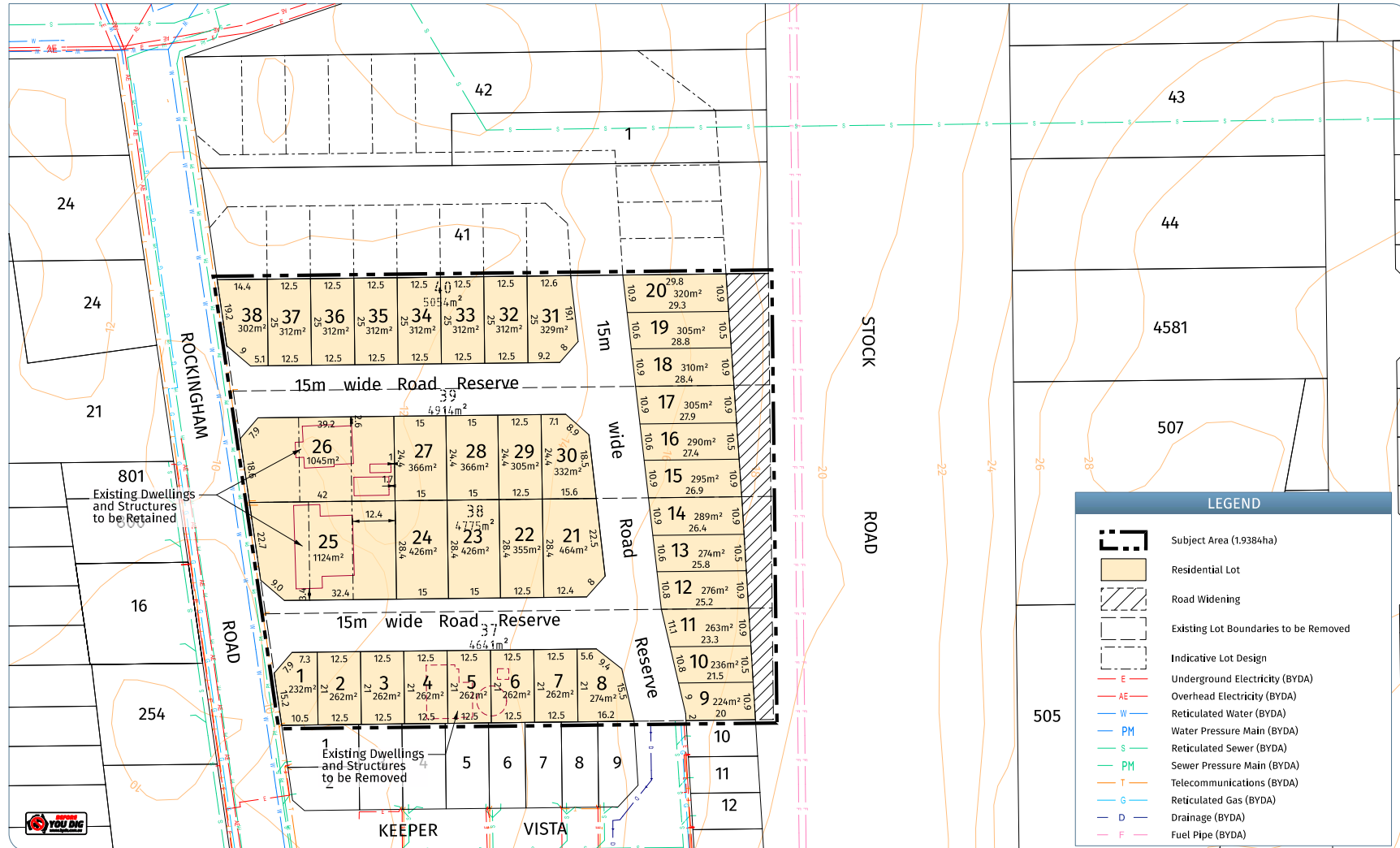






## Appendix G Lot Yield Layout

STRUCTURE PLAN  
Lots 37-40 Rockingham Road, Lake Coogee



# CONCEPT SUBDIVISION PLAN

Lots 37-40 (No. 580, 582, 854 & 586) Rockingham Road, LAKE COOGEE

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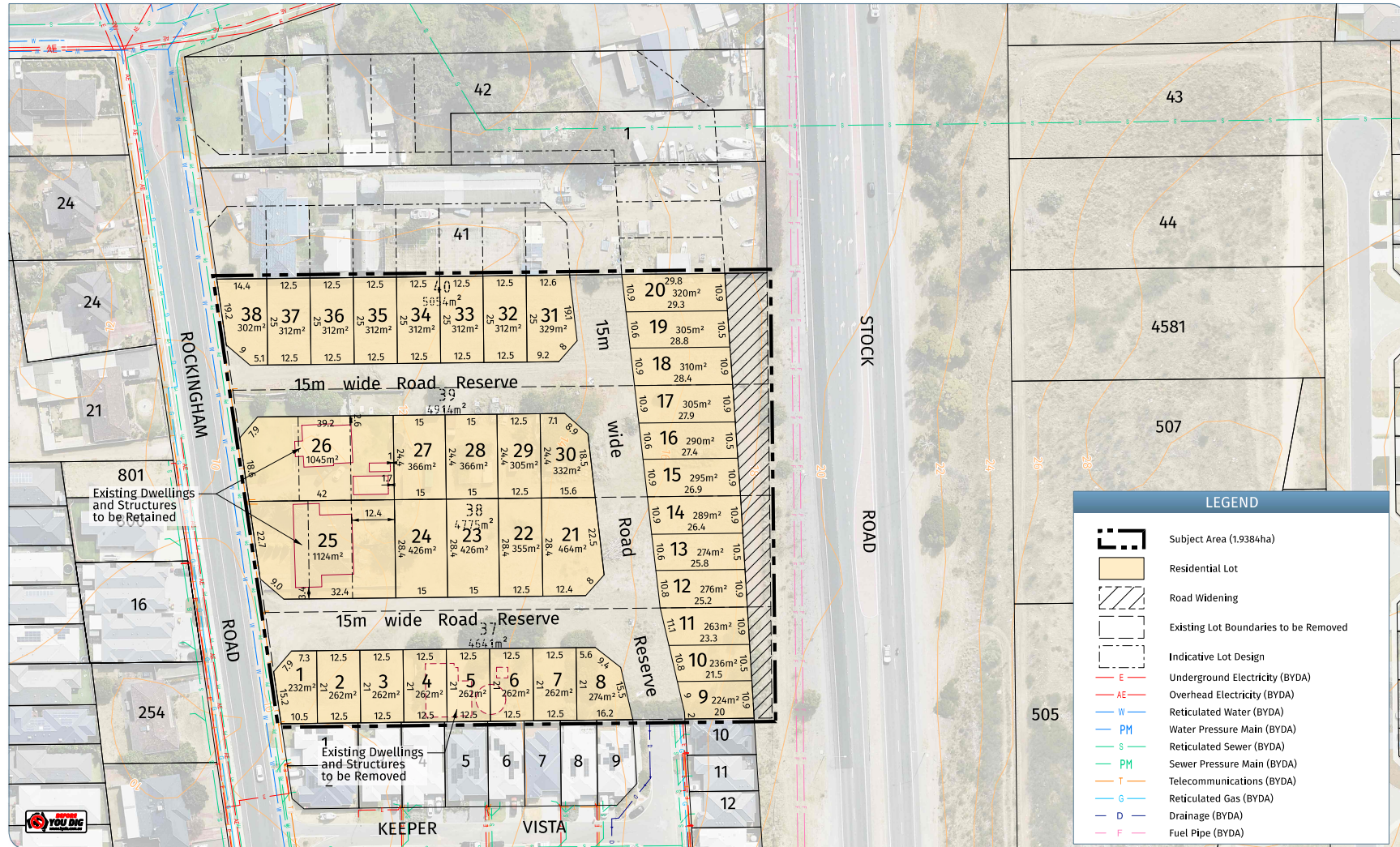
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Scale | 1:1000@A3

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**LEGEND**

- Subject Area (1.9384ha)
- Residential Lot
- Road Widening
- Existing Lot Boundaries to be Removed
- Indicative Lot Design
- Underground Electricity (BYDA)
- Overhead Electricity (BYDA)
- Reticulated Water (BYDA)
- Water Pressure Main (BYDA)
- Reticulated Sewer (BYDA)
- Sewer Pressure Main (BYDA)
- Telecommunications (BYDA)
- Reticulated Gas (BYDA)
- Drainage (BYDA)
- Fuel Pipe (BYDA)

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PERTH & FORRESTDALE:  
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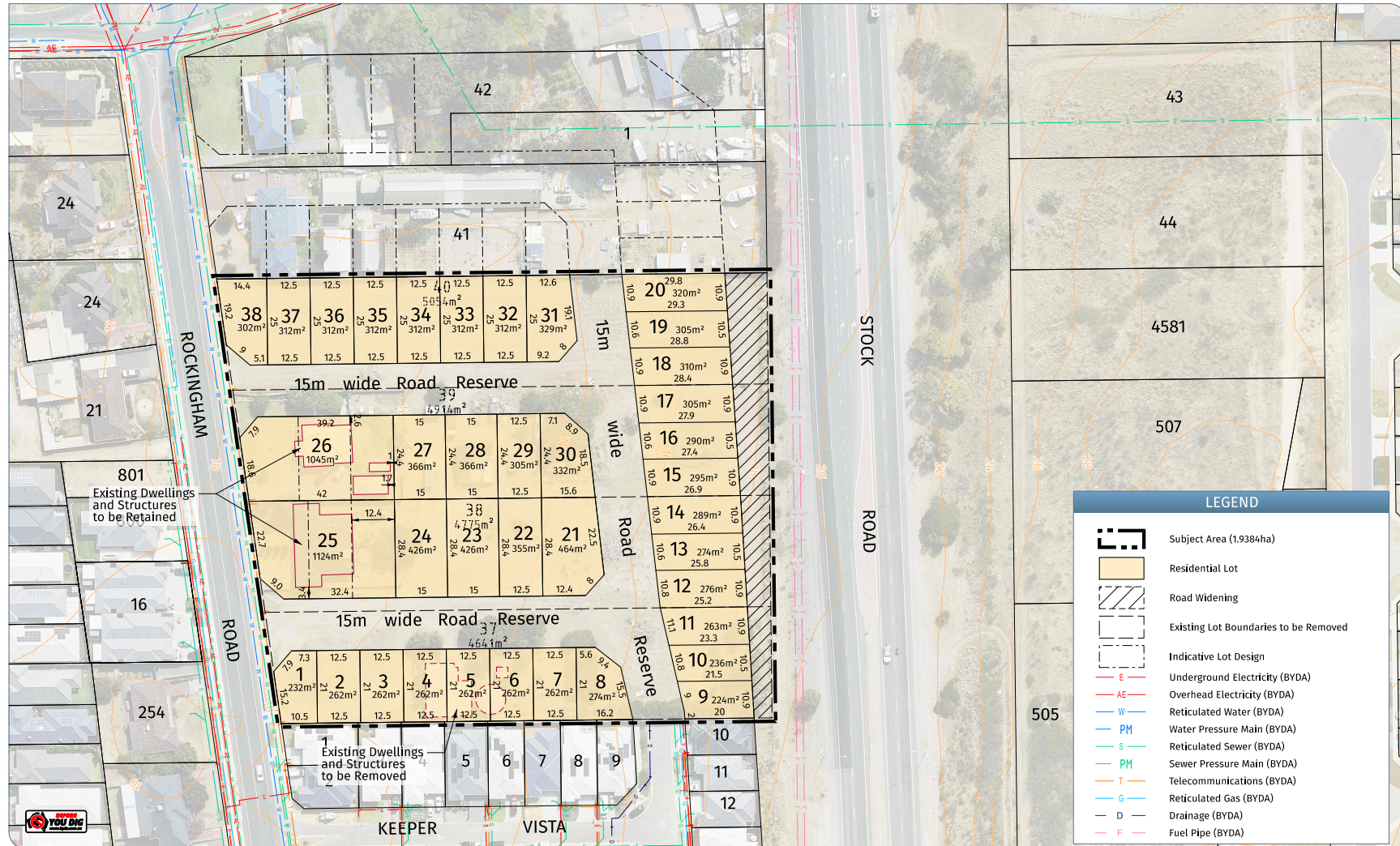
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Scale | 1:1000@A3

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### LEGEND

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**Harley Dykstra**  
 PLANNING & SURVEY SOLUTIONS

File No. 110/255

**Schedule of Submissions**  
**Proposed Structure Plan Lots 37-40 Rockingham Rd**

No.	Name/Address	Submission	Recommendation
1	Dept of Transport Perth WA	<p><b>COMMENT:</b> The Urban Mobility (UM) division of DoT has reviewed the submitted documents and advises that DoT has no objection to the proposal and provides the following comments:</p> <ol style="list-style-type: none"> <li>1. The subject lot abuts the Stock Road Primary Route in the Long-Term Cycle Network (LTCN) on the eastern side, and the Rockingham Road Secondary route on the western side. Both these LTCN routes are categorised as 'non-existing/inadequate'. Notwithstanding the current classification, future subdivision on this site should provide connection to both future routes so residents will have convenient access when those routes are constructed.</li> <li>2. Footpaths should be provided on at least one side of all proposed roads, with consideration given to ensuring an appropriately located and designed crossing is provided across Rockingham Road to the bus stop.</li> <li>3. DoT notes the Noise Management Plan and that development will be subject to the provisions of State Planning Policy 5.4 Road and Rail noise.</li> </ol> <p>DoT has not liaised with Main Roads WA and the Public Transport Authority with regards to this referral. It is recommended the City liaises directly with MRWA and the PTA if required.</p>	<ol style="list-style-type: none"> <li>1. Future subdivision within the structure plan area will provide for a local road connection to Rockingham Road, enabling access to any future cycling route on Rockingham Road.  It is anticipated that any future upgrades to cycle infrastructure on Stock Road will only be considered when Main Roads WA upgrades Stock Road (the timing of which is currently unknown). It is anticipated that any future access to a principle shared path on Stock Road may be accessible from the existing road network (including Beelihar Drive), rather than via the proposed structure plan area.</li> <li>2. Future local roads within the structure plan area are expected to be provided with a footpath on at least one side, consistent with the requirements of <i>Liveable Neighbourhoods</i>.  Modifications to the existing Rockingham Road reserve to provide a pedestrian crossing may be required at the detailed design stage (following subdivision approval), if possible.</li> <li>3. A Noise Management Plan has been submitted in support of the structure plan, to demonstrate compliance with <i>State Planning Policy 5.4 – Road and Rail Noise</i>.</li> </ol>

No.	Name/Address	Submission	Recommendation
2.	Water Corporation Leederville WA	<p><b>COMMENT:</b> We offer the following comments regarding this proposal.</p> <p>Water and wastewater infrastructure are available nearby to extend connections from. Any extensions will be at the developers cost.</p> <p>The local network has capacity for the lots proposed in this structure plan.</p> <p>This proposal will require approval by our Building Services section prior to commencement of works. Infrastructure contributions and fees may be required to be paid prior to approval being issued.</p> <p>For further information about building applications, the developer should follow this link: <a href="https://www.watercorporation.com.au/home/builders-and-developers/building/lodging-a-building-application">https://www.watercorporation.com.au/home/builders-and-developers/building/lodging-a-building-application</a></p> <p>The developer is expected to provide all water and sewerage reticulation if required. A contribution for Water, Sewerage and Drainage headworks may also be required. In addition, the developer may be required to fund new works or the upgrading of existing works and protection of all works. Water Corporation may also require land being provided for works.</p> <p>The information provided above is subject to review and may change. If the proposal has not proceeded within the next 6 months, please contact us to confirm that this information is still valid.</p>	1. Noted.
3.	Department of Water and Environmental Regulation Mandurah WA	<p><b>NO OBJECTION:</b> The Department does not object to the structure plan and has no comments.</p> <p>In the event there are modifications to the proposal that may have implications on aspects of environment and/or water management, the Department should be notified to enable the implications to be assessed.</p>	1. Noted.
4	Main Roads WA East Perth WA	<p><b>COMMENT:</b> Main Roads has reviewed the application and is unable to provide comments and recommendations until the following further information has been provided:</p> <p><b><u>Noise Management Plan</u></b></p> <p>An amended Noise Management Plan is to be prepared in accordance with State Planning Policy 5.4 – Road and Rail Noise (SPP 5.4), and the associated WAPC Guidelines addressing the following matters:</p> <ul style="list-style-type: none"> <li>a) Noise modelling and treatment recommendations must be provided for 2045, compliant with the SPP 5.4 20-year planning horizon.</li> <li>b) Noise associated with traffic from Beeliar Road must be assessed.</li> </ul>	<p><b><u>Noise Management Plan</u></b></p> <p>Agreed. Modifications to the Noise Management Plan (NMP) are required to address State Planning Policy 5.4 – Road and Rail Noise and the associated Guidelines.</p> <p>In addition to the modifications suggested by Main Roads WA, the following modifications to the NMP are required:</p>

No.	Name/Address	Submission	Recommendation
		<p>c) The location of the proposed development needs to be corrected within the noise report as it does not correctly specify each lot the development is impacting.</p> <p>d) The correct current road surface of dense graded asphalt for Stock Road must be stated and used as a noise model input.</p> <p>e) The exact location, time and duration of the on-site noise monitoring needs to be stated within the noise report.</p> <p>f) The specific DEFRA publication used for the noise modelling must be fully cited within the noise report.</p> <p><u>Justification for Request</u></p> <p>The Noise Management Plan is uncertain as the report does not comply with SPP 5.4. Please provide the above information at your earliest convenience, noting that Main Roads will require 30 days to review this information once received.</p> <p>As stated above, Main Roads is unable to provide comments and recommendations on the development application until the above information has been received and assessed.</p> <p><u>Bushfire Management Plan</u></p> <p>In regard to Main Roads' position on the management of vegetation within the Stock Road (Melville Mandurah Highway) reserve, the following advice is provided:</p> <ul style="list-style-type: none"> <li>• Main Roads conducts regular inspections and maintenance of road reserves, including Stock Road, as part of our Annual Works Program. This includes weed spraying, grass slashing, mowing and pruning as required.</li> <li>• However, Main Roads cannot guarantee that the vegetation within the reserve abutting the subject site will be continually maintained to a low-threat state to meet specific BAL requirements. Maintenance works vary from year to year and depend on other priorities that may arise.</li> </ul>	<ul style="list-style-type: none"> <li>• Noise associated with traffic from Mayor Road needs to be assessed.</li> <li>• The modelling needs to clarify whether the Quiet House Design packages are dependent upon the construction of a noise wall adjacent to the Stock Road Primary Regional Roads reserve.</li> </ul> <p>As MRWA's requested revisions are proposed to be addressed via modifications and due to the City's limited regulatory assessment period, re-referral of the NMP to Main Roads will not be undertaken by the City</p> <p><u>Bushfire Management Plan</u></p> <p>The advice provided by MRWA confirms that periodic maintenance of the Stock Road Primary Regional Roads reserve is undertaken, but this stops short of being undertaken to manage the fuel loads of vegetation to reduce potential bushfire impacts.</p>
5	Department of Fire and Emergency Services Perth WA	<p><b>COMMENT:</b> Regarding the submission of a Bushfire Management Plan (BMP) (Version 1) prepared by Smith Bushfire Consultants and dated 27 August 2024 and an addendum to the BMP dated 16 September 2024, for the above proposed local structure plan (LSP). The BMP is accompanied by a planning report from the proponent dated November 2024.</p> <p>The new <i>State Planning Policy 3.7 Bushfire</i> and associated <i>Planning for Bushfire Guidelines</i> were published on 24 September 2024 and became operational for applications lodged with decision makers from 18 November 2024. Notwithstanding, as the BMP was prepared against the previous policy framework and the decision maker</p>	<p><u>Vegetation Classification</u></p> <ol style="list-style-type: none"> <li>1. The City accepts DFES's advice that vegetation within the Stock Road reserve is incapable of being classified as 'low threat', due to the absence of written agreement by MRWA to manage vegetation within</li> </ol>

No.	Name/Address	Submission	Recommendation						
		<p>has confirmed that the BMP can be accepted for advertising purpose, this advice relates only to the 2015 <i>State Planning Policy 3.7: Planning in Bushfire Prone Areas</i> (SPP 3.7) and 2021 <i>Guidelines for Planning in Bushfire Prone Areas</i> (version 1.4) (Guidelines).</p> <p>It is the responsibility of the proponent to ensure the proposal complies with relevant planning and building requirements. This advice does not exempt the applicant/proponent from obtaining approvals that apply to the proposal including planning, building, health or any other approvals required by a relevant authority under written laws.</p> <p><b>Assessment</b></p> <ul style="list-style-type: none"> <li>DFES acknowledges that the proposed LSP seeks to guide the subdivision and development of the subject site.</li> <li>DFES notes that there is a conflict of opinion between City of Cockburn and the proponent concerning whether Main Roads Western Australia (MRWA) has agreed to maintain the Class G Grassland vegetation in the adjacent Stock Road Regional Road reserve in perpetuity and DFES' comment is sought accordingly.</li> <li>Further clarification is required within the BMP of the requirements of SPP 3.7, and the supporting Guidelines as outlined in our assessment below.</li> </ul> <p>1. <b>Policy Measure 6.5 a) (ii) Preparation of a BAL contour map</b></p> <table border="1" data-bbox="568 858 1496 1366"> <thead> <tr> <th data-bbox="568 858 707 906">ISSUE</th> <th data-bbox="707 858 1326 906">ASSESSMENT</th> <th data-bbox="1326 858 1496 906">ACTION</th> </tr> </thead> <tbody> <tr> <td data-bbox="568 906 707 1366"><b>Vegetation Exclusion</b></td> <td data-bbox="707 906 1326 1366"> <p>The addendum to the BMP acknowledges that the proposed residential lots rely on the ongoing management of the adjacent Stock Road reserve to achieve BAL-29 or below.</p> <p>In the email correspondence dated 3 October 2024, MRWA confirmed that it conducts vegetation maintenance on vacant land including the Stock Road reserve on a periodic basis to reduce bushfire hazards. However, DFES agrees with the City of Cockburn that MRWA has not committed to manage the relevant vegetation to low threat and in perpetuity as per AS3959.</p> <p>Accordingly, it is considered that vegetation within the Stock Road reserve cannot be excluded as low threat as per AS3959.</p> </td> <td data-bbox="1326 906 1496 1366">Comment only.</td> </tr> </tbody> </table>	ISSUE	ASSESSMENT	ACTION	<b>Vegetation Exclusion</b>	<p>The addendum to the BMP acknowledges that the proposed residential lots rely on the ongoing management of the adjacent Stock Road reserve to achieve BAL-29 or below.</p> <p>In the email correspondence dated 3 October 2024, MRWA confirmed that it conducts vegetation maintenance on vacant land including the Stock Road reserve on a periodic basis to reduce bushfire hazards. However, DFES agrees with the City of Cockburn that MRWA has not committed to manage the relevant vegetation to low threat and in perpetuity as per AS3959.</p> <p>Accordingly, it is considered that vegetation within the Stock Road reserve cannot be excluded as low threat as per AS3959.</p>	Comment only.	<p>the road reserve beyond the standard required for routine maintenance.</p> <p>2. Noted. The City accepts that Lot 41 and 42 Rockingham Road are being managed as 'low threat', and therefore do not required additional supporting evidence to support assessment as a 'exclusion'.</p> <p><b>Location, and Siting &amp; Design</b></p> <p>3. Noted. The WAPC may approve the subdivision of lots partially assessed as BAL-40 and/or BAL-Flame Zone where there is sufficient area for a habitable development to be constructed at BAL-29 or below.</p> <p>Although the developable extent of Lots 9 to 20 will be limited by the proximity to classifiable vegetation, future subdivision of lots will be able to comply with Acceptable Solutions under the <i>Planning for Bushfire Guidelines</i>, where habitable development is limited to an area assessed as BAL-29 or below.</p> <p>The City recommends that Part One of the Structure Plan is modified to require a restrictive covenant as a condition of subdivision approval, to prevent the habitable development within part of a lot assessed as BAL-40 and/or BAL-Flame Zone.</p> <p>Subject to an agreement with MRWA to maintain classifiable vegetation within Stock Road, such that it can be classified as 'low-threat' (and an 'exclusion' under Australian Standard 3959-2018), future habitable</p>
ISSUE	ASSESSMENT	ACTION							
<b>Vegetation Exclusion</b>	<p>The addendum to the BMP acknowledges that the proposed residential lots rely on the ongoing management of the adjacent Stock Road reserve to achieve BAL-29 or below.</p> <p>In the email correspondence dated 3 October 2024, MRWA confirmed that it conducts vegetation maintenance on vacant land including the Stock Road reserve on a periodic basis to reduce bushfire hazards. However, DFES agrees with the City of Cockburn that MRWA has not committed to manage the relevant vegetation to low threat and in perpetuity as per AS3959.</p> <p>Accordingly, it is considered that vegetation within the Stock Road reserve cannot be excluded as low threat as per AS3959.</p>	Comment only.							



No.	Name/Address	Submission			Recommendation
		<p><b>Vegetation Exclusion</b></p>	<p>Further evidence is required to support the exclusion of Beeliar Road reserve on the eastern side of Rockingham Road as managed to low threat in accordance with AS3959. The aerial image shows trees with contiguous canopy cover, but no photographic evidence is provided.</p> <p>DFES suggests that the BMP may consider whether this area can be excluded under Clause 2.2.3.2(d) of AS3959. Alternatively, the vegetation should be classified as per AS3959, or the resultant BAL ratings may be inaccurate.</p> <p>DFES acknowledges that the area is unlikely to affect the BAL rating due to the separation distance, however for accuracy the BAL Contour Map should reflect conditions on site.</p>	<p>Clarification required.</p> <p>The decision maker to be satisfied with the vegetation exclusion.</p>	<p>development closer to Stock Road may be achievable.</p>
		<p><b>Vegetation Exclusion</b></p>	<p>Further evidence is required to support the exclusion of the vegetation on Lots 41 and 42 to the north of the subject site as managed to low threat in accordance with AS3959. The aerial image shows trees with interlocking canopy cover, but no photographic evidence is provided.</p> <p>DFES suggests that the BMP may consider whether the area can be excluded under Clause 2.2.3.2(c) of AS3959. Alternatively, the vegetation should be classified as per AS3959, or the resultant BAL ratings may be inaccurate.</p> <p>DFES acknowledges that the area is unlikely to affect the BAL rating due to the separation distance, however for accuracy the BAL Contour Map should reflect conditions on site.</p>	<p>Clarification required.</p> <p>The decision maker to be satisfied with the vegetation exclusion.</p>	
		<p><b>Vegetation Exclusion</b></p>	<p>Vegetation Plot 2 is described as excluded under Clause 2.2.3.3(e) in the photographic evidence. However, on Figure 3 it is shown as Class G Grassland. This appears to be an administrative inaccuracy.</p> <p>DFES is satisfied with the proposed exclusion based on the evidence provided and recommends the BMP be modified for accuracy.</p>	<p>Modification to the BMP is required for accuracy.</p>	

No.	Name/Address	Submission	Recommendation						
		<p><b>2. Policy Measure 6.5 c) Compliance with the Bushfire Protection Criteria</b></p> <table border="1" data-bbox="568 323 1489 794"> <thead> <tr> <th data-bbox="568 323 707 376">Element</th> <th data-bbox="707 323 1323 376">Assessment</th> <th data-bbox="1323 323 1489 376">Action</th> </tr> </thead> <tbody> <tr> <td data-bbox="568 376 707 794"><b>Location, and Siting &amp; Design</b></td> <td data-bbox="707 376 1323 794"> <p><b>A1.1 &amp; A2.1 – does not comply</b></p> <p>The Guidelines states that the strategic planning proposal should be located in an area of BAL-29 or below and the structure plan stage provides an opportunity to ensure that this can be achieved.</p> <p>DFES notes that proposed Lots 9 – 20 are exposed to BAL-40 or BAL-FZ which represents an extreme risk that does not comply with A1.1. It is also unclear whether an APZ in accordance with A2.1 can be achieved for some smaller lots such as Lot 9 with a land area of 224m<sup>2</sup> and a depth of 20 metres.</p> <p>Accordingly, the proposal is not considered compliant with A1.1 and A2.1</p> </td> <td data-bbox="1323 376 1489 794">Does not comply.</td> </tr> </tbody> </table> <p><b><u>Recommendation – not compliant with acceptable solutions</u></b></p> <p>The development application is not considered compliant as it does not meet the intent of Element 1: Location and Element 2: Siting and Design.</p> <p>It is considered critical the bushfire management measures within the BMP are also modified, to ensure they are accurate and can be implemented to reduce the vulnerability of the development to bushfire.</p> <p>If the decision maker is inclined to approve the proposal the above assessment of compliance with SPP 3.7 is provided to assist decision making.</p>	Element	Assessment	Action	<b>Location, and Siting &amp; Design</b>	<p><b>A1.1 &amp; A2.1 – does not comply</b></p> <p>The Guidelines states that the strategic planning proposal should be located in an area of BAL-29 or below and the structure plan stage provides an opportunity to ensure that this can be achieved.</p> <p>DFES notes that proposed Lots 9 – 20 are exposed to BAL-40 or BAL-FZ which represents an extreme risk that does not comply with A1.1. It is also unclear whether an APZ in accordance with A2.1 can be achieved for some smaller lots such as Lot 9 with a land area of 224m<sup>2</sup> and a depth of 20 metres.</p> <p>Accordingly, the proposal is not considered compliant with A1.1 and A2.1</p>	Does not comply.	
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6	Public Transport Authority of WA Perth WA	<p><b>COMMENT:</b> The Public Transport Authority (PTA) has the following advice that relates to this application.</p> <p>Within Appendix F, figures 13,14 and 15 are stated as plans which is inaccurate. These are instead current bus operating services and need to be reiterated as such to not dissuade decision making parties</p>	<p>1. Noted.</p> <p>Figures 13, 14 and 15 within Appendix F (Transport Impact Statement) reflect the existing route maps of four bus routes (530, 531, 532 and 549) which operate in close proximity to the proposed Structure Plan area.</p>						

No.	Name/Address	Submission	Recommendation
			<p>The reference to these routes maps as 'plans' in Figures 13, 14 and 15 has no bearing on the decision maker (i.e. WAPC), however, to address the PTA's concerns, a minor modification to the Transport Impact Assessment to correct the terminology is recommended.</p>
7	Name and Address withheld	<p><b>SUPPORT:</b> I am in support of this local structure plan. There are a good variety of lot sizes which will appeal to a wide range of people (singles, couples, young families, retirees). With an abundance of childcare centres within an approximate range of 2-3 kilometres I feel it may attract young families to the area. Being within walking distance to supermarkets, schools, local parks as well as local transport.</p>	1. Noted.
8	Dept of Education East Perth WA	<p><b>NO OBJECTION:</b> The Structure Plan area falls within the student enrolment intake area of Coogee Primary School. This school is currently operating beyond its permanent accommodation capacity. Although the anticipated student yield from the proposal would be moderate, the cumulative impact of increased dwelling yields in the locality and the resultant cumulative student demand will place significant enrolment pressure on the school.</p> <p>Whilst the Department acknowledges the planning merits of infill development, it is critical to ensure that the residential growth and resultant student population is supported with sufficient public school provision in the locality. Preliminary analysis anticipates that in the long term, the projected dwelling yield within the Lake Coogee locality will significantly exceed the prescribed dwelling ratio of one public primary school for every 1,500 dwellings as per the Western Australian Planning Commission's Operational Policy 2.4 – Planning for school sites (OP 2.4). This may warrant an additional public primary school site, or the augmentation to the existing primary school to support the future residential growth within the locality and provide accommodation relief to the subject school.</p> <p>Notwithstanding, the Department will closely monitor residential growth and student enrolment demand within the locality. Where there are any further changes to zoning, residential density coding and/or dwelling numbers which may result in an increase to the student yield in the structure plan, the Department requires prior consultation. In view of the above, the Department has no in principle objection to the proposed Structure Plan.</p>	<p>1. The City is cognisant of previous comments made on structure plan proposals in Lake Coogee, where the Department has noted the potential need for an additional primary school to be planned for in the locality.</p> <p>In accordance with the WAPC's <i>Operational Policy 2.4 – Planning for School Sites</i>, it is anticipated that contributions towards the cost of acquiring a primary school site will be imposed through a future condition of subdivision approval.</p>
9	Dept of Health Perth WA	<p><b>COMMENT:</b> The DoH provides the following comments:</p>	<p><b><u>Medical Entomology</u></b></p> <p>1. The City acknowledges that the health of impact of mosquito-borne diseases need to be managed.</p>

No.	Name/Address	Submission	Recommendation
		<p><b>1. Medical Entomology</b></p> <p>To protect the health and lifestyle of communities, all land use planning decisions should include consideration of mosquitoes and their management.</p> <p>The City of Cockburn is a member of the South Metro Contiguous Local Authorities Group, which undertakes an extensive program of health-driven mosquito monitoring and management in conjunction with the Department of Health. Despite considerable efforts to manage mosquitoes and mosquito-borne disease in the City, there continue to be cases of Ross River virus and Barmah Forest virus disease, including at Lake Coogee. Prior to any future developments the Department recommends that:</p> <ul style="list-style-type: none"> <li>• The proponents liaise with the City to determine the extent of risk from mosquitoes and mosquito-borne disease for the location</li> <li>• If that risk is considered medium or high by the City, a mosquito management plan should be developed and adequately funded</li> <li>• The City ensures they have sufficient resources to continue mosquito management for any future development associated with the proposed plan.</li> </ul> <p><b>2. Chemical Hazards</b></p> <p>The site has not been classified as a ‘C-RR’, ‘CRU’ or ‘RRU’ as recorded on the Department of Water and Environmental Regulation’s (DWER’s) Contaminated Sites database (<i>Contaminated Sites Act 2003</i>). However, although this site does not appear on DWER’s public access database, it may be subject to other important classifications not recorded on that database. The proponent should obtain a Basic Summary of Records relating to the land and its surroundings to complete their assessment of the site’s suitability for a rezoning to a more sensitive land use. Schedule 1 —Forms (<a href="https://www.wa.gov.au/system/files/2023-06/form-2-request-for-a-summary-of-records-in-respect-of-land.pdf">https://www.wa.gov.au/system/files/2023-06/form-2-request-for-a-summary-of-records-in-respect-of-land.pdf</a>) Under section 11 of the Contaminated Sites Act 2003, if a site is ‘known or suspected’ of being a contaminated site, it should be Reported to DWER.</p> <p>The DoH is mindful that storage and use of agricultural chemicals, fuels and wastes are associated with contaminated sites, and other hazardous materials, including asbestos, should be safely removed from buildings prior to demolition and clearance to avoid the creation of new contaminated sites.</p> <p>The DoH is unclear about the nature of commercial activities in the Lot immediately to the north (Lot41) of the site. The Environmental Protection Authority’s (2005) guideline “Separation Distances between Industrial and Sensitive Land Uses” (Section 2.1) recommends that appropriate separation/buffer distances should be established around land uses where they may be significant offsite impacts. The DoH recommends that the</p>	<p>However, the future implementation of the Structure Plan does not result in the delivery of any permanent water bodies (including temporary drainage basins in POS) that will support mosquito breeding sites.</p> <p>The City will continue to monitor and mitigate the risk from mosquitoes on known sites throughout the City of Cockburn.</p> <p><b><u>Chemical Hazards</u></b></p> <p>2. The site is not classified under the Contaminated Sites Act 2003. Should future works uncover any historical contamination, the landowner/developer will need to comply with their obligations under this legislation.</p> <p><b><u>Drinking Water and Wastewater Management</u></b></p> <p>3. Future residential lots will be connected to the Water Corporation’s reticulated scheme water and sewer network.</p>

No.	Name/Address	Submission	Recommendation
		<p>potential off-site impacts (dust/fumes, noise, light) from the commercial activities in the Lot 41 to the north are consider, prior to determining the suitability of the site for the current rezoning, in order to minimise the impacts and public health risks arising from the encroachment of incompatible land uses.</p> <p><b>3.Drinking Water and Wastewater Management</b></p> <p>The DoH has no objection to the proposal subject to being connected to drinking water and sewage services provided by a licensed service provider.</p> <p>Sewage intended to be reused or recycled for beneficial purposes such as landscape and garden bed irrigation, toilet flushing or other purposes, will require prior approval from the DoH. Please refer to the “Application Process for approval of a recycling water scheme”:  <a href="https://ww2.health.wa.gov.au/Articles/A_E/Application-process-for-approval-of-recycling-water-scheme">https://ww2.health.wa.gov.au/Articles/A_E/Application-process-for-approval-of-recycling-water-scheme</a>.</p>	

## City of Cockburn Recommended Modifications

### Lots 37 to 40 Rockingham Road, Lake Coogee Structure Plan

#### Structure Plan Map

1. Amend the area covered by the Structure Plan to remove the portion of Lots 37, 38, 39 and 40 Rockingham Road reserved as 'Primary Regional Roads' under the Metropolitan Region Scheme.
2. Amend the Structure Plan Map, being the area covered by proposed Lots 9 to 20 (inclusive) on the Subdivision Concept Plan, to include a notation which states:

*'The City of Cockburn and Western Australian Planning Commission will not support the subdivision of residential lots until such time as classified vegetation within the Stock Road Primary Regional Roads reserve is capable of being managed as 'low-threat' in accordance with AS 3959-2018 and State Planning Policy 3.7 – Bushfire.'*

#### Part One (Implementation)

3. Revise sub-section 4.3.2 – Infrastructure Arrangements to include the following text:
 

*"Where subdivision occurs which results in the retention of any existing dwellings, the lots containing the retained dwellings are to be connected to a reticulated sewer and any existing septic/leach drains decommissioned."*
4. Insert a new sub-section (4.3.5 – Retained Dwellings) and include the following text:
 

*"Where subdivision is proposed to retain any existing dwellings on a separate lot, the City of Cockburn and Western Australian Planning Commission will only support the subdivision where:*

  - *the full area of local roads, as shown on the approved Structure Plan, is capable of being constructed and ceded;*
  - *the lot(s) is/are capable of obtaining vehicular access to a 15m wide road reserve; and*
  - *all dwellings comply with the deemed-to-comply requirements of State Planning Policy 7.3 – Residential Design Codes Volume 1.*
5. Amend sub-section (4.3.1 – Bushfire Protection) and replace the final paragraph with:
 

*"Vegetation within the Stock Road Primary Regional Roads reserve has been assessed as 'Class G Grassland' pursuant to AS 3959-2018. Until such time as written evidence is provided to demonstrate that Main Roads WA is*



*managing this vegetation in a low-threat condition, it will remain as classifiable vegetation.*

*The classification of vegetation within the Stock Road Primary Regional Roads results in an 8 metre length of future residential lots assessed as BAL-40 and BAL-Flame Zone. It is considered that this constrains the residential potential of lots, and as such, the Western Australian Planning Commission is not to support residential subdivision until such time as the reserve is capable of being managed as 'low-threat' in accordance with AS 3959-2018 and State Planning Policy 3.7 – Bushfire.*

*Should Main Roads WA ultimately agree to manage the Stock Road Primary Regional Roads reservation in a low-threat state, a revised BAL assessment may be acceptable as part of a revised Bushfire Management Plan.*

6. In the event that the Western Australian Planning Commission does not support Modification 2 and determines that the proposed Lots 9 to 20 are capable of subdivision, amend sub-section (4.3.1 – Bushfire Protection) and replace the final paragraph with:

*“Vegetation within the Stock Road Primary Regional Roads reserve has been assessed as ‘Class G Grassland’ pursuant to AS 3959-2018. Until such time as written evidence is provided to demonstrate that Main Roads WA is managing this vegetation in a low-threat condition, it will remain as classifiable vegetation.*

*Habitable development on lots abutting the Stock Road Primary Regional Roads reservations is restricted to areas of the lots assessed as BAL-29 or below.*

*Where a lot is assessed as BAL-40 and/or BAL-Flame Zone at the time of subdivision approval, a restrictive covenant is to be placed on the Certificate of Title preventing habitable development in the portion of the lot assessed as BAL-40 and/or BAL-Flame Zone.”*

#### Part Two (Explanatory)

7. Amend sub-section ‘5.1.2 – Road Widening’ to state:

*“A portion of the Lots 37, 38, 39 and 40 abutting Stock Road is reserved as ‘Primary Regional Roads’ under the Metropolitan Region Scheme and is intended to be used for the future widening of Stock Road. At the subdivision stage, the reserved land will be ceded to the Crown free of cost.”*

8. Rename sub-section ‘5.1.3 – Other Contributions’ to ‘5.1.3 – School Contributions’ and amend the wording to:

*“A pro-rata contribution towards the acquisition of a primary school site will be required as a condition of subdivision approval, in accordance with the WAPC’s Operational Policy 2.4 – Planning for School sites.”*

Appendix B – Bushfire Management Plan

9. Remove ‘Addendum to the Bushfire Management Plan developed for 580-586 Rockingham Road, Lake Coogee’ (prepared by Ralph Smith, dated 16 September 2024) from the Bushfire Management Plan.

Appendix C – Noise Management Plan

10. Amend the Noise Management Plan to:
  - a) undertake noise modelling and treatment recommendation based on traffic volumes to 2045, consistent with the 20-year planning horizon under *State Planning Policy 5.4 – Road and Rail Noise* (SPP 5.4);
  - b) update the noise modelling to reflect traffic modelling associated with Mayor Road and Beeliar Drive, recognising these are ‘Other Regional Roads’ under the Metropolitan Region Scheme and therefore trigger assessment under SPP 5.4;
  - c) update the noise modelling to reflect a road surface (for Stock Road) of dense graded asphalt;
  - d) provide the exact time, location and duration of the noise measurements undertaken; and
  - e) cite the specific DEFRA publication used for the noise modelling.
11. Update the noise modelling to include a noise wall (of masonry construction) and include the need for the noise wall in Section 6 – Conclusion.

Appendix F – Transport Noise Assessment

12. Amend the title of Figures 13 to 15 (inclusive) to delete the word ‘plan’.

### 14.1.2 Proposed Structure Plan Amendment - Amendment No.1 to the Hammond Quarter Structure Plan

<b>Executive</b>	Director Sustainable Development and Safety
<b>Author</b>	Senior Strategic Planner
<b>Attachments</b>	<ol style="list-style-type: none"> <li>1. Southern Suburbs Stage 3 DSP <a href="#">↓</a></li> <li>2. Draft Amended Structure Plan Report &amp; BMP <a href="#">↓</a></li> <li>3. Schedule of Submissions <a href="#">↓</a></li> <li>4. Schedule of Modifications <a href="#">↓</a></li> </ol>
<b>Location</b>	Lots 80 (No.343), 815 (No.357), 78 (No.361) and 813 Wattleup Road, Hammond Park
<b>Owner</b>	Qube Hammond Quarter Pty Ltd (Lots 80, 815 and 78); Than Van Ngyuen (Lot 813)
<b>Applicant</b>	Hatch Roberts Day, on behalf of QUBE
<b>Application Reference</b>	110/248

#### RECOMMENDATION

That Council:

- (1) ADOPTS the Schedule of Submissions prepared in response to the proposed Structure Plan Amendment, as set out in Attachment 3;
- (2) RECOMMENDS that should the Western Australian Planning Commission determine that future residential development within the Amendment Area does not provide an unacceptable health risk, pursuant to Schedule 2, Part 4, Clause 20 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the Western Australian Planning Commission approves Amendment No.1 to the Hammond Quarter Structure Plan, subject to the modifications listed in Attachment 4;
- (3) ENDORSES the Bushfire Management Plan Addendum prepared for Lots 80, 815, 78 and 813 Wattleup Road, Hammond Park (as contained within Attachment A), prepared by MBS Environmental (dated 27 September 2024), once modified in accordance with recommendation (2) above;
- (4) ADVISES those who made a submission of Council's decision accordingly; and
- (5) AUTHORISES the City to write to the City of Kwinana and the Western Australian Planning Commission to request that future planning applications (including development applications, subdivision applications, structure plans and scheme amendments) that relate to lots zoned 'General Industry' under the Mandogalup Improvement Scheme No.1 which abut Planning Control Area 156, are referred to the City of Cockburn for comment prior to determination.

## Background

The proposed Structure Plan Amendment is presented for a recommendation on final determination by the Western Australian Planning Commission (WAPC).

### Southern Suburbs Stage 3 District Structure Plan

The subject land has been zoned 'Development' since gazettal of Town Planning Scheme No.3 (TPS3) in December 2002.

In 2008, the City approved the Southern Suburbs Stage 3 District Structure Plan (DSP), which covers the area of Hammond Park south of Gaebler Road.

The DSP was used to inform the Amendment 28 to TPS 3, which introduced two Special Control Areas (Development Area 26 – Hammond Park and Development Area 27 – Wattleup), and two Development Contribution Areas (DCA 9 and 10). Amendment 28 was gazetted in December 2014.

A revision to the DSP (refer Attachment 1) was approved in 2012, which deferred planning for the future development cell south of Wattleup Road as 'Subject to Future Structure Planning', informed by the following note on the DSP map:

"Future structure planning of the Cell south of Wattleup Road must provide an appropriate interface with residential development north of Wattleup Road.

This is to have particular regard to the position of the Western Australian Planning Commission in respect of its position on the acceptability (or otherwise) of residential development south of Wattleup Road, and alternative (non-residential) land uses that may be required.

Any impacts associated within the future development of non-residential land uses within the Cell south of Wattleup Road must be fully contained within the Cell boundaries."

### Subdivision Approvals Within the Existing Structure Plan Area

Two subdivision applications were submitted to the WAPC in May 2013 at Lots 805 and 117 Wattleup Road (WAPC Ref: 147987), and Lots 809, 811 and 9002 Wattleup Road (WAPC Ref: 148010), which proposed a total of 240 residential lots.

In late 2013, the applicant of the subdivision applications triggered their right to have these deemed 'refused', due to the absence of a decision by the WAPC within the applicable statutory timeframe. Both applications were consequently refused by the State Administrative Tribunal (SAT) in 2014, following an application for review.

Following refusal by SAT, the applications were 'called in' by the Minister for Planning (Hon. John Day), pursuant to Section 246 of the *Planning and Development Act 2005* (PD Act).

On 18 November 2020, the Minister for Planning (Hon. Rita Saffioti) approved both subdivisions, subject to Section 247 of the PD Act. These approvals remain valid until 18 November 2026.

Consequent to the Ministerial approvals, the WAPC has approved two additional subdivisions within the existing Structure Plan area.

### Health and Amenity Issues

The delay in approving the two earlier subdivision applications (ultimately approved by the Minister for Planning), was in part due to the need for scientific investigations to determine whether dust generated from industrial activities in Mandogalup, particularly Alcoa's residue drying areas (RDAs), posed an unacceptable health and amenity risk to future residents.

In making their decision on the two earlier subdivision approvals, the Minister was satisfied that dust related issues pose an amenity impact, but not a health impact. On this basis, the Minister considered it reasonable to allow the subdivisions to proceed, albeit with a notification to be applied on each residential title warning of the amenity impact of industrial activities within the locality.

The Ministerial subdivision approvals did not extend to four lots located within the existing Structure Plan area (Lots 805, 801, 1000 and 1001). However, as they formed part of the same area affected by the same issues, they were supported by the City and accepted for residential purposes by the WAPC as part of its determination of the existing Hammond Quarter Structure Plan.

### Hammond Quarter Structure Plan

At the 13 April 2023 Ordinary Council Meeting, Council endorsed a recommendation to approve the Hammond Quarter Structure Plan, subject to modifications.

On 10 October 2023 the Statutory Planning Committee of the WAPC endorsed the DPLH officer recommendation to require modification and resubmission (in effect 'conditional' approval).

Final approval of the Structure Plan was issued by the WAPC on 14 February 2024.

### **Submission**

N/A

### **Report**

The proposed Structure Plan Amendment seeks to modify the boundaries of the existing LSP to include four additional lots, being Lot 80 (No.343), 815 (No.357), 78 (No.361) and 813 (No.365) Wattleup Road, Hammond Park.

As with the existing LSP area, these four additional lots are zoned ‘Development’ and included within the ‘Development Area 27 – Wattleup Road’ (DA 27) Special Control Area under the City of Cockburn TPS3.

Future subdivision and development for the lot will trigger the payment of contributions under Development Contribution Area 10 (Hammond Road upgrade) and 13 (Community Infrastructure).

The Structure Plan Amendment proposes:

- a residential density coding of ‘R20’ and ‘R30’, involving the creation of approximately 136 additional lots (or 435 lots across the overall Structure Plan) and provision of the required local road network.
- an 8,250m<sup>2</sup> extension of the 30 metre-wide linear public open space (POS) reserve at the southern end of the Structure Plan, that also acts as a buffer to the future Rowley Road extension (and industrial use further south); and
- the provision of an additional 1,755m<sup>2</sup> POS reserve at the northern end of the Structure Plan area, directly south of Wattleup Road.

The Amendment does not involve any adjustment to the approved design of the existing Structure Plan. An extract of the Structure Plan map focusing on the Amendment area is shown in Figure 1 below:

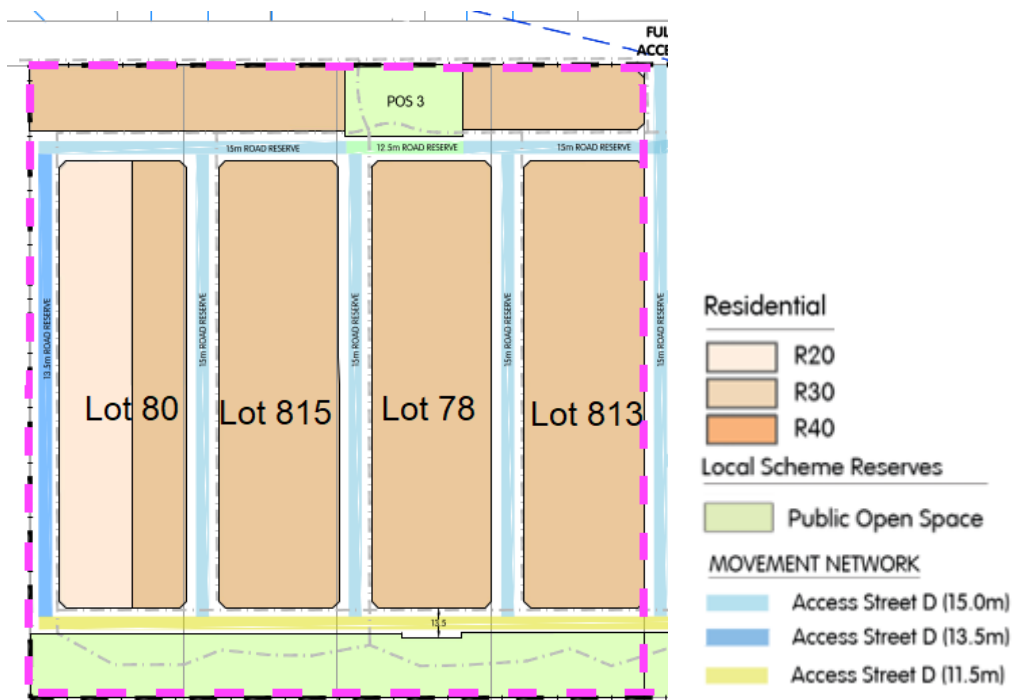


Figure 1 – Amendment Area – Lots 80, 815, 78 and 813 Wattleup Road, Hammond Park



### Residential Density

#### R30

An 'R30' residential coding is proposed across most of the Amendment area.

R30 is typically accepted as the base coding within the DSP area, with higher codings encouraged near 'Centres' and areas of 'Amenity' (typically along bus routes and/or in proximity to retail and/or educational facilities).

This coding is consistent with the prevailing density coding in the area (including the approved portions of Structure Plan) and is necessary to meet the 15 dwelling per urban hectare and 26 dwelling per residential site hectare requirements of the South Metropolitan Peel Sub-regional Planning Framework.

#### R20

A lower 'R20' coding is proposed for one row of lots along the western edge of the Amendment area, that will front land zoned 'Rural' under TPS 3.

This coding is supported on the basis that in combination with the local road, it creates a transitional interface to existing rural activities that lie outside the Urban area, without compromising the overall Structure Plan's compliance with the minimum density requirements of the Sub-regional Planning Framework.

### Kwinana Environmental Protection Policy Buffer

A portion of the Amendment area is located within the *Environmental Protection (Kwinana)(Atmospheric Wastes) Policy 1999* area (referred to as the 'Kwinana Air Quality Buffer', which was established as an Environmental Protection Policy (under the *Environmental Protection Act 1986* (EP Act)).

The Kwinana Air Quality Buffer (KAQB) is a statutory buffer, which seeks to protect strategic industries within the Western Trade Coast (which includes area such as the Kwinana Industrial Area, Latitude 32, the Australian Marine Complex and Alcoa's RDAs) from the encroachment of sensitive land uses, particularly residential.

The formal KAQB covers a small area of land within the south-west corner of the Amendment, which is proposed to include public open space (POS) and road reserve.

Since the current boundaries of the KAQB were established in 1999, the WAPC has undertaken a review of the buffer, which included the public advertising of *The Review of the Kwinana Air Quality Buffer* and the *Review of the Kwinana Air Quality Buffer Position Paper* in August 2002 and October 2008 respectively.

In September 2010, the WAPC resolved to revise the Kwinana Air Quality Buffer by a further 0.5km, to provide a transition zone for non-residential land uses. The WAPC reaffirmed this decision on 24 May 2011.

The 0.5km extension to the KAQB, referred to as the 'Non-Residential Transition Zone' is detailed on the proposed Structure Plan Map, with this encompassing the full area of the Amendment.

The WAPC's decision to extend the KAQB to provide a non-residential transition zone did not have the effect of formalising changes to the statutory buffer (as approved under the EP Act) but represents a position of the WAPC based on scientific advice of the time, with this having informed subsequent planning decisions in the area.

The Minister's previous decision on the two subdivision applications to the east of the Amendment area (WAPC Ref: 147987 and 148010) considered the Department of Water and Environmental Regulation's January 2019 report *Mapping dust plumes at Mandogalup using LiDAR – Report of air quality monitoring conducted between 1 December 2017 and 31 March 2018* (LiDAR Report) in deeming that the air quality posed no health impact, but amenity impacts only.

This report was requested by the then State Government, to assist with establishing legislation to control residential and other sensitive land uses in the vicinity of the Kwinana industrial area, particularly near Alcoa's RDA.

The study undertaken to inform the LiDAR report specifically investigated dust levels in Mandogalup only and did not extend to any land within the Hammond Park and Wattleup localities.

The City notes the Minister for Planning and WAPC has approved residential subdivision (and by virtue of this decision, other sensitive land uses) within the existing Structure Plan area, having regard to the LiDAR Report, but without bespoke investigations to consider the impact of dust from the Kwinana RDAs (and elsewhere within the Kwinana industrial area) in Hammond Park.

The City accepts that the current 'Urban' and 'Development' zoning under the MRS and TPS3 respectively demonstrates the acceptability of the site for residential development, pending the preparation and approval of a structure plan.

Notwithstanding this, it is recognised that the WAPC's decision in relation KAQB Non-Residential Transition Zone occurred following the current zoning being approved and therefore needs to be appropriately considered.

The City notes that it is the State Government's role to determine the suitability of the proposed Amendment for residential development, noting that the WAPC has not at the time of writing revoked (or amended) its 2010 decision regarding the KAQB Non-Residential Transition Zone.

City officers are supportive of the Amendment and future development of this site for residential purposes, but only where the State Government determines (through a decision of the WAPC) that there is no ongoing health impact to future residents.

### Public Open Space

The amendment area includes two additional areas of public open space (POS) measuring 8,250m<sup>2</sup> and 1,755m<sup>2</sup> in area.

Landscape concepts for these areas are included at the end of the BMP (in Attachment 1), with the former being an extension to the existing (linear) POS previously approved along the southern edge of the structure plan area, and the latter a pocket park largely pre-determined due to encompassing a low point critical to the drainage strategy for the land.

Due to the level difference between the future Rowley Road reserve and future residential development, the southern ('Linear') POS includes a substantial sloped area, to a 1:4 gradient.

This means there is a 1 metre difference in height for every 4 metres of horizontal surface. This is consistent with the design for the Linear POS within the existing Structure Plan to the east, which includes a more substantial sloped area of between 1:3 and 1:4 in gradient, but with terraced break-out spaces to ensure usable areas.

The total Structure Plan, inclusive of the Amendment area, provides a total POS area of 3.2537ha, of which approximately 0.5847 ha is non-creditable, due to accommodating permanent drainage (up to the 1:1 ARI event) and surplus 'restricted' POS (largely due to the limited functionality of the sloped areas discussed above).



Figure 2 – Extract of Linear POS Landscape Concept, highlighting the 1:4 gradient areas

Despite the impact of the slope, based on the *Liveable Neighbourhoods* calculation methodology, the total creditable area of POS equates to 2.845 hectares, or approximately 10.5 per cent of the GSA, meaning the expanded Structure Plan will continue to exceed the minimum requirements of both *Liveable Neighbourhoods* and *Development Control Policy 2.3 - Public Open Space in Residential Areas*

### Noise Attenuation

The Structure Plan area is located directly north of Planning Control Area (PCA) 156. Land within PCA 156 is being progressively acquired by the WAPC for the purposes of the future Rowley Road extension, ahead of this land being reserved as 'Primary Regional Roads' under the Metropolitan Region Scheme (MRS).

Where future residential development is located within 200m of an existing or proposed regional road reserve, the future noise impact of the road is to be assessed in accordance with *State Planning Policy 5.4 – Road and Rail Noise* (SPP 5.4).

Under SPP 5.4, the developer or future landowners are typically responsible for the cost of mitigating the impact of road noise, which may include increasing the separation distance (using POS and/or roads), noise walls (at, or close to the noise source), Quiet House Design (QHD) measures in individual dwellings, or a combination of these measures.

The Transportation Noise Assessment (TNA) Addendum prepared for this Amendment has considered a combination of the above measures to mitigate the noise impact, being:

- separating future dwellings from Rowley Road, by extension of the 30 metre-wide Linear POS and 11.5m wide local road reserve along the southern edge.
- construction of a 4m high noise wall along the northern carriageway (by Main Roads WA upon the construction of Rowley Road); and
- QHD packages (A and B), to be incorporated into the design of future dwellings (a responsibility of future landowners).

The proposed combined noise attenuations measures are considered acceptable.

### Internal Subdivision Roads

The design of roads used to inform the design of the Amendment are generally consistent with the width requirements of *Liveable Neighbourhoods*, except for an 11.5m road reserve that runs parallel with the southern Linear POS.

Whilst below the City's 13.5m minimum standard for an 'Access Street D' adjacent POS as set out in *Local Planning Policy 5.3 - Engineering, Drainage and Construction Standards* (LPP 5.3), it is accepted based on being a continuation of the width determined by the initial Ministerial subdivision approvals, with localised widenings of 13.5m catering for embayed parking in select locations.

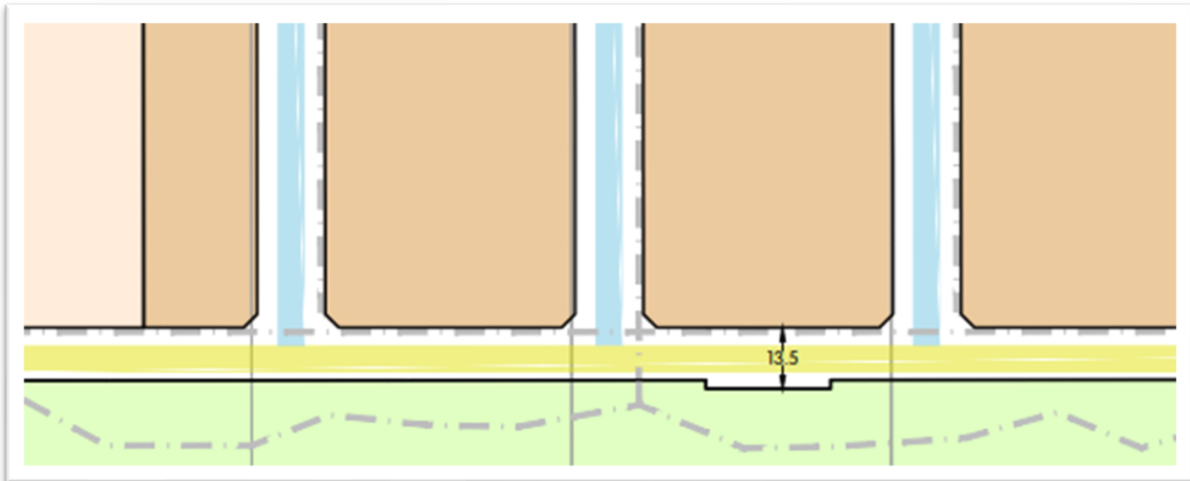


Figure 3 –Structure Plan Extract showing proposed 11.5m road reserve adjacent Linear POS

### Bushfire Management - Lot 81 Wattleup Road, Wattleup

The Amendment area is located within a 'Bushfire Prone Area', as designated under Section 18P of *Fire and Emergency Services Act 1999*.

This designation triggers the application of *State Planning Policy 3.7 – Bushfire* (SPP 3.7) and the related *Planning for Bushfire Guidelines*. A Bushfire Management Plan (BMP) has been prepared by the proponent to satisfy SPP 3.7, as future habitable development will be exposed to a Bushfire Attack Level (BAL) of BAL-12.5 or greater.

In assessing the Amendment and the BMP prepared in support, it was brought to the City's attention that a large portion of adjoining Lot 81 Wattleup Road includes a juvenile pine plantation, which is periodically harvested primarily for the sale of Christmas trees on-site.

The BMP prepared for the Amendment (refer Attachment 1) recognises the presence of a plantation on Lot 81 but assesses these as 'excluded' vegetation under clause 2.2.3.2 of Australian Standard (AS) 3959-2018, which if accepted as such, would be capable of being 'low threat' vegetation and posing no bushfire risk.

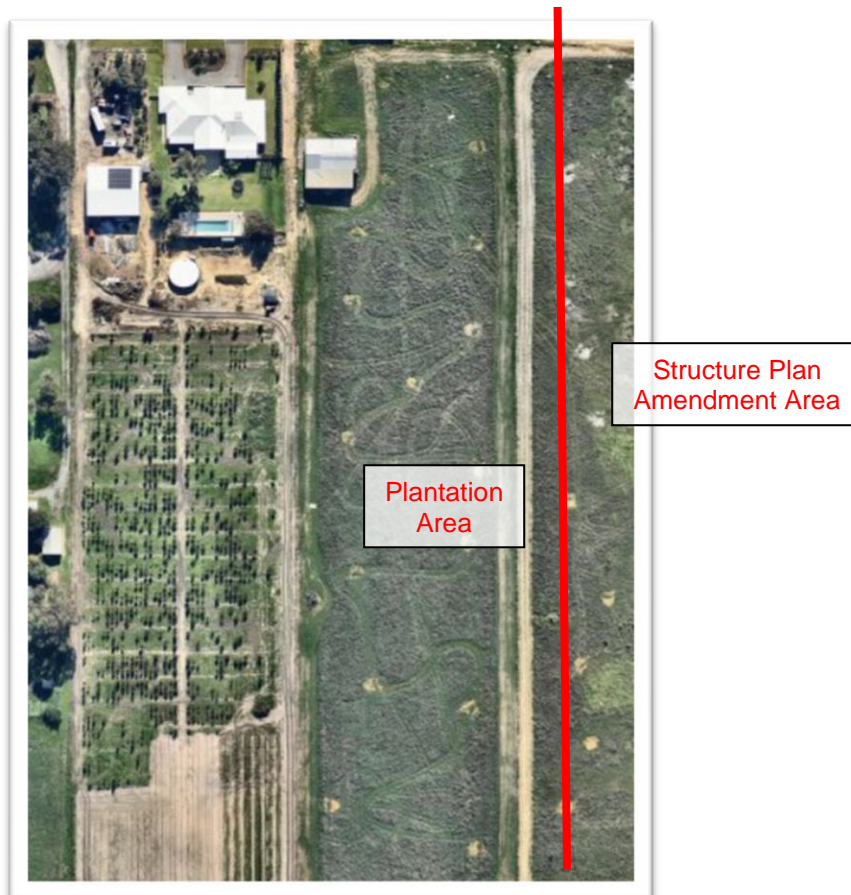


Figure 4 – Extent of Christmas tree plantation on Lot 81 Wattleup Rd (15 July 2024)

The Department of Fire and Emergency Services (DFES) dispute the 'low threat' classification, on the basis that Christmas trees are classifiable under AS 3959-2018, there is no certainty as to the frequency of harvesting the trees, no information to suggest the trees are irrigated, and no enforceable agreement with the landowner regarding ongoing management of the vegetation on Lot 81.

In the absence of any certainty regarding management of the Christmas tree plantation, DFES suggest that this vegetation is classified as a 'Class A Forest' under AS 3959-2018.

The City agrees with the DFES's advice. In the absence of certainty on the management of vegetation on an adjoining site, such vegetation should be assessed on the worst-case scenario (i.e. Class A Forest, as suggested by DFES).

Such an approach is consistent with precautionary principle that underpins SPP 3.7 and the associated Guidelines.

Under AS 3959-2018, habitable development is required to have a separation distance of 23 metres to achieve a Bushfire Attack Level (BAL) rating of BAL-29 (the lowest BAL rating for habitable development in most instances).

Assuming a 3 metre-wide fire break on the eastern side of Lot 81 (the minimum required to comply with the City's Fire Control Order as required under the Bushfires



Act 1954) and a minimum 15m wide managed road reserve along the boundary (increased via a recommended modification from the proposed 13.5m), habitable development will need to be setback a minimum 5m into residential lots to achieve BAL-29

Under Table B in Part B of the Residential Design Codes Volume 1, lots coded 'R20' are typically required to be setback a minimum 6 metres from the primary street.

A 5m setback is not considered to adversely impact the construction of a dwelling, as it comparable with the primary street setback otherwise required under the R-Codes.

Notwithstanding the setback requirements, as a decision maker can apply some discretion to vary setback requirements, a restrictive covenant on the lot (preventing habitable development on the part of a lot assessed as BAL-40 or BAL-Flame Zone) is considered necessary.

Revisions to the BMP and Part One (Implementation Section) of the Structure Plan are recommended to reflect the classification of vegetation on Lot 81 Wattleup Road.

#### Wattleup Road Interface

The Ministerial subdivision approvals for land east of the Amendment area required all lots to front subdivisional roads, with no access permitted from Wattleup Road.

The rationale for this approach reflected the status of Wattleup Road being an important connection between Rockingham Road and the Kwinana Freeway, prior to the construction of the Rowley Road extension.

The effect of this approval was for lots to 'back on' to Wattleup Road, with most of the approved lots requiring extensive battering between Wattleup Road and the developable area of the lot due to the subdivisional levels required. This was ultimately reflected in the approved Structure Plan.

Notwithstanding continued efforts to improve the Wattleup Road environment, the Amendment proposes a continuation of the existing residential interface with Wattleup Road. This is considered an appropriate outcome.

#### Access to/from Wattleup Road

Access to the Amendment area is proposed via three entry roads intersecting with Wattleup Road. The location of these roads is consistent with the location shown on the previous Concept Plan endorsed by the WAPC, which were consequently detailed on the approved Structure Plan.

No additional access onto Wattleup Road is proposed from the Amendment area.

Since the subdivisions were approved by the Minister, further progress has been made to 'downgrade' Wattleup Road to its future intended functions 'Neighbourhood Connector' road, in anticipation of the future extension of Rowley Road.

In December 2023, the speed limit on Wattleup Road (between Mandogalup Road and Frankland Avenue) was reduced to 60km/h.

In addition, the portion of Rowley Road between Mandogalup and the Kwinana Freeway has been removed from MRWA's Restricted Access Vehicle (RAV) network.

The proponent is currently working with the City to seek a further reduction in the speed limit along this portion of Wattleup Road to 50km/h and implement additional local area traffic management measures.

If a speed reduction is ultimately supported by MRWA, this will assist in creating a lower speed environment and discouraging use of the road by some types of heavy vehicles.

Creation of an additional entry road into the Amendment Area along its western edge is compromised by the existing right turn deceleration lane on Wattleup Road (to access Rosewood Avenue, and onto Whadjuk Drive). Creation of a pedestrian access way (PAW) in the same location, that might complete a circular public reserve network around the edge of the Hammond Park urban area is similarly compromised, due to the existing road design limiting options for safe pedestrian movement across Wattleup Road.

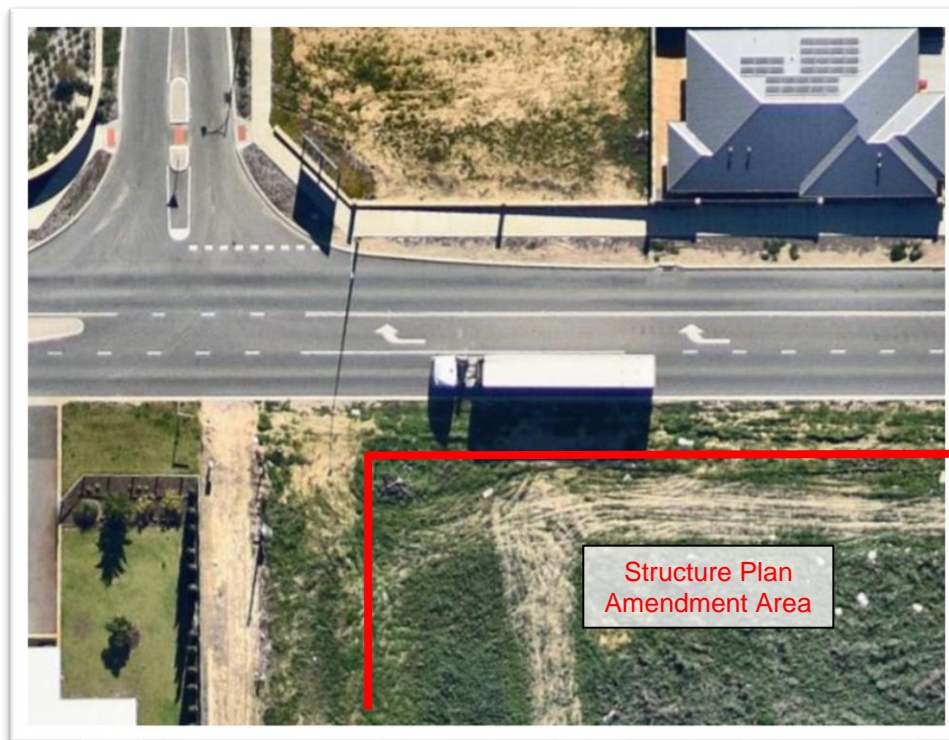


Figure 5 – Aerial of existing Wattleup Road design, near Rosewood Avenue intersection

No additional access onto Wattleup Road is proposed from the Amendment area. The City accepts that the existing entry roads onto Wattleup Road, as approved under the current Structure Plan, can accommodate the additional traffic generated by the Amendment area.

This is largely contingent on additional measures being put in place to facilitate a lower speed environment along the Wattleup Road, including a future reduction in the speed limit to 50 km/h.

### Mandogalup Improvement Scheme

On 20 November 2024, the Mandogalup Improvement Scheme No.1 (Improvement Scheme) was approved, immediately to the south of PCA 156, with the locality of Mandogalup in the City of Kwinana. The approved Improvement Scheme includes an area zoned 'General Industry', located immediately south of City of Cockburn district boundary and the future Rowley Road reserve.

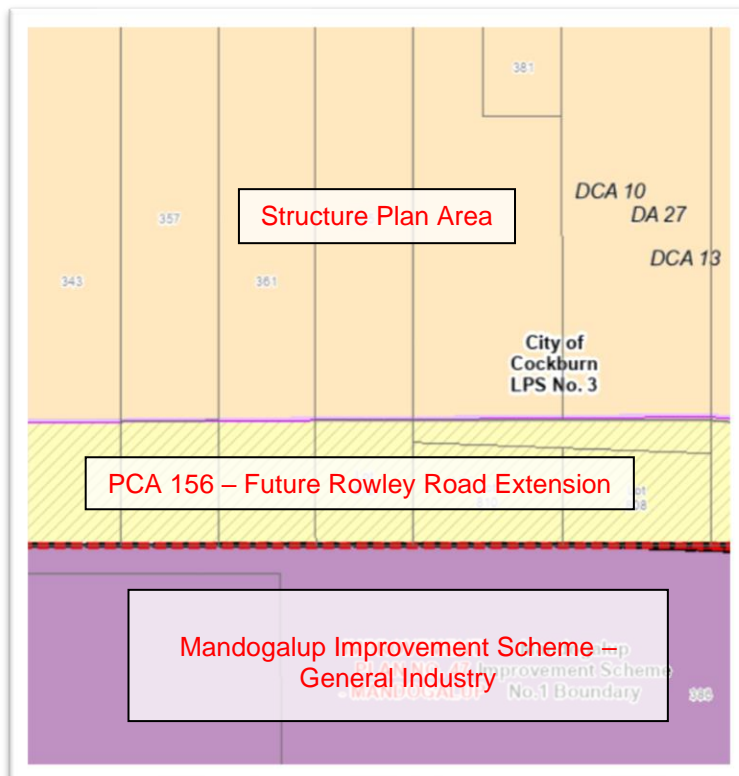


Figure 6 – Structure Plan proximity to the Mandogalup Improvement Scheme No.1

In its submission to the WAPC on the draft Improvement Scheme, the City recommended a transition zone ('Light Industry' or 'Service Commercial' directly south of Rowley Road, to provide an appropriate buffer between residential development in Hammond Park and heavier industrial uses in Mandogalup.

Despite the request being consistent with the proposed use of similar transition zones elsewhere in Mandogalup, the City's request was not adopted in the approved Improvement Scheme.

Based on the proposed design of the amended structure plan and the width of the future Rowley Road corridor (PCA 156), the approved 'General Industry' zone is approximately 140m from residential development at its closest point.

Concurrent with gazettal of the Improvement Scheme, the WAPC delegated most of its functions with respect of development approval to the City of Kwinana.

The responsibility for determining other matters under the *Planning and Development Act 2005* and Improvement Scheme (such as subdivision applications, structure plans and scheme amendments) remain with the WAPC (following initial City processing).

It should be noted neither the Improvement Scheme nor the Act (including subsidiary legislation, such as the *Planning and Development (Local Planning Schemes) Regulations 2015*) require the WAPC or City of Kwinana to consult with Cockburn on planning proposals within the Improvement Scheme area.

Whilst decision makers should consider a proposal's impact on sensitive development, they may do so without seeking the City's comments on the appropriateness of the proposal.

In the interest of ensuring the impacts of planning decisions near Wattleup and Hammond Park are considered by the City and/or potentially affected future residents, it is recommended that the City write to the WAPC and City of Kwinana requesting direct consultation on such proposals.

This request should apply specifically to lots in the 'General Industry' zoned portion of the Improvement Scheme, where future planning decisions are likely to have the greatest potential for future impact on residents in Wattleup and Hammond Park.

### **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.

#### 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.

#### 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.

### **Budget/Financial Implications**

The cost of advertising and processing the Structure Plan Amendment was calculated in accordance with the *Planning and Development Regulations 2009* and has been paid by the proponent.

## Legal Implications

N/A

## Community Consultation

The proposal was advertised for a period of 42 days, in accordance with Regulation 18 (3A) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, between 7 November and 19 December 2024.

Advertising consisted of a notice in the City's 'Comment on Cockburn' website, letters to affected landowners, relevant State Government agencies and servicing authorities.

A hard copy of the proposal was also on display and available to view at the City's Administration building during business hours.

Due to the proximity of the site to land in Mandogalup subject to Improvement Scheme No.1, the proposal was also forwarded to the City of Kwinana for comment.

As per the requirements of *Local Planning Policy 5.4 – Utility Infrastructure*, the proposal was forwarded to telecommunication providers.

The City received nine (9) submissions, which included two (2) submissions from individual persons and seven (7) submissions from State Government agencies/servicing authorities.

In summary:

- Eight (8) submissions provided comment or no objection
- One (1) public submission objected to the proposal
- None were received from the City of Kwinana or telecommunication providers.

A copy of the Schedule of Submissions, including the officer responses to matters raised in included in Attachment 3.

In response, the City has recommended several modifications to be made to the Structure Plan Amendment, as outlined in Attachment 4.

The proponent has been made aware of the recommended modifications and has not raised any objections with the City.

## Risk Management Implications

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

The City is required, under the *Planning and Development (Local Planning Schemes) Regulations 2015*, to provide the WAPC with a recommendation within 60 days of the advertising period closing, or within a longer timeframe agreed by the WAPC.

To allow additional time to resolve matters raised during submissions, with the proponents consent the WAPC granted an extension to the City's assessment period until 22 April 2025. Unless further extended, should the City not meet this deadline, the WAPC is able to decide in the absence of the City's recommendation.

Where the City does not provide a recommendation, the Regulations enable the WAPC to charge the City the cost incurred in assessing the Structure Plan Amendment.

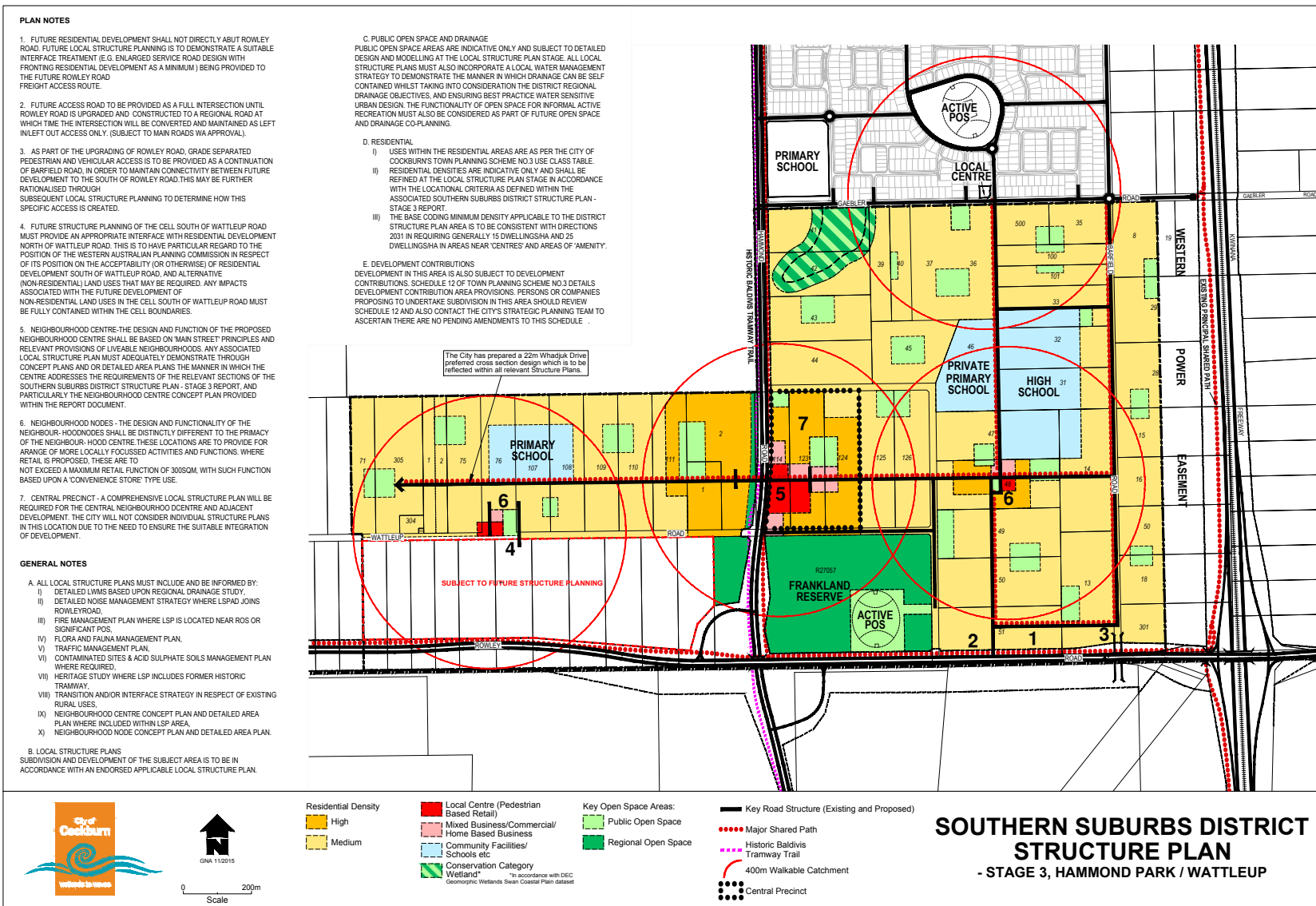
### **Advice to Proponent(s)/Submitters**

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 8 April 2025 Ordinary Council Meeting.

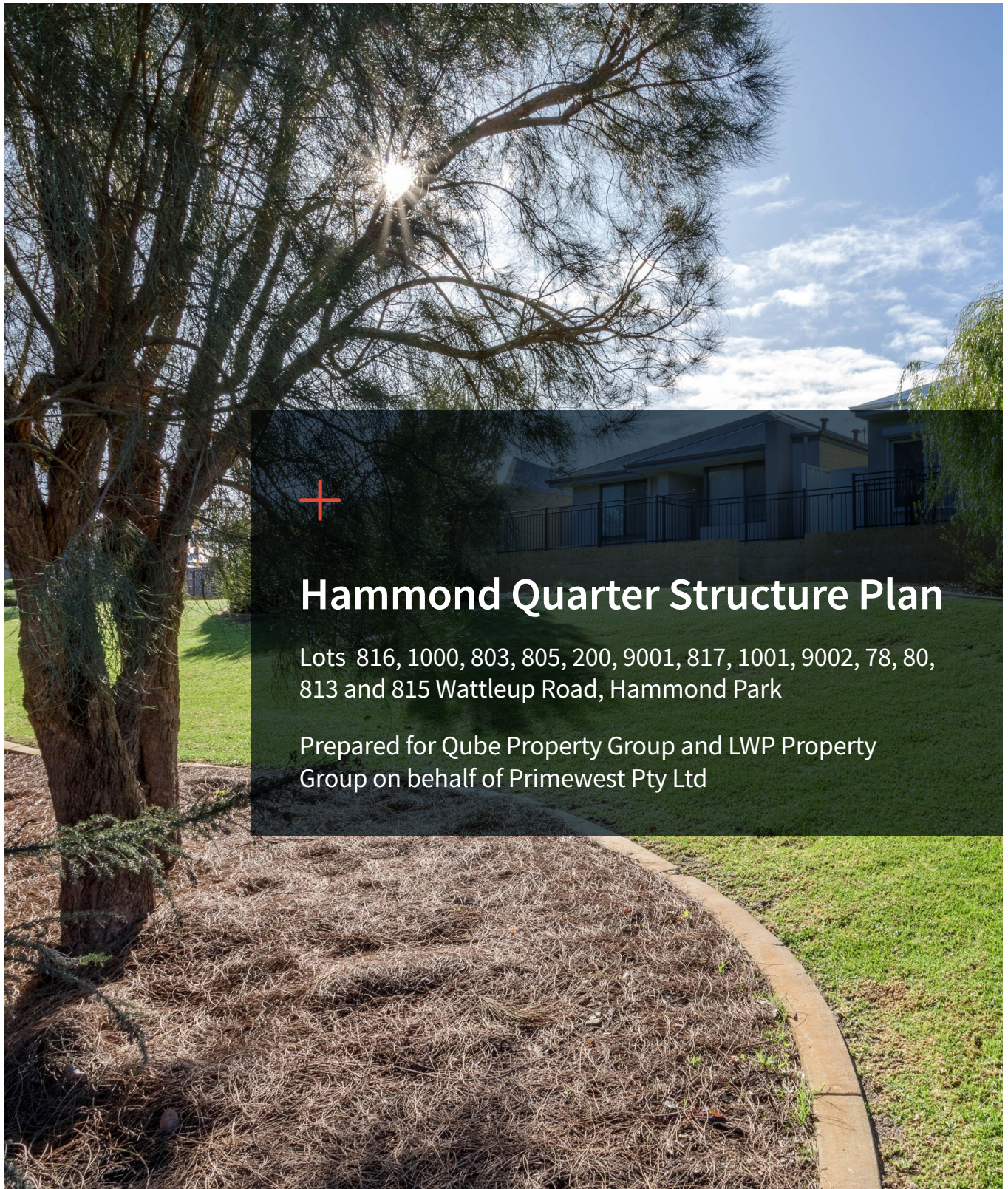
### **Implications of Section 3.18(3) Local Government Act 1995**

Nil









## Hammond Quarter Structure Plan

Lots 816, 1000, 803, 805, 200, 9001, 817, 1001, 9002, 78, 80, 813 and 815 Wattleup Road, Hammond Park

Prepared for Qube Property Group and LWP Property Group on behalf of Primewest Pty Ltd



## Document Control

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	Engineering	Cossill & Webley
	Traffic	Cardno & PTG Consulting
	Bushfire	MBS Environmental
	Environmental Assessment	Emerge
	Landscape Architecture	Plan E

## Document Status

Revision	Comment	Author	Approved by	Issue Date
A	Draft for Client Review	TP	DW	15th July 2022
B	Final for Council Lodgement	DW	DW	22nd July 2022
C	Modify as per Council requests	TP	DW	18th November 2022
D	Modify as per Council requests	TP	DW	28th November 2022
E	Modify as per WAPC Endorsement	TP	DW	November 2023
F	Standard Amendment	TP	DW	July 2024
G	Client Modifications	TP	DW	July 2024
H	Modify as per Council Requests	TP	DW	October 2024

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## Endorsement Page

This Structure Plan is prepared under the provisions of the City of Cockburn Town Planning Scheme No. 3.

It is certified that this structure plan was approved by resolution  
of the Western Australian Planning Commission on:

.....

Date

Signed for and on behalf of the Western Australian Planning Commission

.....

An officer of the Commission duty authorised by the Commission pursuant to Section 16  
of the *Planning and Development Act 2005* for that purpose, in the presence of:

.....

Witness

.....

Date

.....

Date of Expiry

Table of Amendments

Amendment no.	Summary of amendment	Amendment Type	Date endorsed by WAPC
1	Addition of Lots 78, 80, 813 and 815 Wattleup Road, Hammond Park	Standard	

Table of Density Plans

Density Plan no.	Area of density plan application	Date endorsed by WAPC
1		

## Executive Summary

Part of the structure plan area is subject to two subdivision approvals granted by the Minister for Planning in 2020 (WAPC refs: 147987 and 148010). The purpose of this structure plan is to reflect the required conditions of the Ministerial approvals, and to integrate three homestead lots (Lots 200, 1000 and 1001), and Lot 78, 80, 803, 805, 813, 815, 816, 817, 9001, 9002 into a coordinated structure plan, which will round out development of the Hammond Park locality in the City of Cockburn.

Implementation of a Structure Plan over this 27.6786 hectare development site will provide a singular planning framework for the orderly development of the area as a co-ordinated precinct, including a design layout integrating the various multiple owners, R-Code densities and updated Structure Plan provisions as required by the site's 'Development' zoning under the City of Cockburn Town Planning Scheme No.3 (TPS3).

The Structure Plan accords with the planning objectives detailed in the Southern Suburbs District Structure Plan (Stage 3), which provides a high level development framework for the broader locality and assists in the delivery of strategic planning objectives set by the State Government and the City of Cockburn in relation to housing supply, affordability and urban development.

The Structure Plan provides for a range of residential densities and lot typologies, contributing towards the availability of diverse and affordable housing product within the South-West Sub-Region. It also includes an interconnected and legible movement network and generous provision of public open space within a number of strategically located reserves.

It is anticipated that the Structure Plan area will accommodate approximately 1,044 people in 435 dwellings on 435 lots at a density of 24.58 dwellings per residential site hectare.

The following Summary Table outlines the key planning outcomes of the Structure Plan.

Item	Data	Section number referenced within the structure plan report
<b>Total area covered by the Structure Plan</b>	27.6786 ha	Part 1, Section 1.0
<b>Area of each land use proposed:</b>		
<b>Residential</b>	17.7 ha	Part 2, Section 3.0
<b>Public Open Space</b>	2.5678 ha	
<b>Estimated lot yield</b>	435 lots	Part 2, Section 3.3
<b>Estimated number of dwellings</b>	435 dwellings	Part 2, Section 3.3
<b>Estimated residential site density</b>	24.58 dwellings (per residential site hectare)	Part 2, Section 3.3
<b>Estimated population</b>	1,044 people	Part 2, Section 3.3
<b>Estimated area and number: Local parks</b>	3 (3.4356ha)	Part 2, Section 3.2



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- Figure 6. South Metropolitan Peel Sub-Regional Planning Framework Plan
- Figure 7. Constraints Plan
- Figure 8. Site Plan
- Figure 9. Neighbourhood Concept

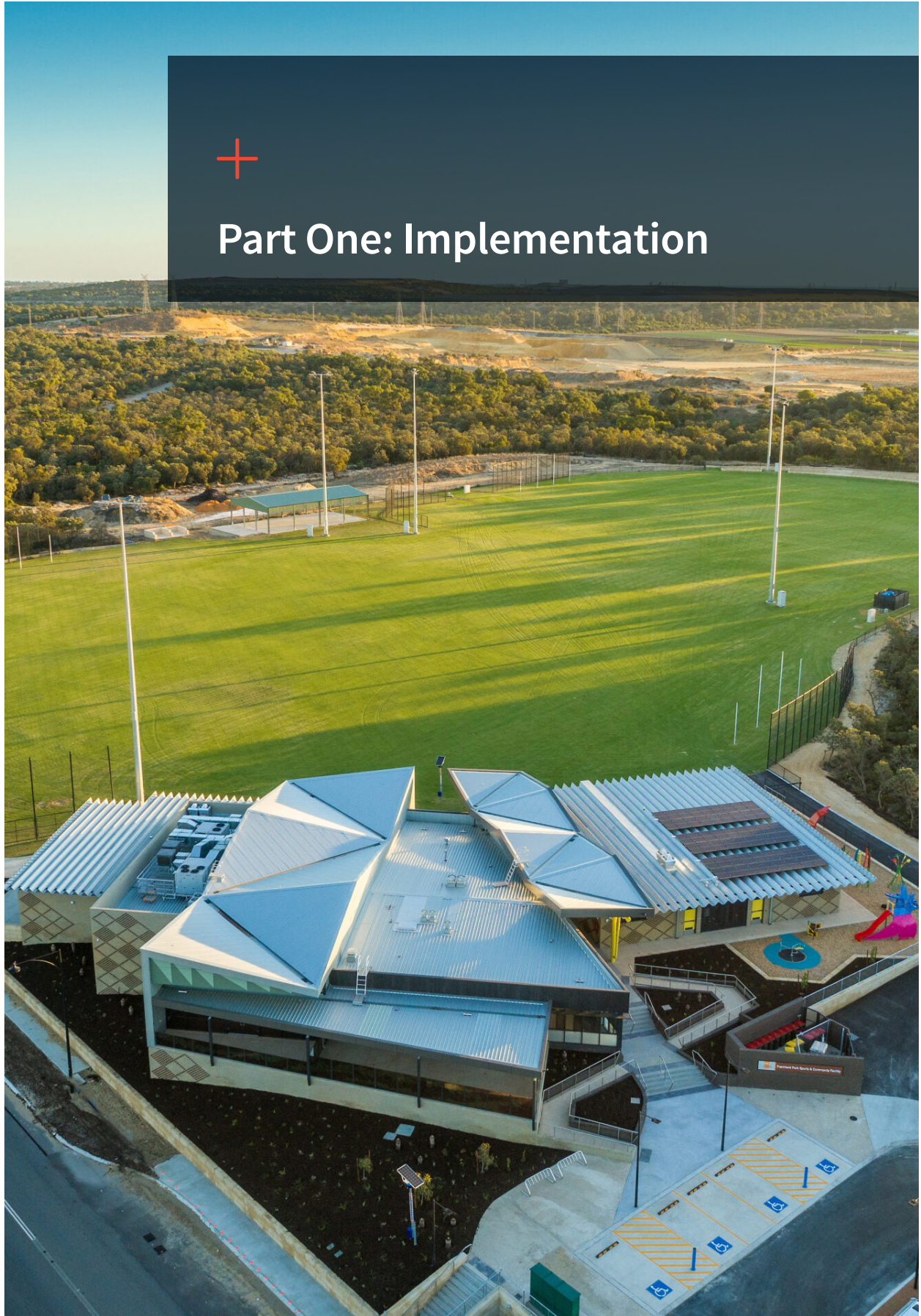
### List of Plans

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- Plan 1 Structure Plan
- Plan 2 Public Open Space Plan
- Plan 3 Movement Network
- Plan 4 Staging Plan

### Technical Appendices Index

Appendix no.	Document	Consultant	Referral / approval agency	Summary of modifications
<b>A</b>	Urban Water Management Plan	Environnivate / Hyd2o Hydrology	DWER	Addendum to include Lots 78, 80, 813 and 815 (Hydro2 Hydrology, 2024)
<b>B</b>	Engineering Report	Cossill & Webley		Addendum to include Lots 78, 80, 813 and 815 (C&W, 2024)
<b>C</b>	Landscape Masterplan	Plan-E		Addendum to include Lots 78, 80, 813 and 815 (Plan-E, 2024)
<b>D</b>	Bushfire Management Plan	MBS Environmental		Addendum to include Lots 78, 80, 813 and 815 (MBS Environmental, 2024)
<b>E</b>	Environmental Report	Emerge Associates		Addendum to include Lots 78, 80, 813 and 815 (Emerge Associates, 2024)
<b>F</b>	Transport Impact Assessment	Cardno / PTG Consultants		Addendum to include Lots 78, 80, 813 and 815 (PTG Consultants, 2024)
<b>G</b>	Transportation Noise Assessment	Lloyd George Acoustics		Addendum to include Lots 78, 80, 813 and 815 (Lloyd George Acoustics, 2024)





## 1.0 Structure Plan Area

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This Structure Plan (SP) applies to the land contained within the inner edge of the line denoting the SP boundary on the SP Map (Plan 1).

## 2.0 Operation

---

This SP shall come into operation on the date it is approved by the Western Australian Planning Commission (WAPC).

## 3.0 Staging

---

Staging of development will rely on key development parameters, primarily relating to:

1. The extension of available services from west to east.
2. The extraction of the sand resource at the eastern portion of the SP area in accordance with the engineering report.
3. The timing for the clearing of vegetation from adjacent lots and individual lots within the area relative to the staging of development will impact on the specified BAL ratings for future lots.
4. Construction of the proposed shared road with abutting Lot 115 may require agreement with the landowner to effect earthworks within the SP area. In the absence of agreement, if required, it is the WAPC's expectation that a minimum 4.3 metre wide road verge and a 6.0 metre wide trafficable pavement is provided within the SP area.

Indicative staging is shown in Plan 4 - Staging Plan

## 4.0 Subdivision and Development Requirements

---

### 4.1 Land Use Permissibility

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

### 4.2 Notifications of Title

In respect of an application to subdivide the land within the SP area, the City of Cockburn may request the WAPC require a notification, pursuant to section 165 of the *Planning and Development Act 2005*, be placed on the certificate(s) of title of:

- a) All lots:

*"This lot is in close proximity to known mosquito breeding areas. The predominant mosquito species is known to carry viruses and other diseases."*

- b) All lots located within an area declared bushfire prone and subject to a bushfire attack risk level of 12.5 or more:

*"This land is within a bushfire prone area as designated by an Order made by the Fire and Emergency Services Commissioner and is subject to a bushfire management plan. Additional planning and building requirements may apply."*

- c) All lots subject to transport noise levels which (according to a transport noise assessment) exceed the targets set out in the *State Planning Policy 5.4: Road and rail noise* and the associated guidelines:

*"This lot is situated in the vicinity of a transport corridor and is currently affected, or may in the future be affected by transport noise. Additional planning and building requirements may apply to development on this land to achieve an acceptable level of noise reduction."*

- d) All lots located within 500 metres of the Kwinana Industrial Area's (including air quality buffer), whether in whole or in part:

*"This lot is located in close proximity to existing industrial development, freight routes and semi-rural activities and has the potential to be affected by transport noise, vibration and dust which may be associated with the ongoing operation of those nearby activities."*

### 4.3 Restrictive Covenants

In respect of an application to subdivide the land within the SP area abutting Wattleup Road, the City of Cockburn may request the WAPC require a notification, pursuant to section 129BA of the *Transfer of Land Act 1893*, be placed on the certificate(s) of title advising of the existence of a restriction on the use of land abutting Wattleup Road and containing battering or significant retaining that will require a building exclusion zone:

*"This lot contains retaining walls and/or battering to Wattleup Road. No habitable buildings or structures are to be built within any part of the retained earth battering area."*

## Part One: Implementation

#### 4.4 Public Open Space

The provision of a minimum of 10% public open space is to be provided in accordance with *Liveable Neighbourhoods*. Public open space is to be provided generally in accordance with Plan 1.

Subdivision applications affecting land within the structure plan area should be supported by a public open space schedule prepared in accordance with *Liveable Neighbourhoods* requirements.

#### 4.5 Movement Network

Access shall be provided generally in accordance with Local Road Reserves shown on the SP Map.

#### 4.6 Contaminated Sites

A search of the Department of Water and Environmental Regulation Contaminated Sites Database identified no contaminated sites in the SP area.

Where any part of the site has been used as a market garden, and asbestos is found, a Site and Soil Contamination Assessment is required.

#### 4.7 Wattleup Road

Portions of Wattleup Road have been upgraded and widened through the development of Land to the North of Wattleup Road. Where Wattleup Road has not already been widened, Wattleup Road requires upgrading to an urban standard, including to accommodate new local road intersections needed to provide access to local roads within the structure plan area. These works are to be carried out at the developer's cost. Where upgrades have already occurred, costs will be extended to development south of Wattleup Road via a claim under section 159 of the *Planning and Development Act 2005*.

The detailed design of intersections is to be finalised through the preparation of engineering drawings and specifications by the developer, and their approval by the City of Cockburn, as typically occurs through the subdivision process, in response to conditions of subdivision approval.

#### 4.8 Rowley Road

Planning Control Area 156 (PCA 156) protects land required for the western extension of Rowley Road and abutting (not within) the southern boundary of the SP area. The development of linear public open space abutting PCA 156 will require consultation with the City of Cockburn and Main Roads WA to ensure earthworks are coordinated and agreed. It is noted that development within the Planning Control Area requires approval of the WAPC in accordance with Section 112 of the *Planning and Development Act 2005*.

#### 4.9 Bushfire Risk

It is the responsibility of the landowner/applicant to demonstrate compliance with *State Planning Policy 3.7: Planning in Bushfire Prone Areas* and associated *Guidelines for Planning in Bushfire Prone Areas* at each stage of subdivision. Additional information may be required when a lot is significantly affected by high levels of bushfire risk (that is, bushfire attack levels of 40 or flame zone) to demonstrate the lot can accommodate a dwelling in an area of suitably low bushfire risk.

Notifications on certificates of title will be used to advise purchasers of land affected by a bushfire attack level of 12.5 or more that the lot is located in a bushfire area, may be subject to a bushfire management plan and additional planning and building requirements may apply.

#### 4.10 Market Gardens

The SP ensures an adequate separation distance from the market garden to the West in accordance with WAPC *State Planning Policy 2.5 Rural Planning*. Prospective purchasers of lots within 300 metres of an operating market garden will be advised with a notification on the certificate(s) of title.

#### 4.11 Acid Sulphate Soils

A review of the Department of Water and Environmental Regulation ASS Risk Map for the South Metropolitan Region for potential acid sulphate soils (ASS) indicates the Site is classed as having a no risk of ASS potential within 3m, or deeper from the natural surface.

#### 4.12 Earthworks

Substantial earthworks are required to achieve:

- a) The necessary gradients to deliver a batter to Wattleup Road;
- b) The necessary gradients to deliver the local road network;
- c) Ensure that residential lots abutting Wattleup Road have a sufficiently developable area for a dwelling;
- d) The linear public open space provides usable and irrigated public open space and is coordinated with PCA 156, which protects land required for the planned future western extension of Rowley Road.

Earthworks are to be carried out generally in accordance with the agreed Preliminary Earthworks Plan at Appendix B to the SP. Substantial variations to this plan require further agreement between the City of Cockburn, impacted landowners, and the Water Corporation.

#### 4.13 Residential Design Code Variations

The City of Cockburn 'Single House Standards for Medium Density Housing in the Development Zone' Local Planning Policy 1.16 sets out acceptable variations to the provisions of the R-Codes for lots coded R25-R60. Except in a situation where an approved LDP imposing R-Code variations applies, the standards set out in Local Planning Policy 1.16 apply to this SP.

#### 4.14 Transport Noise

The site abuts a future freight corridor in Rowley Road. It is the responsibility of the landowner/ applicant to demonstrate compliance with *State Planning Policy 5.4 Road and Rail Noise* at each stage of subdivision, in relation to the proposed future Rowley Road extension.

A transport noise assessment is to be prepared and approved prior the commencement of subdivisional works, with satisfactory arrangements being made for the implementation of the approved plan.

Prospective purchasers of a lot deemed to be affected by transport noise will require a notification on the certificate(s) of title.

#### 4.15 Lots Abutting Wattleup Road

Where a proposed subdivision includes lots which abut Wattleup Road:

- a) Future applications to subdivide land abutting Wattleup Road should be accompanied by information indicating how the difference in ground level (between the road reserve and the developable portion of the lot) will be managed.
- b) The City of Cockburn may recommend the WAPC require uniform fencing be provided abutting Wattleup Road, in accordance with City of Cockburn Local Planning Policy 5.7: Local fencing."

### 5.0 Residential Density

Residential densities applicable to the SP Area shall be those densities shown on the SP Map.

### 6.0 Local Development Plans

Local Development Plans (LDP) are required to be prepared and implemented pursuant to Part 6 of Schedule 2 of the *Planning and Development (Local Planning Schemes) Regulations 2015* for lots comprising one or more of the following site attributes:

- a) Lots with an area of 260 square metres or less;
- b) Lots abutting public open space;
- c) Lots with laneway access;
- d) Lots that propose grouped or multiple dwelling development;
- e) Lots containing battering to Wattleup Road; and/or
- f) Lots identified as being affected by transport noise from the proposed Rowley Road extension, as identified spatially in an approved Noise Management Plan. This includes a requirement for noise modelling for ground floor and two-storey development, as applicable."

Local Development Plans should address the following matters:

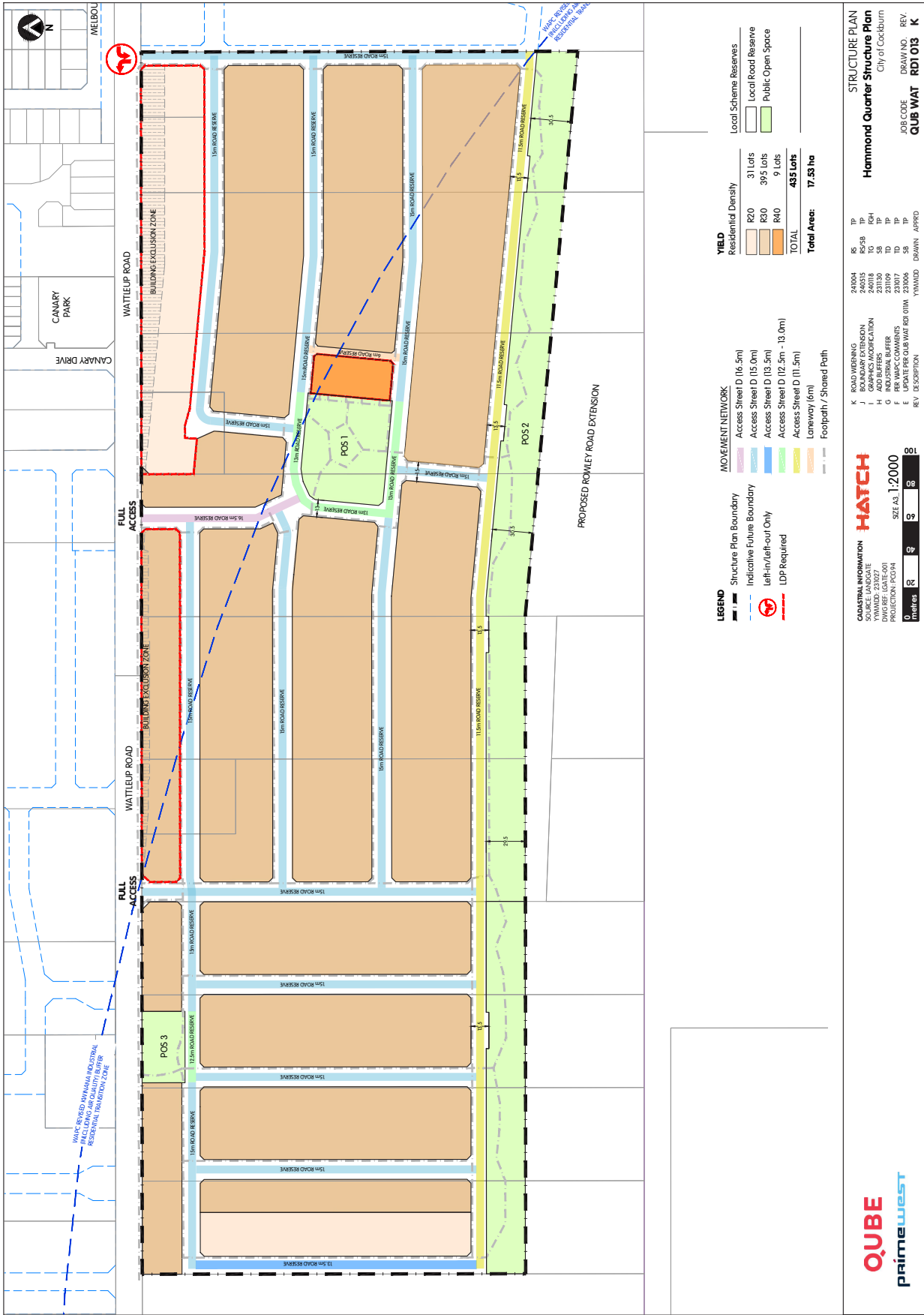
- a) Vehicle access of lots accessed by a rear laneway;
- b) Subject to the findings of a transport noise assessment, quiet house design and/or construction requirements;
- c) Setbacks for lots containing an earthworks batter;
- d) Fencing;
- e) Passive surveillance;
- f) Dwelling orientation;
- g) Street setbacks and lot boundary setbacks.

### 7.0 Other Requirements

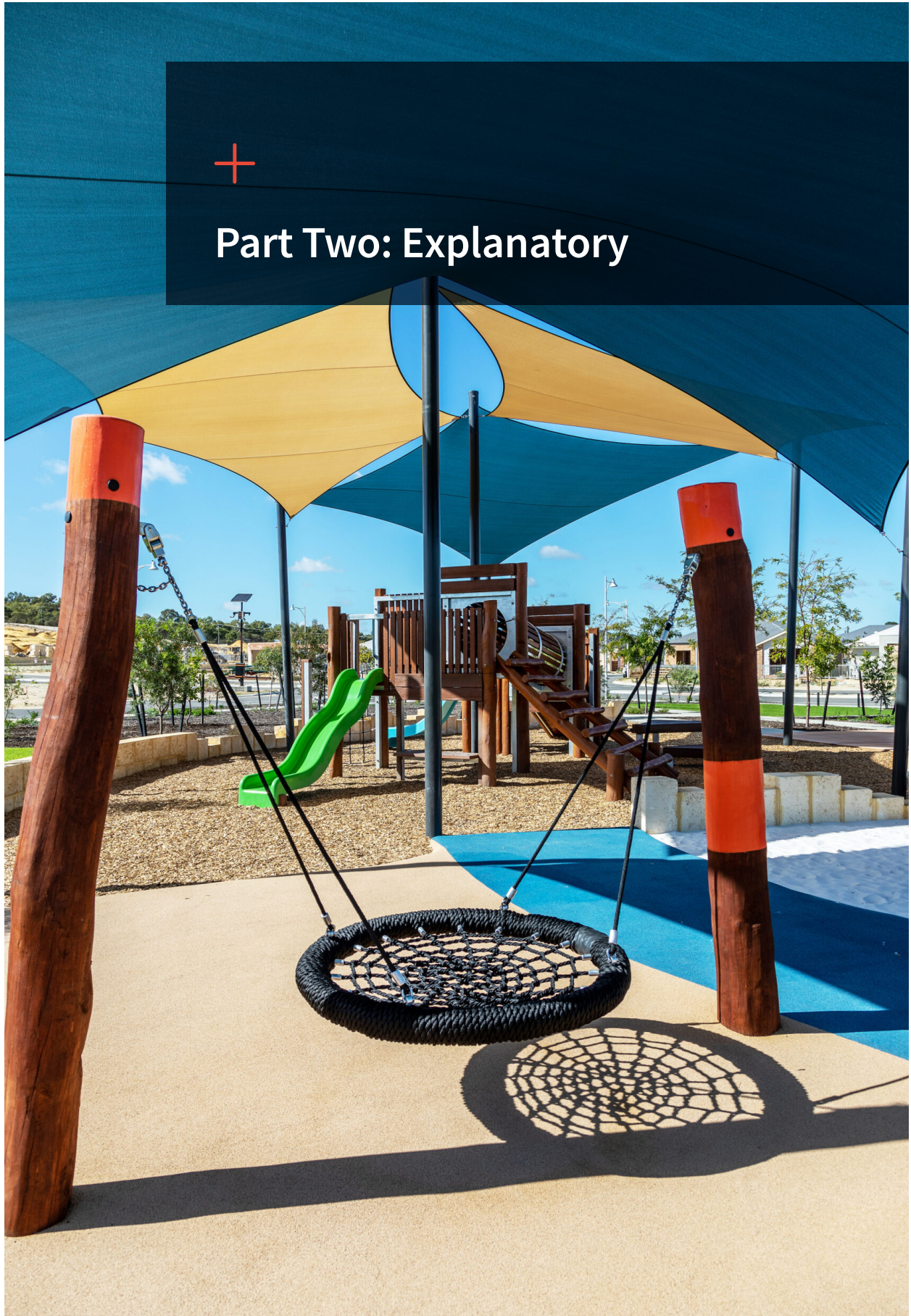
#### 7.1 Developer Contributions

- a) The SP area is subject to the requirements of Development Contribution Area 10 and Development Contribution Area 13 (Community Infrastructure).
- b) The landowner/applicant shall make a pro-rata contribution towards the cost of acquiring land for a primary school site within the Hammond Park locality.





Plan 1 - Structure Plan



## Part Two: Explanatory



Part One: Implementation

## 1.0 Planning Background

### 1.1 Introduction and purpose

The Structure Plan (SP) (Amendment 1, July 2024) has been prepared by Hatch on behalf of Qube Property Group.

The purpose of the SP is to facilitate urban development of land within the SP area in accordance with the planning framework. The SP is prepared in accordance with the requirements and provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015* and the Western Australian Planning Commission's SP Framework, with due consideration given to Clause 6.2 of City of Cockburn Town Planning Scheme No. 3.

Historically, two SP have been adopted by the City of Cockburn in 2008 but were not considered or endorsed by the WAPC:

- SP 27A over lots 809, 1000, 1001, 9002 and 9003 (formerly 121, 122 and 801); and
- SP 27B over lots 817 (formerly Lot 117), 200 (formerly Lot 801) and 9001 (formerly 17 and 805)

In November 2020, the Minister for Planning granted conditional approval to two subdivision applications (WAPC ref: 147987 and 148010) covering part (most) of the SP area. These are set to expire in 2026. To comply with the requirements of these approvals, the landowner prepared a 'concept plan' for the WAPC's consideration, and this has been considered and deemed acceptable for implementing changes required by these subdivision approvals. The concept plan was supported by a plan showing the indicative subdivision layout and a plan setting out anticipated residential density codes. It was anticipated that the concept plan would form the basis of any future structure planning. This SP represents the refinement of the Minister's decision, the concept plan and consultation with relevant agencies.

The approval of these subdivision applications superseded the Council endorsed SP layouts and this SP has been prepared in accordance with the agreement reached with the City of Cockburn during the assessment of the Concept Plan.

This SP ensures the facilitation of coordinated development through the consolidation of Council endorsed SP's 27A and 27B, allocation of density codes, the delivery of a co-ordinated POS network and the resolution of associated engineering and drainage matters.

In addition to the land subject to the Ministerial decision, Lots 78, 80, 801, 803, 805, 813, 815, 816, 817, 1000 & 1001 form the balance of the subject site. Lots 200, 1000 and 1001 are within the existing Council endorsed SP's 27A and 27B and Lot 805, now owned by Qube, has been included at the request of the City of Cockburn in accordance with the requirements of the SSDSP3 which identifies that future structure planning be undertaken over the subject lots.

The SP proposes the creation of approximately 435 residential lots, with a density of R20, R30 and R40. The SP design provides a diverse range of residential lot sizes and strategically located public open spaces, set within an interconnected road network that integrates the subject site with the surrounding locality. These design outcomes are informed by a range of technical reports and documentation prepared by a project team consisting of the following consultants:

**Hatch** - Town Planning and Design;

**Environnivate and Hyde** - Water Management;

**Cossill & Webley** - Engineering;

**Cardno & PTG Consulting** - Traffic;

**MBS Environmental** - Bushfire;

**Emerge** - Environmental Assessment; and

**Plan E** - Landscape Architecture.

### 1.2 Background

Lots 78, 80, 815, 805, 809, 1000, 9002, and 9003 Wattleup Road, Hammond Park comprise part of a larger group of Qube landholdings already under development in the Hammond Park locality. This wider landholding includes the lots subject to the Hammond Grove, and Hammond West SPs, which are located to the north of the SP area. Lots 817, 200 and 9001 Wattleup Road are owned by LWP Capital Pty Ltd. Homestead Lot 1001 and Lot 813 remain in private ownership.

Subdivision and development in Hammond Park, one of the last remaining large greenfield areas within the City of Cockburn, has been substantially progressed in recent years. To date, development in the locality has been undertaken in accordance with the Southern Suburbs District SP Stage 3 (SSDSP3), originally adopted in 2005. The SSDSP3 shows the broad land use framework for the locality, including major road network and neighbourhood structure, and forms the basis of co-ordinating and considering SPs.

### 1.2.1 Original Subdivision Applications

In May 2013, the Wattleup Road Development Company Pty Ltd lodged an application (WAPC Ref: 148010) with the Western Australian Planning Commission (WAPC) seeking approval under s. 135 of the PD Act to subdivide Lot 809, Lot 9002 and Lot 9003 Wattleup Road, Hammond Park (which have a total area of 9.4749 hectares). The application proposes that these lots be subdivided into 147 residential lots, two public open space reserves (with a total area of 8,207 m<sup>2</sup>) and new local road reserves.

Also in May 2013, Primewest (Wattleup) Pty Ltd lodged an application (WAPC Ref: 147098) with the WAPC seeking approval under s. 135 of the PD Act to subdivide Lot 817 and Lot 9001 Wattleup Road, Hammond Park (which have a total area of 7.2974 hectares). The application proposes that these lots be subdivided into 93 residential lots, two public open space reserves (with a total area of 6,571 m<sup>2</sup>), new local road reserves and two balance lots - one (of 3,874 m<sup>2</sup>) containing the original homestead, the second (of 6,908 m<sup>2</sup>) containing land required for the western extension of Rowley Road.

Both these applications were subject to review under S.251 (1) of the *Planning and Development Act 2005* (P&D Act) by the State Administrative Tribunal (SAT).

Recognising the strategic importance of the subject lots, and taking the view that the applications raise issues of such State or regional importance that it would be appropriate for the application to be determined by the Minister, the then Minister for Planning called in the application to SAT under S.246 and S.247 of the P&D Act, whilst directing the SAT to hear the applications but, without determining them, refer them with recommendations to the Minister for determination.

The then Minister for Planning approved the applications (WAPC ref 147098 & 148010) in November 2020 with conditions. These approvals are valid until November 2026.

### 1.2.2 Concept Plan

Of significance to the preparation of this SP, Condition 3 of both approvals required the preparation of a Concept Plan.

The concept plan was deemed acceptable by the WAPC in May 2021. It was supported by an indicative subdivision plan and density plan. These additional plans demonstrated the intended lot yield and residential coding that is expected to be delivered.

The concept plan was expected to form the basis of a SP to be considered in due course and enable implementation of the approved subdivision applications.

## 1.3 Land description

### 1.3.1 Location

The SP area is situated within the locality of Hammond Park, which is located approximately 25 kilometres south of central Perth within the City of Cockburn. The SP area is bounded by Wattleup Road to the north, market gardens to the west, rural properties zoned for urban development to the east, to the south, land required for the planned future western extension of Rowley Road, which is protected by Planning Control Area 156.

### 1.3.2 Area and Land Use

The SP area has a total area of 27.6786 hectares and comprises remnant vegetation, a number of dwellings, outbuildings and cleared areas. A large portion of the site has been historically cleared for market gardening and other rural uses and as a result only Lots 803 and 805 contain remnant vegetation.

Land south of the SP area and south of the planned future western extension of Rowley Road is located within the City of Kwinana is currently zoned for rural use and accommodates a range of activities such as sand mining, parking and storage, or contains bushland. The land is subject to Improvement Plan 47 - Mandogalup, and the WAPC is progressing the preparation of an improvement scheme to guide future subdivision and development.

Part One: Implementation

### 1.3.3 Legal Description and Ownership

The legal description of the subject land is provided in Table 1. The location of these lots is indicated in Figure 1.

**Table 1** - Legal Description of the subject land

Lot No.	Street Address	Ownership	Volume / Folio	Plan No.	Area (Ha)
<b>78</b>	361 Wattleup Road, Hammond Park	Qube Wattleup Development Pty Ltd	1289/655	P008190	2.673
<b>817</b>	415 Wattleup Rd, Hammond Park	LWP Capital Pty Ltd	4022/93	P419760	3.3563
<b>200</b>	407 Wattleup Rd, Hammond Park	LWP Capital Pty Ltd	2829/55	P400424	0.3873
<b>80</b>	343 Wattleup Rd, Hammond Park	Qube Wattleup Development Pty Ltd	1289/656	P008190	2.6735
<b>803</b>	Lot 803 Wattleup Rd, Hammond Park	Qube Wattleup Development Pty Ltd	4027/635	P419759	3.1269
<b>805</b>	Lot 805 Wattleup Rd, Hammond Park	Qube Hammond Quarter Pty Ltd	2917/419	P409853	3.1833
<b>815</b>	357 Wattleup Rd, Hammond Park	Qube Wattleup Development Pty Ltd	2954/191	PB413055	2.0408
<b>816</b>	Lot 816 Wattleup Rd, Hammond Park	Qube Wattleup Development Pty Ltd	44027/637	P419759	2.7281
<b>813</b>	365 Wattleup Rd, Hammond Park	Thang Van Nguyen	2798/102	P073641	2.0414
<b>1000</b>	381 Wattleup Rd, Hammond Park	Qube Wattleup Development Pty Ltd	2801/395	P066290	0.4014
<b>1001</b>	427 Wattleup Rd, Hammond Park	Alfirevich, Dale Brian Alfirevich, Debra June	2774/94	P066291	0.2736
<b>9001</b>	Lot 9001 Wattleup Rd, Hammond Park	LWP Capital Pty Ltd	2829/56	P400424	2.8592
<b>9002</b>	Lot 9002 Wattleup Rd, Hammond Park	Qube Wattleup Development Pty Ltd	2774/95	P066291	3.1895

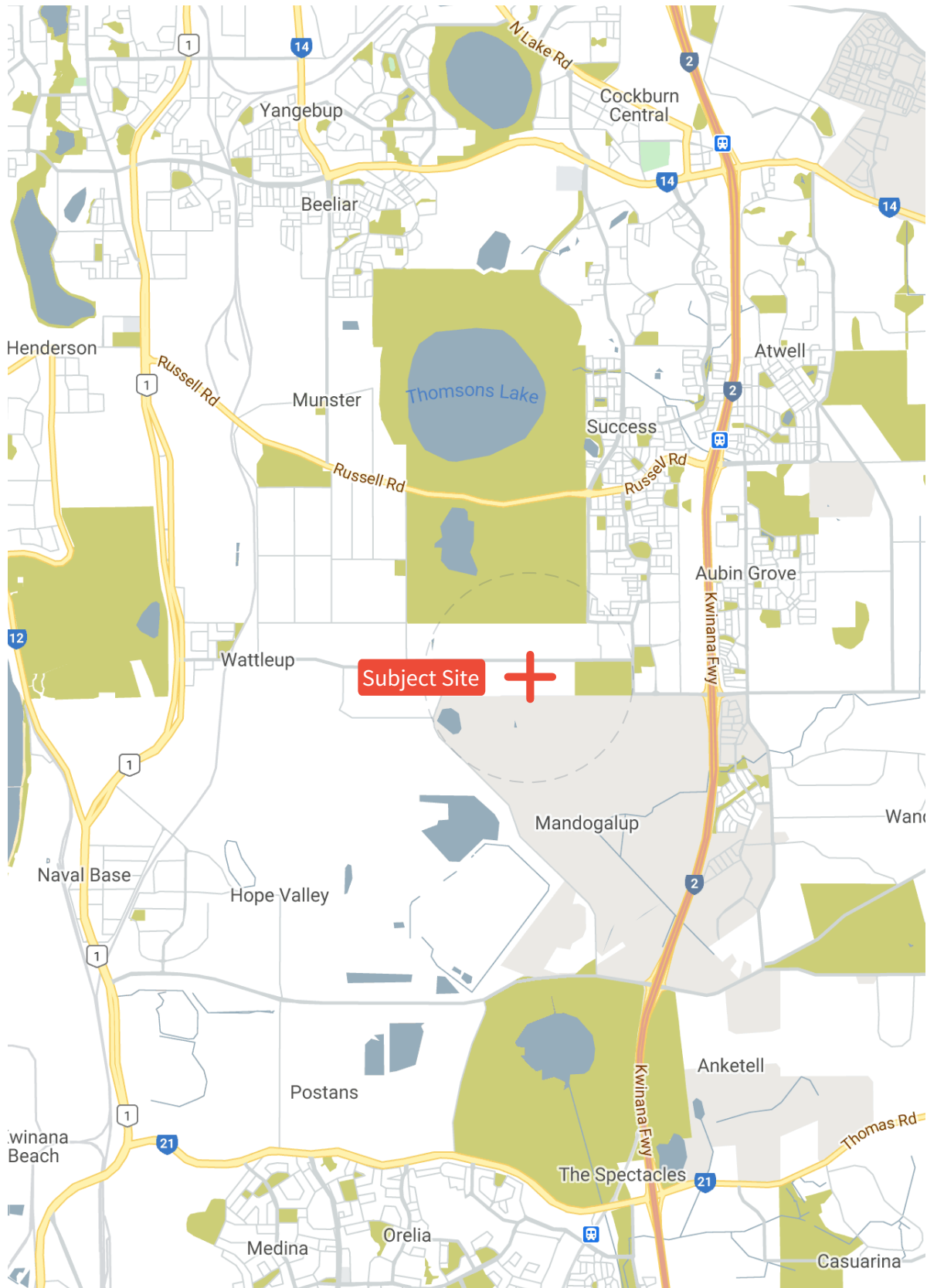


Figure 1 - Location Plan



Part One: Implementation

## 1.4 Planning Framework

### 1.4.1 Planning Control Area 156.

Planning Control Area 156 (PCA 156) protects land required for the planned future upgrade and western extension of Rowley Road. The planning control area supersedes the zoning or reservation of the land in the regional and local planning schemes.

Refer Figure 2 - Planning Control Area 156 Map

### 1.4.2 Zoning and Reservations

#### 1.4.2.1 Metropolitan Region Scheme

The SP area is zoned 'Urban' under the Metropolitan Region Scheme (MRS). The SP area abuts land zoned 'Urban' to the north and east; abuts land zoned 'Rural' to the west; and abuts land zoned 'Urban Deferred' to the south. Surrounding land to the east and west is generally zoned 'Urban'.

Refer Figure 3 - Metropolitan Region Scheme Map.

#### 1.4.2.2 City of Cockburn Town Planning Scheme No. 3

The SP area is zoned 'Development' (Development Area 10) under the provisions of TPS3. Surrounding land is generally zoned 'Development' to the north, east and west, with a 'Parks and Recreation' local reserve to the east (Frankland Park).

Clause 4.2.1 of TPS3 states that the objective of the Development Zone is to provide for future residential, industrial and commercial development in accordance with a comprehensive SP prepared under the Scheme. As is required for land zoned 'Development' in TPS3, a SP is to be prepared prior to Council providing comment on subdivision applications and determining development applications.

Clause 15 (a) (ii) of Schedule 2 – Deemed Provisions for local planning schemes of the *Planning and Development (Local Planning Schemes) Regulations 2015* requires the preparation of a SP before any future subdivision or development is undertaken. The SP report has been prepared in accordance with the content and requirements outlined in clause 16 (1) of the Deemed provisions.

Refer Figure 4 - City of Cockburn Town Planning Scheme No. 3 Map.

### 1.4.3 Regional and sub-regional structure plans

#### 1.4.3.1 Southern Suburbs District Structure Plan Stage 3

The SP area is subject to the provisions of the Southern Suburbs District SP Stage 3 (SSDSP3) prepared by the City of Cockburn. The SSDSP3 was adopted by the City of Cockburn Council in September of 2012.

The SSDSP3 provides a framework for urban land uses that integrates with the broader Sub-Regional context. SSDSP3 identifies the SP area as being subject to future structure planning. The provisions of the SSDSP3 also state that this future structure planning must provide an appropriate interface with residential development north of Wattleup Road.

The SP is consistent with the intent of the SSDSP3 in providing further structure planning over the SP area. Additionally, the SP is consistent with the SSDSP3 by ensuring future residential development does not directly abut the future Rowley Road through the provision of a 30m wide linear public open space along the south of the SP area.

Refer Figure 5 - Southern Suburbs District Structure Plan Stage 3 Map.

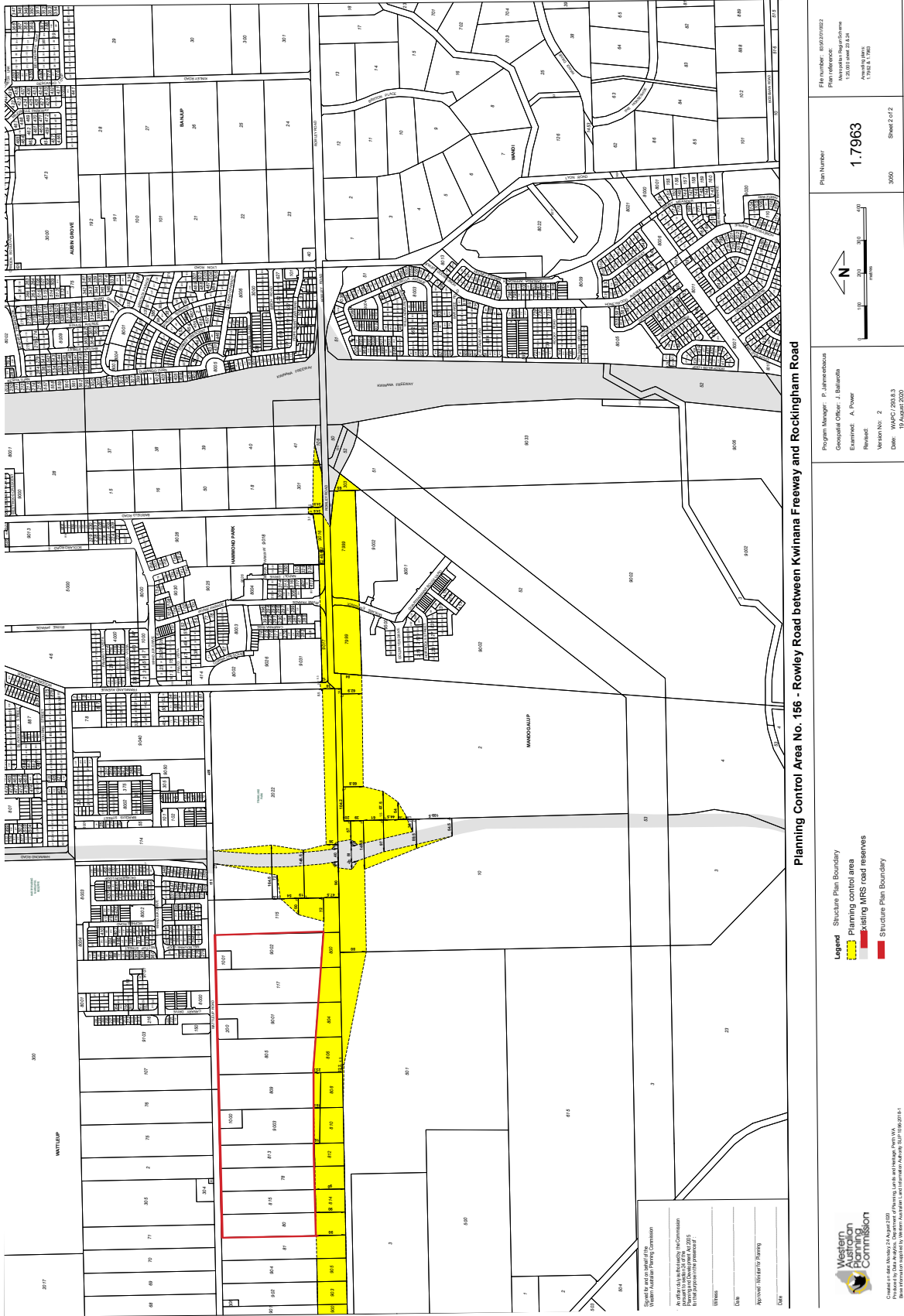


Figure 2 - Planning Control Area 156 Map

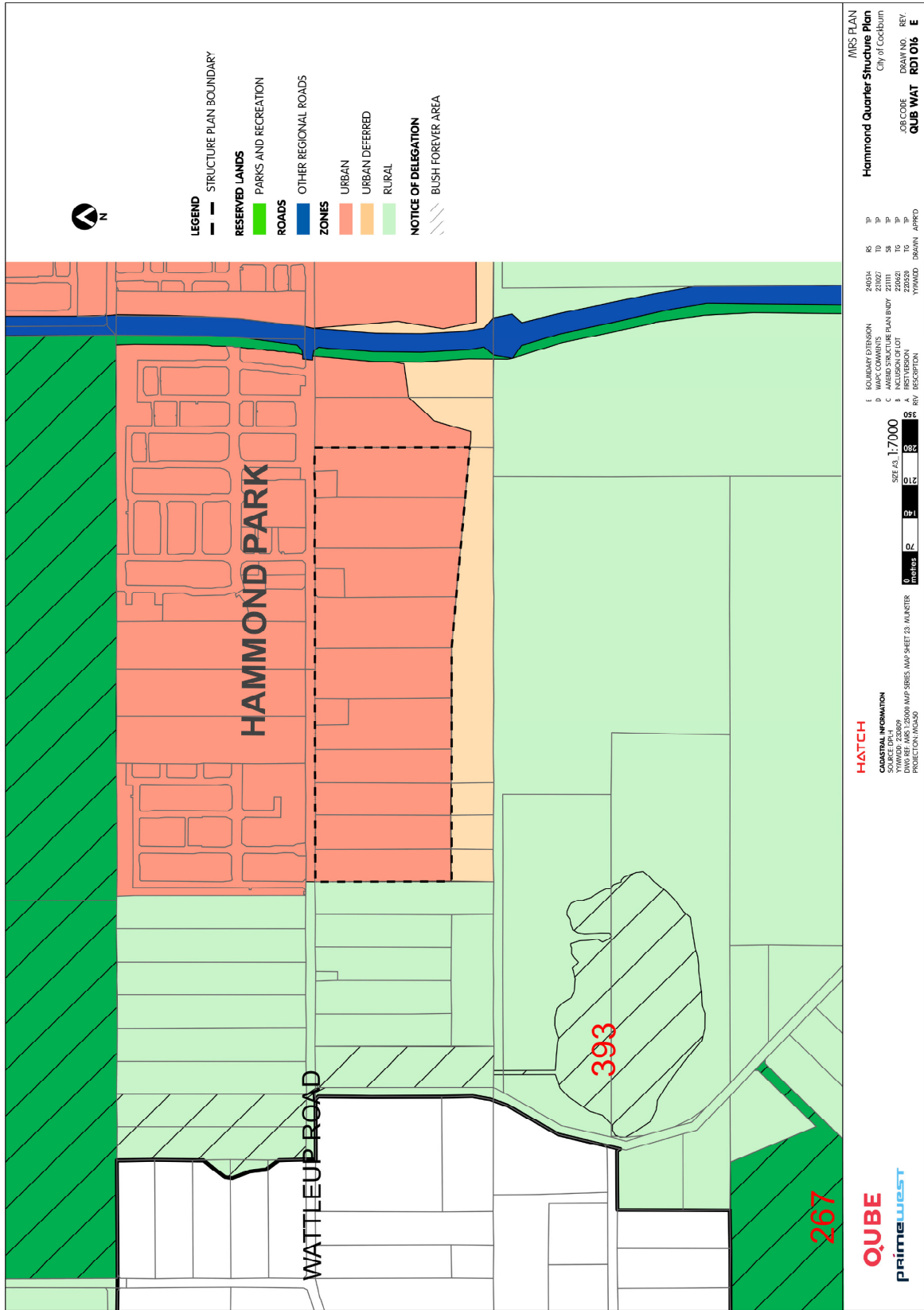


Figure 3 - Metropolitan Region Scheme Map

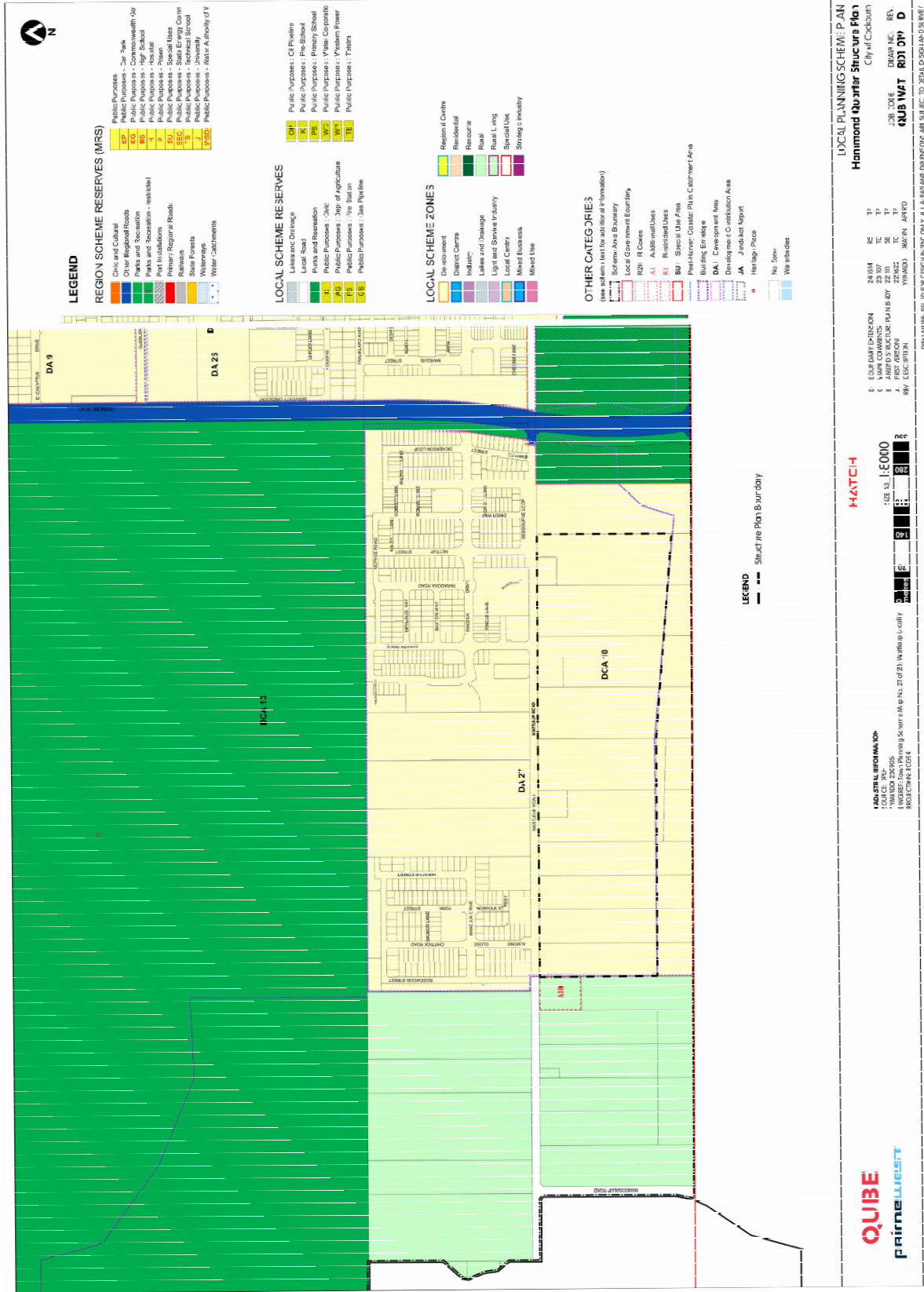
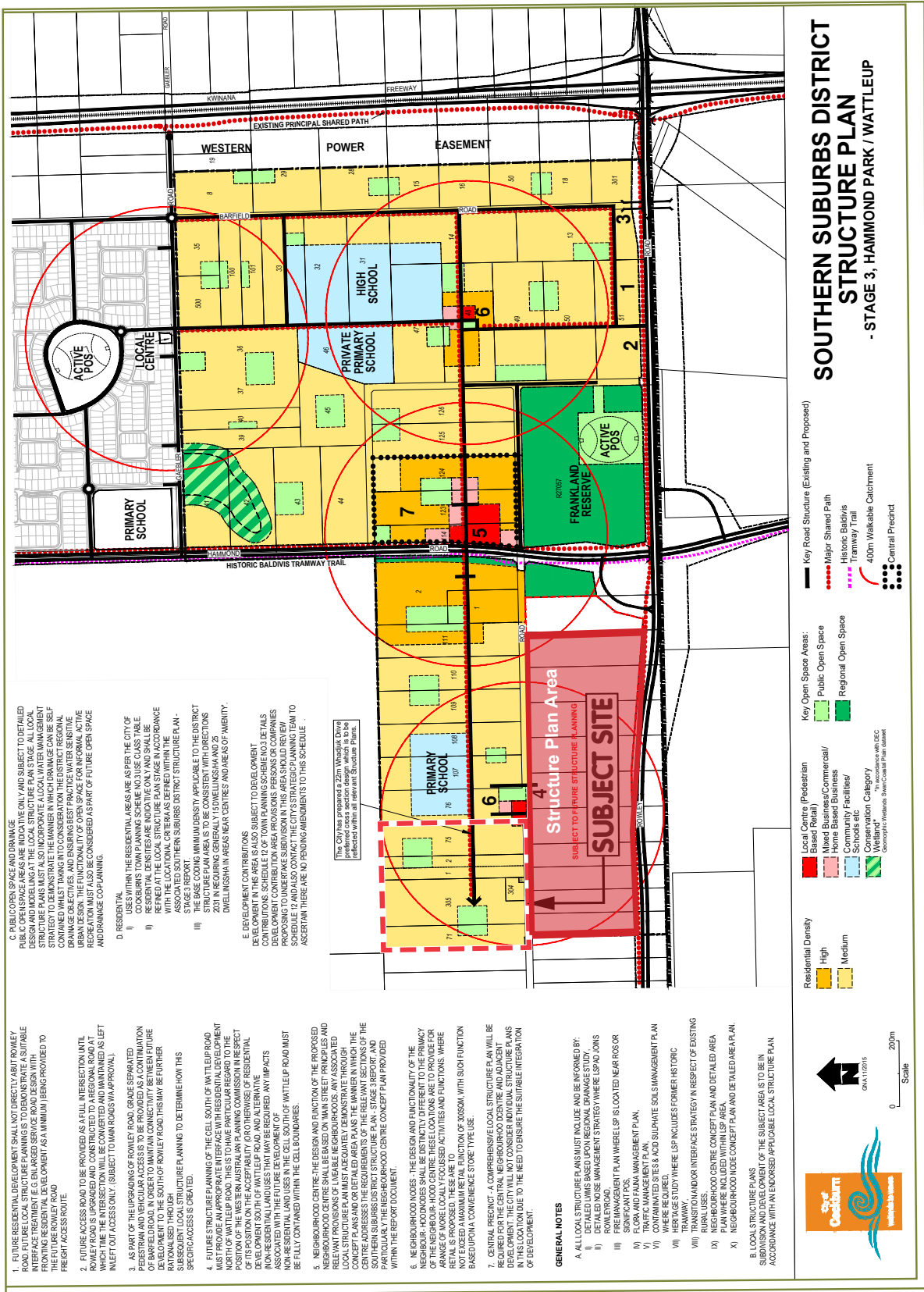


Figure 4 - City of Cockburn Town Planning Scheme No. 3 Map





#### 1.4.4 Strategic Planning

##### 1.4.4.1 *Directions 2031*

*Directions 2031 and Beyond (Directions 2031)* is a high-level spatial framework and strategic plan for metropolitan Perth and Peel regions, providing a framework for the detailed planning and delivery of housing, infrastructure and services necessary for a variety of growth scenarios.

*Directions 2031* identifies growth scenarios for low, medium and high-density rates of infill and greenfield development. The 'Connected City' medium density scenario, identified as the preferred growth scenario, was modeled to determine the area of greenfield land required to provide for a city of 3.5 million people. Consistent with the outcomes of this approach, *Directions 2031* sets a target of 15 dwellings per gross urban zoned hectare land in development areas.

*Directions 2031* is supported by a series of draft Sub-Regional Strategies, which provide information about the levels of expected population growth in individual local government areas and identify development opportunities and prospects for increased density within Greenfield areas.

The SP area is included within the South-West Sub-Region identified within the Outer Metropolitan Sub-Regional Strategy for Perth and Peel (OMPPSS). The South-West Sub Region is expected to supply 119,760 dwellings under the adopted 'Connected City' scenario. 18,280 of these dwellings are expected to come from greenfield sites within the City of Cockburn.

The OMPPSS identifies the Southern Suburbs District SP area as 'urban zoned undeveloped' with an expectation to provide '3000+' dwellings. In proposing approximately 435 dwellings the SP provides for approximately 14.5% of expected dwellings in this location.

##### 1.4.4.2 *Perth and Peel @ 3.5 Million and South Metropolitan Peel Sub-Regional Planning Framework*

*Perth and Peel @ 3.5 million* is a suite of strategic land use planning documents that provide a framework for accommodating 3.5 million people by 2050. The framework seeks to build upon the direction set by *Directions 2031* in delivering a more liveable, prosperous, connected, sustainable and collaborative city.

To achieve this, the framework establishes 7 overarching objectives:

- Delivering consolidated built form to provide for more efficient use of urban land and infrastructure and preserve environmental attributes;

- Promoting employment opportunities within strategic metropolitan centres to increase the number of people who live and work within the sub-regions;
- Providing a wide range of community and social infrastructure to enhance community health and wellbeing;
- Providing an efficient and effective regional movement network for people and freight that is integrated with land uses;
- Ensuring the timely and efficient delivery of servicing to growth areas;
- Preserving and enhancing the existing environmental and landscape values of the region, and;
- Managing the availability and use of natural resources in balance with broader environmental outcomes.

The framework establishes the context for four sub-regional planning frameworks which build upon the principles of *Directions 2031*. The SP area is included within the South Metropolitan Peel Sub-Regional Planning Framework Area (SMPSPF), which identifies the subject site as 'Urban'. The SMPSPF predicts a significant increase in population within the surrounding region, estimating that population will increase significantly from 523,406 in 2011 to 1.26 million in 2050, necessitating the provision of an additional 302,177 dwellings over this period. It is expected that the number of dwellings in the City of Cockburn will almost double, from 35,651 today to 65,770 by 2050. The proposed SP provides approximately 435 dwellings, contributing to the required additional dwellings in the City of Cockburn.

Refer Figure 6 - South Metropolitan Peel Sub-Regional Planning Framework Plan.

##### 1.4.4.3 *Liveable Neighbourhoods*

*Liveable Neighbourhoods*, Edition 3 (LN 3) is a Western Australian Planning Commission (WAPC) operational policy used to guide the design and assessment of SPs and subdivision and development applications in greenfield areas. Its aims include promoting the design of walkable neighbourhoods; places that support community and a sense of place; mixed uses and active streets; accessible and sustainable parks; energy efficient design, and; housing diversity.

The key initiatives of LN 3 are covered under eight design elements. The implementation of these elements and the overall principles of LN 3 will be fundamental to ensuring that development of the SP area and the wider metropolitan region occurs in an appropriate manner. Application of the LN 3 principles



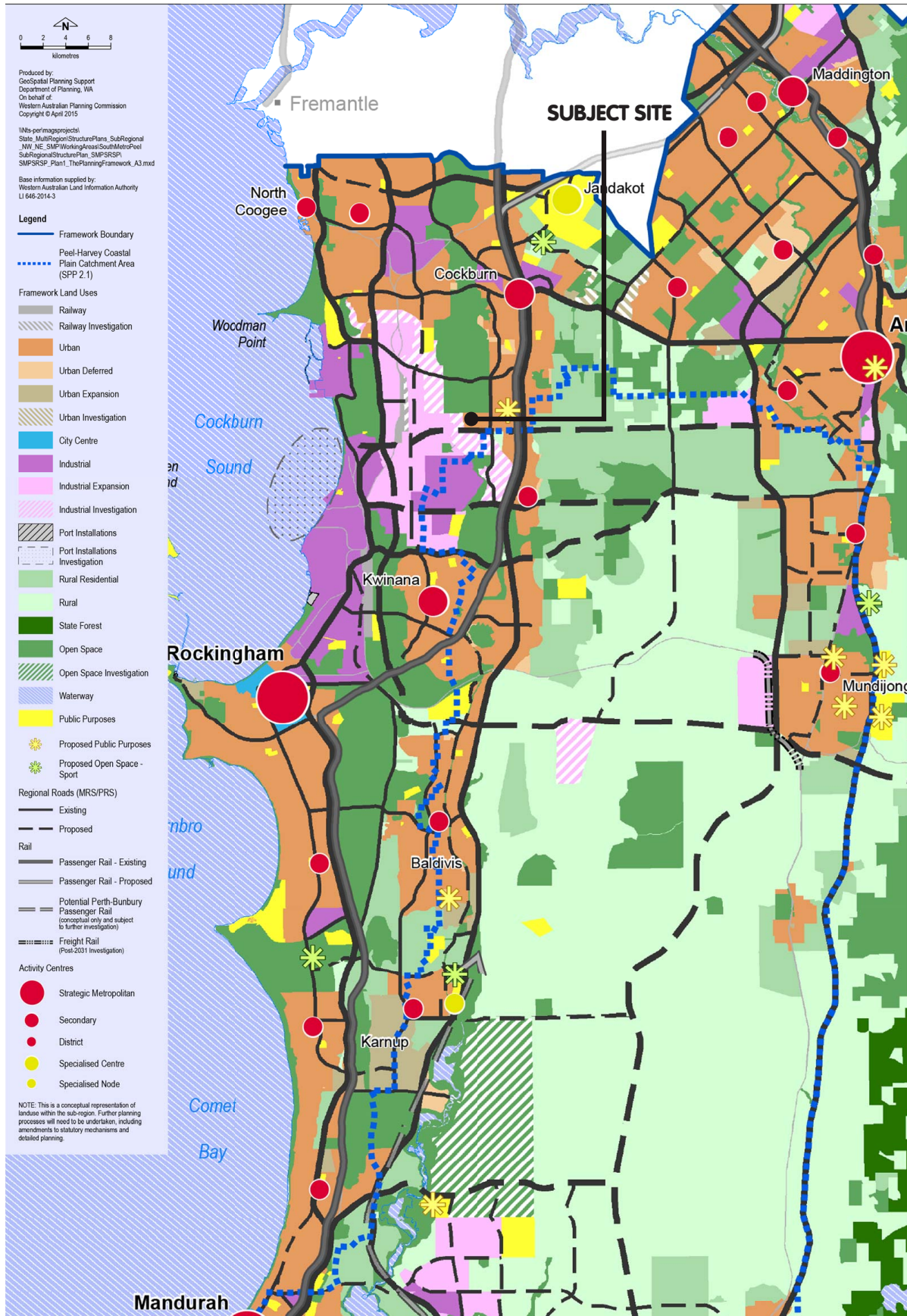


Figure 6 - South Metropolitan Peel Sub-Regional Planning Framework Plan

is therefore relevant to all levels of planning for the site from the proposed SP through to detailed lot and building design.

By providing for a diverse range of housing within a connected and walkable neighbourhood, structured around a sequence of high quality public open spaces, the SP reflects these requirements. A comprehensive justification of the design in relation to the principles outlined in LN 3 is provided in Section 3.0.

#### 1.4.4.4 City of Cockburn Local Planning Strategy

The City of Cockburn Local Planning Strategy is dated 1998 and is not endorsed by the WAPC. The City is currently in the process of delivering a new Strategy, with the draft Strategy sitting with the WAPC for final endorsement following modifications.

The SP is consistent with the following core principles established in the City of Cockburn Local Planning Strategy (LPS):

- Ensure there is an appropriate housing and density mix to fulfill existing and potential demand from various groups;
- Promote medium and high density housing in and near regional and district centres and near public transport facilities;
- Provide a range of housing opportunities; and
- Promote mixed land uses in communities, especially through the location of housing in commercial centres.

The strategy notes that housing and population growth in the medium term will be strongly focused on greenfield areas (such as the SP area).

### 1.4.5 Planning Policies

#### 1.4.5.1 State Planning Policy No. 1: State Planning Framework

State Planning Policy No.1: State Planning Framework (SPP1) unites existing state and regional policies, strategies and statements under a central framework to provide a context for decision-making on land use planning and development matters in Western Australia. The SP is consistent with the primary aim of this overarching policy, which can be summarised as "...to provide for the sustainable use and development of land." The WAPC and local government will refer to the relevant planning instruments referred to under SPP1 for all planning decisions, including those concerning the SP and subsequent planning proposals presented for the site.

#### 1.4.5.2 State Planning Policy 3: Urban Growth and Settlement

State Planning Policy 3: Urban Growth and Settlement (SPP3) seeks to promote sustainable and well-planned settlement patterns that have regard to community needs and are responsive to environmental conditions. The objectives and principles of *Directions 2031* and Liveable Neighbourhoods are reflected in this Policy.

SPP3 recognises that a majority of greenfield development in the metropolitan region has been in the form of low-density suburban growth, to the detriment of land, water and raw material resource availability, infrastructure and servicing costs, transportation availability and efficiency and socioeconomic equality.

To promote sustainable, equitable and liveable urban growth, SPP3 encourages a more consolidated urban form. The SP area is generally consistent with the high level principles of SPP3 in facilitating a high quality, cohesive and walkable community with a diversity of housing and lot types.

#### 1.4.5.3 State Planning Policy 7.3 – Volume 1 – Residential Design Codes

State Planning Policy 7.3 - Volume 1 - Residential Design Codes (R-Codes) is the basis for the control of residential development throughout Western Australia, providing a framework for controlling development intensity within residential zones through the application of R-Code densities on local planning scheme maps. The R-Code density primarily controls the allowable average and minimum lot size, with built form performance standards and 'deemed-to-comply' examples, specific to the stipulated density, outlined within Part 5 & 6 of the R-Codes.

#### 1.4.5.4 State Planning Policy 3.7 – Planning in Bushfire Prone Areas

State Planning Policy 3.7 directs how land use should address bushfire risk management in Western Australia. It establishes a framework to guide the implementation of effective risk-based land use planning and development to preserve life and reduce the impact of bushfire on property and infrastructure.

SPP3.7 applies to all land which has been designated as bushfire prone by the Department of Fire and Emergency Services (DFES) Commissioner, such as the SP area. It impacts upon all higher order strategic planning tools and parts of SPs, Subdivision and Development Applications.

The SP accords with the requirements of the SPP as detailed by the Bushfire Management Plan prepared for the SP area found in Appendix D of this report.

## Part One: Implementation

*1.4.5.5 State Planning Policy 2.4: Planning for Basic Raw Materials*

*State Planning Policy 2.4: Planning for Basic Raw Materials* (SPP2.4) aims to ensure basic raw materials (BRM) and extractive industries matters are considered during planning and development decision-making, to facilitate the responsible extraction and use of the State's BRM resources.

Sand resources to the south are currently being extracted from landholdings within the IP47 area. The existing resource is nearing exhaustion, and extraction is moving in a southerly direction, away from the SP area. The approved subdivisions (and future subdivision within the SP area) have resulted in a separation distance of at least approximately 480 metres from current extraction areas, consistent with the requirements of SPP 2.4.

*1.4.5.6 State Planning Policy 2.5: Rural Planning*

State Planning Policy 2.5: Rural Planning aims to protect and preserve rural land assets, and ensure broad compatibility between urban and rural land uses.

Land within the vicinity of the SP is zoned rural under the City's LPS, and areas of the SP have historically been used for rural pursuits.

*1.4.5.7 State Planning Policy 3.6: Developer Contributions*

*State Planning Policy 3.6: Infrastructure Contributions* and associated guidelines coordinate and provide for contributions to community infrastructure required from new development.

The SP area is subject to the requirements of Development Contribution Area 10 and Development Contribution Area 13 (Community Infrastructure) as per Part One, Section 7.1.

*1.4.5.8 State Planning Policy 4.1: Industrial Interface*

The preferred Improvement Plan 47 (IP47) land use scenario discussed in section 2.6.2 of this report provides for an appropriate transition of land uses as advocated by *State Planning Policy 4.1: Industrial Interface*, by providing for low-intensity general industry land uses between Alcoa and the SP area and reasonable separation between the general industrial area and nearby residential land uses so far as practical and possible.

*1.4.5.9 State Planning Policy 5.4: Road and Rail Noise*

The SP area abuts land set aside for the future Rowley Road, which is intended to be a major freight route. As such, a Transport Noise Assessment (TNA) has been provided in Appendix G. This TNA has been prepared with consultation with Main Roads, the DPLH and City of Cockburn, and recommends measures to satisfy the requirements of SPP 5.4.

*1.4.5.10 Government Sewerage Policy 2009*

The Policy intent is for reticulated sewerage to be provided during the subdivision and development of land. The SP satisfies the Policy in proposing reticulated sewer servicing the site, as per the Engineering Report in Appendix B.

The Water Corporation has advised that the existing water reticulation system is able to service lots up to RL 38m AHD. This will dictate the highest lot levels across the development which will require lots along the eastern end of the development to be cut down substantially (up to 6 metres).

*1.4.5.11 WAPC Development Control Policy 2.3: Public Open Space in Residential Areas*

*Development Control Policy 2.3: Public Open Space in Residential Areas* aims to ensure residential development is provided with adequate and well-located areas of public open space to provide for the needs of local residents.

The SP satisfies the requirements and intent of DC Policy 2.3, and *Liveable Neighbourhoods* in providing for a minimum of 10% of the developable area as public open space. This compliments the surrounding network of district and local open space.

*1.4.5.12 WAPC Operational Policy 2.4: Planning for School Sites*

The Policy establishes a methodology for contributions for government primary schools which is transparent and equitable, and clearly articulates where subdividers/landowners are required to cede land (free of cost), or payment of a pro-rata contribution, or both.

Feedback has been sought from the Department of Education who have confirmed the SP area, including Amendment 1, is included in the catchment of the primary school located in the Hammond West SP area to the north of Wattleup Road (Jilbup Primary School). As per Part One, Section 7.1 of this report, the landowner is required to provide pro-rata contributions to the primary school.



1.4.6 Local Planning Policies

The City of Cockburn’s Local Planning Policies are, where relevant, to be addressed and considered through the subdivision and detailed design stages.

1.4.7 Other approvals and decisions

Several Council endorsed and proposed SPs are in place across the Hammond Park locality, which outline the direction of future urban development surrounding the SP area, in line with the objectives of SSDSP3. The SP area is located on the southern side of Wattleup Road, opposite land subject to the Quenda SP over Lots 107, 150 and 9150 Wattleup Road, the Hammond Park West SP over Lots 71, 74-75, and 303-305 Wattleup Road lots 109 & 110 Wattleup Road, Hammond Park and a Structure Pan over Lots 1, 111 & 810 Wattleup Road.

As stated in the SSDSP3, the proposed SP has considered the interface to residential development on these sites through the location of key intersections and consideration of connections over Wattleup Road.

1.4.8 Pre-Lodgement Consultation

A summary of pre-lodgement consultation is provided in Table 2 below.

**Table 2** - Pre-Lodgement Consultation

Agency	Date of Consultation	Method of Consultation	Outcome
<b>Department of Planning, Lands and Heritage</b>	November 2020 to May 2021. May 2024.	Correspondence and Meetings	Agreement on the Concept Plan and WAPC approval of the Plan of Subdivision and Density Site Plan in accordance with the terms of the Ministerial Appeal determination.  Feedback on LSP layout requirements for westerly extension, including POS network and interface requirements.
<b>City of Cockburn (Planning)</b>	November 2020 to current - various and ongoing (including May 2024)	Correspondence and Meetings	Agreement on POS concept design and LSP Concept Plan.  Pre-lodgement briefing in relation to DPLH requirements and landowner intentions for westerly extension.
<b>City of Cockburn (Engineering)</b>	November 2020 to current - various and ongoing	Correspondence and Meetings	Agreement on Earthworks and drainage concept.
<b>City of Cockburn (Parks)</b>	November 2020 to current - various and ongoing	Correspondence and Meetings	Agreement on POS Concept Design & Draft LSP Design.
<b>Main Roads WA</b>	May 2021 to current – various and ongoing	Correspondence and Meetings	Interface with Rowley Road extension.
<b>Department of Education</b>	2021	Correspondence	Confirmation of Jilbup Primary School catchment can accommodate additional lots proposed in Amendment 1.

Part One: Implementation

## 2.0 Site conditions and constraints

### 2.1 Biodiversity and natural area assets

*Amendment 1 (July 2024):* Environmental reporting has been updated to incorporate additional lots 78, 80, 813 and 815 (Emerge Associates, 2024).

All lots within the subject site, apart from Lot 803 and 805, have been cleared of native vegetation, consistent with the site's development for semi-rural and agricultural uses.

Lot 805 contains a number of trees. These are unable to be retained through the development process due to the significant changes in topography across the site, required to deliver a reticulated potable water supply to residential lots within the SP area.

Lot 803 has been identified as containing native vegetation. An application has been made under the *Environmental Protection and Biodiversity Conservation Act 1999 (EPBC Act)* to clear Lot 803 for the purpose of residential development of Lot 803 Wattleup Road.

Approval has been granted by the Commonwealth Department of Climate Change, Energy, Water and Environment under the EPBC Act for the clearing of 3.03 hectares of land on Lot 803 Wattleup Road. An approval under the EPBC Act does not exempt the landowner/developer from the need to obtain a clearing permit under the *State Environmental Protection Act 1986*. A Preliminary Documentation Report has been prepared by Emerge Associates and has been accepted by the Department of Water, Agriculture and the Environment. This is found in Appendix E.

### 2.2 Topography, landform and soils

*Amendment 1 (July 2024):* Site landform assessment had been extended to incorporate additional lots 78, 80, 813 and 815 and confirm that site development is compatible with agreed local area earthworking strategy (refer Appendix B, Cossil & Webley, 2024).

The Geological Survey of Western Australia Perth Metropolitan Region soils maps for Fremantle (part 2033I & 2033IV) indicates that the majority of the site is generally characterised by Sand derived from Tamala Limestone. These soil types are well suited to urban development, with very good permeability anticipated.

Based on experience in Qube landholdings that surround the SP area, it is anticipated that a Site Classification A will be provided in accordance with Australian Standard AS2870: "Residential Slabs and Footings".

The Site is steeply graded, with levels ranging from approximately RL 44.0m AHD at the eastern boundary to RL 19.0m AHD at the south west corner. Additionally, extensive earthworks will be required to create level lots which are terraced between retaining walls.

The Water Corporation has advised that the existing water reticulation system is able to service lots up to RL 38m AHD. This will dictate the highest lot levels across the development which will require lots along the eastern end of the development to be cut down substantially (up to 6 metres).

These constraints on earthworks will prevent the retention of existing topography within the lot areas, resulting in the requirement for earthworks within lots abutting Wattleup Road. A preliminary earthworks plan has been prepared for the site and can be found in Appendix B - Engineering Report and Engineering Report Addendum (Cossil & Webley, 2024).

The preliminary earthworks plan demonstrates that significant earthworks are required within lots abutting Wattleup Road to enable the construction of dwellings across the site, the provision of public open space and servicing of the structure plan area.

### 2.3 Hydrology

*Amendment 1 (July 2024):* Hydrological modelling has been reviewed consistent with the agreed urban water management strategies and drainage catchments are suitably provided for (refer Appendix A, Addendum, Environnivate and Hyd2o Hydrology, 2024).

The Annual Average Maximum Groundwater Levels (AAMGL) vary from approximately RL15.5m AHD on the western boundary to RL18.5m AHD in the north-east corner of the Site. It is anticipated that preliminary earthworks levels will provide at least 4 metres clearance to groundwater, thus groundwater is not expected to restrict or influence the development of the Site.

### 2.4 Bushfire hazard

*Amendment 1 (July 2024):* Bushfire reporting and hazard assessment has been updated to incorporate Lots 78, 80, 813 and 815 and confirm that bushfire risk is able to be suitably mitigated to allow for development (refer Appendix D, Addendum, MBS Environmental, 2024).

Portions of the site are identified on the Department of Fire and Emergency Services' Map of Bushfire Prone Areas. On this basis, *State Planning Policy 3.7: Planning in Bushfire Prone Areas* requires the preparation of a Bushfire Management Plan. Additionally, the Ministerial subdivision Approvals require the preparation of a Bushfire Management Plan which meets the requirements of SPP 3.7.

In accordance with the requirements of SPP 3.7, a BMP has been prepared for the entirety of the SP area which has been accepted by the City of Cockburn.

The BMP provides a preliminary BAL assessment which indicates that no lots within the SP area are exposed to unacceptable level of bushfire risk, based on the proposed development of the site.

A Bushfire Management Plan will be required to support all future subdivisions of the SP area, where land is located within a designated Bushfire Prone Area.

For further detail, refer to Appendix D - Bushfire Management Plan.

## 2.5 Heritage

An online search for relevant aboriginal heritage information was undertaken using the Department of Planning, Lands and Heritage (Aboriginal Heritage) Aboriginal Heritage Inquiry System (AHIS). This search found no registered Aboriginal heritage sites or other heritage places within the site, with the closest registered Aboriginal site 500 metres west of the site.

An online search for non-indigenous heritage information was also conducted in order to determine the presence of potential or actual non-aboriginal heritage features of significance within the site. This review did not identify any areas of non-indigenous heritage significance.

For further detail, refer to Appendix E – Environmental Assessment and Management Strategy (Emerge, 2024).

## 2.6 Land Use Buffers

Figure 7 depicts the constraints and buffers from surrounding land uses that are discussed in Section 2.6.

### 2.6.1 Planning Control Area 156

PCA 156 abuts the southern boundary of the SP area and protects land required for the planned future upgrade and western extension of Rowley Road, identified as a regional road (a primary distributor) in the South Metropolitan Peel Sub-regional Planning Framework.

The ultimate levels and acoustic fencing requirements within the SP and associated technical appendices have been determined through consultation with MRWA, the DPLH and the City. A noise wall is proposed along the northern boundary of the future Rowley Road to provide noise attenuation, while ultimate earthwork levels provide noise attenuation within the eastern portion of the SP area. This is outlined within the Transport Noise Assessment in Appendix G.

### 2.6.2 Improvement Plan 47 - Mandogalup

The SP area is located 50 to 90 metres north of Improvement Plan 47 (IP47), which took effect in April 2019. This gives the WAPC the authority to plan for and facilitate the implementation of an improvement scheme on behalf of the Western Australian State Government. Where an improvement scheme is in effect, the improvement scheme prevails over the applicable regional and local planning schemes.

The IP47 area is identified as an Industrial Investigation area in the South Metropolitan Peel Subregional Planning Framework, requiring further detailed planning and investigations to be undertaken prior to consideration for rezoning. The work undertaken to prepare IP47 and the associated Improvement Scheme currently under preparation represent these further investigations.

On 23 November 2022, the WAPC endorsed a preferred land use scenario and a list of drafting instructions for implementation during drafting of a draft improvement scheme. The endorsed land use scenario seeks to:

- *reconcile long standing contention around air quality matters;*
- *affirm the policy position for appropriate transition between heavy industrial and sensitive land;*
- *uses as per State Planning Policy 4.1: Industrial interface;*
- *support the delivery of Westport and the Global Advanced Industries Hub;*
- *ensure the Kwinana Industrial Area is afforded an appropriate level of protection and primacy into the future;*
- *have regard to Alcoa's ability to use its (entire) landholdings for its operations out to at least 2045, as per the State Agreement; and*
- *provide land use certainty and a reasonable uplift (from rural) for the majority of landowners within IP47.*

The preferred land use scenario provides for an appropriate transition of land uses as advocated by *State Planning Policy 4.1: Industrial Interface*, by providing for low-intensity general industry land uses between Alcoa and the SP area and reasonable separation between the general industrial area and nearby residential land uses so far as practical and possible.

Adequate separation distances are achieved through a combination of an 11.5m wide local road reserve, 30m wide public open space along the southern boundary of the SP, and the regional road corridor for Rowley Road which is approximately 100m wide.



## Part One: Implementation

The WAPC has not adopted an improvement scheme for the IP47 area; however, in September 2023 the WAPC granted consent to advertise a draft Improvement Scheme (draft Scheme). The draft Scheme is a similar and refined version of the endorsed land use scenario.

It is anticipated that individual proposals to develop land within the improvement scheme area will be assessed against State Planning Policy 4.1 - Industrial Interface and Environmental Protection Authority Guidance Statement No. 3: Separation distances between industrial and sensitive land uses, to ensure land use compatibility.

### 2.6.3 Kwinana Industrial (Including Air Quality) Buffer (2010)

The south-eastern portion of the subject site is intersected by the Kwinana Industrial (Including Air Quality) Buffer (2010) which aims to minimise the potential for land use conflict between urban development and activities of a more industrial nature, such as Alcoa's residue storage areas. However, additional scientific information and analysis which has become available in recent years raises questions regarding the observance of the non-residential transition area and whether this practice should continue in a contemporary land use planning context.

A number of planning approvals provide for residential development within the 500m buffer area, including the Hammond West Structure Plan and associated subdivisions; as well as the two subdivision applications approved by the Minister in 2020.

The SP includes an approximately 30m wide linear public open space reserve, and an 11.5m wide road reserve along the southern boundary of the SP area. This further increases the separation distance between residential and industrial land uses.

As per Part 1 of this SP, a notification on titles is required for all lots located within 500 metres of the Kwinana Industrial Area (including air quality buffer).

### 2.6.4 Market Gardens

Market garden uses occur immediately to west of the SP area.

*State Planning Policy 2.5 - Rural Planning*, and the minimum 300m buffer distance requirements from a market garden under the Environmental Protection Authority Guidance for the Assessment of Environmental Factors - Separation Distances between Industrial and Sensitive Land Uses.

The SP is generally in accordance with the recommended separation distances. In accordance with SPP 2.5, a notification on title, pursuant to Section 165 of the *Planning and Development Act 2005* be placed on certificates of title of lots proposed within 300m of an operating market garden advising of the presence of a market garden and the associated hazards.

### 2.6.5 Sand Mining

*State Planning Policy 2.4 - Planning for Basic Raw Materials*, and the EPA Guidance Statement 3 recommends between 300m and 500m minimum buffer distance between sand quarries and residential land uses.

Sand mining is occurring approximately 480m from proposed residential development; however, the resource is nearing exhaustion and mining activities are progressively moving south, away from the structure plan area.

Notwithstanding, a notification on title regarding existing non-residential development and land uses is required in accordance with Part One, Section 4.2.

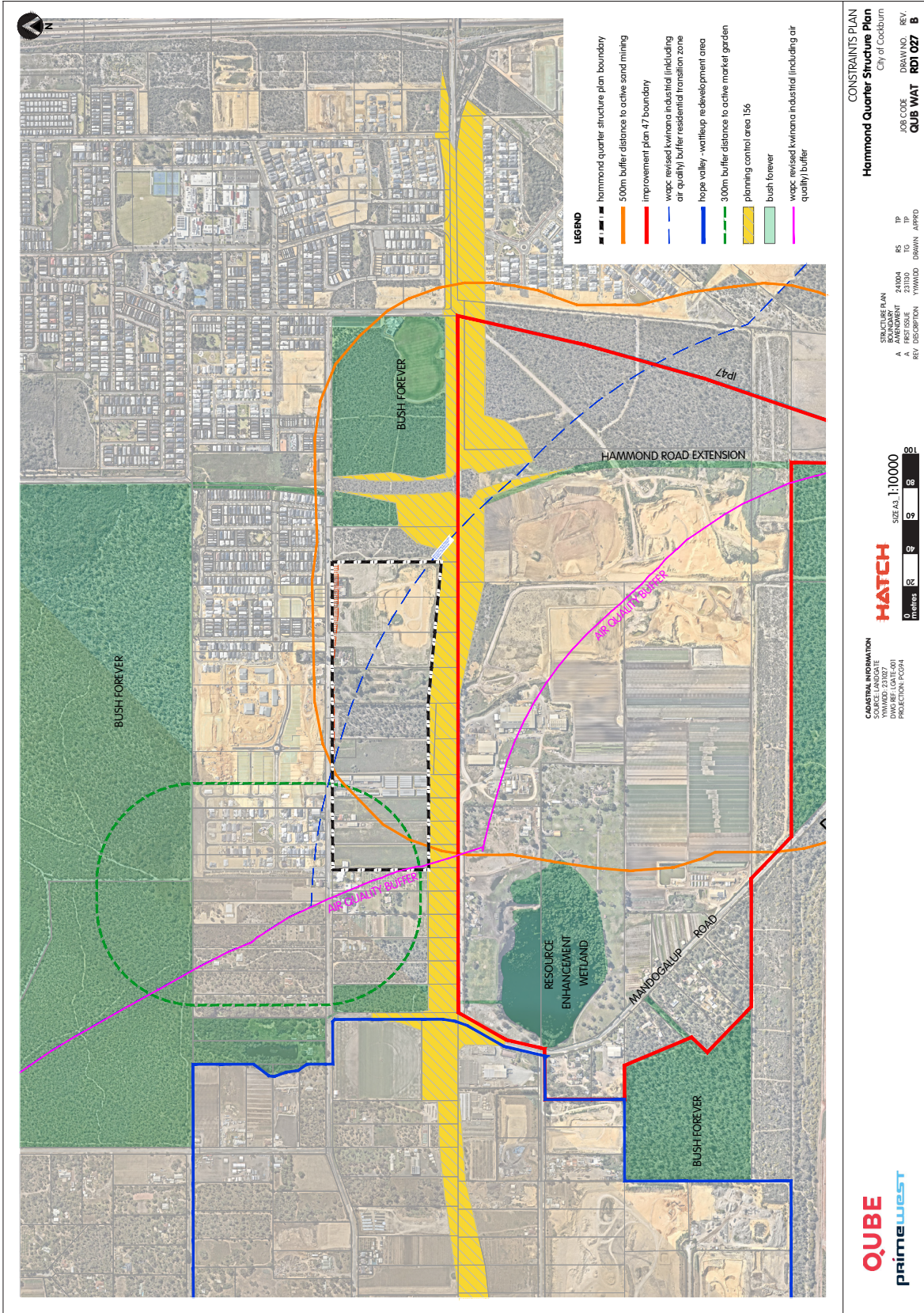
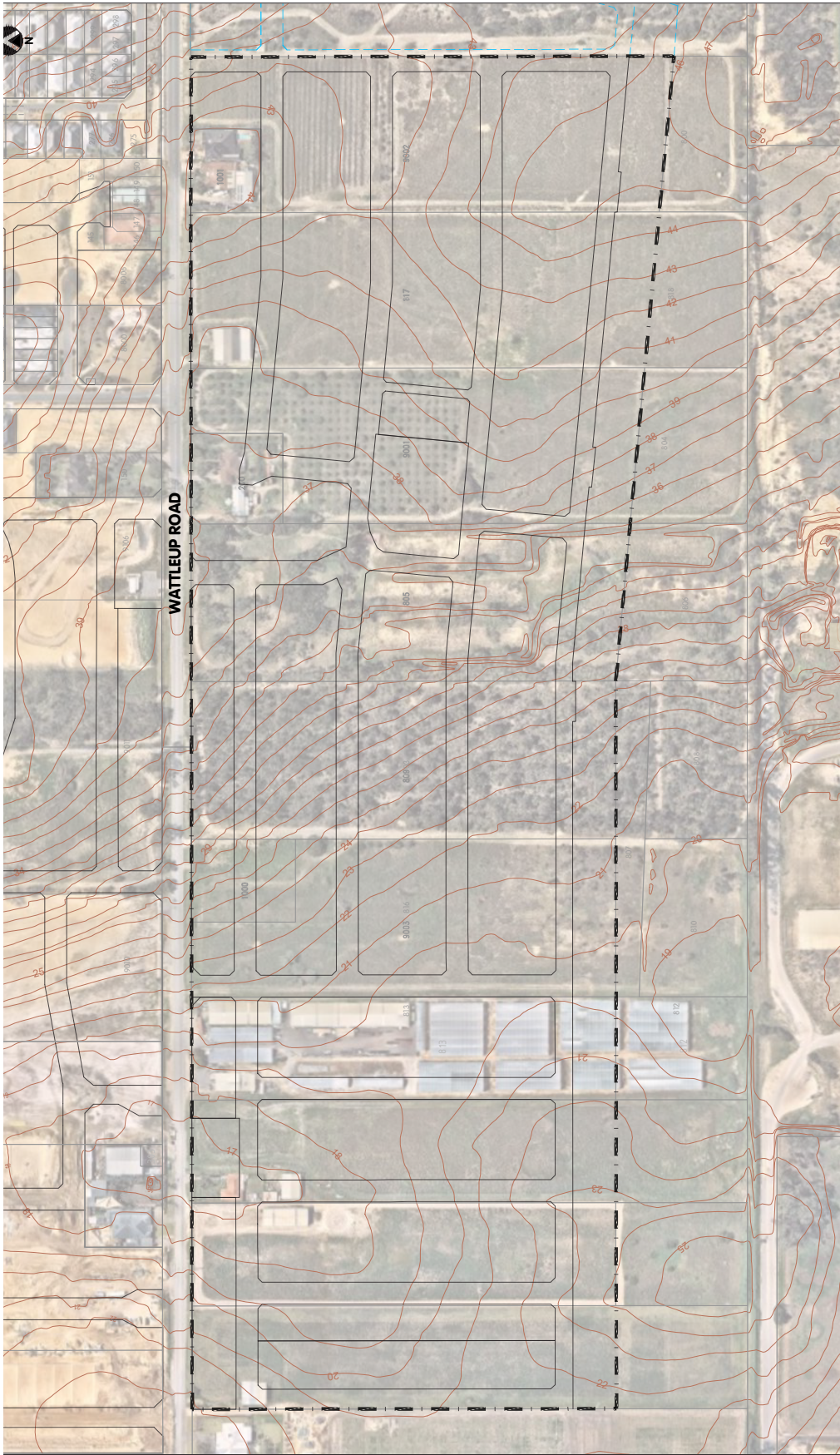


Figure 7 - Constraints Plan





LEGEND  
 Structure Plan Boundary

**QUBE**  
**primewest**

**HATCH**

**CAADSTRAL INFORMATION**  
 SOURCE: 20107  
 YW/REF: LATE-001  
 PRODUCTION: PGP/4

**SCALE: 1:2000**

**0 2 4 6 8 10**  
 Metres

**0 1 2 3 4 5 6 7 8 9 10**  
 Feet

**REV. DESCRIPTION**

F	UPDATE CONCEPT	240708	TP
E	BOUNDARY EXTENSION	240514	RS
D	WALL EXTENSION	231117	TP
C	AMENDMENT OF PLAN/BODY	220921	TP
B	INCLUSION OF LOT	220921	TP
A	FIRST VERSION	220520	TP

**YMW/OD: DRAWN: JAR/ED**

**SITE PLAN**  
**Hammond Quarter Structure Plan**  
 City of Cockburn

**JOB CODE**  
**QUB WAT RD1 017 F**

**REV.**  
**06/11/20**

Figure 8 - Site Plan

### 3.0 Land use and subdivision requirements

The layout of this SP has been predetermined by the Ministerial Appeal decision, mandatory Concept Plan elements and the ultimate Concept Plan layout endorsed by the WAPC. The design of the SP area has in turn set the design of the area subject to Amendment 1 (2024).

The Appeal decision required the following fixed elements to the Concept Plan as follows:

- Three fixed entry points to Wattleup Road;
- 30m linear POS space along the southern edge of the precinct; and
- Fixed road reserve width and landowner apportioning requirements.

In order to meet the Ministerial requirements, address the integration with the wider Hammond Park neighbourhood, respect Council endorsed SP's north of Wattleup Road and address engineering delivery requirements a number of key changes to the existing SP's were made through the preparation of a wider Neighbourhood Plan over the whole of Hammond Park (refer Figure 9). This illustrates the key design responses of the approved Concept Plan and proposed SP as follows:

- The mandated linear POS was supplemented with local pocket parks as common local focal points, providing a range of POS typologies;
- The three Wattleup Road access points all connected directly to the southern linear open space to create active walking loops through the precinct and north of Wattleup Road through to the network of similar linear and pocket park spaces, including the Beelihar Parkland frontage and neighbourhood retail to the east;
- The central pocket park in particular was aligned to the central access point to Wattleup Road to enable direct walkable access north to the Hammond Park Primary School (opening in 2025);
- The local street network was re-orientated to an east – west alignment to enable all local streets to focus back to the central open space, with subtle pivots in the street alignment and landscaped slow points to maintain low vehicle speeds;
- Lowering of the elevated land in the east portion of the site (which is currently above the serviceable ground level for potable water supply) and a reduction in the height of retaining walls by running streets east – west with the large residual downwards slope to the west; and

- Remove all direct access to Wattleup Road including integration of the homestead lots into the design with alternate internal street access and ultimate ground level integration that reflects water servicing and retaining limitations.

In affect the approved Concept Plan has dictated the design layout of the SP. This layout has also impacted the design of the area subject to Amendment 1, particularly:

- the continuation of the linear POS along the southern boundary, which dictates the quantum of open space outside of this area; and
- maintaining three access points onto Wattleup Road.

Figure 9 shows a concept plan for the development of the Hammond Park locality. The neighbourhood concept shows how land east of the structure plan area might be developed and no approval to subdivide or develop this land has been granted. Planning for these areas is indicative only and subject to change.

The network of open spaces includes neighbourhood pocket parks, district open space, and bush forever. This is discussed in detail in Section 3.2. Open space is connected through a network of linear open space reserves, providing valuable connection through the locality.

The Concept Plan also shows the three proposed connections to Wattleup Road from the Structure Plan Area, discussed in detail in Section 3.4.

#### 3.1 Land use

Consistent with Liveable Neighbourhoods, the design objectives for the SP include the following:

- To respond to the topography and site conditions of the land, particularly the water servicing constraints, earthworks and retaining considerations;
- To provide a walkable, interconnected street network that is integrated with adjoining Hammond Park retail, community and open space infrastructure to the north;
- To integrate the drainage with POS for the aesthetic and recreational value of future residents;
- To ensure a balanced mix of lot sizes and dwelling types appropriate to the locality that contribute to affordable housing options; and
- To maximise the solar orientation of residential lots.

Part One: Implementation

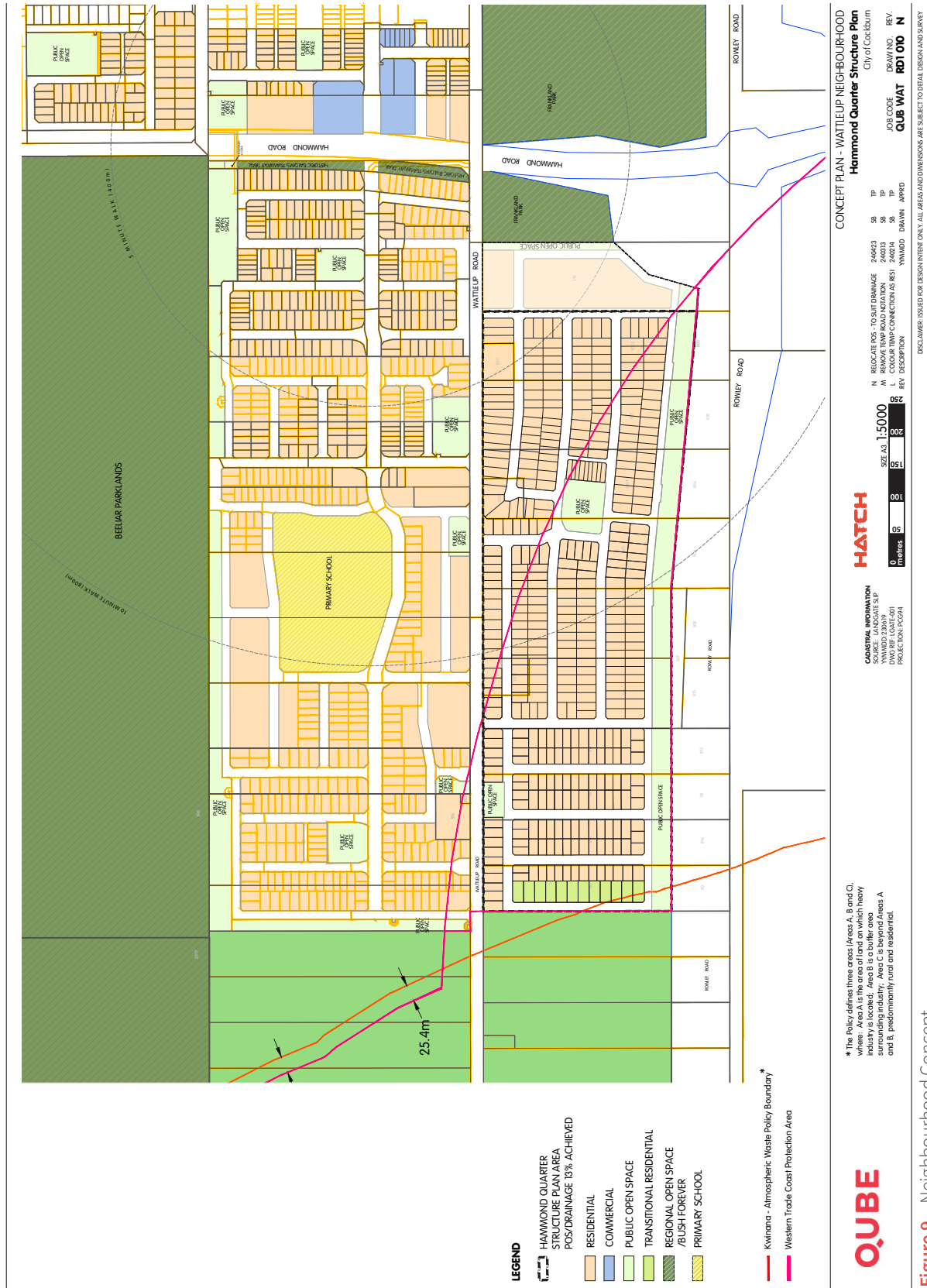


Figure 9 - Neighbourhood Concept



The SP incorporates a subdivision layout based on a traditional grid pattern with interconnected roads, adjusted where necessary to respond to the topography, which integrates with the lot design and road network of surrounding and approved development.

### 3.2 Open space

WAPC’s *Liveable Neighbourhoods and Development Control Policy 2.3 - Public Open Space in Residential Areas* require a minimum 10 percent of the gross subdivisional area be provided as public open space.

Condition 3(d) of the Ministerial approvals requires the concept plan (and thus the SP) identifies an area(s) of land equal to (at least) 10 per cent of the site’s gross subdivisible area as public open space. Additionally Condition 3(a) required that the concept plan separates residential lots from land affected by Planning Control Area 156 and required for the planned western extension of Rowley Road by a public open space area at least 30 metres in width.

The open space network is defined by three discrete public open space reserves, totalling 3.3984 ha and representing 12.68% of the gross subdivisible area, and providing 10.52% creditable open space. These areas are:

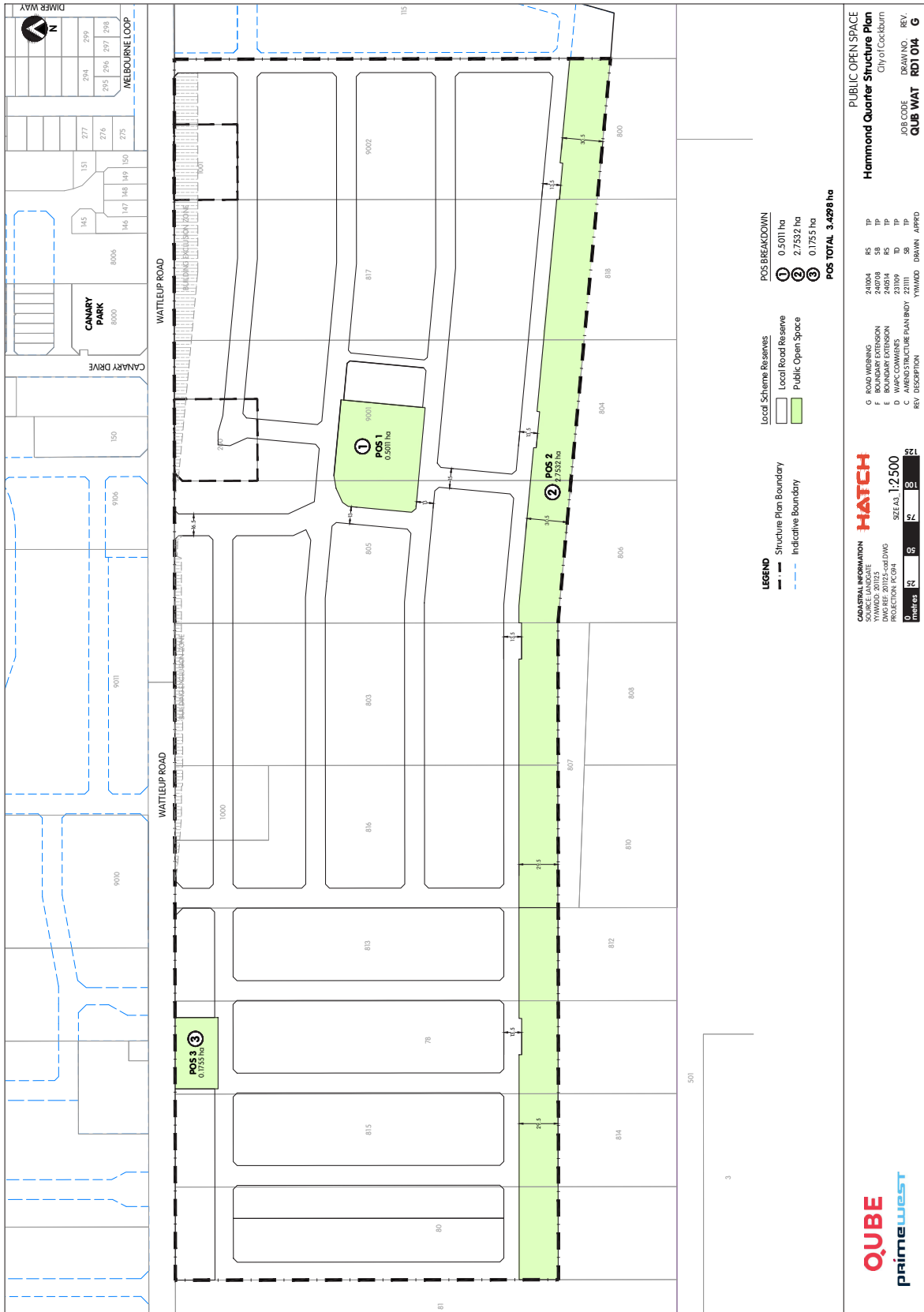
1. A 0.5011 ha central open space area including passive grassed areas, shaded structure with barbecue and seating arrangements and playspace (POS 1);
2. A 2.7590 ha linear POS area abutting the Rowley Road extension incorporating a series of functional amenity spaces throughout the wider open space area (POS 2).
3. A 0.1755 ha open space area including passive grassed areas, screened trees/planting along boundary and seating node (POS 3).

The POS network is resultant of considerable consultation with the City of Cockburn, with three main considerations:

- Providing an amount of POS in a location consistent with the Ministerial Approval and following consultation with the City of Cockburn;
- Ensure a variety of recreational needs and POS amenity within a walkable catchment of all residential lots and integrated with the wider Hammond Park open space network; and
- Balance between the unique servicing, drainage and earthworks requirements and ensuring the provision of useable POS amenity.

Proposed Public Open Space Schedule				
Site Area (Lots 816, 1000, 803, 805, 200, 9001, 817, 1001, 9002, 78, 80, 813 and 815)				27.6786
Deductions				
Dedicated drainage reserve not included in POS (1:1 year event)				0.1642
Restricted POS over 20%				0.4205
Gross subdivisible area				27.0938
Public open space @ 10 percent				2.7094
May comprise:				
- minimum 80% unrestricted POS				2.1675
- maximum 20% restricted POS				0.5419
Public Open Space Contribution	Open Space Area (gross)	Unrestricted	Restricted (Battered area with slope greater than 1:6, and 1:1 - 1:5 year event)	Dedicated Drainage (1:1 year event)
POS 1 (Central)	0.5011	0.3015	0.1574	0.0422
POS 2 (Linear)	2.7532	1.8900	0.7661	0.0971
POS 3 (North)	0.1755	0.1117	0.0389	0.0249
Sub-Total	3.4356	2.3042	0.9624	0.1682
- maximum 20% restricted POS				0.5419
Sub-Total (Unrestricted & maximum 20% restricted POS)		2.3042		
Total	2.8509	10.51%		





Plan 2 - Public Open Space Plan

A preliminary POS design was presented to the City of Cockburn prior to lodgement. The design presented in this SP has been refined to increase the useable area of the central POS and has resulted in a greater proportion of useable turf area, whilst maintaining drainage requirements.

The Landscape Masterplan found in Appendix C also details the trees that are able and suitable for retention following a review of the suitable trees and earthworks.

It also details the area of unrestricted, restricted open space, and credited drainage within each of the POS reserves.

### 3.3 Residential

The SP, as amended (July 2024), proposes approximately 435 residential lots within a residential density of R20, R30 and R40. The subdivision configuration proposed by the SP adopts the principles of traditional neighbourhood design, with a wide variety of lot typologies suited to a range of income groups and household types.

Further, the proposed placement of lots achieves a highly desirable solar orientation outcome, with the majority of lots aligned on an east-west or north-south axis, as recommended by Liveable Neighbourhoods.

The SP proposes a residential density of 24.58 dwellings per residential gross site hectare. This is a minor variation to the target of 26 dwellings per residential site hectare. South Metropolitan Peel Sub-regional Planning Framework. The minor variation is generally a result of the following:

- The pattern of development (and the resulting lot yield) has been largely determined by the Minister's approval to subdivide land in the structure plan area;
- The structure plan identifies public open space areas greater than the 10 per cent required under WAPC policy; and
- The SP proposes larger lots abutting Wattleup Road, to accommodate battering for Wattleup Road, which affects an area of approximately 0.427 hectares.

### 3.4 Movement network

*Amendment 1 (July 2024):* Transport impact analysis has been updated to incorporate Lots 78, 80, 813 and 815 confirming that overall trip generation and access arrangements remain within acceptable parameters.

The internal street network proposed for the SP area establishes a hierarchy of laneways and access streets, facilitating vehicular, pedestrian and cyclist connections between neighbouring landholdings to the east and north. Slow points along the 15m wide Access Street D will be generally in accordance with the Engineering and Servicing Report.

Access shall be provided generally in accordance with the access points shown on the SP, and Plan 3 - Movement Network. The Plans show three access points from the LSP to Wattleup Road:

- Access Road 1 – Full movement access at Wattleup Road
- Access Road 2 – Full movement access at Wattleup Road
- Access Road 3 – left-in left out access at Wattleup Road

A Transport Impact Assessment has been prepared in support of the SP and is found in Appendix F. The TIA assesses traffic access, volumes and safety. The report documents likely traffic generation associated with the proposed development, its impact on the internal and external road network, and public transport, walking and cycling requirements. The assessment confirms that the impact of predicted traffic volumes associated with development of the SP area will have an acceptable impact on roads in the vicinity.

Wattleup Road is proposed to be upgraded to an urban standard to support residential development on both northern and southern sides of the road.

The area subject to Amendment 1 is accessed at two points: a four-way intersection with Access Road 1, and a three-way intersection in the southern area of the SP, adjacent to the POS. The proposed four-way intersection with Access Road 1 facilitates access to both the amendment area as well as the Hammond Quarter Structure Plan area to the east.

SIDRA analysis undertaken found that the Future North-South Road/Wattleup Road intersection would operate at an acceptable level of service under the 2034 assessment scenario. This is discussed in Sections 8.4 and 9 of the Transport Impact Assessment prepared by PTG Consulting to support the amendment.

### 3.5 Water management

*Amendment 1 (July 2024):* LWMS reporting has been revised consistent with the addition of Lots 78, 80, 813 and 815 to confirm that agreed urban water management strategies and drainage catchments are suitably provided for (refer Appendix A, Addendum).

Consistent with condition 9 of the Subdivision Approvals, an urban water management plan has been prepared and is attached in Appendix A. The Department of Water and Environmental Regulation

## Part One: Implementation

(DWER) has accepted an urban water management plan (typically prepared in support of a subdivision application), in lieu of a local water management strategy.

DWER have also provided the same support for the additional area proposed in Amendment 1.

Adequate water resources have been acquired for the irrigation of public open space, specifically a 9950kl (GWL161689, 7 May 2024) water license. These areas will use waterwise planting and 5-Star WELS rated water efficient devices to reduce ongoing water requirements.

The stormwater drainage system is designed to manage a range of rainfall events up to the 1% Annual Exceedance Probability (AEP), and this is achieved by adopting the small storm, minor and major stormwater management system design approach outlined in ARR 2016 (Ball et al., 2016) and the Decision process for stormwater management in WA (DWER, 2017).

The SP area is divided into five (5) stormwater drainage catchments. The stormwater catchments also pick up the southern carriageway of Wattleup Rd for the length of the subdivision frontage.

Key design elements of the minor and major storm event drainage system are as follows:

- Stormwater runoff from lots will be partially retained by soak wells, with excess stormwater conveyed to the street drainage system via overland flow.
- Stormwater runoff from internal roads will be conveyed by the pit and pipe drainage system. For rainfall events exceeding the capacity of the pipe system (nominally >20% AEP) excess stormwater will be conveyed by overland flow, with roads graded to the detention basin at the catchment low point.
- Internal roads will discharge to the infiltration basin located in Lots 9003, 809, 9001 and 78 Public Open Spaces (Plan 2). Details of the storage are presented in Table 5.
- The external road catchment (Wattleup Rd) will drain via the pipe drainage system and discharge to the infiltration basin located in Lots 9003, 809, 9001 and 78 Public Open Spaces.
- The infiltration basin has been sized using a soil hydraulic conductivity of 8 m/day, for the area outside of the bio retention basin.

### 3.6 Infrastructure coordination, servicing, & staging

An Engineering Services Report was prepared by Cossill & Webley Consulting Engineers in January 2022 (and addendum relating to Lots 78, 80, 813 and 815). The report outlines the infrastructure likely to be required to develop the site and confirms it can be fully serviced with electrical, water, sewer, gas, stormwater drainage and communications infrastructure.

The Site forms part of the Water Corporation's Thompson's Lake Waste Water Reticulation System and sewer infrastructure will be provided by connection the reticulation sewer that runs along the Wattleup Road north of the Site. This new line grades to a Type 40 Waste Water Pumping Station (WWPS) "Thomsons Lake Pump Station G", located at the natural low point within Lot 74 to the north of Wattleup Road. There are no impediments to the provision of sewerage infrastructure to service the Site.

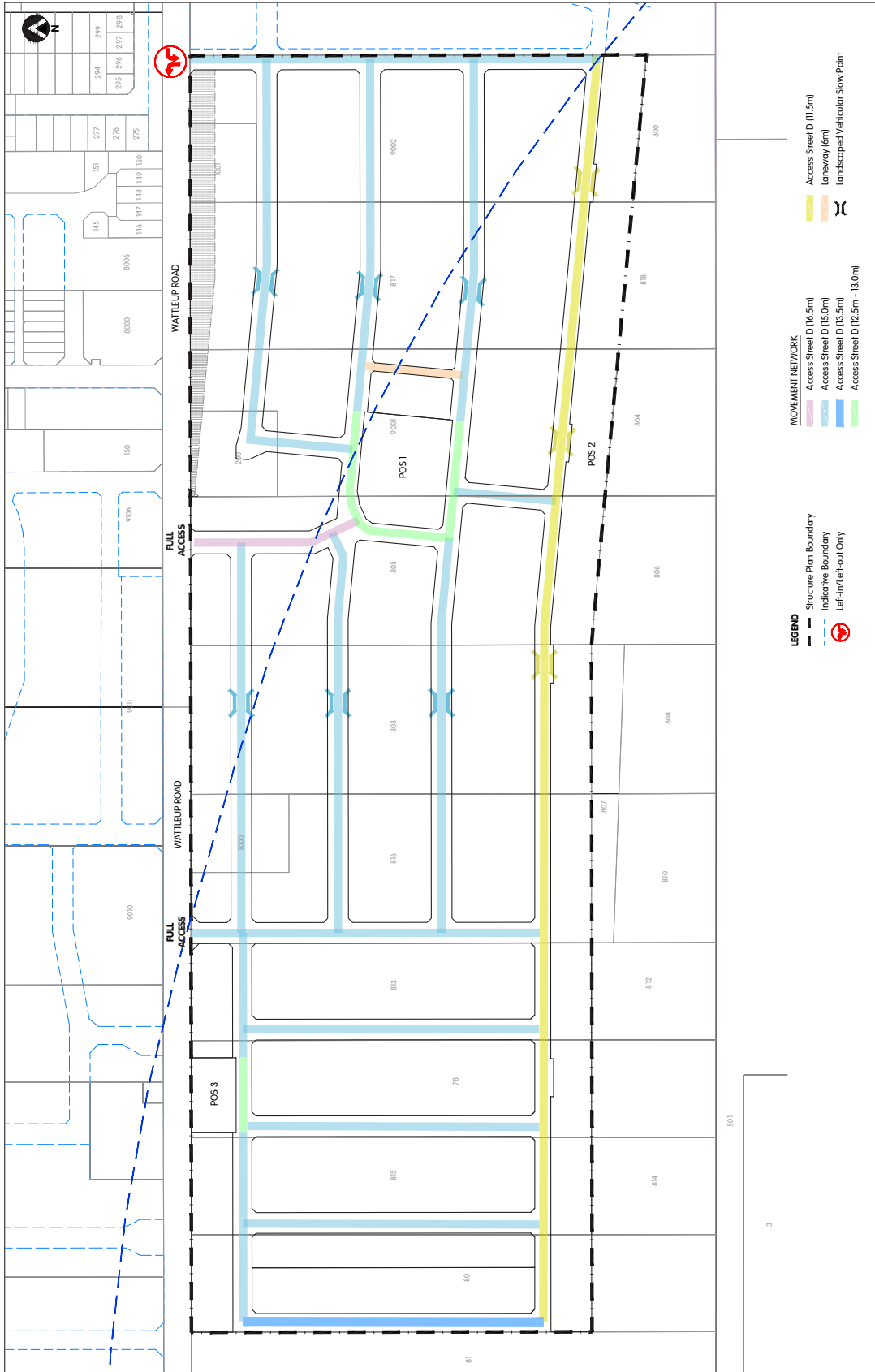
Water supply will be provided via an extension of the existing pipe infrastructure in Wattleup Road. Electrical supply can be provided by extension of the existing infrastructure on Wattleup Road.

Telecommunications and gas are available via extensions from the existing network in Wattleup Road to the development. There is capacity in the existing network to service the proposed development.

Telecommunications carriers Telstra and Optus have both confirmed that no additional infrastructure upgrades are likely to be required as a result of the subdivision development (inclusive of the area subject to Amendment 1). Optus has advised further coverage and capacity improvements will follow once Optus new P0955 Wandri North is built (forecast March 2024). It is important to note that TPG were contacted, however no response has been received.

Staging will generally be from west to east consistent with availability of services. POS areas will be delivery concurrently with the adjacent residential development. Secondary temporary access to Wattleup Road will be maintained at all times to provide safe access in the event of bushfire. Indicative staging is shown in Plan 5 -Staging Plan.

Refer to Appendix B – Engineering Report



**LEGEND**

- Structure Plan Boundary
- Indicative Boundary
- Left-in/Left-out Only

**MOVEMENT NETWORK**

- Access Street D (16.5m)
- Access Street D (15.0m)
- Access Street D (13.5m)
- Access Street D (12.5m - 13.0m)
- Lane-way (6m)
- Landscaped Vehicular Slow Point

**MOVEMENT NETWORK**

**Hammond Quarter Structure Plan**  
City of Coodburn

**QUBE**  
**prime**  
**west**

**Plan 3 - Movement Network**

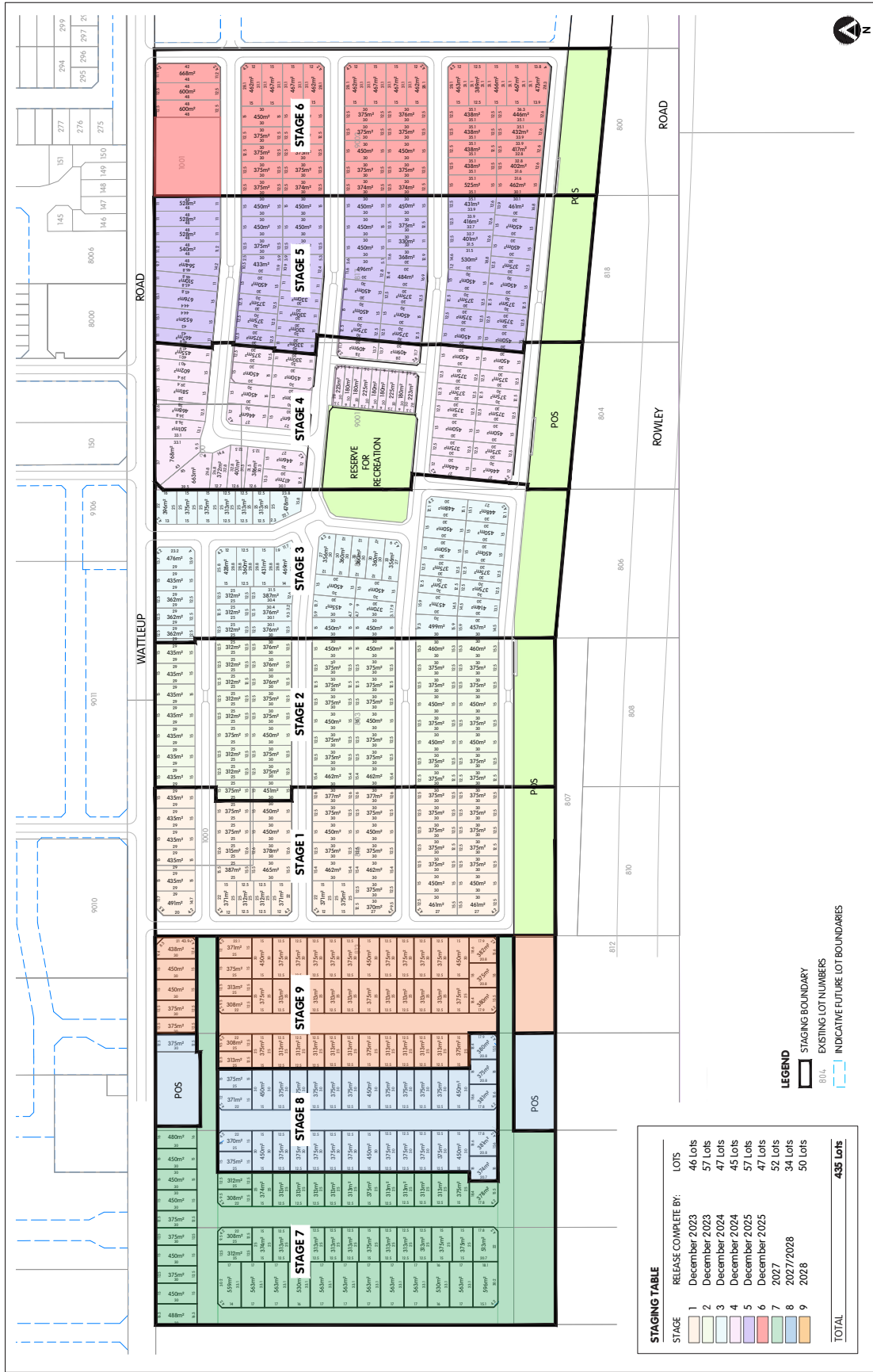
0 25 50 75 100 125  
m

DATE: 2025-08-04  
DRAWN: R  
CHECKED: R  
SCALE: AS SHOWN  
PROJECTION: PCGPA

24004 BS TP  
24008 SB TP  
24009 SB TP  
24004 BS TP  
23131 SB TP  
Y1W000 DRAWN APPR

JOB CODE: **QUB WAT RDI 015 G**  
DRAWING NO.: **015 G**  
REV.:

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**STAGING TABLE**

STAGE	RELEASE COMPLETE BY:	LOTS
1	December 2023	46 Lots
2	December 2023	57 Lots
3	December 2024	47 Lots
4	December 2024	45 Lots
5	December 2025	57 Lots
6	December 2025	52 Lots
7	2027	34 Lots
8	2027/2028	34 Lots
9	2028	50 Lots
<b>TOTAL</b>		<b>435 Lots</b>

**LEGEND**

- STAGING BOUNDARY
- EXISTING LOT NUMBERS
- - - - - INDICATIVE FUTURE LOT BOUNDARIES

**QUBE**  
**primeinvest**

**STAGING PLAN**  
**Hammond Quarter Structure Plan**  
City of Cockburn

**HATCH** | **RobertsDay**

**CONTRACT INFORMATION**  
 YMW00-20125 SOURCE LANDDATE 12/25/2012  
 PRODUCTION PC004  
 SIZE A3, 1:2500  
 0 meters 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

**JOB CODE** QUB WAT  
**REV.** RD1 021 C

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Plan 4 - Staging Plan

## 4.0 Conclusion

---

The Hammond Quarter SP will facilitate the consolidation and update of historic SP's 27A and 27B in accordance with the approval of subdivision applications by the Minister for Planning in November 2020 and associated detailed planning endorsed by WAPC in May 2021.

This planning ensured there was careful consideration of higher order strategic planning objectives outlined by the Southern Suburbs District SP - Stage 3 for the wider Hammond Park neighbourhood. This included particular attention to walkable access to the eastern Neighbourhood Centre retail facilities, the Hammond Park Primary School (opening 2025) and the wider network of central pocket parks and perimeter linear open spaces.

The approval of this SP will allow for the allocation for a singular planning framework for the SP area. This will ensure a cohesive application of SP standards for further subdivision and development including overall agreed subdivision layout, allocation of density codes and a network of quality public open space.

It is expected that the SP will accommodate 435 dwellings, primarily consisting of single residential dwellings on freehold lots, facilitating a total population of approximately 1,044 people. This provides a density of 24.58 dwellings per residential site hectare, which represents a minor variation of 23.33 dwellings per site hectare of residential land.



# Appendix A

## Urban Water Management Plan

# Appendix B

## Engineering Report

# Appendix C

## Landscape Masterplan

# Appendix D

## Bushfire Management Plan

# BUSHFIRE MANAGEMENT PLAN

**LOTS 78, 80, 813, AND 815  
WATTLEUP ROAD, HAMMOND QUARTER WEST**

PREPARED FOR:

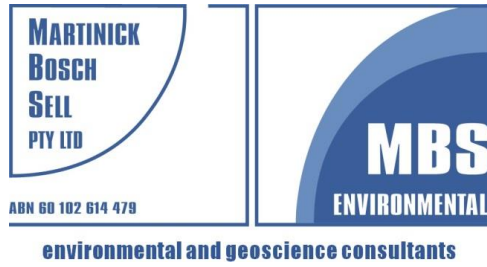
**QUBE HAMMOND CORNER PTY LTD**  
**QUBE**

SEPTEMBER 2024

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**MBS**  
**ENVIRONMENTAL**



LOTS 78, 80, 813, AND 815 HAMMOND QUARTER WEST  
BUSHFIRE MANAGEMENT PLAN

**Distribution List:**

Company	Contact Name	Copies	Date
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**Document Control for Job Number: QPGHQWBMP**

Document Status	Prepared By	Authorised By	Date
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Final Report September	Beau Eaton	Sue Brand	27 September 2024

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## APPENDICES

Appendix 1: Landscape Masterplan

## 1. BACKGROUND INFORMATION

Qube Hammond Corner Pty Ltd (Qube) are planning to develop Lots 78, 80, 813, and 815 Hammond Quarter West (the Site), within the City of Cockburn (the City) as a residential subdivision (Figure 1). Martinick Bosch Sell Pty Ltd (MBS Environmental, MBS) were engaged to prepare a Bushfire Management Plan (BMP) to support the planning approvals process. The broad aim of the assessment process was to identify potential bushfire risks to future properties along with appropriate management actions during and after site development.

A portion of the Site in the southwest of the area under assessment, along with its surroundings is designated as a bushfire-prone area by the Fire and Emergency Services Commissioner, Office of Bushfire Risk Management (OBRM), within the Department of Fire and Emergency Services (2021). Accordingly, there is a requirement for landowners to undertake an assessment to determine the risks and identify appropriate management strategies such that the development does not increase the inherent bushfire risk. Portions of the site that are located within 100 m of vegetation designated bushfire prone necessitate the need for a Bushfire Attack Level assessment (BAL-assessment) and assignment of a BAL-rating that will determine appropriate construction standards as per *AS 3959:2018 Construction of Buildings in Bushfire Prone Areas (AS 3959:2018)*. The BAL-assessment component of this document considers current and projected site conditions (i.e. vegetation classification pre and post development), along with the provisions of State Planning Policy (SPP) 3.7 *Planning in Bushfire Prone Areas* (Department of Planning (DoP), Western Australian Planning Commission (WAPC), 2015), *Guidelines for Planning in Bushfire Prone Areas (the Guidelines)* (Department of Planning, Lands and Heritage (DPLH) and the Western Australian Planning Commission (WAPC), V1.4, 2021).

### 1.1 LOCATION

The Site is located in Hammond Park, within the City of Cockburn (Figure 1), and is:

- Approximately 24 km southwest of the Perth Central Business District (CBD).
- Approximately 6.7 ha in size.

The Site is bounded by Wattleup Road to the north, paddocks and bushland to the east, paddocks and Mandogalup Road to the south, and private freehold properties to the west. Note that mapping within this document includes two boundaries of interest, namely the subdivision boundary and the boundary relevant to determining the separation distance from any classified vegetation and the determining of BAL-ratings for those Lots located within 100 m of classified vegetation, with this boundary being referred to as the Site Boundary in this document.

### 1.2 AIMS AND OBJECTIVES

The aim of the BMP is to outline the bushfire management methods and requirements that will be implemented within the Site. Accordingly, broad aims include:

- Reduce the occurrence of and minimise the impact of bushfire to the life and property of future residents and the environment.
- Allow easy access of firefighters and egress for the public should a bushfire occur.
- Protect the landscape within the Site as far as is possible.
- Document bushfire prevention requirements of the area to which it relates.

The objectives of this BMP are to:

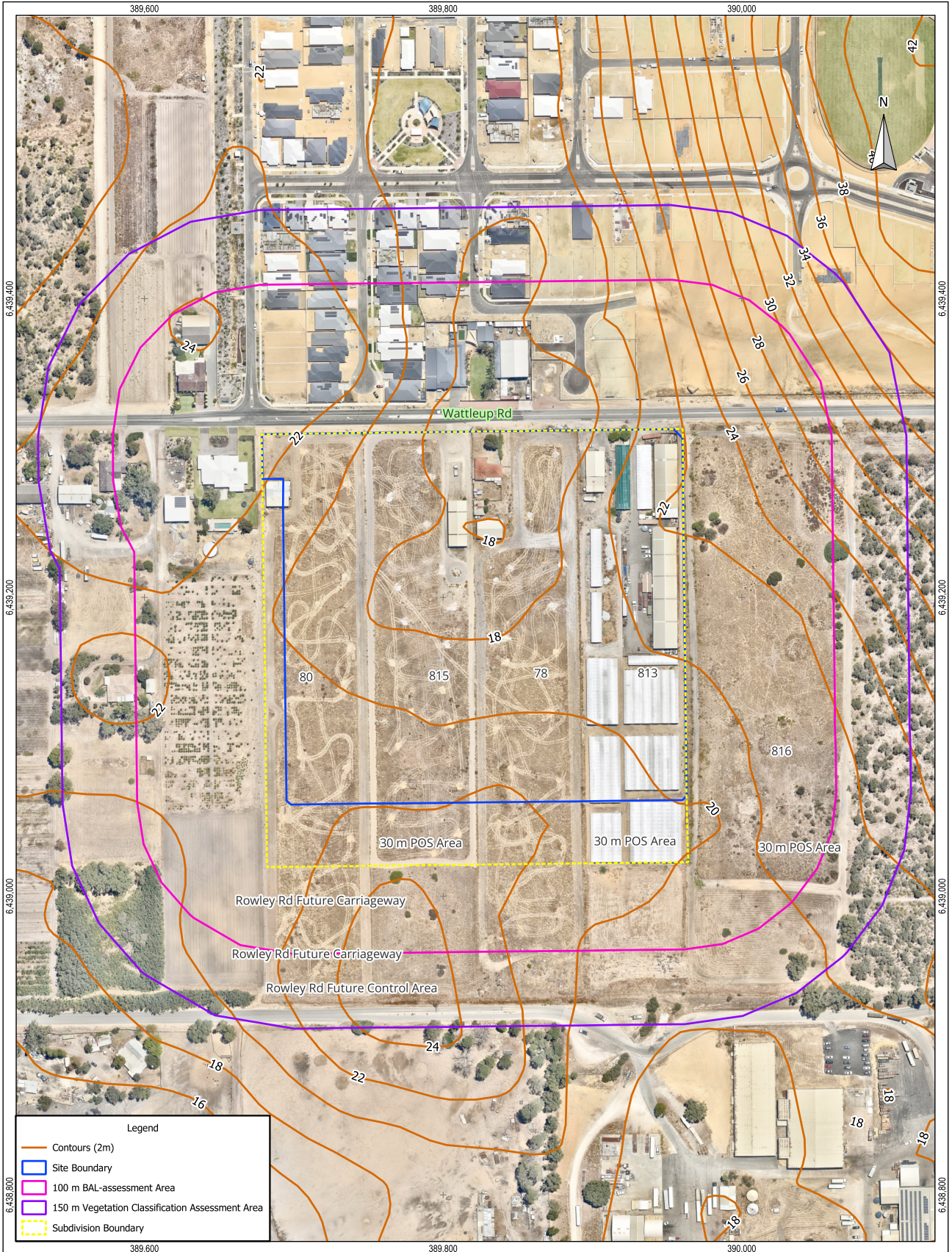
- Define land use areas and values within the subdivision, with the entire subdivision to be developed as urban residential lots, except for the nominated areas of public open space (POS) that will be created to the south and a small patch to the north.
- Define and rank bushfire hazard areas according to the vegetation class and fire fuels present.
- Outline the roles and responsibilities of individuals and organisations in relation to bushfire management within the subdivision.
- Document bushfire management strategies for the subdivision, taking into consideration the need to:
  - Define building construction standards where vegetated areas interface with the urban development.
  - Identify access for firefighting operations and daily maintenance in and around vegetated areas and development.
  - Define an assessment procedure that will evaluate the effectiveness and impact of existing and/or proposed bushfire prevention activities and strategies.
  - Document the performance criteria and acceptable solutions adopted for the Site.

### 1.3 DOCUMENT PREPARATION

This document has been prepared by Sue Brand, an accredited Level 2 Bushfire Planning and Design (BPAD) practitioner with the Fire Protection Association Australia. Activities involved with the plan preparation process included:

- Assessing the vegetation type and class present within and adjacent to the proposed development site using descriptions provided in AS 3959:2018.
- Assigning hazard ratings based on the vegetation types present on and offsite.
- Determining Bushfire Attack Level (BAL) ratings and suggesting management strategies that could be implemented based on current and projected site considerations.
- Preparing this BMP.





Scale: 1:2,236  
 Original Size: A3  
 Aerial Photo Date: 31/01/24  
 Grid: GDA94 / MGA zone 50 (EPSG:28350)

0 25 50 m

**Qube Property Group**  
 Lots 78, 80, 813, and 815 Hammond Quarter  
 West

**Figure 1**  
 Location and Contours

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**MBS**  
 ENVIRONMENTAL

\\mbssvr\working\Qube Property Group\Hammond Quarter West\GIS\Hammond Quarter West BMP.qgz 27/09/2024  
 Location



## 2. CONSIDERATION OF BUSHFIRE THREAT

### 2.1 SITE CHARACTERISTICS

#### 2.1.1 Regional Context

Perth is located within the Swan Coastal Plain region of the Interim Biogeographical Regionalisation of Australia (IBRA). The Swan Coastal Plain comprises two major divisions, namely the Swan Coastal Plain 1 – Dandaragan Plateau and Swan Coastal Plain 2 – Perth Coastal Plain. The Site is in the Perth subregion, which is broadly characterised as including areas of Jarrah and Banksia woodlands on sandy soils in a series of sand dunes, along with wetland areas, often within the interdunal swales (Mitchell, Williams, and Desmond, 2002).

#### 2.1.2 Vegetation

Lots 78, 80, 813, and 815 are predominantly paddocks containing weedy grasses and a few scattered trees (Figure 2). All vegetation and existing infrastructure will be cleared ahead of the proposed subdivision works. Class D Shrubland is present approximately 100 m east of the Site that will be cleared as part of the Hammond South subdivision. A small patch of vegetation occurs southwest of the Site that is likely to remain post-development.

#### 2.1.3 Contours and Slope

The Site is located in an interdunal swale, where it rises gently from 18 m in the north to 22 m in all directions. Accordingly, the slope applied for the BAL-assessment component of this document is Upslope or Flat (Figure 1).

#### 2.1.4 Land Use

Current land use within the Site is a mix of grassy paddocks (Lots 80, 815, and 78), residential housing (Lot 78), and commercial activities (Lot 813) (Figure 1 and Figure 2). All vegetation and infrastructure will be cleared to accommodate the development.



Figure 2: Current Land Use



### 2.1.5 Environmental Considerations

Given the absence of native vegetation and the current land-uses within the Site, there are no:

- Bush Forever Sites.
- Wetlands or waterways.
- No known presence of threatened or priority listed flora, fauna, or ecological communities.

### 2.1.6 Landscaping

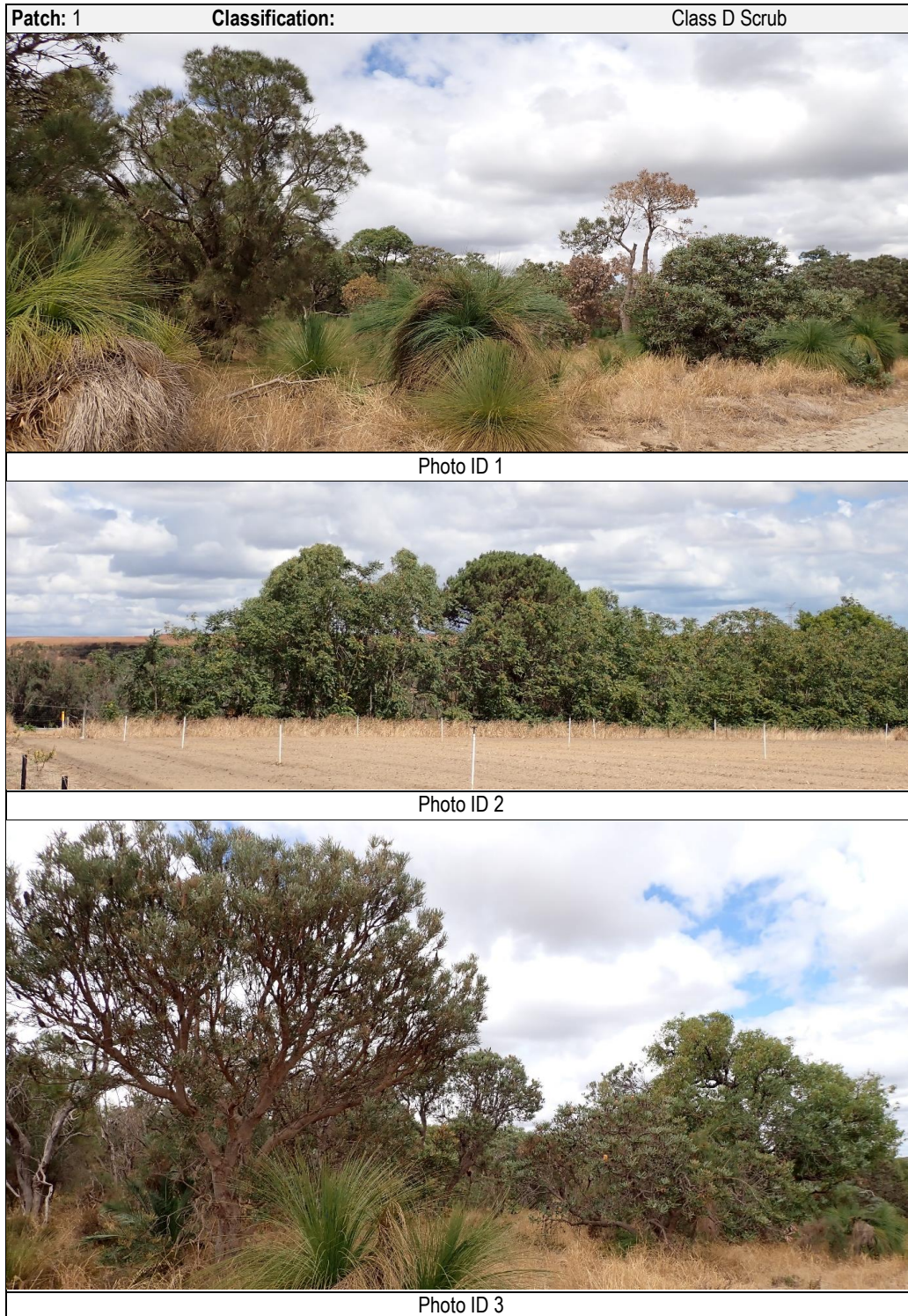
Two POS areas will be created during the subdivision process, one in the north of the Site (1755 m<sup>2</sup>), and one in the south of the Site, outside the development boundary (8467 m<sup>2</sup>), adjacent to what will become an extension of Rowley Road. Both POS areas are expected to be landscaped with low threat vegetation consistent with the definition provided in AS 3959:2018 and will be managed accordingly. If there any changes to the landscaping plans in the future, they will be reassessed to determine if there are any changes to the bushfire risk that could impact on BAL-ratings for the Site. A copy of the landscape masterplan is provided in Appendix 1. In the event a greater extent of native vegetation is retained or created BAL-ratings for the area may need to be reviewed and adjusted.

## 2.2 VEGETATION CLASSIFICATION

Vegetation on, and within 150 m of, the Site was assessed during a site visit on 15 March 2024 using descriptions provided in Table 2.3 and Figure 2.4 of AS 3959:2018; each vegetation class is discussed in Sections 2.2.1, 2.2.2, 1.1.1, and 2.2.4, with Site-specific examples of each shown in Figure 3, Figure 4, Figure 5, and Figure 6. The pre-development vegetation classifications for the Site are shown in Figure 7, with the post-development classifications shown in Figure 8.

### 2.2.1 Patch 1: Class D Scrub

Class D Scrub is characterised by vegetation 2 – 4 m high, with a continuous canopy from ground level to the crowns, noting that the occasional tree to 6 m may also be present. This vegetation class is present approximately 100 m east, and in two small patches located approximately 95 m southwest and 115 m northwest, from the Site boundary (Figure 3, Photo IDs 1 - 3 and Figure 7). The vegetation 100 m east of the Site boundary will be cleared as part of the Hammond South subdivision. Vegetation within the patch located to the northwest and southwest of the Site boundary are likely to be retained in future. The vegetation to the north west will not present an ongoing bushfire risk as it is more than 100 m from the Site boundary. The vegetation to the southwest is approximately 95 m from the front boundary of the southwestern lot, so is rated is rated BAL-12.5. Note that the Class G Grassland within the road reserve for the future Rowley Road also contributes to the BAL-12.5 rating for this Site.



**Figure 3: Class D Scrub**



**2.2.2 Patch 2: Class G Grassland**

Class G Grassland includes all forms of vegetation (except tussock moorlands) where the overstorey foliage cover is less than 10 %. This includes areas with the occasional tree or shrub, along with pasture and cropland. Grassland areas occur within the Site and extend approximately 115 m south and east from the outside of the Site boundary, as shown in Figure 7. Grassland areas within and surrounding the Site are depicted in Figure 4, shown in Photo IDs 4 and 5. Grassland patches within the Site will be cleared to accommodate the development, that to the south will be landscaped and maintained in a low threat condition as defined by AS 3959:2018, with grassland areas to the east to be cleared as part of the Hammond South subdivision development.



**Figure 4: Class G Grassland**

### 2.2.3 Patch 3: Low Threat Vegetation

Vegetation may be considered low threat due to characteristics including flammability, moisture content, or fuel load. Examples include managed parkland/reserve areas, grassland maintained with minimal fuel load through cropping to 20 mm or less, nature strips, wind breaks, market gardens, orchards, and playing fields. These locations are subject to Exclusion Clause 2.2.3.2 (f). Low threat vegetation subject to Exclusion Clause 2.2.3.2 (f) is present north and west of the Site boundary (Figure 5, Photo IDs 6 and 7):

- Residential backyards containing maintained lawns, gardens, and the occasional tree.
- Pine tree plantation planted in rows, containing small trees (< 2 m tall) cultivated for market as Christmas trees.



Figure 5: Low Threat Vegetation



**2.2.4 Patch 4: Non-vegetated Areas**

Non-vegetated areas are subject to Exclusion Clause 2.2.3.2 (e). Within and close to the Site, these including (Figure 6):

- Roads and footpaths (Photo ID 8).
- Residential and commercial buildings (Photo IDs 8 and 9).
- Land cleared of vegetation (Photo ID 10).

**Patch: 4**                      **Exclusion Clause:**                      **Exclusion Clause 2.2.3.2 (e)**



Photo ID 8



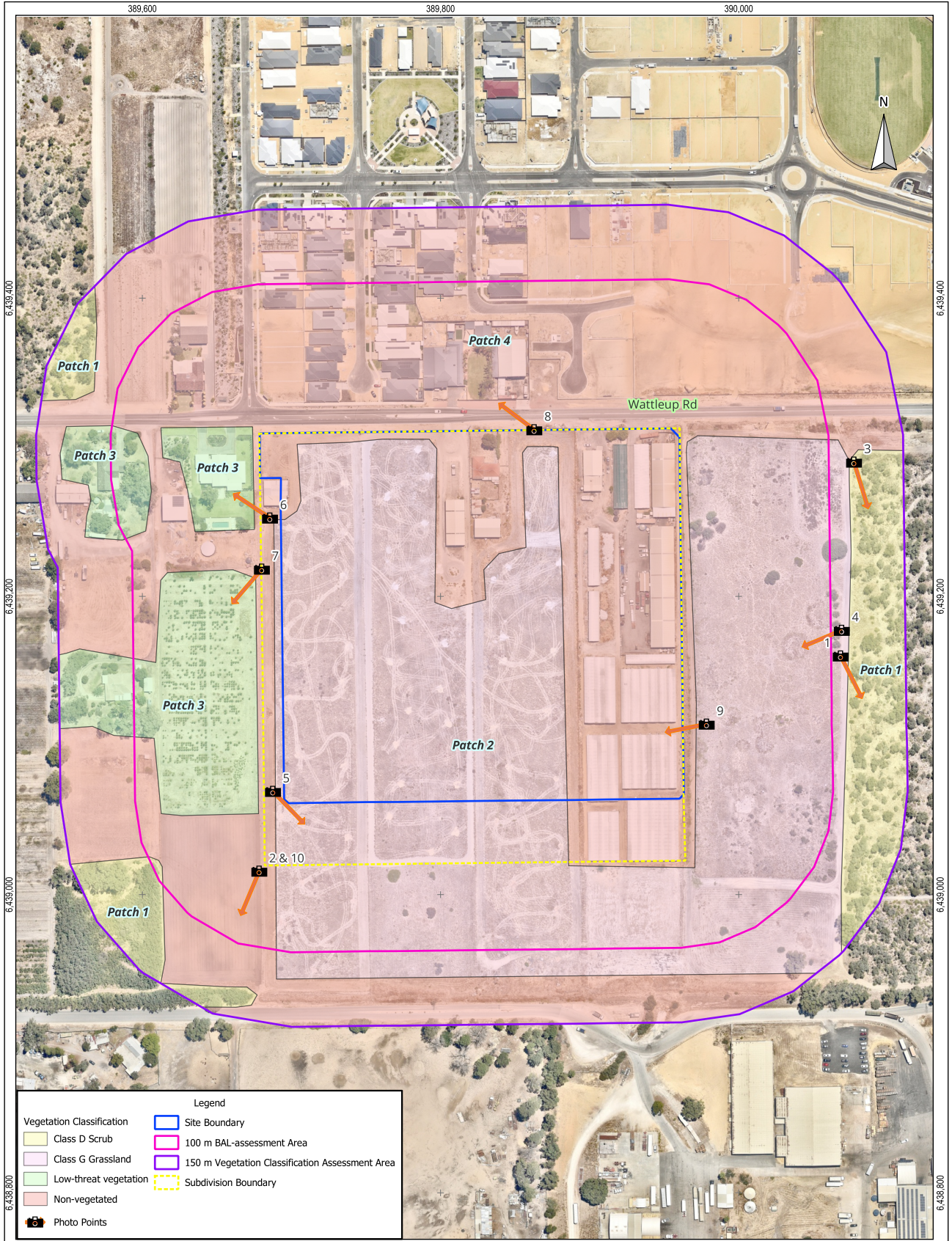
Photo ID 9



Photo ID 10

**Figure 6: Non-vegetated Areas**





Scale: 1:2,236  
 Original Size: A3  
 Aerial Photo Date: 31/01/24  
 Grid: GDA94 / MGA zone 50 (EPSG:28350)

Qube Property Group  
 Lots 78, 80, 813, and 815  
 Hammond Quarter West

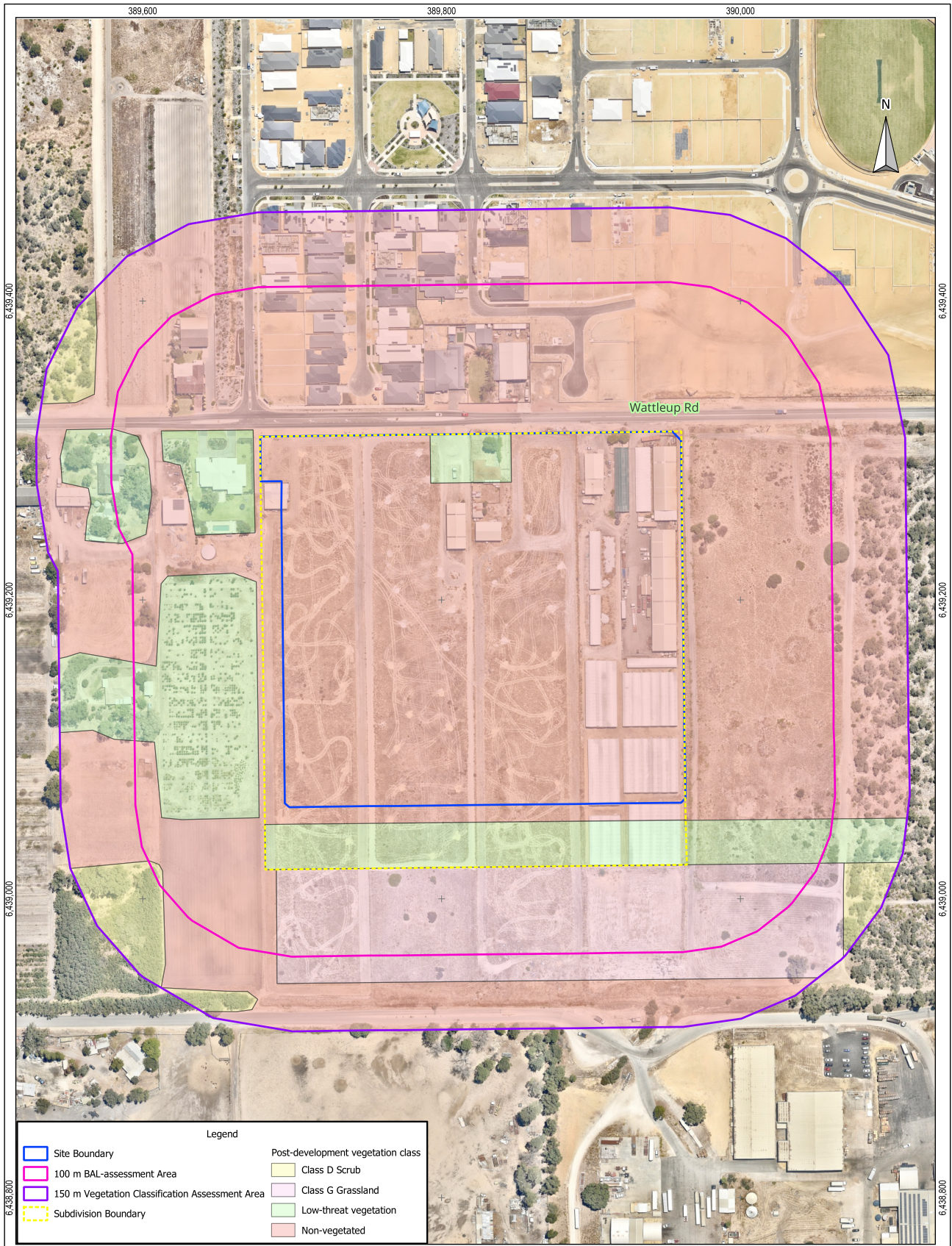
**Figure 7**  
 Pre-development Vegetation Classification

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 Pre-development Vegetation Classification





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 Original Size: A3  
 Aerial Photo Date: 31/01/24  
 Grid: GDA94 / MGA zone 50 (EPSG:28350)

**Qube Property Group**  
 Lots 78, 80, 813, and 815  
 Hammond Quarter West

**Figure 8**  
 Post-development Vegetation Classification

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 Post-development Vegetation Classification copy

## 2.3 BUSHFIRE HAZARD LEVEL

### 2.3.1 Bushfire Hazard Assessment

Depending on the vegetation type, a hazard rating of low, moderate, or extreme is assigned. The nature of the vegetation in and around the development area means that the pre-development bushfire hazard rating ranges from Low to Moderate due to the Class D Scrub present approximately 98 – 150 m to the south west and north west of the Site boundary (Figure 7, Figure 9). All locations within 100 m of the Class D Scrub are assigned a Moderate hazard rating due to the increased risk in those locations.

### 2.3.2 Fire Danger Index

The fire danger index (FDI) for the Site is FDI 80, as documented in Table 2.4.3 of AS 3959:2018, and which is the nominated FDI for Western Australia.

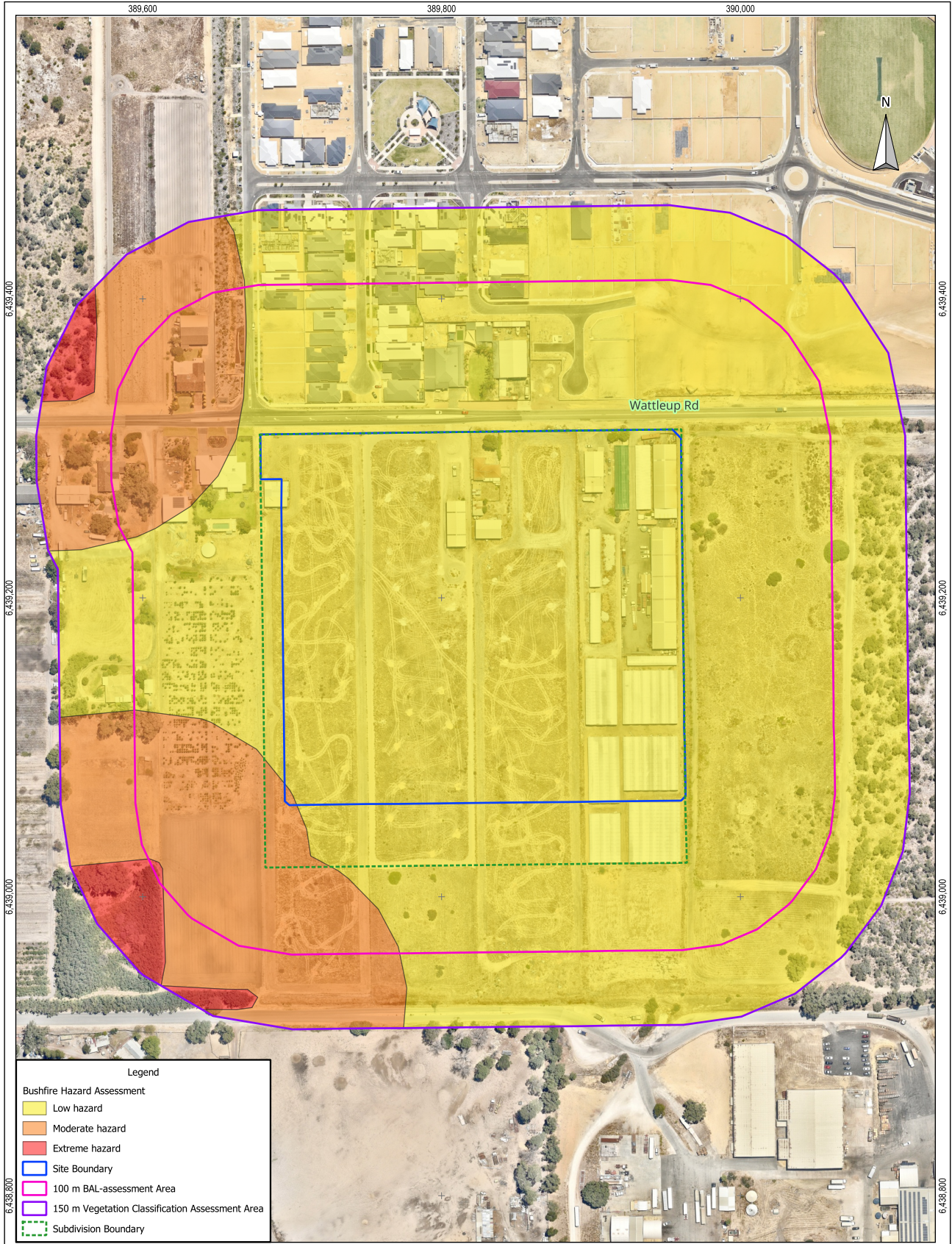
### 2.3.3 Potential Fire Impacts

Potential fire impacts within the Site include smoke and ember attack, with the BAL analysis provided in Table 1.

**Table 1: BAL Analysis**

Patch	Vegetation Class	Slope	Separation Distance (m)	BAL rating
1	Class D Scrub	Upslope or flat	> 95	BAL-12.5
2	Class G Grassland	Upslope or flat	> 40	BAL-12.5
3	Low Threat Vegetation	Upslope or flat	N/A	BAL-Low
4	Non-vegetated Areas	Upslope or flat	N/A	BAL-Low





**Legend**

**Bushfire Hazard Assessment**

- Low hazard
- Moderate hazard
- Extreme hazard

**Site Boundary**

- 100 m BAL-assessment Area
- 150 m Vegetation Classification Assessment Area
- Subdivision Boundary

Scale: 1: 2,236  
 Original Size: A3  
 Aerial Photo Date: 31/01/24  
 Grid: GDA94 / MGA zone 50 (EPSG:28350)

0 25 50 m

**Qube Property Group**  
 Lots 78, 80, 813, and 815  
 Hammond Quarter West

**Figure 9**  
**Bushfire Hazard Assessment**

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\\mbs\working\Qube Property Group\Hammond Quarter West\GIS\Hammond Quarter West BMP.qgz 27/09/2024 Bushfire Hazard Assessment

## 2.4 BAL-ASSESSMENT

As the Lot layout for the Site is known, it is possible to determine BAL-ratings for each Lot and these are shown in Figure 10. While the POS area that will be created south of the development will be landscaped and maintained to low threat condition as per AS 3959:2018, it is unknown when the Class G Grassland that is located within the road reserve further south that will accommodate the extension of Rowley Road will be cleared. Accordingly, it will be considered on a worst-case scenario situation, with BAL-ratings assigned to the most southerly Lots, noting that, consistent with AS 3959:2018, Grassland is considered for a distance of 50 m rather than the 100 m of other vegetation classifications.

The Lot located in the southwest corner of the Site will also be influenced by the Class D Scrub with a BAL-12.5 rating applicable as the scrub is located approximately 95 m southwest. A BAL-Low rating may apply if a minimum 5 m building setback from the front of the Lot is applied and the Class G Grassland within the road reserve to the south of the Site is either cleared or maintained in a low threat state on an ongoing basis.

## 2.5 ASSET PROTECTION ZONE

The Asset Protection Zone (APZ) for the Site is the area that provides the separation distance between the edge of the classified vegetation and building walls, with the preferred width of the APZ being 100 m. For locations where a 100-m APZ width cannot be achieved, a reduced APZ can be implemented when a BAL rating is determined for the building, as is the case for some of the Lots that are the subject of this BMP.

The reduced APZ commences at the junction of the BAL-40 and BAL-29 zones, or the junction of the orange and yellow zones shown in Figure 10, and will extend to the building walls which is the point where the potential radiant heat impact of a bushfire does not exceed 29 kW/m<sup>2</sup>. As a suitable separation distance can be demonstrated for each of the Lots that will be created, it indicates that the bushfire risk can be managed within the subdivision area.

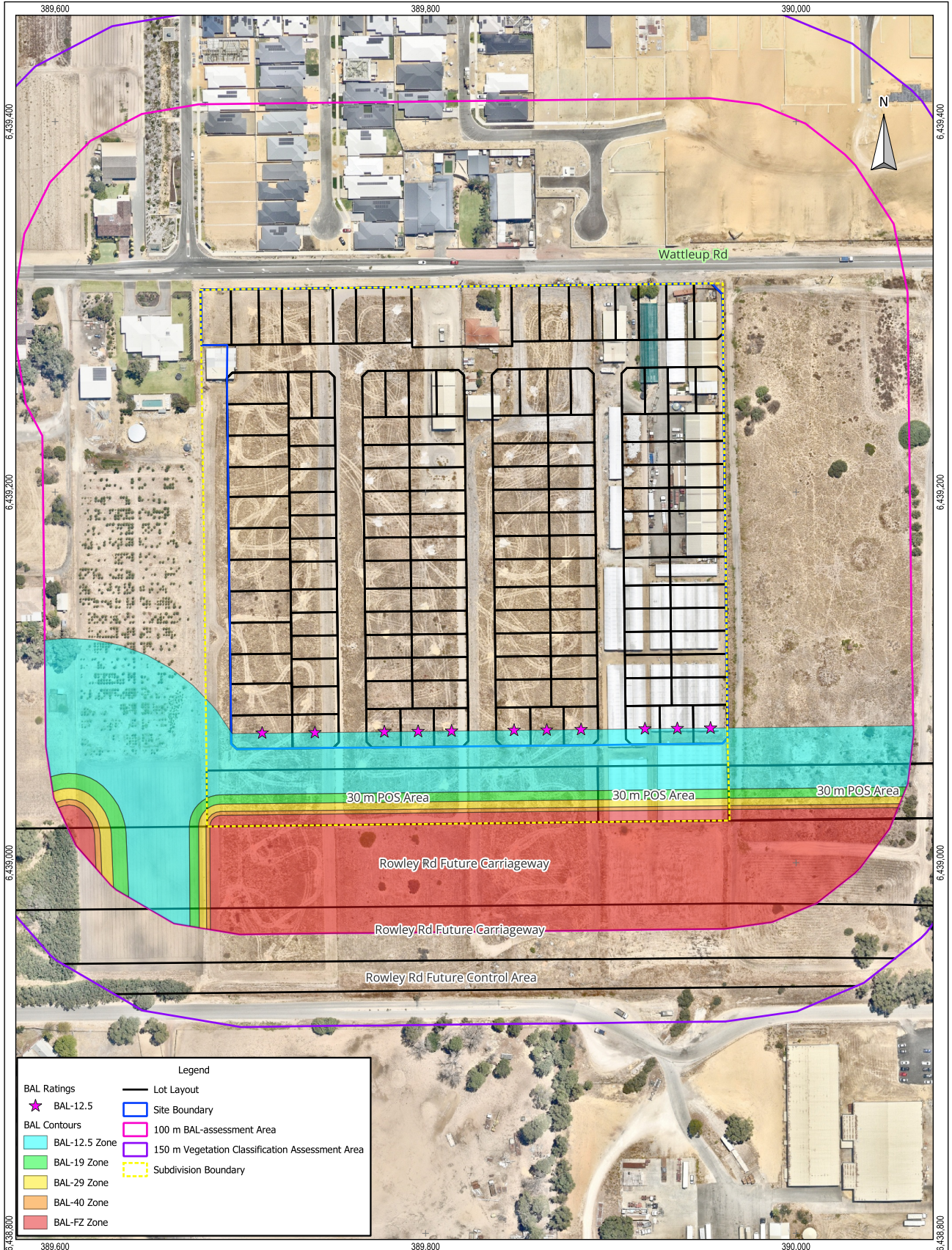
## 2.6 SHIELDING

Clause 3.5 of AS 3959:2018 allows for a reduction in the nominated construction standard for a building in bushfire prone area where the elevation is not exposed to the source of the bushfire attack, noting that the reduction in building standard cannot reduce below BAL-12.5. As no Lot within the proposed subdivision has a BAL-29 or BAL-19 rating, the shielding provisions of Clause 3.5 will not apply.

## 2.7 OTHER BUSHFIRE PROTECTION MEASURES

No other bushfire protection measures are required for the Site other than those documented in this BMP.





Scale: 1:1,800  
 Original Size: A3  
 Aerial Photo Date: 31/01/24  
 Grid: GDA94 / MGA zone 50 (EPSG:28350)

Qube Property Group  
 Lots 78, 80, 813, and 815  
 Hammond Quarter West

**Figure 10**  
**BAL Contours and Ratings**

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**MBS**  
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## 2.8 IMPLEMENTATION

Implementation of this BMP will commence immediately and will be the responsibility of the Developer, Qube Hammond Corner Pty Ltd, both for installation and ongoing maintenance until the Site is developed and Lots are sold. The Developer is also responsible for ensuring the occupier or new owner of the Lots located within 100 m of classified vegetation (Figure 10) receives a copy of this BMP to support the building process.

When ownership arrangements change over time, the responsibility for the maintenance of bushfire management measures will devolve to the new owner or managing organisation, noting that landowners or managers are responsible for land under their direct control only. For example, Lot owners will be responsible for ensuring asset protection zones within their property are maintained. Activities that will be involved with the implementation of this plan are described in Table 2, which also includes an indication of maintenance responsibilities associated with a particular activity.



Table 2: Implementation Schedule

Item	Activity	Responsibility	Maintenance	Responsibility
1	Proposed building is constructed in accordance with assigned BAL-rating, with the Developer providing a copy of this BMP to purchasers to inform that process.	Owner/builder	Not required after construction	N/A
2	Planned POS areas are to be managed in a low threat condition as per clause 2.2.3.2 (f) of AS 3959:2018.	Developer	If required, review implications of any design changes that result in increased areas of classified vegetation.	Developer
3	The proposed subdivision design is reviewed at future planning phases to ensure the bushfire risk remains manageable.	Developer	As required at future planning phases and/or changes in the indicative design occur.	Developer
4	Hydrant design requirements will be in accordance with the Water Corporation Design Standard 63 for hydrants: <ul style="list-style-type: none"> <li>Installation of markings to indicate the presence of hydrants, including: <ul style="list-style-type: none"> <li>A blue 'cats eye' reflective indicator in the centre line of the road.</li> <li>A small blue 'H' painted on the curbing.</li> <li>A white and red stripe around the pole nearest to the hydrant.</li> </ul> </li> <li>Clearance on the placement of hydrants is required from Department of Fire and Emergency Services (DFES) and the Water Corporation.</li> <li>Hydrants to be clearly identifiable, with markings installed by the developer prior to sign off.</li> </ul>	Developer	As required during various future planning approval phases.	Developer
5	The design and installation of roads will be in accordance with requirements specified in Table 6, Column 1 on page 76 of the Guidelines, with approval required from the City of Cockburn before installation can commence.	Developer	As required during various future planning approval phases.	Developer
6	When development of the Site progresses, a 50-m low-fuel zone will be installed around active stages to prevent temporary BAL-ratings being applied to Lots under construction.	Developer or owner/occupier as appropriate	As required to ensure grassed areas are either cleared or remain in a low-fuel state as defined by AS 3959:2018 through slashing.	Developer
7	If required, undertake slashing of any long grass or other low vegetation to 50 mm and other weed control to reduce fuel load within POS areas and low fuel zones under their control.	Developer	As required to ensure grassed areas remain in low-fuel state as defined by AS 3959:2018.	Developer

QUBE HAMMOND CORNER PTY LTD

LOTS 78, 80, 813, AND 815 HAMMOND QUARTER WEST  
BUSHFIRE MANAGEMENT PLAN

Item	Activity	Responsibility	Maintenance	Responsibility
8	Comply with the City of Cockburn's annual fire hazard reduction notice.	Developer	As per the requirements of the City of Cockburn annual fire hazard reduction notice.	Developer



## 2.9 RESPONSIBILITIES

Responsibilities for bushfire preparedness and response within the development area are shared by the Developer, Qube Hammond Corner Pty Ltd, the City of Cockburn, and building owners/occupiers.

### 2.9.1 Developer Responsibilities

The Developer is responsible for implementing key portions of this BMP, including:

- Providing a copy of this BMP to owner to inform future building construction standard and approvals.
- Installing and maintaining firebreak/low fuel/asset protection zones on their land.
- Arranging for a notification on titles to inform that some Lots are located within a designated bushfire prone area.
- Ensuring hydrant and road design is in accordance with relevant guidelines.
- Maintaining grassed areas in a low-fuel state through regular slashing to less than 100 mm in land holdings under their control.
- Complying with City of Cockburn annual fire hazard reduction notice

### 2.9.2 City of Cockburn Responsibilities

It should be noted that the City of Cockburn has the responsibility and powers under the Local Planning Scheme and the *Bush Fires Act 1954 (WA)* to ensure that this BMP, annual firebreak notices, any bushfire Information, and any special orders issued under the *Bush Fires Act 1954 (WA)* are complied with.

The City will be responsible for:

- Providing appropriate bushfire advice in relation to firebreaks, hazard reduction, and similar.
- Recommend to the Western Australian Planning Commission as part of a subdivision application that lots within a designated Bushfire Prone Area, which are subject to a Bushfire Management Plan (BMP), include a Notification on Title to advise landowners/occupants of the BMP.

### 2.9.3 Owner and/or Occupier Responsibilities

It is the responsibility of individual property owners building near the vegetated areas to:

- Ensure that residences are constructed in accordance with the relevant clauses of AS 3959:2018 for the confirmed BAL-rating.
- Maintain the nominated asset protection zone between the edge of the classified vegetation and building walls.
- Respond to/comply with bushfire advice issued by the developer, the City of Cockburn, and/or DFES.



### 3. COMPLIANCE AND JUSTIFICATIONS

#### 3.1 SPP 3.7 OBJECTIVES AND APPLICATION OF POLICY MEASURES

The intent of *State Planning Policy (SPP) 3.7 Planning in Bushfire Prone Areas* (Department of Planning and Western Australian Planning Commission, 2015) is to ensure that bushfire risks are considered in a timely manner and that planning documents demonstrate the appropriate application of the various policy measures. Table 3 summarises the intent and objectives of SPP 3.7 and provides the indication of how the Site planning is consistent with the intent of SPP 3.7.

**Table 3: SPP 3.7 Compliance Indication**

SPP Reference	Description	Compliance Indication
Intent	<ul style="list-style-type: none"> <li>Ensure that risks associated with bushfires are planned using a risk-based approach.</li> </ul>	<ul style="list-style-type: none"> <li>Preparation of a BMP in accordance with SPP 3.7.</li> <li>The assessment process implemented during preparation of this BMP indicates that the risks associated with bushfire are manageable.</li> </ul>
Objective 1	<ul style="list-style-type: none"> <li>Avoid any increase in the threat of bushfire to people, property, and infrastructure. The preservation of life and the management of bushfire impact are paramount.</li> </ul>	<ul style="list-style-type: none"> <li>The assessment process implemented during preparation of this BMP indicates that the risks associated with bushfire are manageable.</li> <li>Some Lots within the Site will have a BAL-rating, with none higher than BAL-12.5 (Figure 10).</li> </ul>
Objective 2	<ul style="list-style-type: none"> <li>Reduce vulnerability to bushfire through the identification and consideration of bushfire risks in decision-making at all stages of the planning and development process.</li> </ul>	<ul style="list-style-type: none"> <li>The assessment process implemented during preparation of this BMP indicates that the risks associated with bushfire are manageable.</li> <li>Some Lots within the Site will have a BAL-rating, with none higher than BAL-12.5 (Figure 10).</li> </ul>
Objective 3	<ul style="list-style-type: none"> <li>Ensure that higher order strategic planning documents, strategic planning proposals, subdivisions and development applications consider bushfire protection requirements and include specified bushfire protection measures.</li> </ul>	<ul style="list-style-type: none"> <li>The planning process has considered the risk of bushfire in an early stage, with this BMP being prepared at the first planning phase for the Site as it transitions to a residential area.</li> <li>The preparation of this document has been completed to inform owners of BAL-ratings assigned to Lots ahead of sale and the later building process.</li> </ul>
Objective 4	<ul style="list-style-type: none"> <li>Achieve an appropriate balance between bushfire risk management measures and, biodiversity conservation values environmental protection and biodiversity management and landscape amenity, with consideration of the potential impacts of climate change.</li> </ul>	<ul style="list-style-type: none"> <li>Site environmental values have been considered during this, the first phase of the planning approvals process.</li> <li>Given the lack of biodiversity conservation values nearby, no additional actions to reduce impacts to biodiversity are required.</li> </ul>

### 3.2 BUSHFIRE PROTECTION CRITERIA

Appendix 4 of the *Guidelines for Planning in Bushfire Prone Areas* (DPLH and WAPC, v1.4, 2021) provides details of the acceptable bushfire protection solutions that can be used to demonstrate how a location can be developed in bushfire prone areas. Table 4 demonstrates the Site's Compliance with Bushfire Protection Criteria and Figure 10 provides the Lot layout with BAL-contours and ratings for the Lots.

**Table 4: Compliance with Bushfire Protection Criteria**

Intent	Acceptable Solutions	Solution
<b>Element 1: Location</b>		
Ensure that strategic planning proposals, subdivision and development applications are located in areas with the least possible risk of bushfire to facilitate the protection of people, property and infrastructure	<b>A1.1 Development Location</b>	
	Bushfire hazard assessment is or will on completion be moderate or low.	<ul style="list-style-type: none"> <li>The subdivision is in an area where the bushfire hazard level is manageable.</li> <li>Several Lots within the Site will have a BAL rating, with none higher than BAL-12.5 (Figure 10).</li> </ul>
	BAL rating is BAL-29 or lower.	<ul style="list-style-type: none"> <li>The bushfire hazard assessment process carried out during preparation of this BMP indicates that the bushfire risk is manageable.</li> <li>Several Lots within the Site will have a BAL rating, with none higher than BAL-12.5 (Figure 10).</li> </ul>
<b>Element 2: Siting and Design of Development</b>		
To ensure that the siting and design of development minimises the level of bushfire impact	<b>A2.1 Asset Protection Zone (APZ)</b>	
	Every habitable building is surrounded by, and every proposed lot can achieve an APZ depicted on plans that meets the following: <ul style="list-style-type: none"> <li><b>Width</b> — bushfire radiant heat does not exceed radiant heat of 29 kW/m<sup>2</sup> (BAL-29) as measured from any external wall or supporting post or column in all circumstances.</li> <li><b>Location</b> — APZ contained solely within the boundaries of the Lot on which the building is situated, except in instances where the neighbouring lot(s) will be managed in a low-fuel state on an ongoing basis, in perpetuity.</li> <li><b>Management</b> — the APZ is managed in accordance with the requirements of 'Standards for Asset Protection Zones' (Schedule 1 on page 71 of the Guidelines).</li> </ul>	<ul style="list-style-type: none"> <li>The APZ coincides with the boundary between BAL-40 and BAL-29 zones (Figure 10) and includes roads and cleared areas.</li> <li>The Subdivision design provides for a suitable APZ width to ensure that the radiant heat does not exceed 29 kW/m<sup>2</sup> (BAL-29) as measured from any external wall or supporting post or column in all circumstances.</li> <li>Several Lots within the Site will have a BAL rating, with none higher than BAL-12.5 (Figure 10).</li> </ul>

Intent	Acceptable Solutions	Solution
<b>Element 3: Vehicular Access</b>		
<p>Ensure that the vehicular access serving a subdivision/ development is available and safe during a bushfire event.</p> <p>To achieve the intent, all applicable acceptable solutions must be addressed:</p> <ul style="list-style-type: none"> <li>• <b>SP</b> – Strategic planning proposal and structure plan where the lot layout is not known.</li> <li>• <b>Sb</b> – Structure plan where the lot layout is known and subdivision application.</li> <li>• <b>Dd</b> – Development application for a single dwelling, ancillary dwelling, or minor development.</li> <li>• <b>Do</b> – Development application for any other development that is not a single dwelling, ancillary dwelling, or minor development.</li> </ul>	<p><b>A3.1 Public Roads (SP Sb Do)</b></p>	
	<p>Public roads are to meet the minimum technical requirements in Table 6, Column 1 on page 76 of the Guidelines.</p> <p>The trafficable (carriageway/pavement) width is to be in accordance with the relevant class of road in the Local Government Guidelines for Subdivisional Development (IPWEA Subdivision Guidelines), Liveable Neighbourhoods, Austroad standards and/or any applicable standards for the local government area.</p>	<p>Public roads associated with these stages will be constructed in accordance with the technical requirements outlined in Column 1 of Table 5 on page 76 of the Guidelines and be consistent with those constructed during the development of earlier subdivision stages.</p>
	<p><b>A3.2a Multiple Access Routes (SP Sb Do)</b></p>	
	<p>Public road access is to be provided in two different directions to at least two different suitable destinations with an all-weather surface (two-way access).</p>	<p>Access and egress from the subdivision is available to at least two different destinations, with several north/south and east access options via the current and planned road network to Wattle-up Road, and later to what will become Rowley Road to the south (Figure 10).</p>
	<p>If the public road access is via a no-through road that cannot be avoided due to demonstrated site constraints, the road access is to be a maximum of 200 m from the subject lot(s) boundary to an intersection where two-way access is provided.</p>	<p>N/A —all roads are through roads.</p>
	<p>A no-through road may exceed 200 m if it is demonstrated that an alternative access way cannot be provided due to site constraints and the following requirements are met:</p> <ul style="list-style-type: none"> <li>• The no-through road travels towards a suitable destination.</li> <li>• The balance of the no-through road that is greater than 200 m from the subject site is wholly within BAL-Low or is in a residential built-out area (Figure 23 on page 81 of the guidelines).</li> </ul>	<p>N/A — all roads are through roads.</p>
<p><b>A3.2b Emergency Access Way (SP Sb Do)</b></p>		
<p>Where it is demonstrated that A3.2a cannot be achieved due to site constraints, or where an alternative design option does not exist, an emergency access way can be considered as an acceptable solution. An emergency access way is to meet all the following requirements:</p> <ul style="list-style-type: none"> <li>• Requirements in Table 6, Column 2 on page 76 of the guidelines.</li> <li>• Provides a through connection to a public road.</li> </ul>	<p>N/A — access will be the existing and planned road network.</p>	

Intent	Acceptable Solutions	Solution
	<ul style="list-style-type: none"> <li>Be no more than 500 m.</li> <li>Must be signposted and if gated, gates must open the whole trafficable width and remain unlocked.</li> </ul>	
	<p><b>A3.3 Through-roads (SP Sb)</b></p>	
	<p>All public roads should be through-roads. No-through roads should be avoided and should only be considered as an acceptable solution where:</p> <ul style="list-style-type: none"> <li>It is demonstrated that no alternative road layout exists due to site constraints, and</li> <li>The no-through road is a maximum length of 200 m to an intersection providing two-way access unless it satisfies the exemption provisions in A3.2a.</li> </ul>	<p>N/A — all roads are through roads.</p>
	<p>A no-through road is to meet all the following requirements:</p> <ul style="list-style-type: none"> <li>Requirements of a public road (Table 6, Column 1, Page 76).</li> <li>Turn-around area as shown in Figure 24 on page 81 of the Guidelines.</li> </ul>	<p>N/A — all roads are through roads.</p>
	<p><b>A3.4a Perimeter Roads (SP Sb)</b></p>	
	<p>A perimeter road is a public road and should be provided for greenfield or infill development where 10 or more lots are being proposed, including as part of a staged subdivision, with the aim of:</p> <ul style="list-style-type: none"> <li>Separating areas of classified vegetation under AS 3959 that adjoin the subject site from the proposed lots, and</li> <li>Removing the need for battle-axe lots that back onto areas of classified vegetation.</li> </ul>	<p>Perimeter roads include Wattleup Road to the north and planned roads around the subdivision area to the west, south, and east that provide access to Wattleup Road as well as to the subdivision that is being progressed to the east (Figure 10).</p>
	<p>A perimeter road is to meet the requirements contained in Table 6, Column 1 on page 76 of the Guidelines.</p>	<p>Construction of interior perimeter roads will be in accordance with the Guidelines and be consistent with previous road construction within the broader subdivision</p>



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LOTS 78, 80, 813, AND 815 HAMMOND QUARTER WEST  
BUSHFIRE MANAGEMENT PLAN

Intent	Acceptable Solutions	Solution
	<p>A perimeter road may not be required where:</p> <ul style="list-style-type: none"> <li>The adjoining classified vegetation is Class G Grassland.</li> <li>Lots are zoned for rural living or equivalent.</li> <li>It is demonstrated that it cannot be provided due to site constraints.</li> <li>All lots have frontage to an existing public road.</li> </ul>	<p>N/A — perimeter roads have been provided in the subdivision design.</p>
	<p><b>A3.4b Fire Service Access Route (SP Sb)</b></p>	
	<p>Where proposed lots adjoin classified vegetation under AS 3959 (excluding Class G Grassland) and a perimeter road is not required in accordance with A3.4a, a fire service access route can be considered as an acceptable solution to provide firefighter access, where access is not available, to the classified vegetation. A fire access route is to meet all the following requirements:</p> <ul style="list-style-type: none"> <li>Requirements in Table 6 Column 3 on page 76 of the Guidelines.</li> <li>Be through-routes with no dead-ends.</li> <li>Linked to the internal road system at regular intervals, every 500 m.</li> <li>Must be signposted.</li> <li>No further than 500 m from a public road.</li> <li>If gated, gates must open the required trafficable width and be locked by the local government and/or emergency services, if keys are provided for each gate.</li> <li>Turn-around areas designed to accommodate type 3.4 fire appliances and to enable them to turn around safely every 500 m.</li> </ul>	<p>N/A — fire access will be via the existing and planned road network.</p>
	<p><b>A3.5 Battle-axe Access Legs (Sb)</b></p>	
	<p>Where it is demonstrated that a battle-axe access leg cannot be avoided due to site constraints, it can be considered as an acceptable solution.</p> <p>There are no battle-axe technical requirements where the point of the battle-axe access leg joins the effective area of the battle-axe lot is less than 50 m from a public road in a reticulated water area.</p>	<p>N/A — there are no battle-axe Lots planned.</p>

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BUSHFIRE MANAGEMENT PLAN

Intent	Acceptable Solutions	Solution
	<p>In circumstances where the above condition is not met, or the battle-axe lot is in a non-reticulated water area, the battle-axe access leg is to meet all the following requirements:</p> <ul style="list-style-type: none"> <li>Requirements in Table 6, Column 4 on page 76 of the Guidelines.</li> <li>Passing bays every 200 m with a minimum length of 20 m and minimum additional trafficable width of 2 m (i.e. the combined trafficable width of the passing bay and constructed driveway to be a minimum 6 m).</li> </ul>	<p>N/A — there will be no battle-axe Lots.</p>
	<p><b>A3.6 Private Driveways (Dd Do)</b></p> <p>There are no private driveway technical requirements where the private driveway is:</p> <ul style="list-style-type: none"> <li>Within a lot serviced by reticulated water.</li> <li>No greater than 70 m in length between the most distant external part of the development site and the public road as measured as a hose lay.</li> <li>Accessed by a public road where the road speed limit is not greater than 70 km/h.</li> </ul>	<p>N/A — there will be no private driveways.</p>
	<p>In circumstances where all the above conditions are not met, or the private driveway is in a non-reticulated water area, the private driveway is to meet all the following requirements:</p> <ul style="list-style-type: none"> <li>Requirements in Table 6, Column 4 on page 76 of the Guidelines.</li> <li>Passing bays every 200 m with a minimum length of 20 m and minimum additional trafficable width of 2 m (i.e. the combined trafficable width of the passing bay and constructed driveway to be a minimum 6 m).</li> <li>Turn around areas as shown in Figure 28 on page 86 of the Guidelines and within 30 m of the habitable building.</li> </ul>	<p>N/A — there will be no private driveways.</p>
<p><b>Element 4: Water</b></p>		
<p>Ensure that water is available to enable people, property, and infrastructure to be defended from bushfire.</p> <p>To achieve the intent, all applicable acceptable solutions must be addressed:</p>	<p><b>A4.1 Identification of Future Water Supply (SP)</b></p> <p>Evidence that a reticulated or sufficient non-reticulated water supply for bushfire fighting can be provided at the subdivision and/or development application stage, in accordance with the specifications of the relevant water supply authority or the requirements of Schedule 2 on Page 90 of the Guidelines.</p> <p>Where the provision of a strategic water tank(s) is required in a suitable area within a road reserve or a dedicated lot the location should be identified on the structure plan to the satisfaction of the local government.</p>	<p>The Lots are located in an area with a reticulated water supply available for firefighting purposes.</p> <p>N/A — subdivision will be connected to a reticulated water supply.</p>



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LOTS 78, 80, 813, AND 815 HAMMOND QUARTER WEST  
BUSHFIRE MANAGEMENT PLAN

Intent	Acceptable Solutions	Solution
<ul style="list-style-type: none"> <li><b>SP</b> – Strategic planning proposal and structure plan where the lot layout is not known.</li> <li><b>Sb</b> – Structure plan where the lot layout is known and subdivision application.</li> <li><b>Dd</b> – Development application for a single dwelling, ancillary dwelling, or minor development.</li> <li><b>Do</b> – Development application for any other development that is not a single dwelling, ancillary dwelling, or minor development.</li> </ul>	<p><b>A4.2 Provision of Water for Firefighting Purposes (Sb Dd Do)</b></p> <p>Where a reticulated water supply is existing or proposed, hydrant connection(s) should be provided in accordance with the specifications of the relevant water supply authority. Where these specifications cannot be met, then the following applies:</p> <ul style="list-style-type: none"> <li>The provision of a water tank(s) in accordance with the requirements of Schedule 2 on page 90 of the guidelines.</li> <li>Where the provision of a strategic water tank(s) is applicable, then the following requirements apply:                             <ul style="list-style-type: none"> <li>Land to be ceded free of cost to the local government for the placement of the tank(s).</li> <li>The lot or road reserve where the tank is to be located is identified on the plan of subdivision.</li> <li>Tank capacity, construction, and fittings provided in accordance with the requirements of Schedule 2 on page 90 of the Guidelines.</li> <li>A strategic water tank is to be located no more than 10 minutes from the subject site (at legal road speeds).</li> </ul> </li> </ul> <p>Where a subdivision includes an existing habitable building(s) that is to be retained, a water supply should be provided to this existing habitable building(s) in accordance with the requirements listed above.</p>	<p>Hydrants will be installed in accordance with Water Corporation Design Standard DS 63.</p>
<b>Element 5: Vulnerable Tourism Land Uses</b>		
<p>Provide for bushfire protection for tourism land uses relevant to the characteristics of the occupants and/or the location, to preserve life and reduce the impact of bushfire on property and infrastructure. All applicable acceptable solutions must be addressed.</p>	<p>Every habitable building is surrounded by Asset Protection Zone (APZ) in accordance with Element 2: Siting and Design of Development — A2.1 APZ.</p>	<p>N/A</p>
	<p>Habitable buildings are sited and designed to:</p> <ul style="list-style-type: none"> <li>Minimise clearing of existing vegetation.</li> <li>Provide hazard separation between classified vegetation and a development site that is managed in perpetuity to protect life, prevent the spread of, and manage the impacts of fire.</li> </ul>	<p>N/A</p>
	<p>Suitable access/egress is provided for users of tourism sites.</p>	<p>N/A</p>
	<p>Adequate water is available for firefighting purposes in the event of a bushfire.</p>	<p>N/A</p>

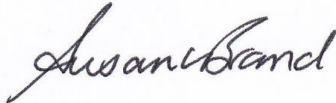
### 3.3 COMPLIANCE WITH RELEVANT DOCUMENTS

Sections 3.1 and 3.2 demonstrate how the Site within Hammond Quarter West will comply with State Planning Policy 3.7 (Department of Planning and WA Planning Commission, 2015), *Guidelines for Planning in Bushfire Prone Areas* (Department of Planning, Lands and Heritage (DPLH) and the WA Planning Commission (WAPC), (V1.4, 2021).

Site owners/occupiers must comply with relevant sections of the annual firebreak notice and bushfire information prepared by the City of Cockburn, such as total fire ban and hazard reduction programs.

### 3.4 COMPLIANCE STATEMENT

This BMP has been prepared in accordance with the requirements of *State Planning Policy 3.7 Planning in Bushfire Prone Areas* (Department of Planning and Western Australian Planning Commission, 2015) and *Guidelines for Planning in Bushfire Prone Areas* (DPLH and WAPC, V1.4, 2021). The information contained in this document represents current site conditions based on a visit to the site on 15 March 2024 and associated planning.



Signed:

Date: 28 June 2024

Accreditation Number: BPAD 36638

Accreditation Expiry Date: 30 April 2025



## 4. REFERENCES

AS 3959:2018. *Construction of Buildings in Bushfire-Prone Areas*. Standards Australia, NSW.

Department of Planning, Lands and Heritage (DPLH), and the Western Australian Planning Commission (WAPC). 2021. (V1.4, Dec 2021) *Guidelines for Planning in Bushfire Prone Areas*. Western Australian Planning Commission, Perth, Western Australia.

Department of Planning and Western Australian Planning Commission. 2015. *State Planning Policy 3.7 Planning in Bushfire Prone Areas*. Western Australian Planning Commission, Perth, Western Australia.

Mitchell, Williams and Desmond. 2002. *Swan Coastal Plain 2 (SWA2 – Swan Coastal Plain subregion)*, Department of Conservation and Land Management.



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LOTS 78, 80, 813, AND 815 HAMMOND QUARTER WEST  
BUSHFIRE MANAGEMENT PLAN

## APPENDIX 1: LANDSCAPE MASTERPLAN

01

LOCATION



LANDSCAPE ARCHITECTS  
 LEVEL 1 278 RAILWAY PDE WEST LEEDERVILLE WA 6007  
 T: (08) 9388 9566 E: mail@plane.com.au

HAMMOND QUARTER - LSP AMENDMENT  
 PREPARED FOR QUBE MANDOGALUP PTY LTD  
 JUNE 2024

M1.101  
 REV B  
 1:1250 @ A1



2102805 HAMMOND QUARTER- landscape concept  
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02

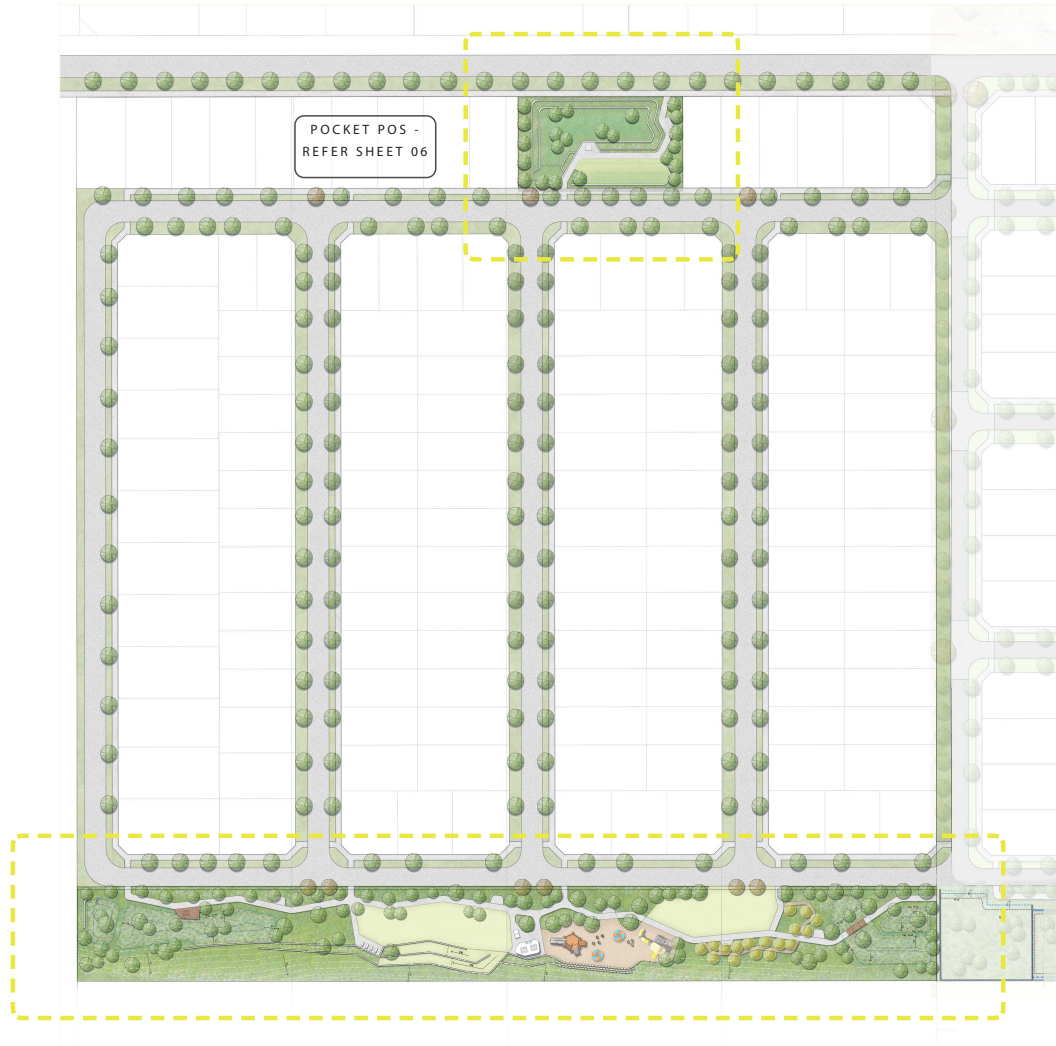
MASTERPLAN



TERRACING



MANUFACTURED SHADE



LINEAR POS - REFER SHEET 03

POCKET POS - REFER SHEET 06



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M1.102  
REV B  
1:700 @ A1



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03

LINEAR POS  
PLAN

LEGEND

- PROPOSED TREE PLANTING
- 01 CONCRETE FOOTPATH EXTENDS LINEAR POS WALKABLE NETWORK
- 02 FUTURE PATH CONNECTION WITH HAMMON SOUTH LINEAR POS
- 03 BRIDGE CONNECTION OVER 1:100 BASIN
- 04 PLANTED 1:100 ARI DETENTION BASIN
- 05 PLANTED 1:1 ARI BIORETENTION BASIN WITH WINTER-WET NATIVE TREES AND PLANT SPECIES.
- 06 LARGE TURF KICKABOUT AREA
- 07 SHADE STRUCTURE WITH SEATING AND BBQ
- 08 PLAYGROUND AREA
- 09 INFORMAL PATH THROUGH COMMUNITY ORCHARD
- 10 REFLECTIVE NODE: LOUNGE SEATING OVERLOOKING TURF AND BASIN
- 11 RAISED SEATING PLATFORM OVERLOOKING BASIN
- 12 1:4 MAX EARTHWORKS BATTER
- \* ALL-AGES FITNESS EQUIPMENT NODE



LANDSCAPE ARCHITECTS  
LEVEL 1 27B RAILWAY PDE WEST LEEDERVILLE WA 6007  
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M1.103  
REV B  
1:400 @ A1



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04

IMAGERY



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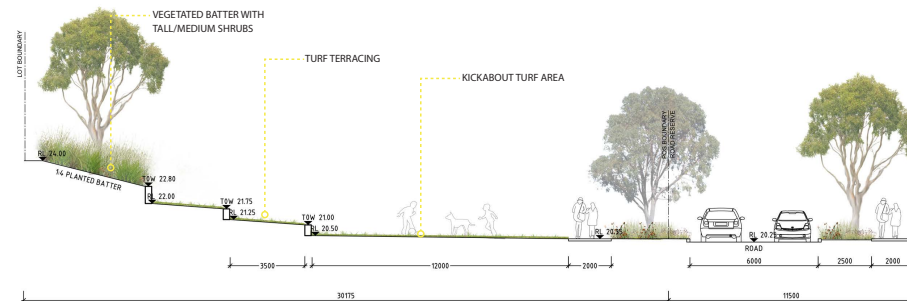
05

LINEAR POS  
CROSS SECTIONS

SECTION A - A



SECTION B - B



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 1:100 @ A1



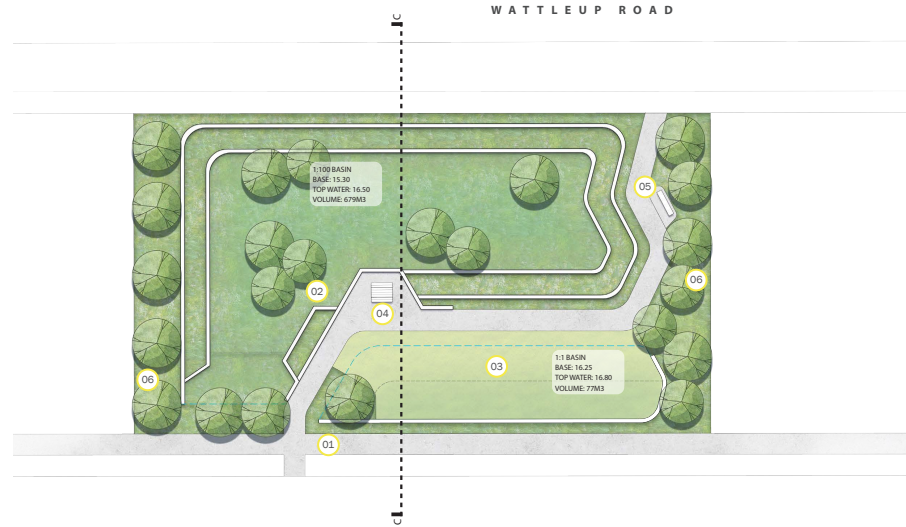
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06

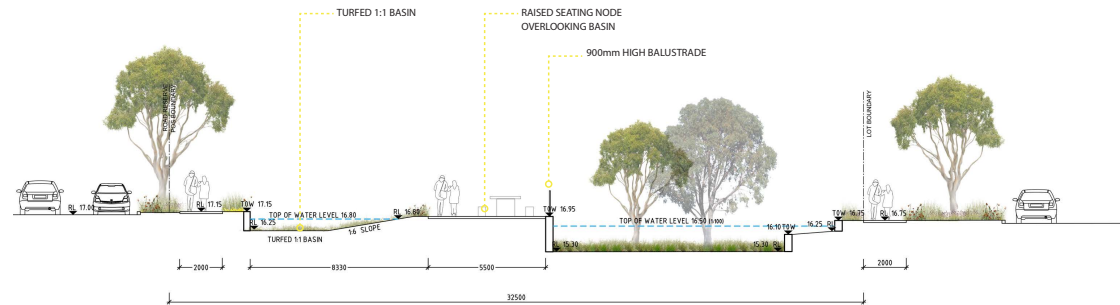
POCKET PARK  
PLAN

LEGEND

- PROPOSED TREE PLANTING.
- 01 CONCRETE FOOTPATH
- 02 PLANTED 1:100 ARI DETENTION BASIN
- 03 TURF 1:1 ARI BIoretention BASIN
- 04 RAISED SEATING PLATFORM OVERLOOKING BASIN
- 05 SEATING NODE
- 06 SCREENING TREES AND PLANTING ALONG LOT BOUNDARY



SECTION C - C



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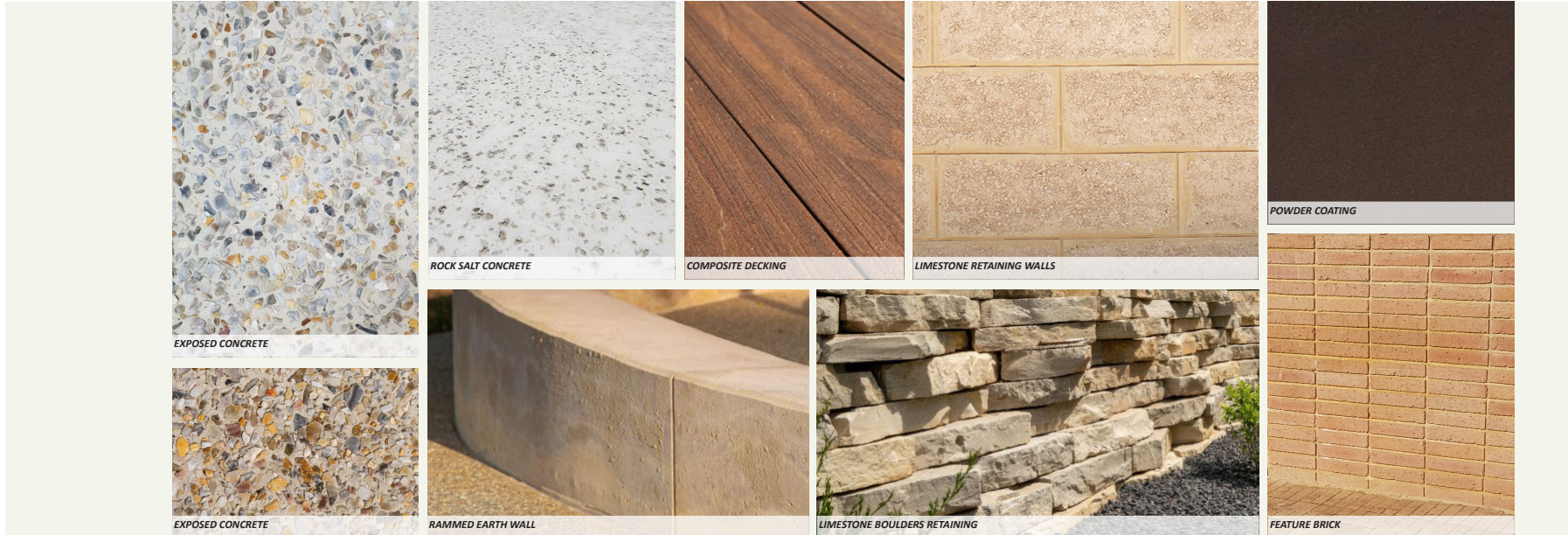
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1:200 @ A1



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07

MATERIALS PALETTE  
HARDWORKS



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REV B

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08

PLANTING PALETTE  
TREES

BANKSIA WOODLAND



*BANKSIA ATTENUATA*



*BANKSIA GRANDIS*



*BANKSIA ILLIIFOLIA*



*BANKSIA MENZIESII*



*MACROZAMIA RIEDEI*



*XANTHORRHOEA PRIESSII*

SMALL TREES



*ACACIA SALIGNA*



*CALLISTEMON KING'S PARK SPECIAL*



*EUCALYPTUS VIXTRIX*



*HAKEA LAURINA*



*KUNZEA GLABRESCENS*



*MELALEUCA LANCEOLATA*

LARGE TREES



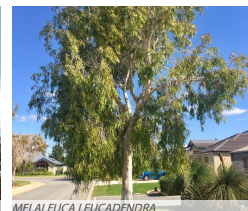
*ALLOCASUARINA FRASERIANA*



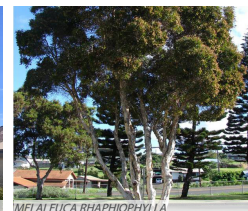
*EUCALYPTUS GOMPHOCEPHALA*



*EUCALYPTUS MARGINATA*



*MELALEUCA LEUCADENDRA*



*MELALEUCA RHAPHIOPHYLLA*



*TRISTANIOPSIS LAURINA*



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09

PLANTING PALETTE  
SHRUBS

GROUNDCOVERS



*ACACIA SALIGNA GREEN CARPET*



*CONOSTYLIS CANDICANS*



*CALOTHAMNUS QUADRIFIDUS PROSTRATE*



*DAMPIERA LINEARIS*



*KENNEDIA PROSTRATA*



*MYOPORUM PARVIFOLIUM FINE LEAF*

SHRUBS LOW



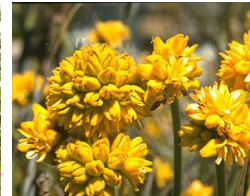
*ANIGOZANTHOS HUMILIS*



*BANKSIA NIVEA PROSTRATE*



*CALOTHAMNUS CLEAN AND GREEN*



*CONOSTYLIS ACULEATA*



*DIANELLA REVOLUTA*



*PATTERSONIA OCCIDENTALIS*

SHRUBS



*ANIGOZANTHOS MANGLESSII*



*HAKEA PROSTRATA*



*HIBBERTIA HYPERICOIDES*



*MELALEUCA HUEGELII*



*SCAEOVOLA CRASSIFOLIA*



*VERTICORDIA DENSIFLORA*



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# Appendix E

## Environmental Report & EPBC Approval

# Appendix F

## Transport Impact Assessment

# Appendix G

## Transportation Noise Assessment

**Perth**

Level Two, 442 Murray Street  
Perth WA Australia 6000  
+61 8 9213 7300

**Sydney**

Level Four, 17 Randle Street  
Surry Hills NSW Australia 2010  
+61 2 8202 8000

**Melbourne**

Level Five, 411 Collins Street  
Melbourne VIC Australia 3000  
+61 3 9620 5421

**Brisbane**

Level Four, 99 Creek Street  
Brisbane QLD Australia 4000  
+61 7 3221 1311

**HATCH**

File No. 110/248

**Schedule of Submissions**  
**Amendment 1 to Hammond Quarter Structure Plan**

No.	Name/Address	Submission	Recommendation
1	Name and Address withheld	<b>SUPPORT:</b> I think it is a good idea to build more houses. It is a shame the lots aren't closer to the train line. Hammond Park is still a younger suburb, therefore people can't be precious about having been there for years and how more houses with ruin the aesthetic of the neighbourhood.	1. Noted.
2.	Department of Planning, Lands and Heritage (Infrastructure Planning) Perth WA 6000	<b>NO COMMENT:</b> As the site does not abut any Other Regional Roads in the Metropolitan Region Scheme, the Road Planning Team (IPP) has no formal comments to provide. However, comments must be sorted out from Main roads as the subject site is affected by the road reservation for Rowley Road which will be categorised as future Primary Regional Road	1. Noted.
3.	Name and Address withheld	<b>OBJECT:</b> Hammond Park has experienced significant development, and infrastructure isn't keeping pace with community needs. The Traffic Impact Assessment (Appendix F) predates Jilbup Primary School. Many houses in Hammond Park West have also been completed since this report. With Hammond Park split in two, Wattleup Road is heavily utilised by residents, Jilbup Primary School parents and trucks (that often speed and drive aggressively). The Rowley Road extension isn't relevant to this proposal as Main Roads WA indicates completion won't be until at least 2031 ( <a href="https://developmentwa.com.au/frequently-asked-questions/investor/what-is-the-timing-for-the-delivery-of-the-regional-road-network">https://developmentwa.com.au/frequently-asked-questions/investor/what-is-the-timing-for-the-delivery-of-the-regional-road-network</a> ). This and the new shopping centre will further strain our insufficient road infrastructure. While I am supportive of development in Hammond Park, infrastructure updates including extending Whadjuk Drive and Rowley Road should be prioritised to meet the needs of the rapidly growing Hammond Park community.	1. Noted.  The City understands that Main Roads WA are progressing design of Rowley Road extension, however, the State Government is yet to provide an timeframe for completion of this road.  MRWA approved the reduction of the speed limit on Wattleup Road (between Frankland Avenue and Mandogalup Road) in late 2023, following a request by the City, to 60km/h. Wattleup Road remains on MRWA's Restricted Access Vehicle (RAV) network, ahead of the future extension of Rowley Road. It is expected that heavy vehicles will use Rowley Road, instead of Wattleup Road, once the planned extension of Rowley Road is complete.  The completion of Whadjuk Drive is dependent upon the extension of Hammond Road between Frankland Avenue and Wattleup Road. At the current time, the City has not set a timeframe for commencement of this project.
4	Dept of Transport	<b>NO OBJECTION:</b> The Urban Mobility (UM) and Freight, Aviation, Ports and Reform (FPAR) divisions of DoT have reviewed the submitted	1. Noted.



No.	Name/Address	Submission	Recommendation
	Perth WA 6839	<p>documents and advise that DoT has no objection to the proposal and provides the following comments:</p> <ol style="list-style-type: none"> <li>1. Rowley Rd is part of the metro freight route system and is part of the Restricted Access Vehicle network. The Rowley Rd alignment and land requirements are protected by Planning Control Area (PCA) 156 to allow for future planning and construction. Main Roads WA will need to be consulted with regards to Rowley Rd.</li> <li>2. It is noted that all 3 proposed intersections with Wattleup Road to the development site were already approved as part of the existing Hammond Park structure plan. The Transport Impact Assessment (TIA) Addendum section 5.1.3 indicates that the removal of RAV access has been approved by MRWA on Wattleup Rd, however, it will continue to be a significant freight route until Rowley Rd is upgraded to the ultimate standard. As such, MRWA will need to be consulted to review the intersection design and SIDRA analysis for the western-most intersection to ensure the additional vehicular traffic as a result of this proposal will not affect the approved design.</li> <li>3. Per the submitted documents, a noise assessment has been conducted. SPP 5.4 Road and Rail Noise has been applied and mitigation measures will be implemented accordingly.</li> <li>4. Section 4.5 of the TIA Addendum states that all streets will have a footpath on one side of the road, with additional paths within the Public Open Space areas. The TIA also states that a pedestrian refuge island is being constructed for a north-south crossing of Wattleup Rd, at a location that is a sensible one for school crossings to Jilbup Primary School. With the extension eastward of residential areas as part of this proposal, DoT recommends that a second crossing be considered to align with corresponding westward expansion to the north of Wattleup Rd, and that a pedestrian footpath on the south side of Wattleup Rd be included along the northern boundary of this amendment area.</li> <li>5. Whilst outside the Amendment area, DoT recommends the north-south spine roads within the Hammond Quarter Structure Plan area should have footpaths on both sides of the road with one of these being a shared path as these will be the main way pedestrians and people on bikes will access the urban area and school to the north of Wattleup Rd, as well as other path infrastructure being constructed along Wattleup Road in the future.</li> </ol>	<ol style="list-style-type: none"> <li>1. The Structure Plan Amendment has been referred to Main Roads WA due to the site's proximity to the existing and future Restricted Access Vehicle (RAV) network.</li> <li>2. Noted. The Structure Plan Amendment has been referred to Main Roads WA, as the responsible authority for the RAV network. MRWA have been forwarded SIDRA data which informs the Transport Impact Assessment and TIA Addendum. MRWA have provided no objections to the intersection locations (these were approved as part of the previous Ministerial subdivision approvals and through the current Structure Plan, with Wattleup Road being a road under the City of Cockburn's management).</li> <li>3. Noted. The recommendations from the Transportation Noise Assessment and Addendum will be implemented at the subdivision stage and consequent planning stages.</li> <li>4. Supported. An existing pedestrian crossing on Wattleup Road has been approved as part of the initial stages of civil design for the Hammond Quarter subdivisions. Further crossings on Wattleup Road may be considered through the detailed design stage.</li> <li>5. Noted. The provision of footpaths on both sides of a road is preferable, however, the classification of the roads proposed does not trigger the need for footpaths on both sides under <i>Liveable Neighbourhoods</i>.</li> </ol>

No.	Name/Address	Submission	Recommendation						
		DoT has not liaised with MRWA or the Public Transport Authority in this instance. If their comments are required it is recommended the City contact them directly if they have not already done so.							
5	Department of Fire and Emergency Services Cockburn Central WA 6164	<p><b>COMMENT:</b> The new <i>State Planning Policy 3.7 Bushfire</i> and associated <i>Planning for Bushfire Guidelines</i> were published on 24 September 2024 and became operational for applications lodged with decision makers from 18 November 2024. Notwithstanding, as this application was submitted to the decision maker prior to 18 November 2024, this advice relates only to the 2015 <i>State Planning Policy 3.7: Planning in Bushfire Prone Areas</i> (SPP 3.7) and 2021 <i>Guidelines for Planning in Bushfire Prone Areas</i> (version 1.4) (Guidelines).</p> <p>It is the responsibility of the proponent to ensure the proposal complies with relevant planning and building requirements. This advice does not exempt the applicant/proponent from obtaining approvals that apply to the proposal including planning, building, health or any other approvals required by a relevant authority under written laws.</p> <p><b>Assessment</b></p> <p><b>1. Policy Measure 6.5 a) (ii) Preparation of a BAL contour map</b></p> <table border="1" data-bbox="568 836 1339 1372"> <thead> <tr> <th data-bbox="568 836 757 888">Issue</th> <th data-bbox="757 836 1189 888">Assessment</th> <th data-bbox="1189 836 1339 888">Action</th> </tr> </thead> <tbody> <tr> <td data-bbox="568 888 757 1372"><b>Vegetation Classification</b></td> <td data-bbox="757 888 1189 1372"> <p>DFES notes that due to the number of issues below, the vegetation inputs/BAL outputs cannot be validated. Issues noted include (but are not limited to):</p> <ul style="list-style-type: none"> <li>Plot 1 does not provide height sticks to validate the proposed height, photos include several large trees and it is unclear if this is representative of the overall plot.</li> <li>Plot 3 proposes to exclude an area of pine plantation, with photo ID 7 clearly demonstrating that this is consistent with Class A Forest and the area is unmanaged with dead limbs present surrounding trees.</li> </ul> </td> <td data-bbox="1189 888 1339 1372">Modification to the BMP is required.</td> </tr> </tbody> </table>	Issue	Assessment	Action	<b>Vegetation Classification</b>	<p>DFES notes that due to the number of issues below, the vegetation inputs/BAL outputs cannot be validated. Issues noted include (but are not limited to):</p> <ul style="list-style-type: none"> <li>Plot 1 does not provide height sticks to validate the proposed height, photos include several large trees and it is unclear if this is representative of the overall plot.</li> <li>Plot 3 proposes to exclude an area of pine plantation, with photo ID 7 clearly demonstrating that this is consistent with Class A Forest and the area is unmanaged with dead limbs present surrounding trees.</li> </ul>	Modification to the BMP is required.	<p><b>Vegetation Classification</b></p> <p><b>Plot 1</b></p> <p>The City agrees that there is insufficient evidence to classify Plot 1 (referred to as 'Patch 1') as Class D Scrub, as:</p> <ul style="list-style-type: none"> <li>No photographic evidence has been provided to justify the classification of the western stand of Patch 1.</li> <li>The eastern stand of Patch 1 includes taller trees which are not typically representation of a Class D Scrub classification and does not include more accurate measurements of tree height.</li> </ul> <p>The City recommends that the Patch 1 is reclassified as 'Class A Forest' as a precautionary approach.</p> <p>The reclassification of Patch 1 as 'Class A Forest' will have no material impact on the Bushfire Attack Level (BAL) rating on future residential lots beyond the current assessed BAL-12.5, as all future lots within the amendment area will be greater than 32 metres from the classifiable vegetation. The eastern stand of classifiable vegetation (on Lot 803 Wattleup Road) is subject to an existing approval under the <i>Environmental Protection and Biodiversity Conservation Act 1999</i> and is anticipated to be cleared as subdivision works occur.</p> <p><b>Plot 3</b></p> <p>The City agrees that there is insufficient evidence for a pine plantation (Christmas trees) on Lot 81 Wattleup Road, Hammond Park to be classified as an exclusion, pursuant to clause 2.2.3.2 (f) of AS 3959-2018. As per clause 2.2.3.2(f), this exclusion may apply to:</p> <p><i>Vegetation regarded as low threat due to factors such as flammability, moisture content or fuel load. This</i></p>
Issue	Assessment	Action							
<b>Vegetation Classification</b>	<p>DFES notes that due to the number of issues below, the vegetation inputs/BAL outputs cannot be validated. Issues noted include (but are not limited to):</p> <ul style="list-style-type: none"> <li>Plot 1 does not provide height sticks to validate the proposed height, photos include several large trees and it is unclear if this is representative of the overall plot.</li> <li>Plot 3 proposes to exclude an area of pine plantation, with photo ID 7 clearly demonstrating that this is consistent with Class A Forest and the area is unmanaged with dead limbs present surrounding trees.</li> </ul>	Modification to the BMP is required.							

No.	Name/Address	Submission		Recommendation
			<ul style="list-style-type: none"> <li>It is unclear if Plot 4 can be excluded in its entirety noting that only 3 photos are provided, and the plot includes large areas of adjoining lots that may not be managed.</li> <li>The post development vegetation assessment does not consider the potential for public open space areas to have classified vegetation, noting that drainage swales and other areas that are not stated to be managed to low threat in the Landscape Management Plan will likely be classifiable.</li> <li>DFES notes that the Rowley Road extension is likely to include revegetation. The practitioner should contact the relevant authority to clarify the level of revegetation likely to be required to ensure that this is considered as part of the assessment.</li> </ul> <p>Due to the above, an updated vegetation assessment is required to provide evidence to support the above exclusions, and further detail to allow the validation of proposed classifications.</p>	<p><i>includes grassland managed in a minimal fuel condition, mangroves and other saline wetlands, maintained lawns, golf courses (such as playing areas and fairways), maintained public reserves and parklands, sporting fields, vineyards, orchards, banana plantations, market gardens (and other non-curing crops), cultivated gardens, commercial nurseries, nature strips and windbreaks</i></p> <p><i>Notes: 1 – Minimal fuel conditions means there is insufficient fuel available to significantly increase the severity of the bushfire attack (recognizable as short-cropped grass for example, to a nominal height of 100 mm).</i></p> <p>Clause 2.2.3.2(f) is not considered to apply as:</p> <ul style="list-style-type: none"> <li>the height of the existing Christmas trees exceeds 100mm;</li> <li>it is unknown how frequently the trees are harvested; and</li> <li>it is unknown whether there is a potable source of water available to irrigate the trees, such that it reduces their flammability.</li> </ul> <p>In the absence of any supporting information to justify this portion of Patch 3 as a 'exclusion', pursuant to clause 2.2.3.2 of AS 3959-2018, the City recommends that this portion of Lot 81 is reclassified as 'Class A Forest'.</p> <p><u>Plot 4</u></p> <p>Although only three photos have been provided, the City agrees that the majority of Plot 4 can be treated as a 'non-vegetated area', and therefore treated as an exclusion pursuant to clause 2.2.3.2 of AS 3959-2018.</p> <p>Notwithstanding this, the City notes that Photo ID 10 (also included as Photo ID 2 under 'Patch 1: Class D Scrub') appears to be an extension of the Christmas tree planting to the north, albeit no tree growth had occurred at the time the photo was taken. In recent</p>
<b>2. Policy Measure 6.5 c) Compliance with the Bushfire Protection Criteria</b>				
<b>Element</b>		<b>Assessment</b>		<b>Action</b>
<b>Location, and Siting &amp; Design</b>		<b>A1.1 &amp; A2.1 – not demonstrated</b>		Modification to the BMP required.

No.	Name/Address	Submission			Recommendation
			<p>The BAL ratings cannot be validated for the reason(s) outlined in the above table.</p>		<p>aerial imagery (from Nearmap), rows of vegetation are evident.</p> <p>The City does not agree that the portion of Lot 81 Wattleup Road to the south of the existing Christmas tree plantation is a 'non-vegetated area' and therefore not an exclusion pursuant to AS 3959-2018. It is recommended that the precautionary principle is applied, with this portion of the site classified as 'Class A Forest', in recognition of the potential growth of Christmas trees, and the unknown harvesting/irrigation regime.</p> <p><u>Rowley Road</u></p> <p>The City notes that the Main Roads WA will ultimately construct Rowley Road (the timing is currently unknown), which is likely to include extensive landscaping.</p> <p>At the current time, Main Roads WA has not finalised a design for the road and any other supporting works (including landscaping).</p> <p>Future residential lots closest to the future Rowley Road reserve will be approximately 41 metres from this road reserve, with a managed local road and public open space reserve located in between.</p> <p><b>Policy Measures</b></p> <p><u>BAL Ratings Validation</u></p> <p>Subject to modifications being made to the vegetation classification above, the City notes that the BAL ratings can be validated for the purposes of a Bushfire Management Plan prepared at the Structure Plan stage.</p> <p>A revised Bushfire Management Plan may be required in support of a future subdivision application, particularly considering any changes to presence of classified vegetation within the Structure Plan area and adjoining lots.</p>
		<p><b>Vehicular Access</b></p>	<p><b>A3.2a and A3.3 – not demonstrated</b></p> <p>The BMP incorrectly states that compliance has been achieved, however all figures in the BMP show that the development site is not connected to any created public roads. The BMP should be updated to clearly detail how the additional lots will connect to the public road network, and if/how this will provide access in two directions to two destinations.</p>	<p>Modification to the BMP is required.</p>	
		<p><b><u>Recommendation – compliance with acceptable solutions not demonstrated – modifications required</u></b></p> <p>The BMP does not adequately address the policy requirements of SPP 3.7 and the Guidelines.</p> <p>DFES has assessed the structure plan and accompanying BMP. There are several issues that need to be addressed prior to support of the proposal (refer to the tables above).</p>			

No.	Name/Address	Submission	Recommendation
			<p><u>Vehicular Access</u></p> <p>The BMP prepared as part of the Structure Plan Amendment has been prepared as an addendum to the BMP already endorsed for the approved Structure Plan. Vehicular access will be achieved through subdivisional roads connecting with the approved local road networks on the lots to the east, which are currently being constructed.</p>
6	Main Roads WA East Perth WA 6892	<p><b>COMMENT:</b> Main Roads provides the following comments regarding the above amendment 1 to Hammond Quarter Structure Plan:</p> <p><b>Planning Control Area (PCA) No. 156 – Rowley Road</b></p> <p>Proposed structure plan area abuts Rowley Road which is identified as a proposed Primary District Distributor and freight corridor in the Perth and Peel @3.5 million planning frameworks to accommodate Perth's future population growth in the southern corridors of the metropolitan area and its freight and transport needs. A planning control area over land on Rowley Road corridor (between Kwinana Freeway and Rockingham Road) is in place to ensure that no development occurs on this land which might prejudice this purpose until it may be reserved for primary regional road in the Metropolitan Region Scheme. Main Roads is currently undertaking a planning review of Rowley Road corridor.</p> <p>Any future earthworks or structures associated with the implementation of the Structure Plan must not encroach into the PCA 156 boundary.</p> <p><b>Transport Noise</b></p> <p>Section 4.14 Transport Noise of the proposed structure Plan report is recommended to include the followings as detailed in Appendix G (Transportation Noise Assessment, October 2023 and Addendum, June 2024) prepared by Lloyd George Acoustics:</p> <ul style="list-style-type: none"> <li>a) Noise wall installation, Quiet House treatments and title notifications as outlined in noise assessment report must be applied to the development.</li> <li>b) The noise wall must be solid, free of gaps and have a minimum surface density of 15kg/m2.</li> <li>c) Residences on any affected lots must be designed to provide at least one outdoor living area that is shielded from road traffic noise</li> </ul>	<p><b>Planning Control Area 156</b></p> <p>The City notes that the Hammond Quarter Structure Plan, including the Amendment area, abuts Planning Control Area (PCA) 156, which protects the future Rowley Road corridor ahead of reservation under the Metropolitan Region Scheme.</p> <p>Further to Main Roads WA's (MRWA) non-support for the proposed earthworks to encroach into PCA 156, in supplementary correspondence, MRWA gave 'in-principle' support for the extend of earthworks foreshadowed by the Structure Plan Amendment. MRWA advise that the proponent will need to obtain approval at the detailed design stage, which will also require approval from the WAPC.</p> <p><b>Transport Noise</b></p> <p>The City notes that Main Roads WA supports the noise attenuation measures recommended in the Transportation Noise Assessment and Addendum.</p> <p>Section 4.14 in Part One – Implementation references the need for Quiet House Design treatments and a Notification on Title regarding transport noise. It is anticipated these requirements will be enforced through a condition of subdivision approval.</p>



No.	Name/Address	Submission	Recommendation
		<p>with the objective of meeting the SPP5.4 outdoor noise target. These should also be orientated away from traffic noise.</p> <p>Please ensure such requirements are incorporated into the structure plan document/text.</p> <p>Main Roads encourages local government in liaising with applicants to promote and capitalise on our pre-lodgement consultation service, prior to lodgement of planning proposals, especially where development plans involve land adjacent to or have the potential to impact on the State road network.</p> <p>Further information on the pre-lodgement consultation process can be found on Main Roads website at <a href="http://mainroads.wa.gov.au">mainroads.wa.gov.au</a> &gt; Technical &amp; Commercial &gt; Planning &amp; Development</p>	
7	<p>Water Corporation Leederville WA 6902</p>	<p><b>COMMENT:</b> We offer the following comments regarding this proposal.</p> <p><b>Wastewater</b></p> <p>The majority of the amendment area can be serviced by extension of the existing network. According to our wastewater planning the southwest corner of the area is within the catchment of the future Pump Station 'N', however could likely be accommodated in the existing pump station catchment if the land is cut/fill and the network is designed appropriately. Depending on how many lots are added to the existing pump station catchment, we may need to do a further review of the Planning to confirm.</p> <p>The applicant's engineering consultant should contact Water Corporation to discuss this further.</p> <p><b>Water</b></p> <p>The water network can supply up to a maximum level of 38mAHD. The Amendment area is below this level and therefore can be serviced by extension of the existing water network.</p> <p>The information provided above is subject to review and may change. If the proposal has not proceeded within the next 12 months, please contact us to confirm that this information is still valid.</p> <p>Please provide the above comments to the landowner, developer and/or their representative.</p>	1. Noted.

No.	Name/Address	Submission	Recommendation
8	Department of Education East Perth WA 6004	<p><b>NO OBJECTION:</b> The Department notes that the Structure Plan proposes a westward expansion, increasing residential yield from 296 to 435 dwellings. Preliminary analysis reveals that the residential growth and resultant student demand will not significantly impact the accommodation capacity at Jilbup Primary School. The applicant is aware development contributions will be required at the subdivision stage should the Structure Plan amendment be approved.</p> <p>In view of the above, the Department has no in principle objection to the proposed Structure Plan amendment. Any further changes to the zoning, residential density coding and/or dwelling numbers which may result in an increase to the student yield within the Structure Plan will require prior consultation with the Department.</p>	<p>1. Noted.</p> <p>Should a future amendment to the Structure Plan be prepared which seeks to modify the residential density, the City will refer the proposal to the Department of Education, as per the requirements of the WAPC's <i>Operational Policy 2.4 – Planning for School Sites</i>.</p>
9	Department of Water and Environmental Regulation Mandurah WA 6210	<p><b>COMMENT:</b> The Department has reviewed the Structure Plan - Amendment 1 in conjunction with the endorsed Urban Water Management Plan (Environnivate, 2022) and provides the attached comments for your consideration.</p> <p>In the event there are modifications to the proposal that may have implications on aspects of environment and/or water management, the Department should be notified to enable the implications to be assessed.</p>	<p>1. Noted.</p> <p>Minor revisions to the UWMP Addendum are recommended to address matters raised by the Department of Water and Environmental Regulation.</p>

## City of Cockburn Recommended Modifications

### Amendment No.1 to the Hammond Quarter Structure Plan

#### Structure Plan Map

1. Amend the Structure Plan Map to include the Kwinana Air Quality Buffer.
2. Amend the Structure Plan Map to widen the western most subdivisional road from 13.5 metres to a minimum of 15 metres.

#### Part One (Implementation)

3. Section 2.0 Operation – Replace current text with ‘*This Structure Plan was approved on 12 February 2024 for a period of 10 years and will expire on 12 February 2034*’. Should the WAPC resolve to extend approval period of the Structure Plan beyond 12 February 2024, to reflect the approval date of Amendment No.1, the above text should reflect the revised expiry date of the Structure Plan
4. Section 4.2 Notifications on Title – Insert an additional part e) to state:  
  
*“The lot is located within 300 metres of an operating market garden/s and has the potential to be affected by odours, noise, spray drift and dust that are associated with the continued operation of a market garden.”*
5. Section 4.3 Restrictive Covenants – Insert an additional instance in which a restrictive covenant may be required, pursuant to Section 129BA of the *Transfer of Land Act 1893*, advising of existence of a restriction on the use land within areas that have been assessed as BAL-40 or BAL-Flame Zone. The restrictive covenant is to state (as per the WAPC’s Model Subdivision Conditions Schedule):  
  
*“No habitable buildings are to be built within the areas identified as BAL -40 or BAL-Flame Zone.”*

#### Part Two (Explanatory)

6. Throughout Part Two – Amend the ‘Part One: Implementation’ header in the top-right corner of each page to ‘Part Two: Explanatory’.
7. Section 1.4.4.4 City of Cockburn Local Planning Strategy – Revise this section to discuss the City of Cockburn Local Planning Strategy endorsed by the Western Australian Planning Commission on 28 October 2024.
8. Section 2.6.2 Improvement Plan 47 – Mandogalup - Revise this section to:
  - Rename the title to ‘Mandogalup Improvement Scheme No.1’.

- Re-word the penultimate paragraph to acknowledge that the Mandogalup Improvement Scheme No.1 was gazetted on 8 November 2024.

9. Section 2.6.4 Kwinana Industrial (Including Air Quality) Buffer (2010) – Should the WAPC resolve that development within the Amendment area is acceptable within the Kwinana Air Quality Buffer Non-Residential Transition Zone, as determined by the WAPC’s decision in September 2010, this section should reference the WAPC’s ultimate decision and the reasons for the WAPC’s acceptance.

#### Appendix A – Urban Water Management Plan Addendum

10. Detail the proposed discharge location of stormwater from the area designated as ‘To External Catchment’ on Figure 2 – Stormwater Management Plan and detail the capacity of approved basins in the linear POS (within the existing Structure Plan area) to accommodate additional discharge.
11. Remove the earlier Landscape Masterplan Addendum (version B) from Attachment F.

#### Appendix B – Engineering Report Addendum

12. Amend the Earthworks Strategy – Plan Western Lots to:
  - Remove earthworks encroaching into Lot 81 (No.331) Wattleup Road and widen the westernmost subdivisional road from 13.5 metres to a minimum of 15 metres;
  - Amend the extent of proposed earthworks within the proposed public open space reserves to reflect the levels and drainage basin design as detailed in the Landscape Concept Plan Addendum (as modified); and
  - Amend the preliminary levels of residential lots and road reserves accordingly.
13. Amend Figure 5 in Section 3.4 to reference the maximum groundwater level (MGL), in lieu of the average maximum groundwater levels (AAMGL).
14. Section 1.4.4.4 City of Cockburn Local Planning Strategy – Revise this section to discuss the City of Cockburn Local Planning Strategy endorsed by the Western Australian Planning Commission on 28 October 2024.

#### Appendix C – Landscape Masterplan Addendum

15. Amend Section C-C to provide the invert level for the balance pipe.
16. Amend the sizing and sections of the proposed basins in linear public open space to a 1:6 gradient, consistent with the sizing of basins modelled in the Urban Water Management Plan Addendum.

Appendix D – Bushfire Management Plan Addendum

17. Section 2.2.3 Patch 3 – Update the summary to reference Patch 3 (Photo ID 6 and 7) as ‘Class A – Forest’.
18. Section 2.3.3 Potential Fire Impacts – Update to reference Patch 3 as ‘Class A – Forest’ and update the ‘Separation Distance’ and ‘BAL Rating’ to reflect this vegetation classification.
19. Figure 10 BAL Contours and Ratings – Update the BAL contours to reflect the update of Patch 3 from ‘Low-Threat Vegetation’ to ‘Class A – Forest’.
20. Section 3.2 Bushfire Protection Criteria – Update ‘Solution’ under ‘Element 1: Location’ to reference the western-most lots being subject to a BAL rating of BAL-40 and BAL-Flame Zone and specify that all habitable development shall be subject to a BAL rating of BAL-29 or below.



**14.1.3 Dog Exercise Areas - Phase 3 - Trial Outcome**

<b>Executive</b>	Director Sustainable Development and Safety
<b>Author</b>	Service Leader Rangers
<b>Attachments</b>	N/A

**RECOMMENDATION**

That Council:

- (1) APPROVES the following reserves trialled as part of phase three in the Animal Management and Exercise Plan (AEMP), to remain as dog off-leash areas:
  1. Atwell Reserve
  2. Davilak Park
  3. Watson Oval
  4. Albion Park
  5. Len McTaggart Park
  6. Poole Reserve
  7. Visko Park; and
- (2) APPROVES the public advertisement, giving 28-days notice for the following reserves to be classified as a dog off-leash area in accordance with Section 31(3A) of the Dog Act 1976.

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

**Background**

At the 10 September 2024 Ordinary Council Meeting (OCM), Council endorsed commencement of the Animal Management and Exercise Plan's (AMEP) third and final phase.

This involved trialling various parks in the City as Dog Exercise Areas, when not in use by recognised sporting groups and/or schools. The reserves forming part of the recommendation have been trialled for six months.

**Submission**

N/A

**Report**

The AMEP recommended a three-phase approach to deregulating some of the City's larger public open spaces, allowing dog owners to exercise their dogs in these reserves off-leash, when not being used by recognised sporting groups or schools.

The phased roll-out within the AMEP and status is detailed below:

Phase	Location	Status
1	<ul style="list-style-type: none"> <li>• Beeliar Reserve</li> <li>• Aubin Grove Reserve</li> <li>• Santich Park</li> <li>• Goodchild Reserve</li> <li>• Colorado Park</li> <li>• Allendale Park</li> <li>• All previously approved dog exercise areas.</li> </ul>	Completed
2	<ul style="list-style-type: none"> <li>• Enright Reserve</li> <li>• Len Packham Reserve</li> <li>• Success Reserve.</li> </ul>	Completed
3	<ul style="list-style-type: none"> <li>• Atwell Reserve</li> <li>• Davilak Park</li> <li>• Watson Oval</li> <li>• Albion Park</li> <li>• Poole Reserve</li> <li>• Visko Park</li> <li>• Len McTaggart Park.</li> </ul>	Under Trial

Following extensive community consultation and the Council resolution, Phase 3 parks were trialled as dog off-leash areas.

During this trial, the City's Ranger service took an initial education approach prior to enforcement. This allowed dog owners to adjust to the new status of the parks.

The off-leash dog exercise areas in phase three of the AEMP have been trialled for a Six-month period. Since that date, no further community or stakeholder feedback has been received.

### **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.
- Accessible and inclusive community, recreation and cultural services and facilities that enrich our community.

#### 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**

Pursuant to section 31(3A) and (3B) of the Dog Act 1976, the creation of dog off-leash areas and creating dog leashing areas requires an Absolute Majority of Council.

Should Council adopt the recommendations, a period of 28 days of statutory advertising will commence shortly afterwards.

Following the statutory period, the designated reserves will become a dog exercise area or change to a dog leashing area for the times specified by the City.

**Community Consultation**

Significant Community Consultation was conducted prior to trialling these areas as dog off-leash.

**Risk Management Implications**

There is a medium to high risk level to the City's brand in relation to community division and criticism around dog management and the creation or alteration of dog exercise areas.

**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 8 April 2025 Ordinary Council Meeting.

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

Nil

## 14.1.4 Veterans Parade, Cockburn Central - Amendment of Parking Restrictions

<b>Executive</b>	Director Sustainable Development and Safety
<b>Author</b>	Service Lead Parking
<b>Attachments</b>	1. Current Parking Restrictions <a href="#">↓</a> 2. Proposed Parking Restrictions <a href="#">↓</a>

### RECOMMENDATION

That Council APPROVES the amendment of parking restrictions on Veterans Parade, Cockburn Central.

### Background

In 2022, the City received multiple requests for additional ACROD parking at Cockburn ARC. In response, the City also considered a public question raised in November 2022 regarding the potential conversion of the No Parking Zone on Veterans Parade into three additional ACROD bays.



Figure 1 - Current Parking Restrictions

### Submission

N/A

## Report

The City has investigated options to improve ACROD parking availability near Cockburn ARC's front entry and has identified suitable locations for additional bays.

Currently, Cockburn ARC provides fifteen ACROD car parking bays:

- Three on-street bays (Veterans Parade) near the ARC entrance (figure 1)
- Eight in the main car park (south of Veterans Parade)
- Two in the secondary car park (north of Veterans Parade)
- Two on Remembrance Avenue, adjacent to the Victor Kallis oval

Further investigation identified that the No Parking Zone on Veterans Parade is frequently used as an informal pick-up and drop-off area. At present, Cockburn ARC does not have a designated pick-up and drop-off zone.

It is recommended that an additional three ACROD bays be installed by converting the existing No Parking Zone on Veterans Parade (Figure 2).

This No Parking Zone has been informally used as an unauthorised pick-up and drop-off area. Replacing it with ACROD bays will enhance accessibility for people with disabilities, providing convenient parking close to the facility.

To address the lack of a designated pick-up and drop-off area, the City also recommends converting the five two-hour parking bays across the road from the entrance (Figure 1) into a designated "Pick-Up and Drop-Off Only" zone (Figure 2).

Establishing this zone will improve traffic flow, enhance safety, and reduce congestion caused by the current unauthorised use of the No Parking Zone on Veterans Parade. It will however result in additional pedestrian movements from that "pick-up and drop-off only" zone across Veterans Parade to the entrance of the ARC.

The only other alternative is converting bays on the southern side of Veterans Parade to the east of the entrance. This option was discarded as the length of the bays did not allow the accessibility/functionality for a "pick up and drop off only" zone.

The recommended alterations to the car parking arrangements will create a more inclusive and efficient environment for all visitors to Cockburn ARC.



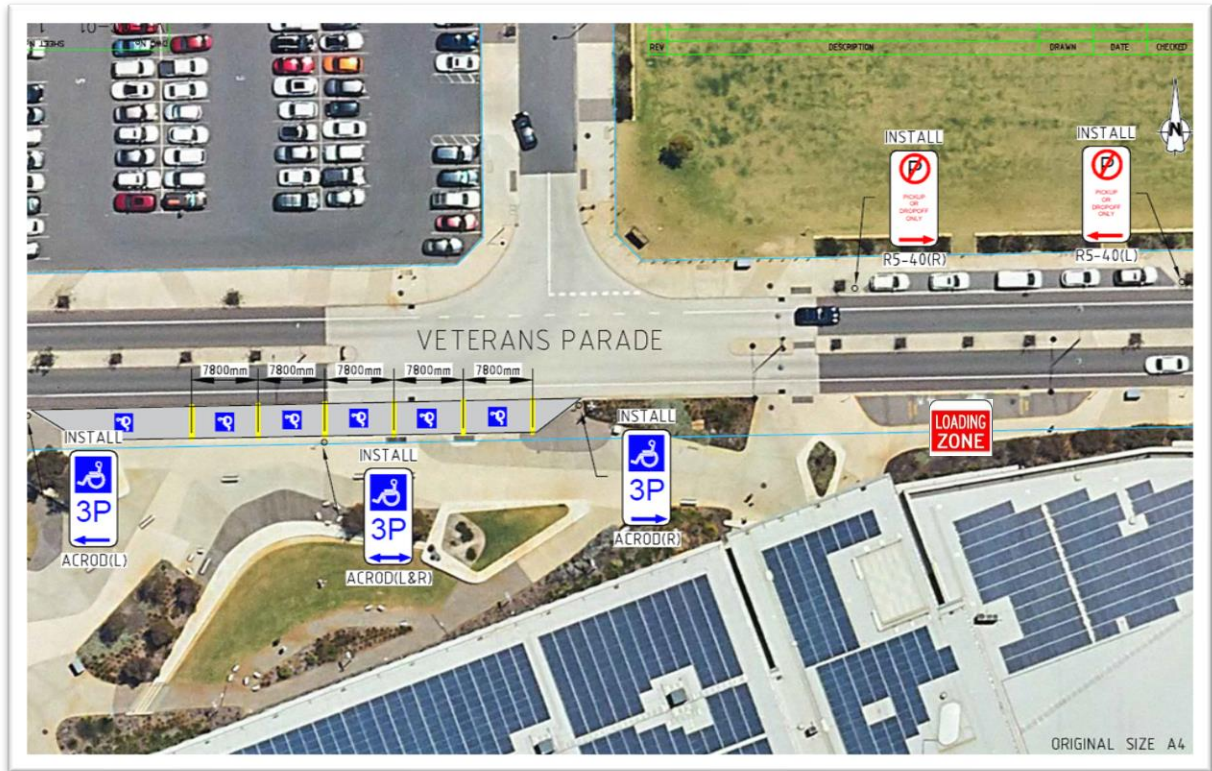


Figure 2 - Proposed Parking Restrictions

**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.

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.

**Budget/Financial Implications**

The installation of the proposed ACROD bays and signs can be accommodated with current budget allocation. No additional funding will be required.

**Legal Implications**

Per clause 8 of the Parking and Parking Facilities Local Law 2007, Council is required (by resolution) to approve any new parking enforcement signage.

**Community Consultation**

N/A

**Risk Management Implications**

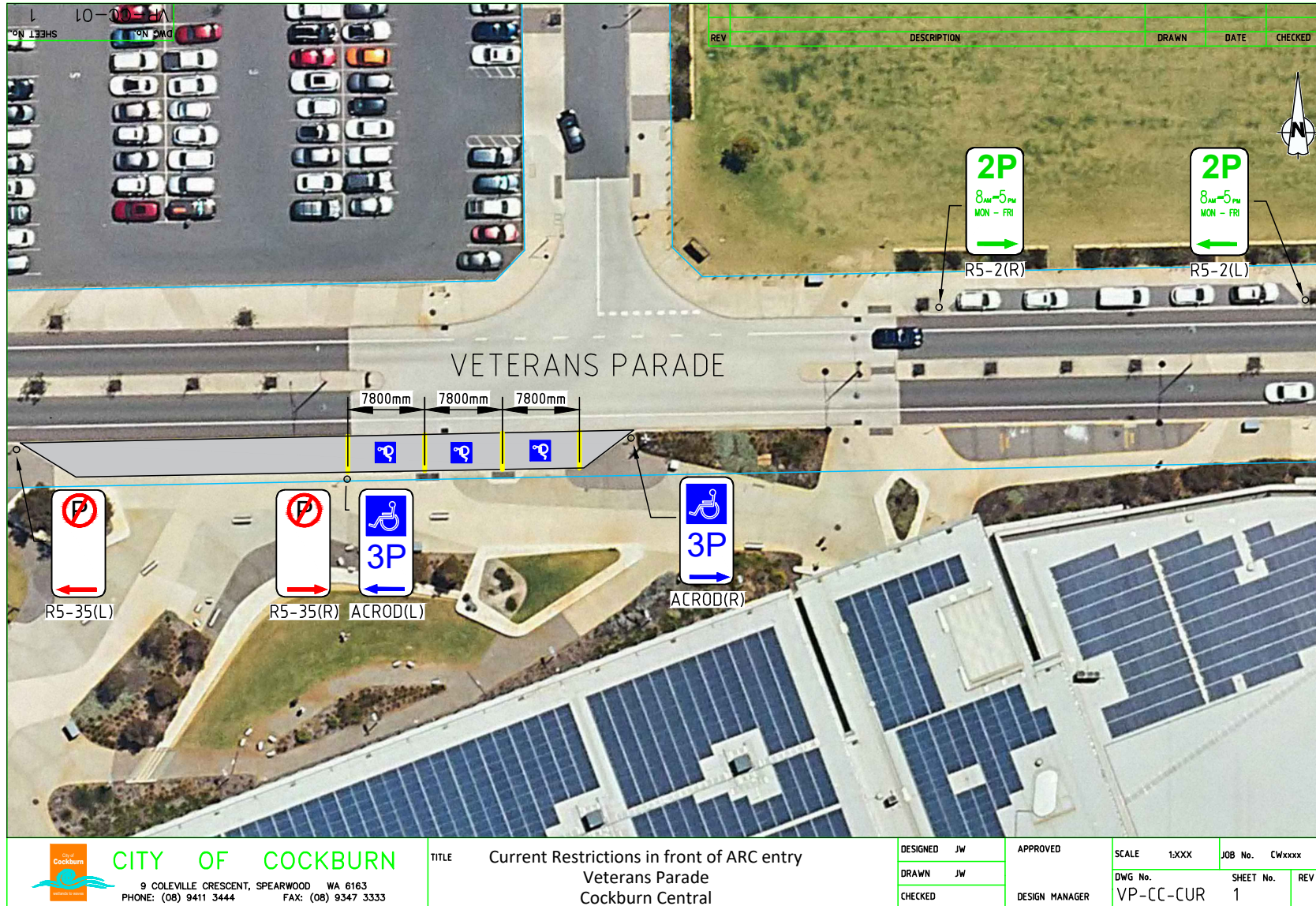
There is a low to medium reputational risk should the recommendation not be approved.

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

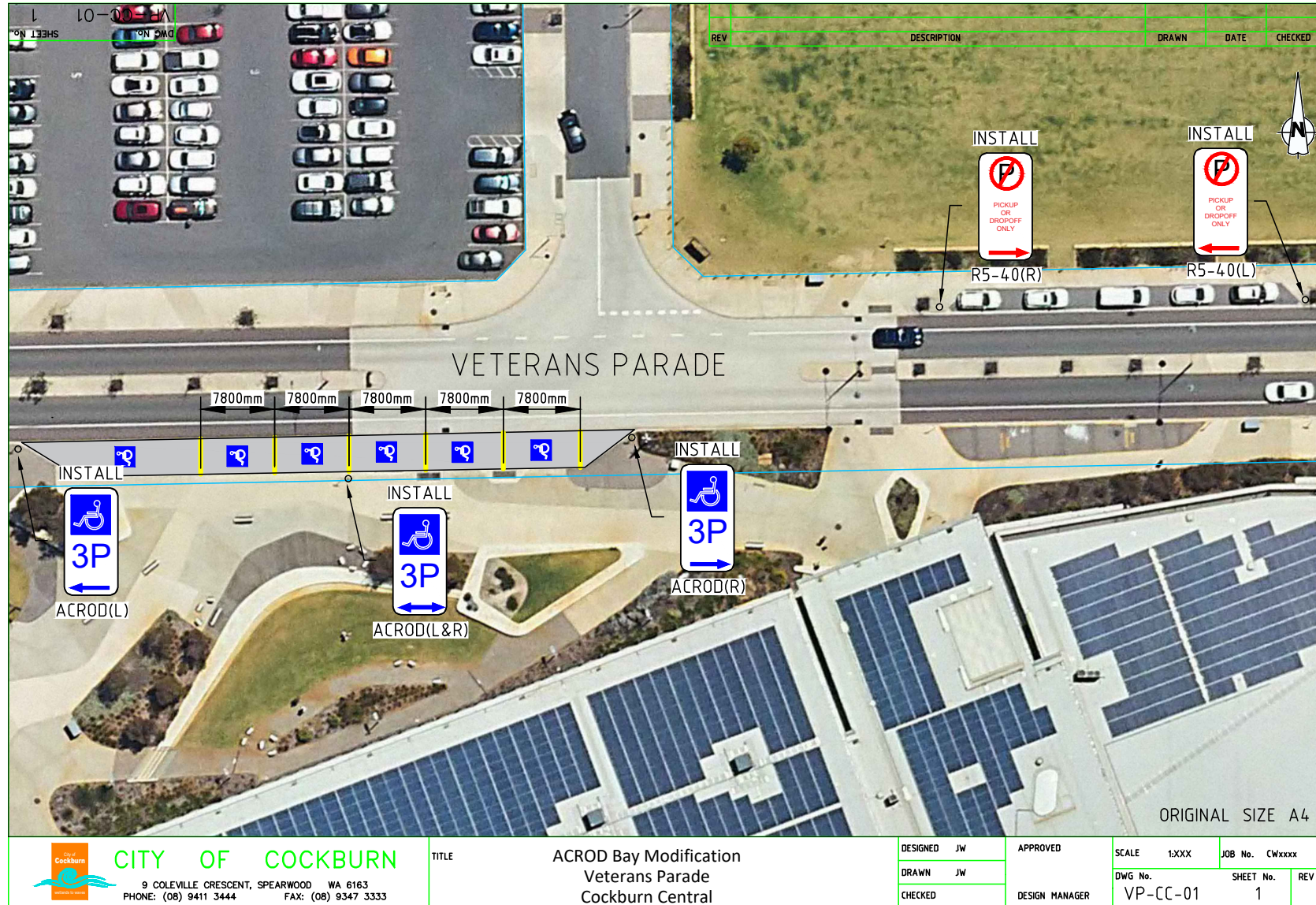
N/A

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

Nil







## 14.2 Corporate and System Services

### 14.2.1 Monthly Financial Report - February 2025

**Executive** Director Corporate and System Services

**Author** Chief Financial Officer

**Attachments** 1. Monthly Financial Report - February 2025 [↓](#)

#### RECOMMENDATION

That Council ADOPTS the Monthly Financial Report containing the Statement of Financial Activity and other financial information for the month of February 2025, 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 are to 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 reports the information according to nature or type and 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 2024-25 (FY25).



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.

### **Submission**

N/A

### **Report**

The attached Financial Report for February 2025 has been prepared in accordance with the Local Government Act 1995 and the associated Financial Management Regulations.

This has been reviewed by management and the following commentary addresses the key financial results and budgetary performance to the end of February.

#### Statement of Comprehensive Income

A Statement of Comprehensive Income is included in the monthly report, replicating the statutory annual budget. This statement shows the net operating result for the City, which is a key indicator of financial sustainability.

The adopted budget initially forecasted annual operating deficit of \$4.2 million. However, after in-year budget adjustments, this has improved to a deficit of \$3.6 million. The City's budget repair strategy aims to return this result to a surplus over the next few years.

#### Statement of Financial Position

This statement of financial position shows the City's financial status at the end of the month, compared to the end of the previous financial year. Net assets total \$1.880 billion at the end of the month (\$1.826 billion end of June 2024), as represented by total comprehensive income during this period.

#### Statement of Financial Activity

##### *Opening Surplus*

The City has an audited opening surplus of \$19.69 million, which is \$12.78 million higher than the annual budget allowance (inclusive of carry-forward funding). In accordance with Council policy, the additional funds were transferred into the City's financial reserves.

*Closing Surplus*

The City's YTD closing surplus to the end of February was \$91.59 million, compared to a YTD budget of \$79.55 million.

This represents a favourable budget variance of \$12.04 million, comprising the variances across the FY25 operating and capital budgets further detailed in this report.

The full year closing surplus is currently budgeted at \$0.17 million, slightly lower than the adopted budget surplus of \$0.3 million. This figure fluctuates throughout the year due to budget amendments adopted by Council.

Operating Revenue

Operating revenue of \$181.99 million was \$0.54 million behind the YTD budget for February.

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	133,975,858	133,884,262	134,054,842	170,580
Specified Area Rates	657,000	657,000	653,685	(3,315)
Operating Grants, Subsidies, Contributions	16,609,254	7,480,541	6,637,589	(842,952)
Fees & Charges	43,159,446	30,647,061	30,594,799	(52,262)
Service Charges	250,000	176,667	247,110	70,443
Interest Earnings	13,635,100	9,356,733	9,520,354	163,621
Profit/Loss on Sale of Assets	796,619	325,461	280,283	(45,178)
<b>Total</b>	<b>209,083,277</b>	<b>182,527,725</b>	<b>181,988,662</b>	<b>(539,063)</b>

Material variances in the City's operating revenue include the following budget items:

- Landfill fees were \$0.73 million below the YTD budget due to a temporary loss of commercial customers.
- Operating grants & subsidies were \$1 million under YTD budget within Community Development, with Cockburn Care showing a \$0.71 timing variance and family day care having a \$0.38 million shortfall in parent subsidies.

Operating Expenditure

Operating expenditure of \$129.68 million to the end of February was under the YTD budget by \$8.55 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	82,578,660	53,967,493	52,866,324	1,101,169
Materials & Contracts	58,224,208	34,642,315	29,952,664	4,689,651
Utility charges	6,550,521	4,285,042	4,128,959	156,083
Depreciation/ Amortisation	46,190,627	29,635,407	30,153,625	(518,218)
Interest expenses	260,312	106,867	138,785	(31,918)
Insurance expenses	2,838,923	2,613,984	2,736,338	(122,354)
Other expenditure	15,244,525	10,548,426	9,708,244	840,182
<b>Total</b>	<b>211,887,776</b>	<b>135,799,534</b>	<b>129,684,939</b>	<b>6,114,595</b>

Material variances in the City's operating expenditure included the following budget items:

- Employee costs (\$1.10 million under YTD budget) mainly due to savings from vacant positions and structure changes.
- Materials and contracts (\$4.69 million under YTD budget):
  - Cockburn ARC operating contract costs were \$0.52 million under YTD budget.
  - Recreation Services were under YTD budget by \$0.35 million.
  - Waste collection service costs were \$0.30 million under YTD budget.
  - Streets maintenance costs (streetscapes, verges) were \$0.73 million under YTD budget, with parks and playgrounds also under by \$0.30 million.
  - Sustainability & Environment business unit costs were \$0.44 million under the YTD budget.
  - Organisation Review associated costs are under YTD budget by \$0.42 million.
  - Community Development service costs collectively under YTD budget by \$0.63 million, with childcare educator payments contributing \$0.25 million to this variance.
  - Facilities maintenance is showing an unfavourable variance of \$0.54 million over YTD budget.
- Other expenditure (\$0.84 million under the YTD budget)
  - Community grants program was tracking \$0.45 million under the YTD budget.

Capital Expenditure

Council adopted a capital works program of \$53.73 million in the FY25 annual budget, that is now \$71.81 million following recognition of carry forwards and other adjustments adopted by Council (including the recent mid-year review).

The City has spent \$34.99 million on its capital program to the end of February, representing an underspend of \$7.33 million against YTD budget.

While the capital budget is showing a YTD cash underspend, the City has committed procurement contract expenditure of \$18.22 million. This represents a total spend/commitment of \$53.21 million (74%) against the full year budget. This performance is indicating a much-reduced carry forwards program at year end.

The following table shows the budget performance by asset class:

Capital Acquisitions	Amended		YTD Actual \$	YTD Variance \$
	Budget \$	YTD Budget \$		
Buildings	23,642,754	13,704,988	11,900,993	1,803,995
Furniture & Equipment	994,100	769,100	423,565	345,535
Plant and Equipment	9,538,844	4,907,479	4,113,834	793,645
Information Technology	810,659	580,858	380,966	199,892
Infrastructure - Roads	8,440,691	4,643,121	3,654,715	988,406
Infrastructure - Drainage	7,747,152	4,679,594	4,070,479	609,115
Infrastructure - Footpath	2,327,819	1,323,029	577,973	745,056
Infrastructure - Parks hard	7,990,280	5,256,280	3,634,078	1,622,203
Infrastructure - Landscaping	90,686	90,686	60,126	30,560
Infrastructure - Landfill site	8,373,377	5,383,568	5,211,713	171,856
Infrastructure - Marina	282,385	25,385	47,585	(22,200)
Infrastructure - Coastal	1,567,592	957,181	911,517	45,664
<b>Total</b>	<b>71,806,339</b>	<b>42,321,270</b>	<b>34,987,543</b>	<b>7,333,727</b>

Major project variances identified in the City's capital program budget were identified as follows:

- Buildings (\$1.80 million under YTD budget):
  - ARC expansion and other major maintenance projects are collectively \$0.68 million under YTD budget.
- Footpath Infrastructure (\$0.74 million under YTD budget):
  - Footpaths rehabilitation program is \$0.56 million under YTD budget.
- Parks infrastructure (\$1.62 million under YTD budget):
  - Rose Shanks Vehicle Access Tracks - \$0.20 million under YTD budget
  - Balboa tile repairs - \$0.19 million under YTD budget.
  - Waterbuttons Park New Playground - \$0.20 million under YTD budget

- Plant & Machinery (\$0.79 million under YTD budget):
  - Light fleet replacement program - \$0.80 million under YTD budget.
  - Budget variance has improved significantly due to budget adjustments aligned to expected delivery dates.

#### Non-Operating Grants, Subsidies and Contributions

The City's budget for capital grants and contributions is a net \$13.56 million. This included \$9.98 million in grant funding, mostly for roads, and another \$3.57 million of developer contributions towards specified costs.

There was \$1.70 million in non-operating grants or contributions recognised to the end of February, tracking under the YTD budget by \$2.31 million. Recognition of this capital revenue is tied to project completion (as per the Australian Accounting Standards).

#### Financial Reserves

A detailed schedule of the City's financial reserves is included in the financial report, showing a balance of \$195.89 million held at the end of February.

General revenue reserves were \$161.42 million, with the balance of \$34.48 million held for restricted purposes (including \$15.96 million from developer contributions).

Transfers in and out of financial reserves are made in accordance with budgetary and statutory requirements. The budget forecasts an end-of-year balance of \$218.64 million.

#### Cash and Financial Assets

At the end of February, the City's closing cash and financial totalled \$277.29 million, slightly down from \$282.19 million last month.

This balance included financial assets (term deposits and investments) of \$264.24 million, and cash and cash equivalent holdings (cash at bank and at call deposits) of \$13.05 million. Of these funds \$195.89 million are internally and externally restricted.

The remaining \$81.40 million represent unrestricted municipal funds for the City's operating activities and liabilities.

#### Investment Performance, Ratings and Maturity

The City's term deposit portfolio running yield has slightly decreased to an annualised 4.94 percent as of 28 February (lower than 4.95 percent the month before).

In February, the Reserve Bank of Australia (RBA) lowered the cash rate by 25 basis points to 4.10%. The reduction further widened the portfolio returns gap over the City's KPI target rate of now 4.60 percent (cash rate of 4.10 percent plus 0.50 percent performance margin) compared to previous month of 4.85%.



There were no new Term Deposit placed during the month. Current term deposit investments are fully compliant with Council's Investment Policy requirements, as indicated below:

<b>Investment Policy Compliance</b>		
Legislative Requirements	✓	Fully compliant
Portfolio Credit Rating Limit	✓	Fully compliant
Institutional Exposure Limits	✓	Fully compliant
Term to Maturity Limits	✓	Fully compliant

The portfolio also includes several reverse mortgage securities purchased under previous policy and statutory provisions. These have a face value of \$2.314 million and market value of \$1.49 million, although the City currently carries them at a book value of \$0.739 million (net of a \$1.575 million impairment provision made several years ago).

The City continues receiving interest and capital payments, with \$0.7million returned to date of the original \$3.0 million invested.

The City's investments were held with the following financial institutions as of 28<sup>th</sup> February (inclusive of accrued interest):

<b>Issuer</b>	<b>Market Value</b>	<b>% Total Value</b>
AMP Bank Ltd	6,729,237.11	2.46%
Australian Military Bank Limited	3,092,923.56	1.13%
Auswide Bank Limited	3,018,308.22	1.10%
Bank of Queensland Ltd	19,644,515.01	7.18%
Credit Union Australia Ltd t/as Great Southern Bank	6,257,358.90	2.29%
Defence Bank Ltd	10,903,205.50	3.99%
Emerald Reverse Mortgage Trust	1,492,494.99	0.55%
ING Bank Australia Limited	78,125,993.53	28.57%
Judo Bank	19,687,687.67	7.20%
National Australia Bank Ltd	34,609,337.72	12.66%
Rabobank Australia Ltd	79,209,108.86	28.96%
Suncorp Bank (Norfinia Ltd) - Subsidiary of ANZ	8,188,875.07	2.99%
Westpac Banking Corporation Ltd	2,514,107.53	0.92%
<b>Portfolio Total</b>	<b>273,473,153.65</b>	<b>100.00%</b>

The City's short-term deposits (less than 12 months) made up 56.33 percent (\$154.0 million) of the City's portfolio, compared 54.93 percent (\$154.5 million) last month.

These were classified under following credit ratings:

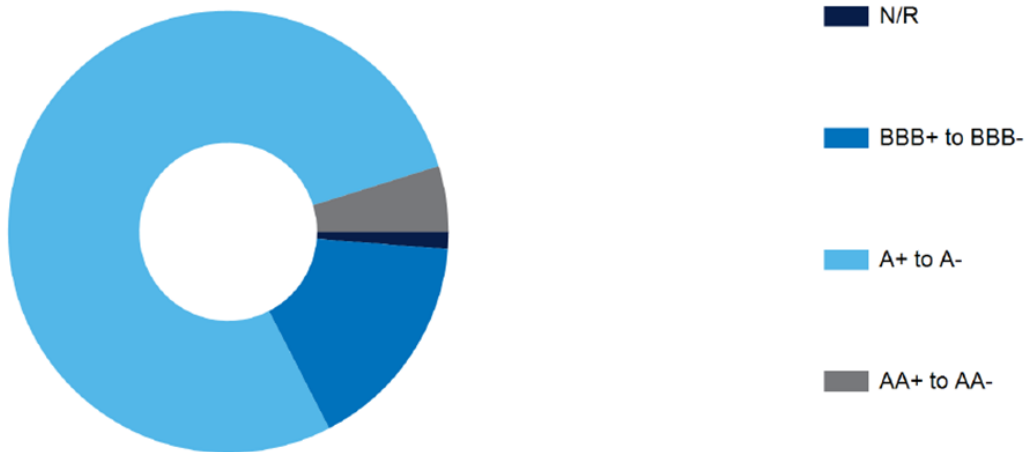
**Market Value by Security Rating Group (Short Term)**



Deposits invested between 1 and 3 years made up 43.67 percent (\$119.4 million) of the City's portfolio, compared to 45.07 percent (\$126.7million) last month.

These were classified under following credit ratings:

**Market Value by Security Rating Group (Long Term)**



### Investment in Fossil Fuel Free Banks

At month end, the City held \$76.84 million (28.9 percent) of its investment portfolio with banks considered non-funders of fossil fuel related industries (\$79.82 million 29.1 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 will always endeavour to preference a fossil fuel free investment, given a similar deposit rate.

### Rates Debt Recovery

The collectible rates and charges currently raised for 2024-25 (comprising net arrears, annual levies, and part year rating) totals \$160.16 million.

At the end of February, the City had collected \$131.34 million (82.0%), leaving a balance outstanding of \$28.82 million (18.0%).

The City also held prepayments for the following year's rates totalling \$1.34 million.

The City has levied \$0.25 million for underground power charges this year, being year two of a ten-year repayment plan.

In terms of overdue rates accounts under formal or legal debt recovery processes, the City had 282 properties owing a total of \$1.16 million in combined rates and legal fees (383 properties and \$1.43 million last month). This month-on-month decrease reflects successful debt recovery efforts by the rates team.

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.

### Trade and Sundry Debtors

The City had \$1.58 million in outstanding trade and sundry debtors to the end of February (reduced from \$3.79 million last month).

Those debts overdue by more than 90 days reduced to \$0.31 million (19.6% of total debt outstanding) from \$0.52 million (13.62%) last month.

The 90-day debtors included \$141k relating to user agreements with the Department of Education, \$126k from Naval Base shacks and \$37k from landfill customers. These debts are 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 largely referred to Council's Expenditure Review Committee for recommendation to Council.

Council's adopted budget surplus for FY25 of \$300,000 has decreased to \$166,617 due to Council decisions made throughout the financial year. Budget surplus changes are listed at Note 8 in the financial report.

**Legal Implication/s**

N/A

**Community Consultation**

N/A

**Risk Management Implications**

It is important that Council reviews the performance of its adopted budget monthly, focusing on revenue, expenditure, and the closing financial position.

This regular review ensures that Council remains informed and can identify any potential financial risks promptly.

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

N/A

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

Nil

**CITY OF COCKBURN****MONTHLY FINANCIAL REPORT  
(Containing the Statement of Financial Activity)  
For the Period Ended 28 February 2025****LOCAL GOVERNMENT ACT 1995  
LOCAL GOVERNMENT (FINANCIAL MANAGEMENT) REGULATIONS 1996****TABLE OF CONTENTS**

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MONTHLY FINANCIAL REPORT  
FOR THE PERIOD ENDED 28 FEBRUARY 2025

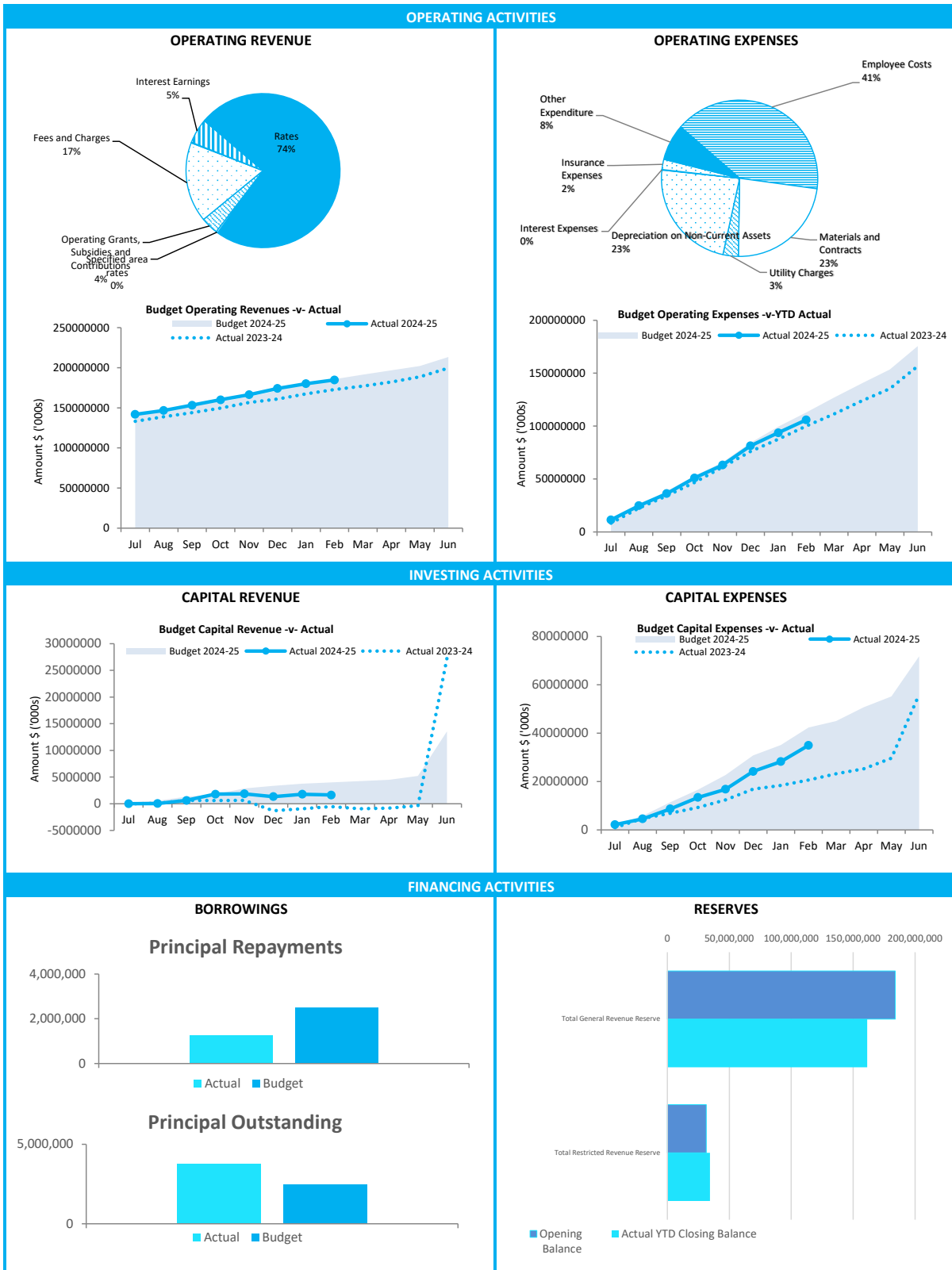
SUMMARY INFORMATION

Funding surplus / (deficit) Components				
Funding surplus / (deficit)				
	Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)
Opening	\$19.69 M	\$19.69 M	\$19.69 M	(\$0.00 M)
Closing	\$0.17 M	\$81.99 M	\$91.59 M	\$9.60 M
Refer to Statement of Financial Activity				
Cash and financial assets				
	\$277.29 M	% of total		
Unrestricted Cash	\$81.40 M	29.4%		
Restricted Cash	\$195.89 M	70.6%		
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)	Employee Cost
\$42.59 M	\$76.04 M	\$85.97 M	\$9.93 M	YTD Actual (\$52.87 M) % Variance
Refer to Statement of Financial Activity				YTD Budget (\$53.97 M) (2.0%)
				Refer to Statement of Financial Activity
Rates Revenue			Fees and Charges	
YTD Actual	YTD Budget	% Variance	YTD Actual	% Variance
\$134.71 M	\$134.54 M	0.0%	\$30.59 M	(0.2%)
Refer to Statement of Financial Activity			Refer to Statement of Financial Activity	
Materials & Contracts				
YTD Actual	YTD Budget	% Variance		
(\$29.95 M)	(\$34.64 M)	(13.5%)		
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)	Proceeds on sale
(\$55.97 M)	(\$37.00 M)	(\$32.24 M)	\$4.76 M	YTD Actual \$1.04 M %
Refer to Statement of Financial Activity				Amended Budget \$2.27 M 45.9%
				Refer to Note 3 - Disposal of Assets
Asset Acquisition		Capital Grants		
YTD Actual	Amended Budget	% Spent	YTD Actual	% Received
\$34.99 M	\$71.81 M	48.7%	(\$1.70 M)	16.0%
Refer to Note 4 - Capital Acquisition		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)	Borrowings
(\$6.15 M)	\$23.26 M	\$18.17 M	(\$5.09 M)	Principal repayments \$1.25 M
Refer to Statement of Financial Activity				Interest expense \$0.11 M
				Principal due \$3.75 M
				Refer to Note 5 - Borrowings
Reserves				
Reserves balance	Interest earned			
\$195.89 M	\$0.70 M			
Refer to Note 6 - Cash Reserves				

This information is to be read in conjunction with the accompanying Financial Statements and notes.

**MONTHLY FINANCIAL REPORT  
FOR THE PERIOD ENDED 28 FEBRUARY 2025**

**SUMMARY INFORMATION - GRAPHS**



This information is to be read in conjunction with the accompanying Financial Statements and Notes.

**STATEMENT OF COMPREHENSIVE INCOME  
FOR THE PERIOD ENDED 28 FEBRUARY 2025**

	2024/25 YTD Actual	2024/25 Amended Budget	2024/25 Adopted Budget
	\$	\$	\$
<b>Revenue</b>			
Rates	134,708,527	134,632,858	134,416,025
Grants, subsidies and contributions	6,637,589	16,609,254	15,340,964
Fees and charges	30,594,799	43,159,446	40,088,009
Service charges	247,110	250,000	220,000
Interest revenue	9,520,354	13,635,100	12,835,100
	<b>181,708,379</b>	<b>208,286,658</b>	<b>202,900,098</b>
<b>Expenses</b>			
Employee costs	(52,866,324)	(82,578,660)	(82,696,329)
Materials and contracts	(29,952,664)	(58,224,208)	(56,178,433)
Utility charges	(4,128,959)	(6,550,521)	(6,521,338)
Depreciation	(30,153,625)	(46,190,627)	(46,190,627)
Finance costs	(138,785)	(260,312)	(260,312)
Insurance	(2,736,338)	(2,838,923)	(2,570,579)
Other expenditure	(9,708,244)	(15,244,525)	(12,682,412)
	<b>(129,684,939)</b>	<b>(211,887,776)</b>	<b>(207,100,030)</b>
<b>Net operating result</b>	<b>52,023,440</b>	<b>(3,601,118)</b>	<b>(4,199,932)</b>
Capital grants, subsidies and contributions	1,700,425	13,565,100	11,600,128
Profit/(loss) on disposal of assets	280,283	796,619	(406,184)
	<b>1,980,708</b>	<b>14,361,719</b>	<b>11,193,944</b>
<b>Net result for the period</b>	<b>54,004,148</b>	<b>10,760,601</b>	<b>6,994,012</b>
<b>Other comprehensive income for the period</b>			
<i>Items that will not be reclassified subsequently to profit or loss</i>			
Changes in asset revaluation surplus	0	0	0
Share of comprehensive income of associates accounted for using the equity method	0	0	0
<b>Total other comprehensive income for the period</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total comprehensive income for the period</b>	<b>54,004,148</b>	<b>10,760,601</b>	<b>6,994,012</b>

This statement is to be read in conjunction with the accompanying notes.

**STATEMENT OF FINANCIAL ACTIVITY  
FOR THE PERIOD ENDED 28 FEBRUARY 2025**

**BY NATURE OR TYPE**

	Ref Note	Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)	Var. % (b)-(a)/(a)	Var.
		\$	\$	\$	\$	%	
<b>Opening funding surplus / (deficit)</b>	1(c)	19,690,453	19,690,453	<b>19,688,757</b>	(1,696)	(0.01%)	
<b>Revenue from operating activities</b>							
Rates		133,975,858	133,884,262	<b>134,054,842</b>	170,580	0.13%	
Specified area rates		657,000	657,000	<b>653,685</b>	(3,315)	(0.50%)	
Operating grants, subsidies and contributions		16,609,254	7,480,541	<b>6,637,589</b>	(842,952)	(11.27%)	▼
Fees and charges		43,159,446	30,647,061	<b>30,594,799</b>	(52,262)	(0.17%)	
Service charges		250,000	176,667	<b>247,110</b>	70,443	39.87%	
Interest earnings		13,635,100	9,356,733	<b>9,520,354</b>	163,621	1.75%	
Profit/(loss) on disposal of assets		796,619	325,461	<b>280,283</b>	(45,178)	(13.88%)	
		<b>209,083,277</b>	<b>182,527,725</b>	<b>181,988,662</b>	(539,063)	(0.30%)	
<b>Expenditure from operating activities</b>							
Employee costs		(82,578,660)	(53,967,493)	<b>(52,866,324)</b>	1,101,169	2.04%	▲
Materials and contracts		(58,224,208)	(34,642,315)	<b>(29,952,664)</b>	4,689,651	13.54%	▲
Utility charges		(6,550,521)	(4,285,042)	<b>(4,128,959)</b>	156,083	3.64%	
Depreciation on non-current assets		(46,190,627)	(29,635,407)	<b>(30,153,625)</b>	(518,218)	(1.75%)	▼
Interest expenses		(260,312)	(106,867)	<b>(138,785)</b>	(31,918)	(29.87%)	
Insurance expenses		(2,838,923)	(2,613,984)	<b>(2,736,338)</b>	(122,354)	(4.68%)	
Other expenditure		(15,244,525)	(10,548,426)	<b>(9,708,244)</b>	840,182	7.96%	▲
		<b>(211,887,776)</b>	<b>(135,799,534)</b>	<b>(129,684,939)</b>	6,114,595	4.50%	
Non-cash amounts excluded from operating activities	1(a)	45,394,008	29,309,946	<b>33,668,105</b>	4,358,159	14.87%	▲
<b>Amount attributable to operating activities</b>		<b>42,589,509</b>	<b>76,038,137</b>	<b>85,971,828</b>	9,933,691		
<b>Investing activities</b>							
Proceeds from non-operating grants, subsidies and contributions		13,565,100	4,007,512	<b>1,700,425</b>	(2,307,087)	(57.57%)	▼
Proceeds from disposal of assets	3	2,273,903	1,310,317	<b>1,044,660</b>	(265,657)	(20.27%)	
Payments for property, plant and equipment and infrastructure	4	(71,806,339)	(42,321,270)	<b>(34,987,543)</b>	7,333,727	17.33%	▲
<b>Amount attributable to investing activities</b>		<b>(55,967,336)</b>	<b>(37,003,441)</b>	<b>(32,242,458)</b>	4,760,983		
<b>Financing Activities</b>							
Transfer from reserves	6	64,315,847	31,592,187	<b>33,972,478</b>	2,380,290	7.53%	▲
Payments for principal portion of lease liabilities		0	0	<b>(181,671)</b>	(181,671)	0.00%	
Repayment of debentures	5	(2,500,000)	(1,250,000)	<b>(1,250,000)</b>	0	0.00%	
Transfer to reserves	6	(67,961,856)	(7,079,071)	<b>(14,367,289)</b>	(7,288,218)	(102.95%)	▼
<b>Amount attributable to financing activities</b>		<b>(6,146,009)</b>	<b>23,263,116</b>	<b>18,173,518</b>	(5,089,598)		
<b>Closing funding surplus / (deficit)</b>	1(c)	<b>166,617</b>	<b>81,988,265</b>	<b>91,591,645</b>	9,603,379		

**KEY INFORMATION**

This statement is to be read in conjunction with the accompanying Financial Statements and Notes.

**KEY TERMS AND DESCRIPTIONS****FOR THE PERIOD ENDED 28 FEBRUARY 2025****REVENUE****RATES**

All rates levied under the *Local Government Act 1995*. Includes general, differential, specified area rates, minimum rates, interim rates, back rates, ex-gratia rates, less discounts and concessions offered. Exclude administration fees, interest on instalments, interest on arrears, service charges and sewerage rates.

**OPERATING GRANTS, SUBSIDIES AND CONTRIBUTIONS**

Refers to all amounts received as grants, subsidies and contributions that are not non-operating grants.

**NON-OPERATING GRANTS, SUBSIDIES AND CONTRIBUTIONS**

Amounts received specifically for the acquisition, construction of new or the upgrading of identifiable non financial assets paid to a local government, irrespective of whether these amounts are received as capital grants, subsidies, contributions or donations.

**REVENUE FROM CONTRACTS WITH CUSTOMERS**

Revenue from contracts with customers is recognised when the local government satisfies its performance obligations under the contract.

**FEES AND CHARGES**

Revenues (other than service charges) from the use of facilities and charges made for local government services, sewerage rates, rentals, hire charges, fee for service, photocopying charges, licences, sale of goods or information, fines, penalties and administration fees. Local governments may wish to disclose more detail such as rubbish collection fees, rental of property, fines and penalties, other fees and charges.

**SERVICE CHARGES**

Service charges imposed under *Division 6 of Part 6 of the Local Government Act 1995*. *Regulation 54 of the Local Government (Financial Management) Regulations 1996* identifies these as television and radio broadcasting, underground electricity and neighbourhood surveillance services. Exclude rubbish removal charges. Interest and other items of a similar nature received from bank and investment accounts, interest on rate instalments, interest on rate arrears and interest on debtors.

**INTEREST EARNINGS**

Interest and other items of a similar nature received from bank and investment accounts, interest on rate instalments, interest on rate arrears and interest on debtors.

**OTHER REVENUE / INCOME**

Other revenue, which can not be classified under the above headings, includes dividends, discounts, rebates etc.

**PROFIT ON ASSET DISPOSAL**

Excess of assets received over the net book value for assets on their disposal.

**NATURE OR TYPE DESCRIPTIONS****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.



STATEMENT OF FINANCIAL ACTIVITY  
FOR THE PERIOD ENDED 28 FEBRUARY 2025

STATUTORY REPORTING BY BUSINESS UNIT

	Ref Note	Amended Budget	YTD Budget (a)	YTD Actual (b)	Var. \$ (b)-(a)	Var. % (b)-(a)/(a)	Var.
		\$	\$	\$	\$	%	
<b>Opening funding surplus / (deficit)</b>	1(c)	19,690,453	19,690,453	<b>19,688,757</b>	(1,696)	(0.01%)	
<b>Revenue from operating activities</b>							
Office of the CEO		0	0	<b>427</b>	427	0.00%	
Strategy & Integrated Planning		0	0	<b>(5)</b>	(5)	0.00%	
Legal and Compliance		1,653	1,102	<b>1,236</b>	134	12.16%	
Finance		155,159,878	144,884,456	<b>145,269,330</b>	384,874	0.27%	▲
Library & Cultural Services		237,860	123,512	<b>213,607</b>	90,095	72.94%	
Recreation Infrastructure & Services		16,041,627	11,115,266	<b>11,223,206</b>	107,940	0.97%	
Community Development & Services		8,612,680	5,887,698	<b>5,000,310</b>	(887,388)	(15.07%)	▼
Community Safety & Ranger Services		1,411,933	785,827	<b>873,288</b>	87,461	11.13%	
Development and Compliance		3,358,618	2,463,547	<b>2,778,513</b>	314,966	12.79%	▲
Planning		253,306	176,466	<b>66,365</b>	(110,101)	(62.39%)	
Sustainability & Environment		612,000	394,992	<b>242,186</b>	(152,806)	(38.69%)	
Operations & Maintenance		17,891,419	13,138,177	<b>12,583,901</b>	(554,276)	(4.22%)	▼
Projects		127,701	(343,157)	<b>271,997</b>	615,154	(179.26%)	
Property & Assets		5,267,602	3,828,507	<b>3,207,398</b>	(621,109)	(16.22%)	▼
Business and Economic Development		0	0	<b>532</b>	532	0.00%	
People Culture and Safety		107,000	71,333	<b>256,371</b>	185,038	259.40%	
		<b>209,083,277</b>	<b>182,527,726</b>	<b>181,988,662</b>	(539,064)		
<b>Expenditure from operating activities</b>							
Office of the CEO		(2,909,374)	(1,692,469)	<b>(1,638,572)</b>	53,897	3.18%	
Strategy & Integrated Planning		(881,268)	(524,717)	<b>(430,800)</b>	93,917	17.90%	
Legal and Compliance		(2,088,753)	(1,362,180)	<b>(1,127,296)</b>	234,884	17.24%	
Finance		(6,827,912)	(4,982,082)	<b>(5,497,702)</b>	(515,620)	(10.35%)	▼
Information & Technology		(10,996,963)	(7,242,864)	<b>(7,529,018)</b>	(286,154)	(3.95%)	
Procurement		(1,087,480)	(694,060)	<b>(598,548)</b>	95,512	13.76%	
Library & Cultural Services		(8,605,710)	(5,717,974)	<b>(5,403,289)</b>	314,685	5.50%	▲
Recreation Infrastructure & Services		(19,091,463)	(12,612,643)	<b>(11,588,794)</b>	1,023,849	8.12%	▲
Community Development & Services		(14,587,679)	(9,504,520)	<b>(8,444,700)</b>	1,059,820	11.15%	▲
Community Safety & Ranger Services		(7,162,641)	(4,539,829)	<b>(4,427,490)</b>	112,339	2.47%	
Development and Compliance		(7,335,469)	(4,728,332)	<b>(4,280,882)</b>	447,450	9.46%	▲
Planning		(4,047,061)	(2,388,549)	<b>(2,033,125)</b>	355,424	14.88%	▲
Sustainability & Environment		(5,214,795)	(2,781,451)	<b>(2,308,081)</b>	473,370	17.02%	▲
Operations & Maintenance		(97,143,206)	(60,063,576)	<b>(60,439,726)</b>	(376,150)	(0.63%)	▼
Projects		(1,300,936)	(883,332)	<b>(612,496)</b>	270,836	30.66%	
Property & Assets		(13,858,945)	(8,041,115)	<b>(8,231,136)</b>	(190,021)	(2.36%)	
Advocacy and Engagement		(1,324,504)	(895,140)	<b>(805,258)</b>	89,882	10.04%	
Communications and Marketing		(2,163,302)	(1,379,353)	<b>(1,375,475)</b>	3,878	0.28%	
Customer Experience		(1,479,644)	(903,187)	<b>(877,390)</b>	25,797	2.86%	
Business and Economic Development		(1,104,622)	(689,775)	<b>(600,496)</b>	89,279	12.94%	
People Culture and Safety		(5,074,355)	(3,244,834)	<b>(2,915,357)</b>	329,477	10.15%	▲
Internal Recharging		2,398,307	(927,552)	<b>1,480,692</b>	2,408,244	259.63%	▲
		<b>(211,887,775)</b>	<b>(135,799,534)</b>	<b>(129,684,939)</b>	6,114,595		
Non-cash amounts excluded from operating activities	1(a)	45,394,008	29,309,946	<b>33,668,105</b>	4,358,159	14.87%	▲
<b>Amount attributable to operating activities</b>		<b>42,589,510</b>	<b>76,038,138</b>	<b>85,971,828</b>	9,933,690		
<b>Investing Activities</b>							
Proceeds from non-operating grants, subsidies and contributions		13,565,100	4,007,512	<b>1,700,425</b>	(2,307,087)	(57.57%)	▼
Proceeds from disposal of assets	3	2,273,903	1,310,317	<b>1,044,660</b>	(265,657)	(20.27%)	
Payments for property, plant and equipment and infrastructure	4	(71,806,339)	(42,321,270)	<b>(34,987,543)</b>	7,333,727	17.33%	▲
<b>Amount attributable to investing activities</b>		<b>(55,967,336)</b>	<b>(37,003,441)</b>	<b>(32,242,458)</b>	4,760,983		
<b>Financing Activities</b>							
Transfer from reserves	6	64,315,847	31,592,187	<b>33,972,478</b>	2,380,290	7.53%	▲
Payments for principal portion of lease liabilities		0	0	<b>(181,671)</b>	(181,671)	0.00%	
Repayment of debentures	5	(2,500,000)	(1,250,000)	<b>(1,250,000)</b>	0	0.00%	
Transfer to reserves	6	(67,961,856)	(7,079,071)	<b>(14,367,289)</b>	(7,288,218)	(102.95%)	▼
<b>Amount attributable to financing activities</b>		<b>(6,146,009)</b>	<b>23,263,116</b>	<b>18,173,518</b>	(5,089,598)		
<b>Closing funding surplus / (deficit)</b>	1(c)	<b>166,617</b>	<b>81,988,265</b>	<b>91,591,645</b>	9,603,377		

KEY INFORMATION

▲ ▼ Indicates a variance between Year to Date (YTD) Actual and YTD Actual data as per the adopted materiality threshold. Refer to #REF!

#REF!

This statement is to be read in conjunction with the accompanying Financial Statements and notes.

**MONTHLY FINANCIAL REPORT  
FOR THE PERIOD ENDED 28 FEBRUARY 2025**

**STATEMENT OF FINANCIAL POSITION**

	Year to Date 28 February 2025	Last Year Closing 30 June 2023
	\$	\$
<b>Current Assets</b>		
Cash and cash equivalents	13,051,113	12,990,274
Financial assets	153,000,000	157,000,000
Trade and other receivables	44,083,722	21,289,887
Inventories	18,269	34,392
<b>Total Current Assets</b>	210,153,104	191,314,553
<b>Non-Current Assets</b>		
Trade and other receivables	1,352,176	1,422,960
Other financial assets	111,405,890	77,951,928
Property, plant and equipment Infrastructure	414,671,654	405,648,836
	1,235,611,303	1,240,564,580
<b>Total Non-Current Assets</b>	1,763,041,021	1,725,588,304
<b>Total Assets</b>	1,973,194,125	1,916,902,857
<b>Current Liabilities</b>		
Trade and other payables	15,722,729	18,323,043
Other liabilities	5,831,554	3,512,697
Lease liabilities	272,364	179,976
Borrowings	1,250,000	2,500,000
Employee related provisions	9,737,611	9,886,824
<b>Total Current Liabilities</b>	32,814,258	34,402,540
<b>Non-Current Liabilities</b>		
Other liabilities	18,582,394	14,579,630
Borrowings	2,500,000	2,500,000
Employee related provisions	1,963,298	1,816,599
Other provisions	36,870,816	37,144,875
<b>Total Non-Current Liabilities</b>	59,916,508	56,041,104
<b>Total Liabilities</b>	92,730,767	90,443,644
<b>Net Assets</b>	1,880,463,358	1,826,459,213
<b>Equity</b>		
Retained surplus	701,178,647	627,569,311
Reserve accounts	195,891,355	215,496,546
Revaluation surplus	983,393,355	983,393,355
<b>Total Equity</b>	1,880,463,358	1,826,459,213

This statement is to be read in conjunction with the accompanying notes.

**MONTHLY FINANCIAL REPORT  
FOR THE PERIOD ENDED 28 FEBRUARY 2025**

**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 28 February 2025

**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.

**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY  
FOR THE PERIOD ENDED 28 FEBRUARY 2025**

**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.

	Notes	Amended Budget	YTD Budget (a)	YTD Actual (b)
<b>Non-cash and non-current items excluded from operating activities</b>				
		\$	\$	\$
<b>Adjustments to operating activities</b>				
Less: (Profit)/loss on asset disposals	3	(796,619)	(325,461)	(280,283)
Less: Movement in liabilities associated with restricted cash				3,577,280
Add: Movement in other liabilities (non-current)		0	0	70,784
Movement in employee benefit provisions (non-current)		0	0	146,699
Add: Depreciation on assets		46,190,627	29,635,407	30,153,625
<b>Total non-cash items excluded from operating activities</b>		<b>45,394,008</b>	<b>29,309,946</b>	<b>33,668,105</b>

**(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	This Time Last Year	Year to Date
		30 June 2024	28 February 2024	28 February 2025
<b>Adjustments to net current assets</b>				
Less: Reserves - restricted cash	6	(215,496,545)	(223,382,983)	(195,891,354)
Less: Bonds & deposits		(2,192,268)	(3,859,561)	(2,617,752)
Add: Borrowings	5	2,500,000	2,500,000	1,250,000
Add: Lease liabilities		179,976	104,531	272,364
Add: Financial assets at amortised cost - non-current	2	77,785,586	56,832,654	111,239,548
<b>Total adjustments to net current assets</b>		<b>(137,223,251)</b>	<b>(167,805,359)</b>	<b>(85,747,194)</b>
Cash and cash equivalents	2	12,990,274	10,975,810	13,051,113
Financial assets at amortised cost	2	157,000,000	210,000,000	153,000,000
Rates receivables		2,136,208	59,453,532	27,335,997
Receivables		15,794,445	10,417,967	13,998,272
Other current assets		3,393,626	3,752,838	2,767,722
<b>Less: Current liabilities</b>				
Payables		(18,323,043)	(18,551,104)	(15,722,729)
Borrowings	5	(2,500,000)	(2,500,000)	(1,250,000)
Contract liabilities	7	(3,512,697)	(2,206,528)	(5,831,554)
Lease liabilities		(179,976)	(104,531)	(272,364)
Provisions	7	(9,886,824)	(9,413,922)	(9,737,611)
<b>Less: Total adjustments to net current assets</b>	<b>1(b)</b>	<b>(137,223,251)</b>	<b>(167,805,359)</b>	<b>(85,747,194)</b>
<b>Closing funding surplus / (deficit)</b>		<b>19,688,757</b>	<b>94,018,706</b>	<b>91,591,645</b>

**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.

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY  
FOR THE PERIOD ENDED 28 FEBRUARY 2025

OPERATING ACTIVITIES  
NOTE 2  
CASH AND FINANCIAL ASSETS

Description	Classification	Unrestricted \$	Restricted \$	Total Cash \$	Institution
<b>Cash on hand</b>					
Cash at bank	Cash and cash equivalents	3,026,192	0	3,026,192	NATIONAL AUSTRALIA BANK
Cash on hand	Cash and cash equivalents	24,921	0	24,921	
Term deposits - current	Cash and cash equivalents	10,000,000	0	10,000,000	NATIONAL AUSTRALIA BANK
Term deposits - current	Financial assets at amortised cost	13,500,000	0	13,500,000	BANK OF QUEENSLAND
Term deposits - current	Financial assets at amortised cost	32,000,000	0	32,000,000	ING BANK
Term deposits - current	Financial assets at amortised cost	3,000,000	0	3,000,000	AUSWIDE BANK
Term deposits - current	Financial assets at amortised cost	2,500,000	0	2,500,000	WESTPAC
Term deposits - current	Financial assets at amortised cost	17,348,194	10,651,806	28,000,000	NATIONAL AUSTRALIA BANK
Term deposits - current	Financial assets at amortised cost	0	8,000,000	8,000,000	SUNCORP
Term deposits - current	Financial assets at amortised cost	0	11,000,000	11,000,000	JUDO BANK
Term deposits - current	Financial assets at amortised cost	0	5,000,000	5,000,000	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	40,000,000	40,000,000	RABOBANK
Other investment - non current	Financial assets at amortised cost	0	739,548	739,548	BARCLAYS BANK
Other investment - non current	Financial assets at amortised cost	0	5,500,000	5,500,000	BANK OF QUEENSLAND
Other investment - non current	Financial assets at amortised cost	0	8,000,000	8,000,000	JUDO BANK
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	37,500,000	37,500,000	RABOBANK
Other investment - non current	Financial assets at amortised cost	0	3,000,000	3,000,000	AMB
Other investment - non current	Financial assets at amortised cost	0	43,500,000	43,500,000	ING BANK
<b>Total</b>		<b>81,399,307</b>	<b>195,891,354</b>	<b>277,290,660</b>	

Comprising	Unrestricted \$	Restricted \$	Total Cash \$
Cash and cash equivalents	13,051,113	0	13,051,113
Financial assets at amortised cost	68,348,194	195,891,354	264,239,548
	<b>81,399,307</b>	<b>195,891,354</b>	<b>277,290,661</b>

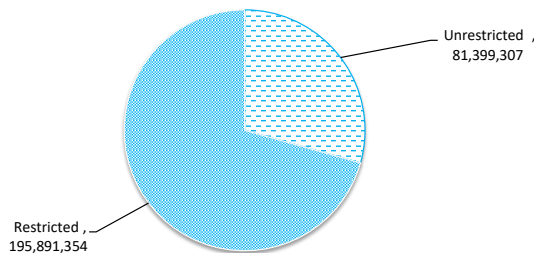
KEY INFORMATION

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.

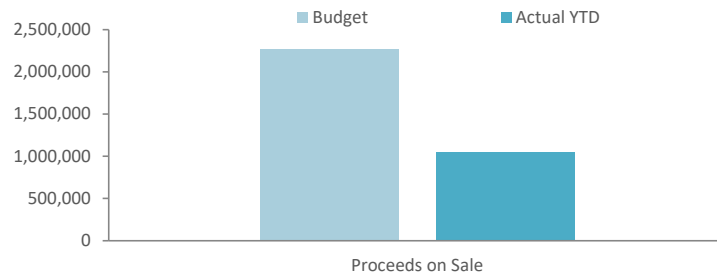




NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY  
FOR THE PERIOD ENDED 28 FEBRUARY 2025

OPERATING ACTIVITIES  
NOTE 3  
DISPOSAL OF ASSETS

Asset Ref.	Asset description	Budget				YTD Actual			
		Net Book Value	Proceeds	Profit	(Loss)	Net Book Value	Proceeds	Profit	(Loss)
		\$	\$	\$	\$	\$	\$	\$	\$
	<b>Plant and Machinery</b>	1,477,284	1,605,285	128,001	0	84,483	357,860	273,376	0
	<b>Freehold Land</b>								
	Lot 100 32 Plantagenet, Hamilton Hill	0	668,618	668,618	0	679,893	668,618	0	(11,275)
	Lot 303 Wattleup Road, Hammond Park		0	0	0		18,182	18,182	0
		<b>1,477,284</b>	<b>2,273,903</b>	<b>796,619</b>	<b>0</b>	<b>764,376</b>	<b>1,044,660</b>	<b>291,558</b>	<b>(11,275)</b>



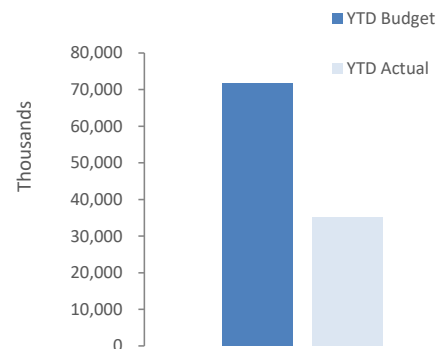
**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY  
FOR THE PERIOD ENDED 28 FEBRUARY 2025**

**INVESTING ACTIVITIES  
NOTE 4  
CAPITAL ACQUISITIONS**

Capital acquisitions	Amended		YTD Actual	YTD Actual Variance
	Budget	YTD Budget		
	\$	\$	\$	\$
Buildings	23,642,754	13,704,988	11,900,993	(1,803,995)
Furniture and equipment	994,100	769,100	423,565	(345,535)
Plant and equipment	9,538,844	4,907,479	4,113,834	(793,645)
Information technology	810,659	580,858	380,966	(199,892)
Infrastructure - roads	8,440,691	4,643,121	3,654,715	(988,406)
Infrastructure - drainage	7,747,152	4,679,594	4,070,479	(609,115)
Infrastructure - footpath	2,327,819	1,323,029	577,973	(745,056)
Infrastructure - parks hard	7,990,280	5,256,280	3,634,078	(1,622,203)
Infrastructure - parks landscaping	90,686	90,686	60,126	(30,560)
Infrastructure - landfill site	8,373,377	5,383,568	5,211,713	(171,856)
Infrastructure - marina	282,385	25,385	47,585	22,200
Infrastructure - coastal	1,567,592	957,181	911,517	(45,664)
<b>Payments for Capital Acquisitions</b>	<b>71,806,339</b>	<b>42,321,270</b>	<b>34,987,543</b>	<b>(7,333,727)</b>
<b>Total Capital Acquisitions</b>	<b>71,806,339</b>	<b>42,321,270</b>	<b>34,987,543</b>	<b>(7,333,727)</b>
<b>Capital Acquisitions Funded By:</b>				
	\$	\$	\$	\$
Capital grants and contributions	(10,596,129)	(2,021,601)	(1,700,425)	321,176
Other (disposals & C/Fwd)	(2,273,903)	(1,310,317)	(1,044,660)	265,657
Cash backed reserves				
Open Space Infrastructure	(6,843,079)	(1,155,914)	(2,704,249)	(1,548,335)
Plant & Equipment	(6,978,821)	(3,381,648)	(2,856,660)	524,988
Technology	(909,151)	(174,885)	(148,354)	26,531
Building Infrastructure	(20,914,303)	(12,495,730)	(10,350,948)	2,144,782
Land Management	(55,732)	(55,732)	(55,732)	0
Roads Infrastructure	(8,927,489)	(2,332,368)	(6,006,496)	(3,674,127)
Climate Change Mitigation	(257,500)	0	(1,935)	(1,935)
Port Coogee Special Maintenance SAR	(178,471)	(561)	(561)	0
Waste Management	(1,902,230)	(1,674,758)	(1,673,368)	1,390
Project Contingency	(5,923,150)	(4,567,417)	(3,877,721)	689,696
Port Coogee Marina	(297,000)	(40,000)	0	40,000
Port Coogee Waterways WEMP	(432,352)	(70,000)	0	70,000
Contribution - operations	(5,317,029)	(13,040,338)	(4,566,434)	8,473,904
<b>Capital funding total</b>	<b>(71,806,339)</b>	<b>(42,321,270)</b>	<b>(34,987,543)</b>	<b>7,333,727</b>

**SIGNIFICANT ACCOUNTING POLICIES**

All assets are initially recognised at cost. Cost is determined as the fair value of the assets given as consideration plus costs incidental to the acquisition. For assets acquired at no cost or for nominal consideration, cost is determined as fair value at the date of acquisition. The cost of non-current assets constructed by the local government includes the cost of all materials used in the construction, direct labour on the project and an appropriate proportion of variable and fixed overhead. Certain asset classes may be revalued on a regular basis such that the carrying values are not materially different from fair value. Assets carried at fair value are to be revalued with sufficient regularity to ensure the carrying amount does not differ materially from that determined using fair value at reporting date.



**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY  
FOR THE PERIOD ENDED 28 FEBRUARY 2025**

**FINANCING ACTIVITIES  
NOTE 5  
BORROWINGS**

**Repayments - borrowings**

Information on borrowings Particulars	Loan No.	1 July 2024	New Loans		Principal Repayments		Principal Outstanding		Interest Repayments	
			Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget
		\$	\$	\$	\$	\$	\$	\$	\$	
<b>Recreation and culture</b>										
To assist fund the Cockburn Central West development	8	5,000,000	0	0	1,250,000	2,500,000	3,750,000	2,500,000	113,243	350,000
<b>C/Fwd Balance</b>		5,000,000	0	0	1,250,000	2,500,000	3,750,000	2,500,000	113,243	350,000
<b>Total</b>		5,000,000	0	0	1,250,000	2,500,000	3,750,000	2,500,000	113,243	350,000
Current borrowings		2,500,000					1,250,000			
Non-current borrowings		2,500,000					2,500,000			
		5,000,000					3,750,000			

All debenture repayments were financed by general purpose revenue.

**KEY INFORMATION**

All loans and borrowings are initially recognised at the fair value of the consideration received less directly attributable transaction costs. After initial recognition, interest-bearing loans 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 included as part of the carrying amount of the loans and borrowings.

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY  
FOR THE PERIOD ENDED 28 FEBRUARY 2025

OPERATING ACTIVITIES

NOTE 6

CASH RESERVES

Reserve 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
	\$	\$	\$	\$	\$	\$	\$	\$	\$
<b>General Revenue</b>									
Open Space Infrastructure	2,957,823	0	0	8,300,000	975,000	(7,043,079)	(2,792,570)	4,214,744	1,140,253
Plant & Equipment	11,903,412	0	0	3,000,500	0	(6,978,821)	(2,856,660)	7,925,091	9,046,752
Technology	4,996,707	0	0	500,000	0	(1,317,151)	(250,749)	4,179,556	4,745,958
Building Infrastructure	81,909,811	0	0	16,450,980	921,725	(21,348,310)	(10,530,739)	77,012,481	72,300,797
Commercial Landfill	30,626,038	0	0	8,540,085	0	(6,577,443)	(3,458,160)	32,588,680	27,167,877
Land Management	2,496,160	0	0	1,052,618	668,618	(153,451)	(41,743)	3,395,327	3,123,034
Roads Infrastructure	17,551,013	0	0	17,500,000	500,000	(8,957,435)	(6,036,441)	26,093,578	12,014,572
Naval Base Shacks	1,441,186	0	0	200,000	0	(150,000)	(91,982)	1,491,186	1,349,204
Risk	2,148,515	0	0	0	0	(268,344)	0	1,880,171	2,148,515
Climate Change Mitigation	1,308,938	0	0	1,280,000	0	(257,500)	(1,935)	2,331,438	1,307,003
Waste Management	10,219,333	0	0	3,728,335	228,335	(2,002,230)	(1,715,368)	11,945,438	8,732,300
Project Contingency	14,041,447	0	0	5,910,453	6,422,795	(7,236,268)	(4,566,192)	12,715,632	15,898,050
Port Coogee Marina	2,441,833	0	0	505,989	0	(297,000)	0	2,650,822	2,441,833
<b>Total General Revenue Reserve</b>	<b>184,042,217</b>	<b>0</b>	<b>0</b>	<b>66,968,960</b>	<b>9,716,474</b>	<b>(62,587,032)</b>	<b>(32,342,541)</b>	<b>188,424,144</b>	<b>161,416,150</b>
<b>Restricted Revenue</b>									
Port Coogee Waterways WEMP	1,015,087	0	26,837	0	0	(594,352)	(12,000)	420,735	1,029,924
Port Coogee Special Maintenance SAR	2,259,408	0	66,401	460,000	457,764	(441,546)	(247,831)	2,277,862	2,535,742
Port Coogee Waterways SAR	436,484	0	14,486	122,000	120,979	0	0	558,484	571,948
Naval Base Shack Removal	961,449	0	24,971	50,000	0	(18,372)	(17,179)	993,077	969,241
Cockburn Coast SAR	183,240	0	6,170	75,000	74,943	(124,066)	(30,040)	134,174	234,313
POS Cash in Lieu	5,649,812	0	146,170	0	0	0	0	5,649,812	5,795,981
Developer Contribution Plans - Various	12,387,362	0	401,297	0	3,295,730	0	(119,747)	12,393,160	15,964,642
Restricted Funding	8,561,487	0	15,069	285,896	0	(550,479)	(1,203,141)	7,792,175	7,373,415
<b>Total Restricted Revenue Reserve</b>	<b>31,454,328</b>	<b>0</b>	<b>701,400</b>	<b>992,896</b>	<b>3,949,415</b>	<b>(1,728,815)</b>	<b>(1,629,937)</b>	<b>30,219,479</b>	<b>34,475,207</b>
<b>Total Cash Reserve</b>	<b>215,496,545</b>	<b>0</b>	<b>701,400</b>	<b>67,961,856</b>	<b>13,665,889</b>	<b>(64,315,847)</b>	<b>(33,972,478)</b>	<b>218,643,623</b>	<b>195,891,357</b>

KEY INFORMATION

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY  
FOR THE PERIOD ENDED 28 FEBRUARY 2025

OPERATING ACTIVITIES  
NOTE 7  
OTHER CURRENT LIABILITIES

Other current liabilities	Note	Opening Balance 1 July 2024	Liability Increase	Liability Reduction	Closing Balance 28 February 2025
		\$	\$	\$	\$
<b>Contract liabilities</b>					
Unspent grants, contributions and reimbursements - non-operating		3,512,697	4,609,148	(2,290,291)	5,831,554
<b>Total unspent grants, contributions and reimbursements</b>		3,512,697	4,609,148	(2,290,291)	5,831,554
<b>Provisions</b>					
Annual leave		4,783,341	40,290,280	(40,439,493)	4,634,128
Long service leave		5,103,483	0	0	5,103,483
<b>Total Provisions</b>		9,886,824	40,290,280	(40,439,493)	9,737,611
<b>Total other current liabilities</b>		<b>13,399,521</b>	<b>44,899,428</b>	<b>(42,729,784)</b>	<b>15,569,165</b>
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.



**NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY  
FOR THE PERIOD ENDED 28 FEBRUARY 2025**

**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
				\$	\$	\$	\$
	<b>Budget adoption</b>						300,000
Various	Expenditure Review Committee July 2024	OCM 13/8/24				(27,308)	272,692
Various	Amendments to Events budget	OCM 9/7/24	Operating Expenses			(58,500)	214,192
Various	Expenditure Review Committee Sep 2024	OCM 8/10/24			10,676		224,868
OP6266	Increase budget to install public pontoon at Ngarkal Beach Public pontoon at Ngarkal Beach funded by Port Coogee	OCM 12/11/24	Operating Expenses			12,000	236,868
OP6266	WEMP Reserve	OCM 12/11/24	Transfer from Reserve		(12,000)		224,868
Various	Expenditure Review Committee Nov 2024	OCM 10/12/24				(58,251)	166,617
				<b>0</b>	<b>(1,324)</b>	<b>(132,059)</b>	

## 14.2.2 Payments Made from Municipal Fund and Local Procurement Summary - February 2025

<b>Executive</b>	Director Corporate and System Services
<b>Author</b>	Chief Financial Officer
<b>Attachments</b>	<ol style="list-style-type: none"> <li>1. Payments Listing - February 2025 <a href="#">↓</a></li> <li>2. Credit Card Report - February 2025 <a href="#">↓</a></li> <li>3. Purchase Cards Report - February 2025 <a href="#">↓</a></li> <li>4. Fuel Cards Report - February 2025 <a href="#">↓</a></li> </ol>

### RECOMMENDATION

That Council:

- (1) RECEIVES the list of payments from the Municipal Fund during the month of February 2025, as attached to the Agenda; and
- (2) RECEIVES the lists of transactions paid by credit and other purchase cards during the month of February 2025, 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 that a list of accounts paid under this delegation be prepared and presented to Council each month.

Additionally, Regulation 13A requires a list of payments made by employees using credit, debit, or other purchasing cards to be prepared and presented to Council each month.

### Submission

N/A

### Report

Payments made under delegation in February totalled \$19.51 million. All payment amounts reported are inclusive of GST (impact to budget is GST exclusive cost).

The following table provides a summary of payment types and detailed lists are included as attachments:

Net EFT payments (suppliers, sundry creditors)	\$15,285,718
Payroll payments (two fortnights)	\$4,138,720
Corporate credit cards	\$75,161
Bank transactional fees (BPay and merchant fees)	\$13,331

The City makes several payment runs each month to ensure suppliers and other payees are paid on a timely basis, particularly local and small businesses.

Attached is a list of credit card transactions from January, settled in February, grouped by cardholder position. There were no payments made from the CEO's credit card this period.

The following table summarises all purchases made by corporate credit cards, equating to 0.4% of the City's monthly supplier spend:

<b>Description</b>	<b>Jan 25 \$</b>	<b>Major Items</b>
Advertising	6,918	Facebook advertisements
Application, Licence, Registration Fees	61	DOT jetty licence
Bank and Other Fees	23	Credit card annual fees
Disputed Transaction	-611	Disputed transactions refund
Equipment Purchases	4,703	Safety matting, storage equipment, material handling, & iPad covers
Events and Functions	11,062	Various catering & staff recognition awards
Hire of Equipment and Facilities	2,336	Indoor plant hire, room for Cockburn Trek
Meeting/Workshop Catering	324	Catering for community workshop
Motor Vehicle Expenses	206	Car wash
Office Supplies	4,874	Office fans, stationery
Parking Expenses	81	Car parking
Professional Services	1,848	Ranghood cleaning & call out fees
Program Costs	5,139	Outrage program cost, prizes for Coogee Live, trailer hire for community program
Subscriptions and Memberships	8,888	Waste management membership, EFTPOS machine for library
Supplies and Materials Purchases	18,179	Poster stands, books for library, supplies for HCP clients, hand soap for public toilets, material for ceiling damage
Training & Professional Development	11,129	Staff student fees
<b>Total</b>	<b>75,161</b>	

Several types of purchase cards are used across the City for business purchases, and these are governed by the City’s procurement policy and procedures.

Detailed lists showing all card transactions are included and summarised below:

Type	Feb 25 \$	Purpose
Woolworths (7 cards)	3,540	Seniors centre, youth centre, amenities and Port Coogee Marina
Bunnings (18 cards)	9,029	Facilities, fleet, fire & emergency, parks & environment, waste
BP fuel cards	36,272	Plant & light fleet

Local Procurement

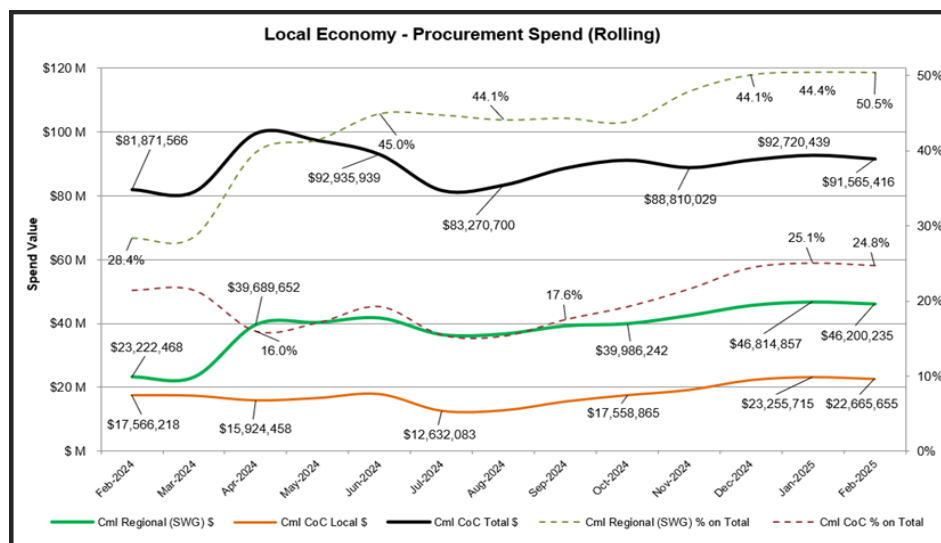
The Monthly statistics on local and regional procurement spend are summarised below, detailing the spend amounts and percentages relative to the total spend:

Procurement Report - Local Buy Summary & Trends			February 2025	
Monthly Statistics	CoC Local Spend	\$655,977	CoC Local Value	16.37%
	CoC Local Qty			19.27%
Aboriginal Engagement	Local/Regional Spend	\$1,137,839	Local/Regional Value	28.40%
	Local/Regional Qty			24.39%
	Suppliers used YTD	13	Orders raised YTD	496
			Committed spend YTD	\$411,945

Local spending within Cockburn made up 16.37% of the City’s monthly spend value and 19.27% of procurement transactions.

This increased to 28.40% spend value and 24.39% of transactions within the Perth South West Metropolitan Alliance (PSWMA) region.

The following one year rolling chart to February 2025 tracks the City’s procurement spend with businesses located within Cockburn and the PSWMA region:



At the end of February, the 12-month rolling local Cockburn expenditure reached \$22.67 million, representing 24.80% of the City's total spend.

Within the PSWMA region, this figure increased to \$46.20 million, or 50.50% of the total spend. These results remain near all-time highs.

This performance aligns with the City's objectives under the Council's Procurement Policy, specifically the "local and regional economy" principle, which emphasise a preference for local procurement.

#### Social Procurement

By the end of February, the City had engaged 13 Aboriginal businesses, with a year-to-date committed spend of \$411,945. This compares to 13 businesses and \$377,102 in the previous month.

This result represents a significant increase, more than doubling last year's total spend of \$184,167.

#### **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.

#### **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 made by the City under delegation to meet its contractual obligations. This is a statutory requirement that allows Council to review and clarify any payments made.

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

N/A

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

Nil

28th February 2025 PAYMENT LISTING

MUNICIPAL FUND

<i>Payment Number</i>	<i>Account Number</i>	<i>Payee Name</i>	<i>Payment Listing Description</i>	<i>Date</i>	<i>Alloc Amount</i>
EF176746	15850	Ecoscape Australia Pty Ltd	Environmental Consultancy	4/02/2025	2,284.63
EF176747	26735	Shane McMaster Surveys	Survey Services	4/02/2025	300.00
EF176748	26987	Cti Risk Management	Security - Cash Collection	4/02/2025	584.85
EF176749	27002	Cockburn Party Hire	Hire Services	4/02/2025	100.00
EF176750	27054	Vocus Pty Ltd	Telecommunications	4/02/2025	3,949.00
EF176751	27401	Emprise Mobility	Mobility Equipment	4/02/2025	2,983.00
EF176752	28569	Choiceone Pty Ltd	Recruitment Services	4/02/2025	2,426.11
EF176753	99997	Matthias Lucas	Bird Bath Rebate Refund	4/02/2025	17.39
EF176754	99997	Da & Ja Blood	Bird Bath Rebate Refund	4/02/2025	49.99
EF176755	99997	Andreas Merk	Bird Bath Rebate Refund	4/02/2025	50.00
EF176756	99997	Charles S Matheson & Pamela L Matheson	Bird Bath Rebate Refund	4/02/2025	49.99
EF176757	99997	Karen Deborah Vaz	Bird Bath Rebate Refund	4/02/2025	50.00
EF176758	99997	Janelle A Dickinson	Bird Bath Rebate Refund	4/02/2025	24.75
EF176759	99997	Esther Chandler	Bird Bath Rebate Refund	4/02/2025	29.99
EF176760	99997	Stacey Knowles & Luke Roberts	Bird Bath Rebate Refund	4/02/2025	29.99
EF176761	99997	Michael Mathieson	Bird Bath Rebate Refund	4/02/2025	49.99
EF176762	99997	Cheryl Gavin	Bird Bath Rebate Refund	4/02/2025	49.99
EF176763	99997	Dubedat Estele Melissa	Bird Bath Rebate Refund	4/02/2025	26.39
EF176764	99997	Janine Donna Winters	Bird Bath Rebate Refund	4/02/2025	22.99
EF176765	99997	Jessica Jensen	Nappy And Sanitary Product Rebate	4/02/2025	50.00
EF176766	99997	Catherine Point Community Group Inc	Resident Groups Grant Program 2425Rgpp20	4/02/2025	1,520.00
EF176767	99997	Addison Gonzalez	Nappy & Sanitary Product Rebate	4/02/2025	100.00
EF176768	99997	J K Chellew	Compost Bin Rebate	4/02/2025	50.00
EF176769	99997	Kristen Fenby	Nappy & Sanitary Product Rebate	4/02/2025	50.00
EF176770	99997	Perth Glory Football Pty Ltd	Official Sponsor For Free Female Soccer	4/02/2025	7,150.00
EF176771	99997	Melissa Creagh	Individual Sponsorship	4/02/2025	500.00
EF176772	99997	Rick Green	Coogee Beach Festival - Inv 1288	4/02/2025	880.00
EF176773	99997	John Dakin And Navaz Dakin	Bird Bath Rebate Refund	4/02/2025	49.99
EF176774	99997	Victoria Timms	Bird Bath Rebate Refund	4/02/2025	26.39
EF176775	99997	Herbert Carman	Bird Bath Rebate Refund	4/02/2025	14.49
EF176776	99997	Julie Mcmillan	Bird Bath Rebate Refund	4/02/2025	50.00
EF176777	99997	Jade Jones	Coogee Maritime - First Aid Training	4/02/2025	119.00
EF176778	99997	Georgia Lilley	Bird Bath Rebate Refund	4/02/2025	47.49
EF176779	99997	Andrew Wilson	Bird Bath Rebate Refund	4/02/2025	22.50
EF176780	99997	Spinifex Brewing	Sundry Payment Inv-Sinv04652 - 50%	4/02/2025	255.47
EF176781	99997	Jessica Jensen	Nappy And Sanitary Product Rebate	4/02/2025	50.00
EF176782	99997	Family Day Care	Fdc Payment W/E 02/02/2025	6/02/2025	45,102.63
EF176783	10368	Cockburn Wetlands Education Centre	Community Grant	11/02/2025	20.00
EF176784	19776	Josh Byrne & Associates	Environmental Consultant	11/02/2025	37,004.00
EF176785	26987	Cti Risk Management	Security - Cash Collection	11/02/2025	531.25
EF176786	28788	Brian Davidson Management Pty Ltd Focus Promotions	Entertainment And Events	11/02/2025	5,330.00
EF176787	99997	Ilaria Rossi	Compost Bin Rebate	11/02/2025	50.00

EF176788	99997	Erin Freyer	Employee Reimbursement	11/02/2025	332.88
EF176789	99997	Projex Finance	Pen Fee Refund Request – H216	11/02/2025	864.00
EF176790	99997	Daniella Austin	Cctv Residentail Rebate	11/02/2025	500.00
EF176791	99997	Lidia Balducci	Cctv Residentail Rebate	11/02/2025	500.00
EF176792	99997	Wayne Enright	Cctv Residentail Rebate	11/02/2025	500.00
EF176793	99997	Clinton House	Cctv Residentail Rebate	11/02/2025	500.00
EF176794	99997	Michael Trant	Author Talk, Coolbellup Library 29/01/25	11/02/2025	325.00
EF176795	99997	Rebecca Weston	Nappy & Sanitary Product Rebate	11/02/2025	26.60
EF176796	99997	Jasmin M Larsen	Compost Bin Rebate	11/02/2025	50.00
EF176797	99997	Jl & Kel Robshaw	Compost Bin Rebate	11/02/2025	50.00
EF176798	99997	Alma Riksman	Refund Of Senior Tickets	11/02/2025	30.00
EF176799	99997	Chloe Tala Ratray	Compost Bin Rebate	11/02/2025	50.00
EF176800	99997	Culture Care Wa Inc.	Invoice 0389 Calligraphy Workshop	11/02/2025	385.00
EF176801	99997	Ethan Frazier	Nappy And Sanitary Product Rebate	11/02/2025	100.00
EF176802	99997	Choo Hiong Tiong	Compost Bin Rebate	11/02/2025	50.00
EF176803	88888	Jarrad And Jacqui	Bond Refund	14/02/2025	7,050.00
EF176804	99997	Narelle Wynter	Sundry Invoice 0075	14/02/2025	260.00
EF176805	99997	Vixens Netball Club	Sports Equipment Grant	14/02/2025	855.00
EF176806	99997	Cockburn Lakes Football Club	Sports Equipment Grant	14/02/2025	1,000.00
EF176807	99997	Southern Lions Rugby Union Football Club	Sports Equipment Grant	14/02/2025	1,000.00
EF176808	99997	Mark Shorto	Electricity refund - Port Coggee Marina	14/02/2025	74.01
EF176809	99997	E & D Brackin	Coogee Maritime Trail Volunteer Program	14/02/2025	129.00
EF176810	10058	Alsco Pty Ltd	Hygiene Services/Supplies	14/02/2025	308.67
EF176811	10091	Aslab Pty Ltd	Asphalting Services/Supplies	14/02/2025	1,623.60
EF176812	10097	Blackwoods Atkins	Engineering Supplies	14/02/2025	344.99
EF176813	10118	Australia Post	Postage Charges	14/02/2025	37,492.54
EF176814	10170	Macri Partners	Auditing Services	14/02/2025	5,742.00
EF176815	10207	Boc Gases	Gas Supplies	14/02/2025	2,654.11
EF176816	10226	Bridgestone Australia Ltd	Tyre Services	14/02/2025	50,271.56
EF176817	10246	Bunnings Building Supplies Pty Ltd	Hardware Supplies	14/02/2025	2,948.02
EF176818	10316	Circuswa Inc.	Circus School	14/02/2025	1,010.00
EF176819	10333	Cjd Equipment Pty Ltd	Hardware Supplies	14/02/2025	8,021.61
EF176820	10357	Cockburn Ice Arena	Entertainment Services	14/02/2025	1,528.00
EF176821	10359	Cockburn Painting Service	Painting Supplies/Services	14/02/2025	10,862.50
EF176822	10384	Progrility Pty Ltd	Communication Services	14/02/2025	3,321.30
EF176823	10422	Reitsema Packaging	Road Litter Bags	14/02/2025	770.00
EF176824	10459	David Gray & Co Pty Ltd	Mobile Garbage Bins	14/02/2025	714.12
EF176825	10483	Landgate	Mapping/Land Title Searches	14/02/2025	8,383.67
EF176826	10526	E & Mj Rosher Pty Ltd	Mower Equipment	14/02/2025	2,598.64
EF176827	10528	Easifleet	Vehicle Lease	14/02/2025	659.30
EF176828	10535	Workpower Incorporated	Employment Services - Planting	14/02/2025	12,370.77
EF176829	10559	Environmental Industries Pty Ltd	Landscaping Maintenance	14/02/2025	53,922.00
EF176830	10573	Fairbridge Western Australia Inc	Outdoor Recreation Services	14/02/2025	1,200.00
EF176831	10648	Geofabrics	Geosynthetic Products C101074	14/02/2025	233,648.42
EF176832	10655	Ghd Pty Ltd	Consultancy Services	14/02/2025	4,847.98
EF176833	10683	Gronbek Security	Locksmith Services	14/02/2025	4,854.73
EF176834	10708	Heavy Automatics Pty Ltd	Equipment Maintenance Services	14/02/2025	6,093.83
EF176835	10787	Jandakot Accident Repair Centre	Panel Beating Services	14/02/2025	2,000.00

EF176836	10794	Jason Signmakers	Signs	14/02/2025	12,522.96
EF176837	10827	Kelyn Training Services	Training Services	14/02/2025	620.00
EF176838	10879	Les Mills Aerobics	Instruction/Training Services	14/02/2025	1,541.22
EF176839	10913	Bucher Municipal Pty Ltd	Purchase Of New Plant / Repair Services	14/02/2025	2,794.57
EF176840	10923	Major Motors Pty Ltd	Repairs/Maintenance Services	14/02/2025	1,552.24
EF176841	10991	Beacon Equipment	Mowing Equipment	14/02/2025	42.00
EF176842	11004	Murdoch University Office Of Finance, Planning & Reporting	Analysing Services	14/02/2025	866.80
EF176843	11036	Northlake Electrical Pty Ltd	Electrical Services	14/02/2025	86,346.63
EF176844	11182	Premium Brake & Clutch Services Pty Ltd	Brake Services	14/02/2025	3,181.20
EF176845	11267	Rolloways Leisure Centre	Entertainment Services	14/02/2025	425.00
EF176846	11307	Satellite Security Services Pty Ltd	Security Services	14/02/2025	1,608.45
EF176847	11334	Shenton Pumps	Pool Equipment/Services	14/02/2025	12,145.42
EF176848	11387	Bibra Lake Soils	Soil & Limestone Supplies	14/02/2025	140.00
EF176849	11449	Spearwood Florist Ultimate Co Pty Ltd	Floral Arrangements	14/02/2025	100.00
EF176850	11469	Sports Turf Technology Pty Ltd	Turf Consultancy Services	14/02/2025	605.00
EF176851	11470	Sportsworld Of Wa	Sport Supplies	14/02/2025	3,655.30
EF176852	11483	St John Ambulance Aust Wa Operations	First Aid Courses	14/02/2025	5,429.05
EF176853	11502	State Law Publisher	Advertising Services	14/02/2025	223.86
EF176854	11511	Statewide Bearings	Bearing Supplies	14/02/2025	55.00
EF176855	11619	Titan Ford	Purchase Of Vehicles & Servicing	14/02/2025	515.00
EF176856	11625	Nutrien Water	Reticulation Supplies	14/02/2025	23,244.05
EF176857	11635	City Of Kwinana	Contribution To Lsl & Advertising	14/02/2025	20,556.90
EF176858	11642	Trailer Parts Pty Ltd	Trailer Parts	14/02/2025	125.00
EF176859	11651	Tree Watering Services	Tree Watering Services	14/02/2025	3,200.00
EF176860	11701	Vibra Industrial Filtration Australasia	Filter Supplies	14/02/2025	1,287.00
EF176861	11722	Wa Hino Sales & Service	Purchase Of New Trucks / Maintenance	14/02/2025	2,937.42
EF176862	11773	Nutrien Ag Solutions	Chemical Supplies	14/02/2025	321.75
EF176863	11787	Department Of Transport	Vehicle Search Fees	14/02/2025	673.40
EF176864	11789	Walga	Advertising/Training Services	14/02/2025	759.00
EF176865	11793	Western Irrigation Pty Ltd	Irrigation Services/Supplies	14/02/2025	38,967.38
EF176866	11795	Western Power	Street Lighting Installation & Service	14/02/2025	10,560.00
EF176867	11806	Westrac Pty Ltd	Repairs/Mtnce - Earthmoving Equipment	14/02/2025	375.35
EF176868	11828	Worldwide Online Printing - O'connor	Printing Services	14/02/2025	515.00
EF176869	11835	Wurth Australia Pty Ltd	Hardware Supplies	14/02/2025	909.41
EF176870	11841	Yangebup Family Centre Inc	Venue Hire / Grants & Donations	14/02/2025	1,435.50
EF176871	11873	Wattleup Tractors	Hardware Supplies	14/02/2025	2,063.60
EF176872	11985	Ivo Grubelich	Bus Hire	14/02/2025	14,784.00
EF176873	12014	Tutt Bryant Equipment Bt Equipment Pty Ltd T/As	Excavating/Earthmoving Equipment	14/02/2025	1,003.20
EF176874	12153	Hays Personnel Services Pty Ltd	Employment Services	14/02/2025	5,967.06
EF176875	13102	Michael Page International (Australia) Pty Ltd	Employment Services	14/02/2025	8,209.59
EF176876	13475	The Trustee For Burgess Rawson Wa Unit Trust Burgess Rawson (Wa) Pty Ltd	Property Management	14/02/2025	41,900.18
EF176877	13563	Green Skills Inc	Employment Services	14/02/2025	7,274.51
EF176878	13825	Jackson Mcdonald	Legal Services	14/02/2025	4,227.30
EF176879	14297	Artref Pty Ltd	Printing Cartridges	14/02/2025	1,755.89
EF176880	14350	Baileys Fertiliser	Fertiliser Supplies	14/02/2025	59,040.55
EF176881	15393	Stratagreen	Hardware Supplies	14/02/2025	262.02
EF176882	15550	Apace Aid Inc	Plants & Landscaping Services	14/02/2025	558.80
EF176883	15588	Natural Area Consulting Management Services	Weed Spraying	14/02/2025	1,148.57

EF176884	15850	Ecoscape Australia Pty Ltd	Environmental Consultancy	14/02/2025	3,437.50
EF176885	15916	1Spatial Australia Pty Ltd	Annual Software Subscription	14/02/2025	27,500.00
EF176886	16064	Cms Engineering	Airconditioning Services	14/02/2025	25,586.04
EF176887	16107	Wren Oil	Waste Disposal Services	14/02/2025	407.00
EF176888	16432	Scarvac's Iga	Groceries	14/02/2025	700.00
EF176889	16846	Action Glass & Aluminium	Glazing Services	14/02/2025	687.50
EF176890	16894	Treblex Industrial Pty Ltd	Chemicals - Automotive	14/02/2025	6,524.10
EF176891	16979	Japanese Truck And Bus Spares Pty Ltd	Spare Parts - Automotive	14/02/2025	53.20
EF176892	17343	Rac Businesswise	Membership Subscription	14/02/2025	495.00
EF176893	17608	Nu-Trac Rural Contracting	Beach Cleaning/Firebreak Construction	14/02/2025	24,441.55
EF176894	18073	Paramount Security Services	Security Services	14/02/2025	1,906.30
EF176895	18126	Dell Australia Pty Ltd	Computer Hardware	14/02/2025	2,467.54
EF176896	18203	Natsync Environmental	Pest Control	14/02/2025	475.00
EF176897	18272	Austraclear Limited	Investment Services	14/02/2025	282.61
EF176898	18533	Friends Of The Community Inc.	Donation	14/02/2025	3,388.00
EF176899	18763	Local Community Insurance Services (Part Of Jlt Group)	Community Insurance Policies	14/02/2025	54.45
EF176900	18962	Sealanes (1985) P/L	Catering Supplies	14/02/2025	1,877.91
EF176901	19107	Forever Shining Artforms Wa	Parks Infrastructure Services	14/02/2025	1,834.90
EF176902	19496	Officer Woods Architects Pty Ltd	Architects	14/02/2025	60,175.38
EF176903	19533	Woolworths Group Ltd (Woolworths & Big W)	Groceries	14/02/2025	1,423.02
EF176904	19762	Australian Training Management Pty Ltd	Training Services	14/02/2025	500.00
EF176905	20000	Aust West Auto Electrical Pty Ltd	Auto Electrical Services	14/02/2025	27,699.47
EF176906	20146	Data#3 Limited	Contract It Personnel & Software	14/02/2025	128,071.42
EF176907	20549	A1 Carpet, Tile & Grout Cleaning	Cleaning Services - Tiles/Carpet	14/02/2025	3,300.00
EF176908	20885	Tactile Indicators Perth	Tactiles	14/02/2025	3,230.00
EF176909	21469	John Hughes Volkswagon	Purchase Of New Vehicle	14/02/2025	45,709.40
EF176910	21744	Jb Hi Fi - Commercial	Electronic Equipment	14/02/2025	3,973.83
EF176911	21934	Phoenix Podiatry	Podiatry Services	14/02/2025	145.00
EF176912	21946	Ryan's Quality Meats	Meat Supplies	14/02/2025	1,380.59
EF176913	22348	Mal Atwell Billiards & Bingo	Amusement, Entertainment	14/02/2025	120.00
EF176914	22404	Cleverpatch Pty Ltd	Arts/Craft Supplies	14/02/2025	1,115.14
EF176915	22541	Surfing Western Australia Inc.	Training Services - Surfing	14/02/2025	2,320.00
EF176916	22553	Brownes Food Operations	Catering Supplies	14/02/2025	1,760.31
EF176917	22658	South East Regional Centre For Urban Landcare Inc (Sercul)	Urban Landcare Services	14/02/2025	5,830.29
EF176918	22806	Chevron Australia Downstream Fuels Pty Ltd	Fuel Supplies	14/02/2025	37,302.17
EF176919	22903	Unique International Recoveries Llc	Debt Collectors	14/02/2025	435.20
EF176920	23258	Carlisle Event Hire Pty Ltd	Hire-Party/Function Equipment	14/02/2025	5,005.00
EF176921	23351	Cockburn Gp Super Clinic Limited T/A Cockburn Integrated Health	Leasing Fees	14/02/2025	1,348.05
EF176922	23457	Totally Workwear Fremantle	Clothing - Uniforms	14/02/2025	6,584.66
EF176923	23579	Daimler Trucks Perth	Purchase Of New Truck	14/02/2025	1,504.15
EF176924	23849	Construction Equipment Australia	Plant/Machinery Purchase & Maintenance	14/02/2025	6,727.25
EF176925	24275	Truck Centre Wa Pty Ltd	Purchase Of New Truck	14/02/2025	2,937.00
EF176926	24298	Tanks For Hire	Equipment Hire	14/02/2025	1,931.60
EF176927	24655	Automasters Spearwood	Vehicle Servicing	14/02/2025	5,116.30
EF176928	24736	Zenien	Cctv Camera Licences	14/02/2025	1,496.00
EF176929	24748	Pearmans Electrical & Mechanical Services P/L	Electrical Services RFQ PM3/2024	14/02/2025	135,139.02
EF176930	24974	Scott Print	Printing Services	14/02/2025	19,174.10
EF176931	25063	Superior Pak Pty Ltd	Vehicle Maintenance	14/02/2025	9,688.41

EF176932	25102	Fremantle Mobile Welding	Welding Services	14/02/2025	31,478.70
EF176933	25121	Imagesource Digital Solutions	Billboards	14/02/2025	7,569.10
EF176934	25127	Milmar Distributors	Printing Services - Id Cards	14/02/2025	38.50
EF176935	25586	Envirovap Pty Ltd	Hire Of Leachate Units	14/02/2025	18,815.50
EF176936	25813	Lg Connect Pty Ltd	Erp Systems Development	14/02/2025	3,062.92
EF176937	26114	Grace Records Management	Records Management Services	14/02/2025	1,630.85
EF176938	26257	Paperbark Technologies Pty Ltd	Arboricultural Consultancy Services	14/02/2025	23,708.64
EF176939	26303	Gecko Contracting Turf & Landscape Maintenance	Turf & Landscape Maintenance C101074	14/02/2025	334,205.70
EF176940	26329	Safety Signs Service Pty Ltd	Safety Signs	14/02/2025	5,018.20
EF176941	26369	All Retaining Systems	Construction Services	14/02/2025	400.00
EF176942	26403	Ches Power Group Pty Ltd	Engineering Solutions / Back Up Generato	14/02/2025	8,596.05
EF176943	26449	Eco Shark Barrier Pty Ltd	Leasing Fee For Shark Barrier	14/02/2025	10,569.00
EF176944	26470	Scp Conservation	Fencing Services	14/02/2025	5,302.00
EF176945	26574	Eva Bellydance	Entertainment - Belly Dancing	14/02/2025	225.00
EF176946	26623	Cromag Pty Ltd (Sigma Chemicals) Sigma Telford Group	Chemicals - Pool	14/02/2025	2,789.85
EF176947	26625	Andover Detailers	Car Detailing Services	14/02/2025	578.10
EF176948	26679	La Mint Events & Catering	Catering	14/02/2025	292.60
EF176949	26705	Creative Adm	Marketing Services	14/02/2025	2,475.00
EF176950	26722	Jenelle Russo Studio	Entertainer And Teacher	14/02/2025	600.00
EF176951	26735	Shane Mcmaster Surveys	Survey Services	14/02/2025	5,060.00
EF176952	26736	Ghems Holdings Pty Ltd	Revegetation	14/02/2025	825.00
EF176953	26739	Kerb Doctor	Kerb Maintenance	14/02/2025	8,994.37
EF176954	26743	Statewide Turf Services	Turf Renovation	14/02/2025	2,230.80
EF176955	26771	Instant Products Hire	Portable Toilet Hire	14/02/2025	1,667.88
EF176956	26773	Laser Corps Combat Adventruers	Entry Fees	14/02/2025	1,144.00
EF176957	26791	Monsterball Amusement & Hire	Amusement Hire	14/02/2025	2,200.00
EF176958	26800	The Goods	Retail	14/02/2025	268.00
EF176959	26812	Brooks Choice Removals	Removalists	14/02/2025	2,046.00
EF176960	26818	Perth's Outback Splash	Amusement	14/02/2025	1,165.00
EF176961	26827	Good Samaritan Industries	Business Mail House Solutions, Warehousi	14/02/2025	3,300.00
EF176962	26846	Visability Limited	Disability Services	14/02/2025	2,670.54
EF176963	26854	Whs Foundation	Training	14/02/2025	990.00
EF176964	26898	Spandex Asia Pacific Pty Ltd	Signage Supplier	14/02/2025	162.51
EF176965	26940	Floorwest Pty Ltd	Floor Coverings	14/02/2025	4,950.00
EF176966	26944	Mrkvi	Master Ceremonies	14/02/2025	1,540.00
EF176967	26946	Av Truck Services Pty Ltd	Truck Dealership	14/02/2025	741.98
EF176968	26987	Cti Risk Management	Security - Cash Collection	14/02/2025	1,302.73
EF176969	27002	Cockburn Party Hire	Hire Services	14/02/2025	3,980.00
EF176970	27015	Intellii Trac	Gps Tracking	14/02/2025	3,708.10
EF176971	27031	Downer Edi Works Pty Ltd	Asphalt Services 135930 - CWPROJ - ASP001	14/02/2025	289,113.23
EF176972	27034	Adelby Pty Ltd	Firebreak Construction	14/02/2025	858.00
EF176973	27044	Graffiti Systems Australia	Graffiti Removal & Anti-Graffiti Coating	14/02/2025	5,698.94
EF176974	27054	Vocus Pty Ltd	Telecommunications	14/02/2025	3,949.00
EF176975	27059	Frontline Fire & Rescue Equipment	Manufacture-Fire Vehicles/Equipment	14/02/2025	745.95
EF176976	27065	Westbooks	Books	14/02/2025	4,716.34
EF176977	27082	Kulbardi Pty Ltd	Stationery Supplies	14/02/2025	2,560.12
EF176978	27092	Sprayline Spraying Equipment	Spraying Equipment	14/02/2025	346.90
EF176979	27093	Magnetic Automation Pty Ltd	Gates/Barriers	14/02/2025	825.00



EF176980	27131	West Coast Commercial Industries	Lockers	14/02/2025	74.80
EF176981	27143	Fully Promoted Success	Uniforms And Promotional Items	14/02/2025	316.25
EF176982	27154	Veolia Recycling & Recovery Pty Ltd	Waste Services	14/02/2025	7,838.04
EF176983	27169	Natural Power Solutions Pty Ltd	Power Supply Protection, Products & Serv	14/02/2025	1,948.10
EF176984	27177	Rentokil Initial Pty Ltd (Initial Hygiene)	Hygiene	14/02/2025	9,190.56
EF176985	27189	Healthstrong Pty Ltd Amplar Allied Health	Mobile Allied Health Services	14/02/2025	110.00
EF176986	27198	Green Promotions Pty Ltd	Promotional Supplies	14/02/2025	4,598.00
EF176987	27201	Wfs Australia Pty Ltd	Software	14/02/2025	448.54
EF176988	27202	Genset Hire & Sales Australia Pty Ltd	Hire-Generators	14/02/2025	9,875.80
EF176989	27241	Landscape Elements	Landscaping Services C100951	14/02/2025	103,382.16
EF176990	27246	Veale Auto Parts	Spare Parts Mechanical	14/02/2025	293.40
EF176991	27334	Westcare Print	Printing Services	14/02/2025	126.50
EF176992	27377	Accidental Health And Safety - Perth	First Aid Supplies	14/02/2025	2,112.00
EF176993	27385	Programmed Electrical Technologies	Electrical Services	14/02/2025	6,600.06
EF176994	27401	Emprise Mobility	Mobility Equipment	14/02/2025	1,609.00
EF176995	27403	Freedom Fairies Pty Ltd	Amusement	14/02/2025	1,127.50
EF176996	27423	Mechanical Project Services Pty Ltd	Airconditioning Services	14/02/2025	1,131.63
EF176997	27427	Home Chef	Cooking/Food Services	14/02/2025	144.43
EF176998	27437	Pb Reticulation & Maintenance Services Pty Ltd	Irrigation Services	14/02/2025	1,401.40
EF176999	27438	Ertech Pty Ltd	Engineering Civil	14/02/2025	1,732.50
EF177000	27480	Form Building A State Of Creativity Inc.	Consultancy - Art	14/02/2025	27,561.60
EF177001	27507	Serco Facilities Management Pty Ltd	Cleaning Services C100831	14/02/2025	211,803.61
EF177002	27518	Kyocera Document Solutions Australia Pty Ltd	Photocopying Machines	14/02/2025	4,166.57
EF177003	27539	Jasmin Carpentry & Maintenance	Carpentry	14/02/2025	2,073.50
EF177004	27566	Thuroona Services	Asbestos Removal	14/02/2025	7,480.00
EF177005	27587	New Ground Water Services Pty Ltd	Irrigation/Reticulation	14/02/2025	11,385.00
EF177006	27613	Redimed Pty Ltd	Medical & Health Services	14/02/2025	5,173.00
EF177007	27617	Atturra Business Applications	Consultancy - It	14/02/2025	7,700.00
EF177008	27622	Trugrade Medical Supplies	Medical Supplies	14/02/2025	1,818.36
EF177009	27631	Aquatic Services Wa Pty Ltd	Pool Equipment & Maintenance	14/02/2025	31,625.02
EF177010	27635	Mammoth Security Signature Security Group	Security	14/02/2025	52.60
EF177011	27661	Matrix Productions	Event Mngement	14/02/2025	1,650.00
EF177012	27695	Qtm Pty Ltd	Traffic Management	14/02/2025	43,587.41
EF177013	27701	Perth Better Homes	Shade Sails	14/02/2025	5,145.80
EF177014	27804	Redfish Technologies	Audio Visual Systems	14/02/2025	3,569.50
EF177015	27813	Namisartroom	Education/Training	14/02/2025	1,500.00
EF177016	27829	Smec Australia Pty Ltd	Consultancy - Engineering	14/02/2025	15,262.72
EF177017	27850	Dowsing Group Pty Ltd	Concreting Services 8660	14/02/2025	437,658.22
EF177018	27886	Bbc Entertainment	Entertainment Agency	14/02/2025	7,906.25
EF177019	27887	The Wilding Project	Sports/Exercise Classes	14/02/2025	1,965.00
EF177020	27894	Homecare Physiotherapy	Healthcare	14/02/2025	10,170.14
EF177021	27907	Jenoptik Australia Pty Ltd	Radar Signs	14/02/2025	8,551.40
EF177022	27908	Raubex Construction	Engineering Civil C101091 - RFT19-2024	14/02/2025	1,198,165.49
EF177023	27909	Fe Technologies	Rfid Equipment And Tags	14/02/2025	1,069.20
EF177024	27914	Fleetcare	Software	14/02/2025	22.00
EF177025	27917	Go Doors Advanced Automation	Door Maintenance & Repair	14/02/2025	4,618.75
EF177026	27986	Daily Living Products	Mobility Equip	14/02/2025	6,638.00
EF177027	28001	Corsign Wa Pty Ltd	Sign Making Material	14/02/2025	896.50

EF177028	28003	Taylor Made Design	Graphic Design	14/02/2025	3,080.00
EF177029	28049	Copy Magic	Printing Services	14/02/2025	2,302.20
EF177030	28061	Go2cup	Paper Cups	14/02/2025	5,332.80
EF177031	28086	Gfg Consulting	Consultancy	14/02/2025	12,544.00
EF177032	28175	Three Chillies Design Pty Ltd	Design Services	14/02/2025	10,661.20
EF177033	28179	Ecospill Pty Ltd	Emergency Shower Supply And Service	14/02/2025	223.14
EF177034	28184	Spearwood Veterinary Hospital	Veterinary Hospital	14/02/2025	597.00
EF177035	28191	Enviro Sweep	Sweeping Services	14/02/2025	5,854.78
EF177036	28196	Brightmark Group Pty Ltd	Cleaning Services	14/02/2025	6,632.77
EF177037	28197	Lite N Easy Pty Ltd	Food Supplies	14/02/2025	1,502.49
EF177038	28199	Acrobatch	Entertainment - Acrobat	14/02/2025	7,700.00
EF177039	28201	Select Fresh	Food Supplies	14/02/2025	372.20
EF177040	28214	Beyond Skateboarding	Skateboarding Clinics	14/02/2025	800.00
EF177041	28215	Complete Office Supplies Pty Ltd	Stationery	14/02/2025	1,376.37
EF177042	28228	Delta Roofing Pty Ltd	Roofing Services	14/02/2025	20,691.00
EF177043	28235	Otium Planning Group Pty Ltd	Management Consulting	14/02/2025	6,534.00
EF177044	28241	Swift Flow Pty Ltd	Plumbing	14/02/2025	22,680.32
EF177045	28246	Hendercare	Nursing Services	14/02/2025	2,497.22
EF177046	28251	Kids Just Wanna Have Fun Amusement Hire	Hire Services	14/02/2025	2,265.00
EF177047	28254	Cleantex Pty Ltd	Laundry Service	14/02/2025	1,451.35
EF177048	28258	Garden Care West	Gardening Services	14/02/2025	1,413.50
EF177049	28261	Hazed Services Pty Ltd	Safety - Roof	14/02/2025	12,109.57
EF177050	28265	Tree Care Wa	Vegetation Maintenance Services	14/02/2025	5,641.83
EF177051	28277	Gesha Coffee Co	Coffee Supplies	14/02/2025	1,492.12
EF177052	28281	Motobility Osborne Park	Mobility Equipment	14/02/2025	4,850.00
EF177053	28284	Urban Jungle Indoor Rock Climbing	Rock Climbing	14/02/2025	256.00
EF177054	28287	All Lines	Linemarking	14/02/2025	330.00
EF177055	28288	The Trustee For The Lovett Family Trust Interfire Agencies	Supplier Of Fire, Rescue, Medical And Em	14/02/2025	158.27
EF177056	28297	Techbrain	It Consultancy	14/02/2025	492.46
EF177057	28303	Miracle Recreation Equipment	Playground Equipment	14/02/2025	927.30
EF177058	28343	Hemsley Paterson	Valuation Services	14/02/2025	5,335.00
EF177059	28361	Indoor Gardens Pty Ltd	Hiring Indoor Plants	14/02/2025	803.88
EF177060	28371	Flexi Staff	Employment Services	14/02/2025	24,274.55
EF177061	28392	Mcs Civil Contracting	Engineering/Earthworks	14/02/2025	20,088.75
EF177062	28407	Engine Protection Equipment Pty Ltd	Spare Parts	14/02/2025	26.28
EF177063	28409	Sanpoint Pty Ltd (Ld Total)	Landscape Services	14/02/2025	31,409.33
EF177064	28423	Jordies Garden Bags	Waste Services	14/02/2025	8,390.25
EF177065	28426	Power Paving Pty Ltd	Paving Services	14/02/2025	12,089.00
EF177066	28428	Wa Bolts Pty Ltd	Fixings & Fasteners	14/02/2025	333.53
EF177067	28437	Building & Industrial Cleaning Services	Cleaning Services	14/02/2025	64,903.20
EF177068	28448	Enchanted Stiltwalking	Roving Entertainment	14/02/2025	1,870.00
EF177069	28454	Aussie Natural Spring Water	Water Supplies	14/02/2025	1,158.81
EF177070	28461	Carealrt	Entertainment	14/02/2025	8.25
EF177071	28471	Telstra Limited	Telecommunications	14/02/2025	15,889.40
EF177072	28475	Host Corporation Pty Ltd	Catering Supplies	14/02/2025	594.00
EF177073	28499	Galactic Scientific Galactic Co-Operative Wa Ltd	Maint For Scientific Equipment	14/02/2025	1,002.31
EF177074	28505	Maltia Caffe The Trustee For Caruana Family Trust	Cafe And Catering Services	14/02/2025	920.00
EF177075	28516	Classic Hire	Equipment Hire	14/02/2025	1,275.29

EF177076	28532	Oil & Energy Pty. Ltd.	Lubricant Supplier	14/02/2025	5,019.30
EF177077	28547	Eco Faeries	Family Education And Entertainment	14/02/2025	2,460.00
EF177078	28568	Solo Resource Recovery	Waste & Recycling Collection Services	14/02/2025	33,394.63
EF177079	28569	Choiceone Pty Ltd	Recruitment Services	14/02/2025	63,651.36
EF177080	28587	Sos Mechanical Solutions	Mechanical Services (Hvac)	14/02/2025	1,408.00
EF177081	28610	Green Values Australia	Environmental Consultancy	14/02/2025	6,684.70
EF177082	28621	Imprint Plastic	Printing	14/02/2025	125.40
EF177083	28632	Total Connections Pty Ltd	Hose, Hydraulics & Fire Protection Servi	14/02/2025	7,161.59
EF177084	28652	Omnicom Media Group Australia Pty Ltd Omnicom Media Group Australia Pty L	Media And Advertising Services	14/02/2025	9,260.29
EF177085	28656	The Event Mill Pty Ltd	Event Hire	14/02/2025	242.00
EF177086	28673	Uhg Trading Pty Ltd (Unicare Health)	Mobility And Home Care Products	14/02/2025	245.50
EF177087	28674	Recfishwest	Peak Body For Recreational Fishing	14/02/2025	330.00
EF177088	28679	Creditor Watch Pty Ltd	Credit Bureau	14/02/2025	722.70
EF177089	28684	International Food And Multiculture Incorporated	Multicultural Event Planning & Performanc	14/02/2025	300.00
EF177090	28687	Megavision	Event Business	14/02/2025	13,941.82
EF177091	28700	Securitech Consultancy Solutions Pty Ltd Full Circle Partners Pty Ltd	It Recruitment And Consultancy Services	14/02/2025	18,696.57
EF177092	28747	Essential Coffee Pty Ltd	Commercial Coffee Machines & Related Pro	14/02/2025	64.54
EF177093	28749	Aldous, Timothy James	Dj Services	14/02/2025	1,486.00
EF177094	28764	Phase 3 Maintenance Pty Ltd	Landscape Maintenance	14/02/2025	4,331.25
EF177095	28767	The Trustee For Bugbusters Unit Trust Bug Busters	Pest Control	14/02/2025	913.00
EF177096	28785	Sanity Music Stores Pty Ltd Sanity Entertainment	Retail Of Entertainment Products	14/02/2025	1,046.57
EF177097	28787	Blue Assist Pty Ltd	Supply And Install Emergency Help Device	14/02/2025	114.00
EF177098	28797	Wa International Pty Ltd Plunge & Co	Catering - Cafe & Restaurant	14/02/2025	125.00
EF177099	28823	Synergy Business Systems Pty Ltd Boss Industrial	Industrial Supply	14/02/2025	1,679.27
EF177100	28831	Safepath Pty Ltd	Concrete Footpath Grinding To Remove T	14/02/2025	2,708.75
EF177101	28840	A T Nairn Pty Ltd Western Sheds	Retails Of Sheds And Garages	14/02/2025	10,265.00
EF177102	28842	Tribix Mining Supplies Aus Pty Ltd Magasealed South West Perth	Tiling And Waterproofing	14/02/2025	24,750.00
EF177103	28845	The Trustee For The Critters Trust Critters Up Close	Wildlife Education	14/02/2025	1,600.00
EF177104	28852	Cti Couriers Pty Ltd	Courier Services	14/02/2025	2,391.99
EF177105	28853	Upright Sheds Pty Ltd	Registered Builder	14/02/2025	7,845.00
EF177106	28888	Home Integrity Pty Ltd Home Integrity	Building Inspections	14/02/2025	648.00
EF177107	28897	Mcleods Lawyers Pty Ltd Mcleods Lawyers	Legal Service	14/02/2025	10,958.88
EF177108	28931	Quoin Consulting Pty Ltd	Structural Engineering Consultancy	14/02/2025	893.75
EF177109	28933	Wa Mermaids Pty Ltd	Entertainment, Artists & Performers	14/02/2025	992.00
EF177110	28947	Baroness Holdings Pty Ltd Tree Planting And Watering	Tree Watering	14/02/2025	68,999.69
EF177111	28969	Walker Street Corporation Pty Ltd Crowd Barriers Wa	Providing Temporary Fencing And Crowd Ba	14/02/2025	2,101.44
EF177112	28973	Civcon Civil & Project Management Pty Ltd	Civil Construction RFT11/2024	14/02/2025	749,565.62
EF177113	28978	Doolee Construction Pty Ltd	Trade - Civil Construction RFT22/2024 (C101101)	14/02/2025	250,484.65
EF177114	29000	Tradecorp Acquisition Co. Pty Ltd Tradecorp Acquisition Co. Pty Ltd Ta Abc Co	Shipping Containers	14/02/2025	15,658.50
EF177115	29011	The Big Hoo-Haa! Pty Ltd The Big Hoo-Haa!	Events - Live Performances	14/02/2025	2,600.00
EF177116	29020	Desebrock, Alexandra Therese Maybe Together	Arts Experiences	14/02/2025	3,500.00
EF177117	11758	Req Officers Do Not Use - Water Corp Utility Account Only - Please Refer To 1	Water Usage / Sundry Charges	14/02/2025	45,095.97
EF177118	11794	Synergy	Electricity Usage/Supplies	14/02/2025	438,452.55
EF177119	28571	Perth Energy Pty Ltd	Energy Supply	14/02/2025	2,935.23
EF177120	99996	Georgia E Lilley	Rates and Property related refunds	14/02/2025	25.83
EF177121	99996	Levi McMullen	Rates and Property related refunds	14/02/2025	51.66
EF177122	99996	Peter Gordon	Rates and Property related refunds	14/02/2025	150.00
EF177123	99996	Matthew Wilson	Rates and Property related refunds	14/02/2025	150.00

EF177124	99996	Dp And Nd Millar	Rates and Property related refunds	14/02/2025	150.00
EF177125	99996	Sara Gomez Pajares	Rates and Property related refunds	14/02/2025	100.00
EF177126	99996	Renae Trethewey	Rates and Property related refunds	14/02/2025	50.00
EF177127	99996	Ics Australia Pty Ltd	Rates and Property related refunds	14/02/2025	2,705.40
EF177128	99996	Out And About Sheds	Rates and Property related refunds	14/02/2025	56.65
EF177129	99996	Engineering On Demand	Rates and Property related refunds	14/02/2025	110.00
EF177130	99996	Tangent Nominees	Rates and Property related refunds	14/02/2025	1,857.59
EF177131	99996	Apex Development 10 Aus Pty Ltd	Rates and Property related refunds	14/02/2025	1,360.00
EF177132	99996	Infrabuild Trading Pty Ltd	Rates and Property related refunds	14/02/2025	70,892.24
EF177133	99996	Sinead Meadowcroft	Rates and Property related refunds	14/02/2025	450.00
EF177134	99996	Gary Xunren Loh	Rates and Property related refunds	14/02/2025	509.00
EF177135	99996	Goldchart Corporation Pty Ltd	Rates and Property related refunds	14/02/2025	234.37
EF177136	99996	Qube Wattleup Development Pty Ltd	Rates and Property related refunds	14/02/2025	2,848.44
EF177137	99996	Glenis J Todd	Rates and Property related refunds	14/02/2025	432.00
EF177138	99996	Eamonn Healy	Rates and Property related refunds	14/02/2025	1,115.00
EF177139	99996	Natalie Powell	Rates and Property related refunds	14/02/2025	1,582.42
EF177140	10152	Aust Services Union	Payroll Deductions	17/02/2025	701.50
EF177141	10154	Australian Taxation Office	Payroll Deductions	17/02/2025	657,080.00
EF177142	10305	Child Support Agency	Payroll Deductions	17/02/2025	3,592.85
EF177143	19726	Health Insurance Fund Of Wa	Payroll Deductions	17/02/2025	824.80
EF177144	27874	Smartsalary	Salary Packaging/Leasing Administration	17/02/2025	11,976.02
EF177145	28458	Easi Group	Novated Leasing	17/02/2025	20,087.17
EF177146	28741	The Local Government, Racing & Cemeteries Employees Union Wa Lgrceu	Union	17/02/2025	44.00
EF177147	28890	Construction Forestry Mining Energy Union - Construction & G Crmeu Wa - Co	Payroll Deductions	17/02/2025	30.00
EF177148	15850	Ecoscape Australia Pty Ltd	Environmental Consultancy	18/02/2025	6,429.50
EF177149	26957	Jbs & G Australia Pty Ltd	Consultancy - Environmental	18/02/2025	14,855.50
EF177150	26987	Cti Risk Management	Security - Cash Collection	18/02/2025	1,713.30
EF177151	28191	Enviro Sweep	Sweeping Services	18/02/2025	2,217.88
EF177152	99997	Family Day Care	Fdc Payment W/E 16/02/2025	20/02/2025	43,956.50
EF177153	27492	Superchoice Services Pty Limited	Payroll Deductions	20/02/2025	845,933.25
EF177154	10244	Building & Const Industry Training Fund	Levy Payment	25/02/2025	8,624.24
EF177155	10484	Department Of Mines, Industry Regulation And Safety	Building Services Levy	25/02/2025	119,267.09
EF177156	26987	Cti Risk Management	Security - Cash Collection	25/02/2025	1,230.25
EF177157	88888	Land Surveys Pty Ltd / Miktrad Holdings P	Bond Refund	28/02/2025	500.00
EF177158	99997	Jeremy Shepherd	Habitat For Homes Bird Bath Rebate	28/02/2025	15.99
EF177159	99997	Alasdair Mitchelhill	Habitat For Homes Bird Bath Rebate	28/02/2025	50.00
EF177160	99997	Dorothy M Estrin	Habitat For Homes Bird Bath Rebate	28/02/2025	22.99
EF177161	99997	Sylvia Molloy	Habitat For Homes Bird Bath Rebate	28/02/2025	14.49
EF177162	99997	Cornelis Hogendoorn	Habitat For Homes Bird Bath Rebate	28/02/2025	29.99
EF177163	99997	Gt & Jm Huddy	Habitat For Homes Bird Bath Rebate	28/02/2025	49.99
EF177164	99997	Paisley Prentice	Habitat For Homes Bird Bath Rebate	28/02/2025	49.99
EF177165	99997	Haylee Andrich	Habitat For Homes Bird Bath Rebate	28/02/2025	14.49
EF177166	99997	Markus Waller	Senior Security Rebate	28/02/2025	500.00
EF177167	99997	Mrs A E Lang	Senior Security Rebate	28/02/2025	200.00
EF177168	99997	CarmelaDi Girolamo	Senior Security Rebate	28/02/2025	300.00
EF177169	99997	Rodney George & Diann Patricia Barker	Senior Security Rebate	28/02/2025	300.00
EF177170	99997	Jennifer Mak	Senior Security Rebate	28/02/2025	100.00
EF177171	99997	Hitaf Ayoub	Senior Security Rebate	28/02/2025	100.00

EF177172	99997	Margaret Campbell	Senior Security Rebate	28/02/2025	100.00
EF177173	99997	Mirjana Anich	Senior Security Rebate	28/02/2025	100.00
EF177174	99997	Josephine Calameri	Senior Security Rebate	28/02/2025	100.00
EF177175	99997	Treeby Community Association	Invoice 2025/02 Po Box Hire	28/02/2025	164.00
EF177176	99997	Claire Levett	Landowner Biodiversity Conservation Gran	28/02/2025	1,090.18
EF177177	99997	Corinne Franklin	Landowner Biodiversity Conservation Gran	28/02/2025	3,000.00
EF177178	99997	Sharon Clinch	Landowner Biodiversity Conservation Gran	28/02/2025	2,862.00
EF177179	99997	Bert & Pauline Smith	Landowner Biodiversity Conservation Gran	28/02/2025	1,487.00
EF177180	99997	Katinka Ruthrof	Landowner Biodiversity Conservation Gran	28/02/2025	2,675.91
EF177181	99997	Robert & Lisa Webber	Landowner Biodiversity Conservation Gran	28/02/2025	2,956.89
EF177182	99997	Ian Allison & Hillary Epton	Landowner Biodiversity Conservation Gran	28/02/2025	3,000.00
EF177183	99997	Robyn Main	Coogee Maritime Trail Vol First Aid	28/02/2025	119.00
EF177184	99997	Diamonds Netball Club Diamonds Netball C	Sports Equipment Grant	28/02/2025	954.54
EF177185	99997	Cockburn Wolves Inc Cockburn Wolves Inc	Sports Equipment Grant	28/02/2025	454.54
EF177186	99997	Perth Afc Perth Afc	Sports Equipment Grant	28/02/2025	957.76
EF177187	99997	Nathan Johnston	Connecting South Lake - Refund	28/02/2025	133.00
EF177188	99997	Adriana K Ukalovich	Employee Reimbursement	28/02/2025	119.00
EF177189	99997	Melinda Burmas	Compost Bin Rebate	28/02/2025	50.00
EF177190	99997	Priyank Jain	Compost Bin Rebate	28/02/2025	50.00
EF177191	99997	Sarah Linnegar	Nappy And Sanitary Rebate	28/02/2025	37.19
EF177192	99997	Roberta Bunce	Employee Reimbursement	28/02/2025	29.49
EF177193	99997	Shirley Ann Elliott	Xover Rebate	28/02/2025	500.00
EF177194	99997	Jooyong Choi	Xover Rebate	28/02/2025	500.00
EF177195	99997	Kian Vi Lim	Xover Rebate	28/02/2025	500.00
EF177196	99997	Rosemary Waycott	Donation - Mayor Approved - 6 Feb 2025	28/02/2025	200.00
EF177197	99997	Chloe Rigby	Bird Bath Rebate	28/02/2025	50.00
EF177198	99997	Z Stanic	Bird Bath Rebate	28/02/2025	22.99
EF177199	99997	Michael Procino	Bird Bath Rebate	28/02/2025	49.99
EF177200	99997	B B Davies	Xover Rebate	28/02/2025	500.00
EF177201	99997	Ke & C Larsen	Bird Bath Rebate	28/02/2025	26.39
EF177202	99997	Rebecca Malyon	Bird Bath Rebate	28/02/2025	29.99
EF177203	99997	Yvonne Lawrence	Client Refund Of Home Care Package Funds	28/02/2025	561.90
EF177204	99997	Vicki Rank	Book Refund	28/02/2025	16.50
EF177205	99997	Kathleen Mellings	Book Refund	28/02/2025	19.80
EF177206	99997	Samantha Papalia	Book Refund	28/02/2025	14.30
EF177207	99997	Matthew & Emma Rolfe	Crossover Claim	28/02/2025	500.00
EF177208	99997	Lyn Spearing	Safety Approach Workshops For Infrastruc	28/02/2025	652.80
EF177209	99997	Bibra Lake Residents Association	Invoice 20250002 Easter Egg Hunt	28/02/2025	1,511.00
EF177210	99997	Land Surveys Pty Ltd Miktad Holdings Pty	E159 Pen Fee Refund Mike Taddei	28/02/2025	2,083.00
EF177211	99997	Yangebup Progress Association	Invoice Ypa03	28/02/2025	1,000.00
EF177212	99997	Mr Jack Cheong	Bird Bath Rebate	28/02/2025	46.00
EF177213	99997	Mr Richard Spencer	Bird Bath Rebate	28/02/2025	49.99
EF177214	99997	Ms Melinda Hibbert	Bird Bath Rebate	28/02/2025	26.39
EF177215	99997	Ms Wendy Ivery	Bird Bath Rebate	28/02/2025	26.39
EF177216	99997	Arielle Yeap	Habitat For Homes Bird Bath Rebate	28/02/2025	14.49
EF177217	99997	Craig & Vanessa Guest	Habitat For Homes Bird Bath Rebate	28/02/2025	49.99
EF177218	99997	Dragan Brekalo	Senior Security Rebate	28/02/2025	300.00
EF177219	99997	Averil A Lunn	Senior Security Rebate	28/02/2025	300.00

EF177220	99997	Harmony Primary School	Sustainability Grant Acs2	28/02/2025	843.22
EF177221	99997	Octavia Stevens	Nappy And Sanitary Rebate	28/02/2025	100.00
EF177222	99997	Borcich Ds Grant Sj	Crossover Claim	28/02/2025	500.00
EF177223	99997	Naomi Galeotti Jamie Goodwin	Sustainable Home Rebate Pilot	28/02/2025	50.00
EF177224	99997	Genevieve Burke	Sustainable Home Rebate Pilot	28/02/2025	800.00
EF177225	99997	Mrs Jacqui White	Bird Bath Rebate	28/02/2025	29.99
EF177226	99997	Bianca Stockwell	Employee Reimbursement	28/02/2025	221.24
EF177227	99997	Amanda Curtin	Sundry Invoice Ac407	28/02/2025	1,300.00
EF177228	10589	Fines Enforcement Registry	Fines Enforcement Fees	28/02/2025	5,762.00
EF177237	10747	Iinet Limited	Internet Services	28/02/2025	899.84
EF177238	11758	Req Officers Do Not Use - Water Corp Utility Account Only - Please Refer To 1	Water Usage / Sundry Charges	28/02/2025	12,142.06
EF177239	11794	Synergy	Electricity Usage/Supplies	28/02/2025	91,915.21
EF177240	28571	Perth Energy Pty Ltd	Energy Supply	28/02/2025	91.13
EF177241	99996	Danielle Sergijew	Rates and Property related refunds	28/02/2025	150.00
EF177242	99996	Abbey Goodbody	Rates and Property related refunds	28/02/2025	147.00
EF177243	99996	M N Watson	Rates and Property related refunds	28/02/2025	420.00
EF177244	99996	Gavin Pinner	Rates and Property related refunds	28/02/2025	1,511.66
EF177245	99996	Phyllis A Starr	Rates and Property related refunds	28/02/2025	490.00
EF177246	99996	Silvana Alberti	Rates and Property related refunds	28/02/2025	97.97
EF177247	99996	Andrew And Debra Jones	Rates and Property related refunds	28/02/2025	329.65
EF177248	99996	Philippa Paparella	Rates and Property related refunds	28/02/2025	128.00
EF177249	99996	Hayden Forder	Rates and Property related refunds	28/02/2025	3,500.00
EF177250	99996	Cockburn Conveyancing	Rates and Property related refunds	28/02/2025	600.00
EF177251	99996	Ssb Pty Ltd	Rates and Property related refunds	28/02/2025	110.00
EF177252	99996	Msc Engineering Pty Ltd	Rates and Property related refunds	28/02/2025	56.65
EF177253	99996	Tim Malecki	Rates and Property related refunds	28/02/2025	56.65
EF177254	99996	Bca Building Certifiers & Assessors	Rates and Property related refunds	28/02/2025	56.65
EF177255	99996	Colin Rea	Rates and Property related refunds	28/02/2025	56.65
EF177256	99996	Chris Evans - Shelford Constructions	Rates and Property related refunds	28/02/2025	56.65
EF177257	99996	Michael Sciano	Rates and Property related refunds	28/02/2025	56.65
EF177258	99996	Andantino Pty Ltd T/A Outdoor World Wang	Rates and Property related refunds	28/02/2025	56.65
EF177259	99996	Vanessa Sciaresa	Rates and Property related refunds	28/02/2025	56.65
EF177260	99996	Erika Antal	Rates and Property related refunds	28/02/2025	56.65
EF177261	99996	Audhu Pty Ltd T/As Nuchange Building	Rates and Property related refunds	28/02/2025	2,519.23
EF177262	99996	Perth Patio Magic Pty Ltd	Rates and Property related refunds	28/02/2025	171.65
EF177263	99996	Roberta Micale	Rates and Property related refunds	28/02/2025	466.00
EF177264	99996	Craig C Lincoln And Sheryl M Cherry	Rates and Property related refunds	28/02/2025	3,000.00
EF177265	99996	Charles Mein	Rates and Property related refunds	28/02/2025	56.65
EF177266	99996	Four Roses Wa Pty Ltd	Rates and Property related refunds	28/02/2025	56.65
EF177267	99996	Buildinglines Approvals	Rates and Property related refunds	28/02/2025	56.65
EF177268	99996	Jonathan Brown	Rates and Property related refunds	28/02/2025	56.65
EF177269	99996	A1 Construction Projects Pty Ltd	Rates and Property related refunds	28/02/2025	56.65
EF177270	99996	Kuzet P/J	Rates and Property related refunds	28/02/2025	1,200.00
EF177271	99996	Nicola J Spicer	Rates and Property related refunds	28/02/2025	150.00
EF177272	10118	Australia Post	Postage Charges	28/02/2025	12,470.37
EF177273	10170	Macri Partners	Auditing Services	28/02/2025	3,641.00
EF177274	10207	Boc Gases	Gas Supplies	28/02/2025	1,850.98
EF177275	10221	Bp Australia Pty Ltd	Diesel/Petrol Supplies	28/02/2025	33,786.14



EF177276	10226	Bridgestone Australia Ltd	Tyre Services	28/02/2025	12,697.76
EF177277	10239	Busby Investments Pty Ltd. Budget Rent A Car - Perth	Motor Vehicle Hire	28/02/2025	4,108.52
EF177278	10246	Bunnings Building Supplies Pty Ltd	Hardware Supplies	28/02/2025	2,931.93
EF177279	10333	Cjd Equipment Pty Ltd	Hardware Supplies	28/02/2025	7,985.01
EF177280	10359	Cockburn Painting Service	Painting Supplies/Services	28/02/2025	3,843.40
EF177281	10384	Proglility Pty Ltd	Communication Services	28/02/2025	53,563.40
EF177282	10483	Landgate	Mapping/Land Title Searches	28/02/2025	1,389.86
EF177283	10526	E & Mj Rosher Pty Ltd	Mower Equipment	28/02/2025	1,619.51
EF177284	10535	Workpower Incorporated	Employment Services - Planting	28/02/2025	10,045.41
EF177285	10683	Gronbek Security	Locksmith Services	28/02/2025	44,515.10
EF177286	10708	Heavy Automatics Pty Ltd	Equipment Maintenance Services	28/02/2025	10,569.03
EF177287	10787	Jandakot Accident Repair Centre	Panel Beating Services	28/02/2025	2,000.00
EF177288	10791	Jasman Enterprises	High Pressure Cleaning	28/02/2025	648.12
EF177289	10827	Kelyn Training Services	Training Services	28/02/2025	620.00
EF177290	10913	Bucher Municipal Pty Ltd	Purchase Of New Plant / Repair Services	28/02/2025	766.79
EF177291	10923	Major Motors Pty Ltd	Repairs/Maintenance Services	28/02/2025	1,519.82
EF177292	10991	Beacon Equipment	Mowing Equipment	28/02/2025	1,627.50
EF177293	11029	Newcastle Weighing Services Pty Ltd	Software Support	28/02/2025	11,880.00
EF177294	11036	Northlake Electrical Pty Ltd	Electrical Services	28/02/2025	76,930.44
EF177295	11152	Fulton Hogan Industries Pty Ltd	Road Maintenance	28/02/2025	5,940.00
EF177296	11182	Premium Brake & Clutch Services Pty Ltd	Brake Services	28/02/2025	4,930.20
EF177297	11284	The Royal Life Saving Society Wa Inc Pty Ltd	Training Services	28/02/2025	1,815.00
EF177298	11307	Satellite Security Services Pty Ltd	Security Services	28/02/2025	18,842.01
EF177299	11333	Shelford Constructions Pty Ltd	Construction Services A000001	28/02/2025	2,033,891.96
EF177300	11334	Shenton Pumps	Pool Equipment/Services	28/02/2025	4,918.67
EF177301	11387	Bibra Lake Soils	Soil & Limestone Supplies	28/02/2025	315.00
EF177302	11425	Resource Recovery Group	Waste Disposal Gate Fees	28/02/2025	840.00
EF177303	11449	Spearwood Florist Ultimate Co Pty Ltd	Floral Arrangements	28/02/2025	100.00
EF177304	11470	Sportsworld Of Wa	Sport Supplies	28/02/2025	9,941.80
EF177305	11483	St John Ambulance Aust Wa Operations	First Aid Courses	28/02/2025	728.00
EF177306	11511	Statewide Bearings	Bearing Supplies	28/02/2025	265.19
EF177307	11531	Sunny Industrial Brushware Pty Ltd	Brush/Road Broom Supplies	28/02/2025	1,089.00
EF177308	11557	Technology One Ltd	It Consultancy Services	28/02/2025	1,098.90
EF177309	11625	Nutrien Water	Reticulation Supplies	28/02/2025	2,800.15
EF177310	11635	City Of Kwinana	Contribution To Lsl & Advertising	28/02/2025	2,679.62
EF177311	11699	Vernon Design Group	Architectural Services	28/02/2025	375.00
EF177312	11701	Vibra Industrial Filtration Australasia	Filter Supplies	28/02/2025	412.50
EF177313	11739	Wa Spit Roast Company	Catering Services	28/02/2025	3,688.00
EF177314	11787	Department Of Transport	Vehicle Search Fees	28/02/2025	414.05
EF177315	11793	Western Irrigation Pty Ltd	Irrigation Services/Supplies	28/02/2025	44,469.96
EF177316	11841	Yangebup Family Centre Inc	Venue Hire / Grants & Donations	28/02/2025	422.40
EF177317	12014	Tutt Bryant Equipment Bt Equipment Pty Ltd T/As	Excavating/Earthmoving Equipment	28/02/2025	5,079.04
EF177318	12153	Hays Personnel Services Pty Ltd	Employment Services	28/02/2025	6,295.40
EF177319	12295	Stewart & Heaton Clothing Co. Pty Ltd	Clothing Supplies	28/02/2025	2,255.18
EF177320	13102	Michael Page International (Australia) Pty Ltd	Employment Services	28/02/2025	6,902.13
EF177321	13834	Sulo Mgb Australia Pty Ltd	Mobile Garbage Bins	28/02/2025	43,569.35
EF177322	14297	Artref Pty Ltd	Printing Cartridges	28/02/2025	1,317.80
EF177323	14530	Donald Veal Consultants Pty Ltd	Consultancy Services	28/02/2025	14,998.83

EF177324	15109	Replas Wa	Plastic Products	28/02/2025	2,774.20
EF177325	15393	Stratagreen	Hardware Supplies	28/02/2025	586.74
EF177326	15550	Apace Aid Inc	Plants & Landscaping Services	28/02/2025	7,480.00
EF177327	15588	Natural Area Consulting Management Services	Weed Spraying	28/02/2025	9,536.78
EF177328	15746	Western Australia Police Service	Police Clearances	28/02/2025	252.00
EF177329	16064	Cms Engineering	Airconditioning Services	28/02/2025	32,205.35
EF177330	16107	Wren Oil	Waste Disposal Services	28/02/2025	693.00
EF177331	16396	Mayday Rental	Road Construction Machine Hire	28/02/2025	3,795.00
EF177332	16572	Cummins South Pacific Pty Ltd	Engines, Repairing Trucks	28/02/2025	65,231.60
EF177333	16985	Wa Premix	Concrete Supplies	28/02/2025	303.60
EF177334	17297	Australian Institute Of Traffic Planning And Management Aitpm	Membership / Seminars	28/02/2025	1,424.50
EF177335	17343	Rac Businesswise	Membership Subscription	28/02/2025	155.19
EF177336	17553	Altus Traffic Pty Ltd	Traffic Control Services	28/02/2025	10,923.28
EF177337	18017	Instant Transportable Offices Pty Ltd	Hire Of Portable Toilets RFQ15/2024 (C101107)	28/02/2025	140,538.55
EF177338	18073	Paramount Security Services	Security Services	28/02/2025	255.20
EF177339	18122	Signman	Signage	28/02/2025	3,069.00
EF177340	18126	Dell Australia Pty Ltd	Computer Hardware	28/02/2025	1,927.20
EF177341	18203	Natsync Environmental	Pest Control	28/02/2025	465.00
EF177342	18286	Iw Projects Pty Ltd	Consultancy Services - Civil Engineering	28/02/2025	18,849.60
EF177343	18763	Local Community Insurance Services (Part Of Jlt Group)	Community Insurance Policies	28/02/2025	359.52
EF177344	18962	Sealanes (1985) P/L	Catering Supplies	28/02/2025	3,295.82
EF177345	19107	Forever Shining Artforms Wa	Parks Infrastructure Services	28/02/2025	75,196.00
EF177346	19533	Woolworths Group Ltd (Woolworths & Big W)	Groceries	28/02/2025	2,728.96
EF177347	19541	Turf Care Wa Pty Ltd	Turf Services	28/02/2025	139.66
EF177348	19558	Complete Fire Design	Fire Consultancy Services	28/02/2025	8,063.00
EF177349	19762	Australian Training Management Pty Ltd	Training Services	28/02/2025	500.00
EF177350	20000	Aust West Auto Electrical Pty Ltd	Auto Electrical Services	28/02/2025	27,720.29
EF177351	20146	Data#3 Limited	Contract It Personnel & Software	28/02/2025	52,175.20
EF177352	20549	A1 Carpet, Tile & Grout Cleaning	Cleaning Services - Tiles/Carpet	28/02/2025	3,300.00
EF177353	21294	Cat Haven	Animal Services	28/02/2025	4,783.92
EF177354	21469	John Hughes Volkswagon	Purchase Of New Vehicle	28/02/2025	38,117.20
EF177355	21678	Iannello Designs	Graphic Design	28/02/2025	429.00
EF177356	21744	Jb Hi Fi - Commercial	Electronic Equipment	28/02/2025	32.00
EF177357	21946	Ryan's Quality Meats	Meat Supplies	28/02/2025	992.58
EF177358	22106	Intelife Group	Services - Daip	28/02/2025	33,455.97
EF177359	22553	Brownes Food Operations	Catering Supplies	28/02/2025	1,692.37
EF177360	22639	Shatish Chauhan	Training Services - Yoga	28/02/2025	2,595.00
EF177361	22658	South East Regional Centre For Urban Landcare Inc (Sercul)	Urban Landcare Services	28/02/2025	1,320.00
EF177362	22752	Elgas Limited	Gas Supplies	28/02/2025	1,444.75
EF177363	22806	Chevron Australia Downstream Fuels Pty Ltd	Fuel Supplies	28/02/2025	84,161.48
EF177364	22859	Top Of The Ladder	Gutter Cleaning Services	28/02/2025	13,387.00
EF177365	23351	Cockburn Gp Super Clinic Limited T/A Cockburn Integrated Health	Leasing Fees	28/02/2025	1,348.05
EF177366	23457	Totally Workwear Fremantle	Clothing - Uniforms	28/02/2025	3,869.51
EF177367	24275	Truck Centre Wa Pty Ltd	Purchase Of New Truck	28/02/2025	5,012.95
EF177368	24506	Amaranti's Personal Training	Personal Training Services	28/02/2025	960.00
EF177369	24655	Automasters Spearwood	Vehicle Servicing	28/02/2025	2,490.00
EF177370	24736	Zenien	Cctv Camera Licences	28/02/2025	22,831.84
EF177371	25063	Superior Pak Pty Ltd	Vehicle Maintenance	28/02/2025	3,700.90

EF177372	25102	Fremantle Mobile Welding	Welding Services	28/02/2025	9,669.00
EF177373	25127	Milmar Distributors	Printing Services - Id Cards	28/02/2025	38.50
EF177374	25418	Cs Legal	Legal Services	28/02/2025	10,299.33
EF177375	25645	Yelakitj Moort Nyungar Association Inc	Welcome To The Country Performances	28/02/2025	800.00
EF177376	25731	Wheelie Clean	Cleaning Services	28/02/2025	894.74
EF177377	25822	Fit2work.Com.Au Mercury Search And Selection Pty Ltd	Employee Check	28/02/2025	184.80
EF177378	26121	Cockburn Community Men's Shed Inc	Fabrication Services	28/02/2025	400.00
EF177379	26257	Paperbark Technologies Pty Ltd	Arboricultural Consultancy Services	28/02/2025	1,243.01
EF177380	26303	Gecko Contracting Turf & Landscape Maintenance	Turf & Landscape Maintenance C100863	28/02/2025	161,763.04
EF177381	26314	Cpe Group	Temporary Employment Services	28/02/2025	22,623.88
EF177382	26382	Rangs Graphics And Design	Software Licences	28/02/2025	27.50
EF177383	26403	Ches Power Group Pty Ltd	Engineering Solutions / Back Up Generato	28/02/2025	319.00
EF177384	26462	Solarwinds Software Europe Limited	Oracle Licenses	28/02/2025	9,997.00
EF177385	26470	Scp Conservation	Fencing Services A001529	28/02/2025	113,490.85
EF177386	26549	Sharon Gregory (Koor-Kadak Consultancy)	Consultancy Services	28/02/2025	200.00
EF177387	26574	Eva Bellydance	Entertainment - Belly Dancing	28/02/2025	225.00
EF177388	26576	Wizard Training Solutions	Training Services	28/02/2025	4,400.00
EF177389	26588	Source Separation Systems P/L	Providing Waste And Recycling Bins	28/02/2025	243.84
EF177390	26623	Cromag Pty Ltd (Sigma Chemicals) Sigma Telford Group	Chemicals - Pool	28/02/2025	15,473.17
EF177391	26625	Andover Detailers	Car Detailing Services	28/02/2025	1,133.53
EF177392	26651	Faunatrack	Fauna Survey	28/02/2025	27,060.00
EF177393	26677	Australia And New Zealand Recycling Platform Limited	Not- For-Profit Member Services Body	28/02/2025	3,908.88
EF177394	26705	Creative Adm	Marketing Services	28/02/2025	15,689.48
EF177395	26709	Talis Consultants Pty Ltd	Waste Consultancy	28/02/2025	484.00
EF177396	26735	Shane Mcmaster Surveys	Survey Services	28/02/2025	5,610.00
EF177397	26739	Kerb Doctor	Kerb Maintenance	28/02/2025	3,756.17
EF177398	26743	Statewide Turf Services	Turf Renovation	28/02/2025	2,970.00
EF177399	26754	Connect Call Centre Services	Call Centre Services	28/02/2025	2,331.45
EF177400	26771	Instant Products Hire	Portable Toilet Hire	28/02/2025	551.54
EF177401	26782	Soft Landing	Recycling Services	28/02/2025	41,773.58
EF177402	26783	Leslie Hinton	Entertainment	28/02/2025	1,320.00
EF177403	26789	Raeco	Supplier Of Library Shelving And Furnitu	28/02/2025	221.43
EF177404	26818	Perth's Outback Splash	Amusement	28/02/2025	1,165.00
EF177405	26846	Visibility Limited	Disability Services	28/02/2025	267.05
EF177406	26854	Whs Foundation	Training	28/02/2025	1,980.00
EF177407	26888	Media Engine	Graphic Design, Marketing, Video Product	28/02/2025	12,815.00
EF177408	26898	Spandex Asia Pacific Pty Ltd	Signage Supplier	28/02/2025	2,379.43
EF177409	26901	Alyka Pty Ltd	Digital Consultancy And Web Development	28/02/2025	660.00
EF177410	26929	Elan Energy Matrix Pty Ltd	Recycling Services	28/02/2025	1,733.44
EF177411	26946	Av Truck Services Pty Ltd	Truck Dealership	28/02/2025	1,891.28
EF177412	26957	Jbs & G Australia Pty Ltd	Consultancy - Enviromental	28/02/2025	1,394.80
EF177413	26964	South Metropolitan Tafe	Education	28/02/2025	631.75
EF177414	26988	Bladon Wa Pty Ltd	Promotional Products	28/02/2025	32,120.00
EF177415	27002	Cockburn Party Hire	Hire Services	28/02/2025	2,686.80
EF177416	27010	Quantum Building Services Pty Ltd	Building Maintenance	28/02/2025	41,059.24
EF177417	27011	Baileys Marine Fuel Australia	Fuel	28/02/2025	201.15
EF177418	27028	Technogym Australia Pty Ltd	Fitness Equipment	28/02/2025	2,320.22
EF177419	27031	Downer Edi Works Pty Ltd	Asphalt Services A000152	28/02/2025	274,101.44

EF177420	27034	Adelby Pty Ltd	Firebreak Construction	28/02/2025	858.00
EF177421	27044	Graffiti Systems Australia	Graffiti Removal & Anti-Graffiti Coating	28/02/2025	18,661.50
EF177422	27046	Tfh Hire Services Pty Ltd	Hire Fencing	28/02/2025	6,787.27
EF177423	27048	Patron Power Pty Ltd	Marine Equipment	28/02/2025	3,479.74
EF177424	27054	Vocus Pty Ltd	Telecommunications	28/02/2025	10,663.01
EF177425	27059	Frontline Fire & Rescue Equipment	Manufacture-Fire Vehicles/Equipment	28/02/2025	3,111.35
EF177426	27065	Westbooks	Books	28/02/2025	2,963.18
EF177427	27082	Kulbardi Pty Ltd	Stationery Supplies	28/02/2025	3,116.56
EF177428	27085	Savills Project Management Pty Ltd	Project Management	28/02/2025	26,035.99
EF177429	27143	Fully Promoted Success	Uniforms And Promotional Items	28/02/2025	173.25
EF177430	27154	Veolia Recycling & Recovery Pty Ltd	Waste Services	28/02/2025	1,508.84
EF177431	27177	Rentokil Initial Pty Ltd (Initial Hygiene)	Hygiene	28/02/2025	3,882.84
EF177432	27189	Healthstrong Pty Ltd Amplar Allied Health	Mobile Allied Health Services	28/02/2025	550.00
EF177433	27198	Green Promotions Pty Ltd	Promotional Supplies	28/02/2025	9,724.00
EF177434	27201	Wfs Australia Pty Ltd	Software	28/02/2025	387.66
EF177435	27222	Ashton Safety Health Environment	Safety, Health, Environment Consulting	28/02/2025	1,060.87
EF177436	27243	Arjohunteigh Pty Ltd	Supply, Repairs Health Equipemnt	28/02/2025	495.00
EF177437	27246	Veale Auto Parts	Spare Parts Mechanical	28/02/2025	88.40
EF177438	27334	Westcare Print	Printing Services	28/02/2025	143.00
EF177439	27346	Office Line	Furniture Office	28/02/2025	4,540.80
EF177440	27374	Southern Cross Cleaning	Commercial Cleaning	28/02/2025	10,142.75
EF177441	27377	Accidental Health And Safety - Perth	First Aid Supplies	28/02/2025	258.50
EF177442	27381	Fit For Life Exercise Physiology	Exercise Classes	28/02/2025	2,565.00
EF177443	27401	Emprise Mobility	Mobility Equipment	28/02/2025	12,502.00
EF177444	27403	Freedom Fairies Pty Ltd	Amusement	28/02/2025	3,410.00
EF177445	27404	K2 Audiovisual Pty Ltd	Audio Visual Equipment	28/02/2025	16,439.50
EF177446	27423	Mechanical Project Services Pty Ltd	Airconditioning Services	28/02/2025	12,210.90
EF177447	27427	Home Chef	Cooking/Food Services	28/02/2025	137.50
EF177448	27437	Pb Reticulation & Maintenance Services Pty Ltd	Irragation Services	28/02/2025	2,084.50
EF177449	27438	Ertech Pty Ltd	Engineering Civil	28/02/2025	21,000.87
EF177450	27448	Selectro Services Pty Ltd	Electrical	28/02/2025	2,343.00
EF177451	27455	The Trustee For Ssh Group Safety Trust Ocula (Aus)	Cctv Parts	28/02/2025	29,844.99
EF177452	27499	Hodge Collard Preston Architects	Architects	28/02/2025	4,309.79
EF177453	27507	Serco Facilities Management Pty Ltd	Cleaning Services	28/02/2025	17,719.60
EF177454	27518	Kyocera Document Solutions Australia Pty Ltd	Photocopying Machines	28/02/2025	3,009.67
EF177455	27529	Wa Library Supplies	Library Supplies & Furniture	28/02/2025	235.00
EF177456	27539	Jasmin Carpentry & Maintenance	Carpentry	28/02/2025	829.68
EF177457	27546	Bpa Engineering	Consultancy - Engineering	28/02/2025	23,738.00
EF177458	27548	Standing Fork	Catering	28/02/2025	10,753.20
EF177459	27575	Shred X Secure Destruction	Document Destruction	28/02/2025	175.56
EF177460	27579	Soco Studios	Photography Services	28/02/2025	495.00
EF177461	27596	Allwest Plant Hire Australia Pty Ltd	Plant Hire And Civil Contracting	28/02/2025	18,645.00
EF177462	27597	Relativity Group Pty Ltd	Communication And Events	28/02/2025	5,500.00
EF177463	27613	Redimed Pty Ltd	Medical & Health Services	28/02/2025	594.00
EF177464	27622	Trugrade Medical Supplies	Medical Supplies	28/02/2025	2,479.14
EF177465	27631	Aquatic Services Wa Pty Ltd	Pool Equipment & Maintenance	28/02/2025	10,309.87
EF177466	27650	Datacom Systems (Au) Pty Ltd	It Sales, Consulting & Service	28/02/2025	292.34
EF177467	27675	Wgawa Pty Ltd	Consultancy Engineering	28/02/2025	10,772.30

EF177468	27695	Qtm Pty Ltd	Traffic Management A001187	28/02/2025	140,079.65
EF177469	27701	Perth Better Homes	Shade Sails	28/02/2025	12,005.40
EF177470	27722	Metra Australia	Software	28/02/2025	119.47
EF177471	27797	City Lift Services Pty Ltd	Lift Maintenance	28/02/2025	3,575.00
EF177472	27804	Redfish Technologies	Audio Visual Systems	28/02/2025	11,672.10
EF177473	27819	Axiis Contracting Pty Ltd	Concrete Works	28/02/2025	57,836.72
EF177474	27829	Smec Australia Pty Ltd	Consultancy - Engineering	28/02/2025	28,791.95
EF177475	27831	Butler And Brown	Event Management A001541	28/02/2025	99,275.00
EF177476	27850	Dowsing Group Pty Ltd	Concreting Services	28/02/2025	95,900.56
EF177477	27856	My Flex Health International	Nursing Services	28/02/2025	880.07
EF177478	27890	Tabec Pty Ltd	Engineering Services	28/02/2025	825.00
EF177479	27894	Homecare Physiotherapy	Healthcare	28/02/2025	23,591.05
EF177480	27909	Fe Technologies	Rfid Equipment And Tags	28/02/2025	160.60
EF177481	27914	Fleetcare	Software	28/02/2025	77.00
EF177482	27917	Go Doors Advanced Automation	Door Maintenance & Repair	28/02/2025	4,138.57
EF177483	27953	Truckline	Spare Parts, Truck/Trailer	28/02/2025	125.42
EF177484	27960	Intertek Inform Sai Global	Standards	28/02/2025	84.50
EF177485	27965	Stantec Australia Pty Ltd	Engineering Services	28/02/2025	22,391.60
EF177486	27984	Sabrina Fenwick	Excercise Classes	28/02/2025	400.00
EF177487	27985	Rosmech Sales & Service Pty Ltd	Road Sweeper	28/02/2025	2,236.09
EF177488	27986	Daily Living Products	Mobility Equip	28/02/2025	2,315.00
EF177489	27993	Officeeasy Pty Ltd Mclernons Business Base	Office Furniture	28/02/2025	1,814.00
EF177490	28003	Taylor Made Design	Graphic Design	28/02/2025	550.00
EF177491	28006	Terra Firma Laboratories (Wa)	Construction Materials Testing	28/02/2025	46,840.75
EF177492	28047	Mitchell Garlett	Ceremonial Services	28/02/2025	1,000.00
EF177493	28049	Copy Magic	Printing Services	28/02/2025	154.00
EF177494	28058	Sage Consulting Engineers Pty Ltd	Consultancy - Engineering	28/02/2025	48,144.25
EF177495	28086	Gfg Consulting	Consultancy	28/02/2025	6,580.00
EF177496	28088	Ut Consulting	Technology Consulting	28/02/2025	1,100.00
EF177497	28124	Air-Met Scientific Pty Ltd	Professional And Scientific Goods Wholes	28/02/2025	275.00
EF177498	28136	Shore Water Marine Pty Ltd	Marine Repair & Maintenance Services	28/02/2025	3,320.90
EF177499	28168	Sifting Sands	Sand Cleaning	28/02/2025	16,203.00
EF177500	28179	Ecospill Pty Ltd	Emergency Shower Supply And Service	28/02/2025	349.97
EF177501	28191	Enviro Sweep	Sweeping Services	28/02/2025	3,110.25
EF177502	28196	Brightmark Group Pty Ltd	Cleaning Services	28/02/2025	12,723.33
EF177503	28197	Lite N Easy Pty Ltd	Food Supplies	28/02/2025	1,764.45
EF177504	28201	Select Fresh	Food Supplies	28/02/2025	628.53
EF177505	28211	Nordic Fitness Equipment	Fitness Equipment	28/02/2025	1,512.40
EF177506	28215	Complete Office Supplies Pty Ltd	Stationery	28/02/2025	435.73
EF177507	28228	Delta Roofing Pty Ltd	Roofing Services	28/02/2025	825.00
EF177508	28241	Swift Flow Pty Ltd	Plumbing	28/02/2025	63,782.86
EF177509	28246	Hendercare	Nursing Services	28/02/2025	3,282.95
EF177510	28247	Fremantle City Centre Podiatry	Consultancy - Heritage	28/02/2025	90.20
EF177511	28256	Simon Tan & Associates Pty Ltd	Electrical Engineering	28/02/2025	2,046.00
EF177512	28258	Garden Care West	Gardening Services	28/02/2025	638.00
EF177513	28264	Garden Organics	Organics Processing	28/02/2025	42,135.02
EF177514	28265	Tree Care Wa	Vegetation Maintenance Services	28/02/2025	84,952.29
EF177515	28270	Volunteer Home Support	Aged Care	28/02/2025	145.20

EF177516	28277	Gesha Coffee Co	Coffee Supplies	28/02/2025	1,619.40
EF177517	28289	Grafton General Products	Mobility Equipment	28/02/2025	1,958.00
EF177518	28298	Civil Sciences And Engineering	Engineering	28/02/2025	4,884.00
EF177519	28303	Miracle Recreation Equipment	Playground Equipment	28/02/2025	2,530.00
EF177520	28308	Vision Australia Limited	Vision Impaired Items	28/02/2025	141.00
EF177521	28344	Seat Shop Wa Pty Ltd	Repairs And Replacements To Heavy Fleet	28/02/2025	3,857.96
EF177522	28354	Sauna And Steam Wa	Carpentry Services	28/02/2025	495.00
EF177523	28371	Flexi Staff	Employment Services	28/02/2025	37,449.52
EF177524	28379	Umwelt (Australia) Pty Ltd	Eviromental Surveys	28/02/2025	13,446.13
EF177525	28385	Marina Focus Pty Ltd	Software	28/02/2025	6,081.35
EF177526	28392	Mcs Civil Contracting	Engineering/Earthworks	28/02/2025	65,334.50
EF177527	28423	Jordies Garden Bags	Waste Services	28/02/2025	2,821.50
EF177528	28426	Power Paving Pty Ltd	Paving Services	28/02/2025	6,930.00
EF177529	28428	Wa Bolts Pty Ltd	Fixings & Fasteners	28/02/2025	134.44
EF177530	28437	Building & Industrial Cleaning Services	Cleaning Services	28/02/2025	558.46
EF177531	28454	Aussie Natural Spring Water	Water Supplies	28/02/2025	667.59
EF177532	28457	Live Life Alarms	Virtual Sale Of Mobile Alarms	28/02/2025	75.00
EF177533	28463	Antree Dnh Pty Ltd	Gardening	28/02/2025	13,719.86
EF177534	28475	Host Corporation Pty Ltd	Catering Supplies	28/02/2025	422.40
EF177535	28499	Galactic Scientific Galactic Co-Operative Wa Ltd	Maint For Scientific Equipment	28/02/2025	967.07
EF177536	28522	Bing Technologies Pty Ltd	Mailing Services	28/02/2025	1,095.15
EF177537	28526	All Good Grub	All Good Grub Bushtukka Catering	28/02/2025	6,743.00
EF177538	28532	Oil & Eneryg Pty. Ltd.	Lubricant Supplier	28/02/2025	7,407.25
EF177539	28546	Swan Event Hire	Event Hire	28/02/2025	4,695.00
EF177540	28569	Choiceone Pty Ltd	Recruitment Services	28/02/2025	52,215.25
EF177541	28574	Psg Eyewear	Manufacturer Prescription Safety Glasses	28/02/2025	400.00
EF177542	28584	Ausco Modular Pty Ltd	Hire Services	28/02/2025	2,552.78
EF177543	28621	Imprint Plastic	Printing	28/02/2025	120.45
EF177544	28627	White Oak Home Care Services	White Oak Home Care	28/02/2025	1,086.05
EF177545	28632	Total Connections Pty Ltd	Hose, Hydraulics & Fire Protection Servi	28/02/2025	3,226.20
EF177546	28637	Site Safe Security Rentals Pty Ltd	Rental Of Security Equipment	28/02/2025	412.50
EF177547	28645	360 Artist Logistics Pty Ltd	Events And Entertainment	28/02/2025	41,250.00
EF177548	28652	Omnicom Media Group Australia Pty Ltd Omnicom Media Group Australia Pty L	Media And Advertising Services	28/02/2025	412.50
EF177549	28655	Rockingham Glass Reads West Coast Maintenance Pty Ltd	Emergency Glass Repair	28/02/2025	10,748.30
EF177550	28691	Kgo Enterprises Pty Ltd Perth Bouncy Castle Hire	Entertainment - Amusement & Inflatables	28/02/2025	8,144.13
EF177551	28708	Ultimo Catering & Events Pty Ltd	Catering & Events	28/02/2025	2,500.00
EF177552	28710	Premier Envelopes Australia Pty Ltd	Supply & Printing Of Envelops	28/02/2025	789.37
EF177553	28713	Ellenby Pty Ltd Ellenby Tree Farm Pty Ltd	Tree Farm	28/02/2025	4,500.60
EF177554	28731	O'donnell, Crystal Dawn Dementia Together	Healthcare - Occupational Therapy	28/02/2025	213.40
EF177555	28760	Spawtz Pty Ltd	Competition Management And Payments Soft	28/02/2025	1,746.69
EF177556	28767	The Trustee For Bugbusters Unit Trust Bug Busters	Pest Control	28/02/2025	1,958.00
EF177557	28769	Blak Line Industries Pty Ltd Blak Line Industries	Print Management Within The Print & Grap	28/02/2025	481.80
EF177558	28778	Isubscribe Pty Limited	Magazine Subscription Company	28/02/2025	218.00
EF177559	28785	Sanity Music Stores Pty Ltd Sanity Entertainment	Retail Of Entertainment Products	28/02/2025	892.53
EF177560	28787	Blue Assist Pty Ltd	Supply And Install Emergency Help Device	28/02/2025	468.15
EF177561	28823	Synergy Business Systems Pty Ltd Boss Industrial	Industrial Supply	28/02/2025	5,112.84
EF177562	28825	Specialist Trailer Builders Pty Ltd Osborne Motor Bodies	Repairers A000001	28/02/2025	175,482.80
EF177563	28826	Hitachi Construction Machinery (Australia) Pty Ltd	Construction And Mining	28/02/2025	2,093.71



EF177564	28831	Safepath Pty Ltd	Concrete Footpath Grinding To Remove T	28/02/2025	2,642.75
EF177565	28833	Ptg Consulting Pty Ltd	Geotech & Road Saftey	28/02/2025	6,380.00
EF177566	28866	Allflow Industrial Australia Pty Ltd Allflow Industrial	Waste Water Processing	28/02/2025	1,058.75
EF177567	28901	The Happy Pet Place Pty Ltd The Happy Pet Place	Pet Supplies	28/02/2025	788.05
EF177568	28907	Bin Bath Corporation Pty Ltd Bin Bath	Bin Cleaning	28/02/2025	3,357.83
EF177569	28910	The Trustee For The Pennant Unit Trust Pennant Construction Pty Ltd	Construction A001538	28/02/2025	434,851.27
EF177570	28911	Bucci Holdings Pty Ltd Visimax	Safety Product	28/02/2025	3,016.81
EF177571	28927	Veolia Recycling & Recovery (Perth) Pty Ltd Veolia Recycling & Recovery (Perth)	Waste Recycling And Recovery	28/02/2025	72,432.81
EF177572	28930	A.C.N. 650 414 903 Pty Ltd Aba Property Maintenance	Property Maintenance	28/02/2025	2,750.00
EF177573	28947	Baroness Holdings Pty Ltd Tree Planting And Watering	Tree Watering	28/02/2025	13,278.98
EF177574	28953	Shane Nicholas Tognolini - Freeway Water Dan The Bike Man	Water Cartage	28/02/2025	192.50
EF177575	28965	The Trustee For The Yang Family Trust Tcm Health Care	Acupuncture And Chinese Medicine	28/02/2025	88.00
EF177576	28967	D.V Battams & Others Hopgoodganim Lawyers	Legal Services	28/02/2025	693.00
EF177577	28979	West Coast Sporting Surfaces	Sports - Surface Installation	28/02/2025	56,661.00
EF177578	28998	S.N Aroney & A.P Brown Mills Oakley	Legal Services	28/02/2025	2,812.70
EF177579	29007	Burgess Enterprises Australia Pty Ltd Kalamunda Electrics	Electrical Contracting A001568	28/02/2025	122,538.63
EF177580	29014	Adelaide Scaffold Solutions Pty Limited Oldfields Scaffolding	Hire & Sales - Scaffolding	28/02/2025	7,231.72
EF177581	29027	Edwin Kubale And Rose Rainoldi Family Trust Ed's Fencung And Landscaping	Hydromulching Fencing & Lanscaping	28/02/2025	15,400.00
EF177582	29029	Jrc Paving And Landscaping Pty Ltd	Paving And Landscaping	28/02/2025	9,783.84
EF177583	29033	Rogers & Hart Pty Ltd Wa Mapping	Potholing & Survey	28/02/2025	2,915.00
EF177584	29040	Christine Ross Consultancy	Consultant For Aboriginal Employment Pro	28/02/2025	1,500.00
EF177585	29042	Sarka Hornakova	Economy Consultancy	28/02/2025	600.00
EF177586	29048	The Trustee For The Sharkey Family Trust Precision Pipe Technologies	Trenchless Repairs	28/02/2025	4,009.50
EF177587	11867	Kevin John Allen	Elected Member Sitting Fees & Allowances	28/02/2025	2,862.51
EF177588	12740	Logan Howlett	Elected Member Sitting Fees & Allowances	28/02/2025	12,377.25
EF177589	19059	Carol Reeve-Fowkes	Elected Member Sitting Fees & Allowances	28/02/2025	2,856.50
EF177590	25353	Philip Eva	Elected Member Sitting Fees & Allowances	28/02/2025	2,856.50
EF177591	27326	Michael Separovich	Elected Member Sitting Fees & Allowances	28/02/2025	2,858.29
EF177592	27327	Chontelle Stone	Elected Member Sitting Fees & Allowances	28/02/2025	4,707.99
EF177593	27871	Tom Widenbar	Elected Member Sitting Fees & Allowances	28/02/2025	2,856.50
EF177594	27872	Phoebe Corke	Elected Member Sitting Fees & Allowances	28/02/2025	2,860.56
EF177595	28238	Tarun Dewan	Elected Member Sitting Fees & Allowances	28/02/2025	2,874.11
EF177596	28717	Carol Lechun Zhang	Elected Member Sitting Fees & Allowances	28/02/2025	2,865.30
		<b>TOTAL OF 842 EFT PAYMENTS</b>			<b>15,292,442.32</b>
		<b>LESS: CANCELLED EFT PAYMENTS</b>			
EF176012	11760	Water Corporation	Sewer Easement	18/02/2025	-5,224.49
EF176737	11760	Water Corporation	Sewer Easement	18/02/2025	-1,426.04
EF176808	99997	Coc Grants, Donations & Refunds	Grants, Donations & Refunds	25/02/2025	-74.01
		<b>TOTAL CANCELLED EFT PAYMENT</b>			<b>-6,724.54</b>
		<b>TOTAL EFT PAYMENTS ( EXCL. CANCELLED PAYMENTS)</b>			<b>15,285,717.78</b>
		<b>ADD: BANK FEES</b>			

	BPAY BATCH FEE			11.55
	MERCHANT FEES COC			2,034.65
	MERCHANT FEES MARINA			102.80
	MERCHANT FEES ARC			2,927.31
	MERCHANT FEES VARIOUS OUT CENTRES			1,416.31
	NATIONAL BPAY CHARGE			3,432.00
	RTGS/ACLR FEE			
	NAB TRANSACT FEE			206.70
	AMEX FEES			3,199.45
	MERCHANDISE / OTHER FEES			
				<b>13,330.77</b>
	<b><u>ADD: CREDIT CARD PAYMENTS</u></b>			75,160.87
				<b>75,160.87</b>
	<b><u>ADD: PAYROLL PAYMENTS</u></b>			
		COC04/02/25 Pmt 000280290975 City of Cockburn	4/02/2025	1,101.60
		COC31/01/25 Pmt 000280347631 City of Cockburn	5/02/2025	4,508.86
		COC06/02/25 Pmt 000280822740 City of Cockburn	12/02/2025	2,730.60
		COC07/02/25 Pmt 000280822482 City of Cockburn	12/02/2025	186,540.14
		COC09/02/25 Pmt 000280940518 City of Cockburn	12/02/2025	1,969,933.54
		COC13/02/25 Pmt 000281062855 City of Cockburn	13/02/2025	6,098.17
		COC14/02/25 Pmt 000281428438 City of Cockburn	20/02/2025	6,489.06
		COC10/02/25 Pmt 000282009765 City of Cockburn	26/02/2025	2,678.59
		COC20/02/25 Pmt 000282008195 City of Cockburn	26/02/2025	4,638.77
		COC21/02/25 Pmt 000282007205 City of Cockburn	26/02/2025	4,795.33
		COC23/02/25 Pmt 000282038007 City of Cockburn	26/02/2025	1,946,794.92
		COC28/02/25 Pmt 000282318247 City of Cockburn	28/02/2025	2,410.38
				<b>4,138,719.96</b>
	<b>TOTAL PAYMENTS MADE FOR THE MONTH</b>			<b>19,512,929.38</b>

City of Cockburn

Credit Card Transactions Report

Transactions Post Date Between 31-Dec-2024 and 29-Jan-2025

<i>Date</i>	<i>Service Provider</i>	<i>Card Liability</i>	<i>Description</i>
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**Director Community and Place 4,060.55**

6/01/2025	OFFICEWORKS	217.50	Office Supplies
13/01/2025	OFFICEWORKS	144.39	Office Supplies
13/01/2025	TRACEY LOUISE WILSON	1,039.54	Supplies and Materials Purchases
17/01/2025	TRACEY LOUISE WILSON	1,208.12	Supplies and Materials Purchases
28/01/2025	WANEWSDTI	32.00	Subscriptions and Memberships
29/01/2025	BUSINESS NEWS PTY LT	1,419.00	Subscriptions and Memberships

**Waste Collection Supervisor 88.34**

28/01/2025	SMP*Visual Workwear	88.34	Supplies and Materials Purchases
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**Financial Counsellor 24.00**

2/01/2025	ANNUAL FEE ANDRE CHAN	24.00	Bank and Other Fees
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**Library Technology Coordinator 1,900.04**

17/01/2025	POST WILLETTON POST SH	31.85	Supplies and Materials Purchases
14/01/2025	DREAMITHOS* DREAMIT HO	234.70	Subscriptions and Memberships
14/01/2025	Windcave	378.49	Subscriptions and Memberships
6/01/2025	Intuit Mailchimp	665.58	Subscriptions and Memberships
16/01/2025	INTNL TRANSACTION FEE	0.89	Subscriptions and Memberships

## City of Cockburn

## Credit Card Transactions Report

Transactions Post Date Between 31-Dec-2024 and 29-Jan-2025

<i>Date</i>	<i>Service Provider</i>	<i>Card Liability</i>	<i>Description</i>
16/01/2025	OPENAI *CHATGPT SUBSCR	35.77	Subscriptions and Memberships
31/12/2024	OFFICEWORKS	99.00	Supplies and Materials Purchases
20/01/2025	WWW.ADDRESSIFY.COM.AU	440.00	Subscriptions and Memberships
20/01/2025	COLES 0490COLES 0490	2.20	Office Supplies
17/01/2025	OFFICEWORKS	- 29.00	Supplies and Materials Purchases
17/01/2025	OFFICEWORKS	29.00	Supplies and Materials Purchases
23/01/2025	INTNL TRANSACTION FEE	0.28	Subscriptions and Memberships
23/01/2025	CAMPSITE.BIO	11.28	Subscriptions and Memberships

## Senior Library Manager

981.89

20/01/2025	COLES 0333COLES 0333	22.00	Supplies and Materials Purchases
17/01/2025	ADVENTUREWORLD WA PTY	259.95	Program Costs
17/01/2025	BP EX THOMSNS L 5992	4.70	Supplies and Materials Purchases
14/01/2025	BP EX THOMSNS L 5992	4.70	Supplies and Materials Purchases
8/01/2025	BP EX THOMSNS L 5992	4.70	Supplies and Materials Purchases
7/01/2025	Mitre 10	196.00	Supplies and Materials Purchases
2/01/2025	FACEBK *VWUJ2HGHE2	39.67	Advertising
31/12/2024	BP EX THOMSNS L 5992	4.70	Supplies and Materials Purchases
7/01/2025	MYO*GREEN WORLD INDOOR	368.87	Hire of Equipment and Facilities
7/01/2025	MYO*CHILDRENS BOOK COU	76.60	Subscriptions and Memberships

## Organisational Development Coordinator

1,752.00

15/01/2025	WJS TRAINING	160.00	Training & Professional Development
15/01/2025	ST JOHN AMBULANCE AUST	65.00	Training & Professional Development
15/01/2025	RLSSWA	175.00	Training & Professional Development

City of Cockburn

Credit Card Transactions Report

Transactions Post Date Between 31-Dec-2024 and 29-Jan-2025

Date	Service Provider	Card Liability	Description
13/01/2025	ST JOHN AMBULANCE AUST	170.00	Training & Professional Development
9/01/2025	Surf Life Saving Weste	66.00	Training & Professional Development
9/01/2025	ST JOHN AMBULANCE AUST	89.00	Training & Professional Development
28/01/2025	ST JOHN AMBULANCE AUST	170.00	Training & Professional Development
17/01/2025	ATI MIRAGE TRAINING	387.00	Training & Professional Development
21/01/2025	TONY AVELING & ASSOCIA	470.00	Training & Professional Development

**Waste Services Coordinator 122.21**

8/01/2025	OFFICEWORKS 0620OFFICE	122.21	Office Supplies
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**Parks Operations Coordinator 179.20**

7/01/2025	SEC*AGCSA	179.20	Subscriptions and Memberships
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**Director Corporate and System 3,992.00**

9/01/2025	HARVEY NORMAN AV/IT CARISSA LOU	2,000.00	Office Supplies
9/01/2025	HARVEY NORMAN AV/IT CARISSA LOU	888.00	Office Supplies
9/01/2025	HARVEY NORMAN AV/IT CARISSA LOU	1,104.00	Office Supplies

**Communications and Marketing Manager 5,451.12**

28/01/2025	FACEBK *EAHG2JGMT2	1,388.00	Advertising
28/01/2025	INTNL TRANSACTION FEE	0.04	Bank and Other Fees
28/01/2025	LNK.BIO	1.58	Subscriptions and Memberships
17/01/2025	FACEBK *7YER5JU8H2	1,598.30	Advertising
20/01/2025	FACEBK *X5HR9JU8H2	191.39	Advertising
20/01/2025	FIGMA MONTHLY RENEWAL	88.85	Subscriptions and Memberships

**City of Cockburn**

**Credit Card Transactions Report**

Transactions Post Date Between 31-Dec-2024 and 29-Jan-2025

<i>Date</i>	<i>Service Provider</i>	<i>Card Liability</i>	<i>Description</i>
20/01/2025	INTNL TRANSACTION FEE	2.22	Bank and Other Fees
28/01/2025	INTNL TRANSACTION FEE	1.39	Bank and Other Fees
28/01/2025	BITLY.COM	55.77	Subscriptions and Memberships
2/01/2025	FACEBK *MT57BHC9H2	1,375.00	Advertising
2/01/2025	FACEBK *BHK8CG4MT2	748.58	Advertising

**Art and Culture Coordinator 388.75**

29/01/2025	SPOTLIGHT MELVILLE	82.50	Supplies and Materials Purchases
13/01/2025	ARTSOURCE	275.00	Subscriptions and Memberships
29/01/2025	SPOTLIGHT MELVILLE	31.25	Supplies and Materials Purchases

**City Facilities Coordinator 2,973.87**

7/01/2025	LOTUS COMMERCIAL PTY L	55.44	Professional Services
7/01/2025	WA BOLTS PTY LTD	271.70	Supplies and Materials Purchases
7/01/2025	WA BOLTS PTY LTD	286.00	Supplies and Materials Purchases
7/01/2025	LOTUS COMMERCIAL PTY L	981.73	Professional Services
31/12/2024	SP FIRST AID DISTRIB	1,255.45	Supplies and Materials Purchases
8/01/2025	WA BOLTS PTY LTD	35.97	Supplies and Materials Purchases
13/01/2025	RS Components	87.58	Supplies and Materials Purchases

**Waste Education Coordinator 658.69**

22/01/2025	WOOLWORTHS 4330	183.69	Meeting/Workshop Catering
8/01/2025	EZI*EUREKA 4WD TRAININ	475.00	Training & Professional Development

**Fleet Manager 499.38**



## City of Cockburn

## Credit Card Transactions Report

Transactions Post Date Between 31-Dec-2024 and 29-Jan-2025

<i>Date</i>	<i>Service Provider</i>	<i>Card Liability</i>	<i>Description</i>
20/01/2025	TotalToolsOnlinePtyLtd	479.00	Supplies and Materials Purchases
31/12/2024	WA BOLTS PTY LTD	20.38	Supplies and Materials Purchases

**Fire and Emergency Management Manager 1,243.20**

9/01/2025	TEAM SYSTEMS VIC PTY L	1,243.20	Equipment Purchases
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**Seniors and Childcare Manager 464.36**

8/01/2025	AUSTRALIAN FINANCIAL	15.00	Application, Licence, Registration Fee
6/01/2025	CHEMISTWAREHOUSE ONLIN	131.96	Equipment Purchases
28/01/2025	Woolworths Online	317.40	Supplies and Materials Purchases

**Manager Advocacy and Engagement 1,684.00**

2/01/2025	WANEWSDTI	28.00	Subscriptions and Memberships
31/12/2024	WANEWSDTI	28.00	Subscriptions and Memberships
17/01/2025	IAP2 AUSTRALASIA	330.00	Subscriptions and Memberships
17/01/2025	IAP2 AUSTRALASIA	330.00	Subscriptions and Memberships
20/01/2025	IAP2 AUSTRALASIA	330.00	Subscriptions and Memberships
20/01/2025	WOOLWORTHS 4338	32.00	Supplies and Materials Purchases
29/01/2025	CASUAL LEASING	550.00	Hire of Equipment and Facilities
29/01/2025	WANEWSDTI	28.00	Subscriptions and Memberships
28/01/2025	WANEWSDTI	28.00	Subscriptions and Memberships

**Adult Services Coordinator 895.39**

22/01/2025	BIG W 0455	12.00	Supplies and Materials Purchases
23/01/2025	SLIMLINE WAREHOUSE	812.82	Supplies and Materials Purchases

City of Cockburn

Credit Card Transactions Report

Transactions Post Date Between 31-Dec-2024 and 29-Jan-2025

<i>Card</i>			
<i>Date</i>	<i>Service Provider</i>	<i>Liability</i>	<i>Description</i>
23/01/2025	OFFICEWORKS	70.57	Supplies and Materials Purchases

**Senior Home Care Package Coordinator 1,121.86**

16/01/2025	BUNNINGS GROUP LTD	- 23.94	Supplies and Materials Purchases
16/01/2025	CHEMISTWAREHOUSE ONLIN	105.56	Supplies and Materials Purchases
16/01/2025	SP BREEZE MOBILITY	115.95	Supplies and Materials Purchases
16/01/2025	SURGICAL HOUSE	30.80	Supplies and Materials Purchases
24/01/2025	CHEMISTWAREHOUSE ONLIN	114.89	Supplies and Materials Purchases
23/01/2025	BUNNINGS GROUP LTD	23.94	Supplies and Materials Purchases
15/01/2025	INVOX	525.00	Training & Professional Development
16/01/2025	BUNNINGS GROUP LTD	23.94	Supplies and Materials Purchases
16/01/2025	BUNNINGS GROUP LTD	205.72	Supplies and Materials Purchases

**Youth Services Manager 1,081.72**

23/01/2025	BUNNINGS 303000	107.84	Supplies and Materials Purchases
22/01/2025	HI VOLTAGE ENTERTAINME	913.50	Program Costs
14/01/2025	DOME PORT COOGEE	20.40	Meeting/Workshop Catering
21/01/2025	Canva* 04402-14268076	39.98	Subscriptions and Memberships

**Library Technician 772.02**

17/01/2025	Booktopia	31.89	Supplies and Materials Purchases
17/01/2025	Booktopia	740.13	Supplies and Materials Purchases

**Events Coordinator 1,811.30**

28/01/2025	AK FOOD SERVICES WA PT	102.00	Events and Functions
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City of Cockburn

Credit Card Transactions Report

Transactions Post Date Between 31-Dec-2024 and 29-Jan-2025

Date	Service Provider	Card Liability	Description
28/01/2025	UNITED ANKETELL NORT	25.00	Supplies and Materials Purchases
28/01/2025	VIBE PETROLEUM	157.86	Motor Vehicle Expenses
16/01/2025	URBAN JUNGLE IRC	140.00	Supplies and Materials Purchases
15/01/2025	Flip Out Bibra Lake	47.60	Supplies and Materials Purchases
15/01/2025	POWERPLAY IE PTY LTD	156.00	Supplies and Materials Purchases
15/01/2025	SPACETOCO VENUE HIRE	150.00	Hire of Equipment and Facilities
16/01/2025	COCKBURN ICE ARENA P	92.00	Supplies and Materials Purchases
8/01/2025	CARLINO FAMILY CORPORA	260.00	Hire of Equipment and Facilities
9/01/2025	PAYPAL *DYNAMICGIFT	429.00	Supplies and Materials Purchases
17/01/2025	THE WRISTBAND CO.	184.15	Supplies and Materials Purchases
17/01/2025	BUNNINGS 303000	18.00	Equipment Purchases
21/01/2025	WOOLWORTHS 4367	20.65	Supplies and Materials Purchases
21/01/2025	TEMU.COM	17.04	Supplies and Materials Purchases
21/01/2025	BIG W 0455	12.00	Supplies and Materials Purchases

**Ranger Services Manager 830.36**

29/01/2025	Lucid Software Inc.	15.40	Subscriptions and Memberships
7/01/2025	JAMESBYRNETRADINGPTYLT	407.70	Supplies and Materials Purchases
7/01/2025	SP Kings Square	6.13	Parking Expenses
7/01/2025	SP Kings Square	6.13	Parking Expenses
6/01/2025	TACTICAL DISTRIBUTORS	395.00	Supplies and Materials Purchases

**Seniors Centre Coordinator 104.85**

13/01/2025	MISCELLANEOUS CREDIT	- 14.95	Bank and Other Fees
6/01/2025	Subway Spearwood 19850	119.80	Events and Functions

City of Cockburn

Credit Card Transactions Report

Transactions Post Date Between 31-Dec-2024 and 29-Jan-2025

		<i>Card</i>	
<i>Date</i>	<i>Service Provider</i>	<i>Liability</i>	<i>Description</i>
<b>Parking Operations Manager</b>		<b>30.33</b>	
10/01/2025	STAR CAR WASH GROUP MR JAMES W	30.33	Motor Vehicle Expenses
<b>Young Peoples Services Librarian</b>		<b>1,169.97</b>	
31/12/2024	WOOLWORTHS 4318	15.50	Supplies and Materials Purchases
7/01/2025	WOOLWORTHS 4318	9.25	Supplies and Materials Purchases
2/01/2025	Booktopia	822.97	Supplies and Materials Purchases
2/01/2025	BIGW ONLINE	322.25	Supplies and Materials Purchases
<b>Adult Services Coordinator</b>		<b>4,726.09</b>	
14/01/2025	WOOLWORTHS 4367	102.77	Supplies and Materials Purchases
14/01/2025	WOOLWORTHS 4367	3.85	Supplies and Materials Purchases
15/01/2025	BADGE-A-MINIT	32.00	Supplies and Materials Purchases
15/01/2025	SPACETOCO VENUE HIRE	130.00	Hire of Equipment and Facilities
23/01/2025	TM *TICKETMASTERAU	2,600.00	Events and Functions
20/01/2025	TM *TICKETMASTERAU	1,309.95	Events and Functions
6/01/2025	CITY OF PERTH	66.00	Parking Expenses
13/01/2025	WOOLWORTHS 4367	62.00	Supplies and Materials Purchases
9/01/2025	WOOLWORTHS 4367	114.13	Supplies and Materials Purchases
8/01/2025	WOOLWORTHS 4367	141.99	Supplies and Materials Purchases
7/01/2025	WOOLWORTHS 4367	163.40	Supplies and Materials Purchases
<b>Waste Services Manager</b>		<b>1,962.18</b>	
14/01/2025	WASTE MANAGEMENT	1,962.18	Subscriptions and Memberships

City of Cockburn

Credit Card Transactions Report

Transactions Post Date Between 31-Dec-2024 and 29-Jan-2025

Date	Service Provider	Card Liability	Description
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**Family & Community Services Manager 340.95**

23/01/2025	Tickets*Foundation	80.00	Training & Professional Development
15/01/2025	SPACETOCO VENUE HIRE	177.00	Hire of Equipment and Facilities
21/01/2025	CHOICE SUBSCRIPTION	83.95	Subscriptions and Memberships

**Cockburn ARC Manager 107.88**

13/01/2025	Fruugo.com	107.88	Equipment Purchases
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**Customer Experience Coordinator - ARC 3,489.68**

29/01/2025	OFFICEWORKS	68.14	Supplies and Materials Purchases
23/01/2025	COLES 0490COLES 0490	68.15	Supplies and Materials Purchases
23/01/2025	COLES 0490COLES 0490	68.15	Supplies and Materials Purchases
23/01/2025	FACEBK *3DX2PGCD52	220.00	Advertising
20/01/2025	BIG W 0444	18.75	Supplies and Materials Purchases
20/01/2025	FACEBK *RLJGCKUC52	220.00	Advertising
20/01/2025	KMART 1362KMART 1362	268.00	Equipment Purchases
17/01/2025	FACEBK *E79ZSEQC52	220.00	Advertising
7/01/2025	INTNL TRANSACTION FEE	4.64	Bank and Other Fees
8/01/2025	OFFICEWORKS	39.95	Equipment Purchases
13/01/2025	FACEBK *37H7WF8D52	220.00	Advertising
13/01/2025	iStock.com	93.50	Subscriptions and Memberships
28/01/2025	INTNL TRANSACTION FEE	5.94	Bank and Other Fees
28/01/2025	DELIGHTED LLC	237.41	Subscriptions and Memberships
21/01/2025	Woolworths Online	68.50	Supplies and Materials Purchases

City of Cockburn

Credit Card Transactions Report

Transactions Post Date Between 31-Dec-2024 and 29-Jan-2025

Date	Service Provider	Card Liability	Description
21/01/2025	Woolworths Online	153.25	Supplies and Materials Purchases
21/01/2025	OFFICEWORKS	164.07	Office Supplies
24/01/2025	NETREGISTRY	40.95	Subscriptions and Memberships
28/01/2025	FACEBK *J5NFWGCD52	220.00	Advertising
6/01/2025	SurveyMonkeyCore	384.00	Subscriptions and Memberships
2/01/2025	Google ADS7377651407	442.70	Advertising
2/01/2025	FACEBK *5QAGFJUC52	34.81	Advertising
3/01/2025	Canva* 04384-8732844	17.99	Subscriptions and Memberships
6/01/2025	NAAVI PTY LTD	25.00	Subscriptions and Memberships
7/01/2025	OUTGROW	185.78	Subscriptions and Memberships

Health, Fitness and Wellbeing Coordinato **2,114.84**

15/01/2025	SP THELAPCOLLECTIVE MR KYLE BEAT	373.00	Supplies and Materials Purchases
15/01/2025	HOLI COLOUR POWDER MR KYLE BEA	310.80	Supplies and Materials Purchases
9/01/2025	WOOLWORTHS 4394 MR KYLE BEA	52.79	Supplies and Materials Purchases
8/01/2025	Plungeco MR KYLE BEATTIE	4.50	Supplies and Materials Purchases
8/01/2025	Plungeco MR KYLE BEATTIE	18.90	Supplies and Materials Purchases
29/01/2025	KMART 1362KMART 1362 MR KYLE BE	18.90	Supplies and Materials Purchases
29/01/2025	BUNNINGS 729000 MR KYLE BEATTIE	95.30	Supplies and Materials Purchases
29/01/2025	BARDWELL SAFETY MATT MR KYLE BE	451.00	Equipment Purchases
28/01/2025	SP THELAPCOLLECTIVE MR KYLE BEAT	5.00	Supplies and Materials Purchases
23/01/2025	Case Store Pty Ltd MR KYLE BEATTIE	794.65	Equipment Purchases

Youth Centre Coordinator **1,705.18**

14/01/2025	RED DOT STORES MR MARK ARMAND	24.00	Program Costs
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City of Cockburn

Credit Card Transactions Report

Transactions Post Date Between 31-Dec-2024 and 29-Jan-2025

Date	Service Provider	Card	
		Liability	Description
14/01/2025	SPOTLIGHT MELVILLE MR MARK ARM	50.00	Program Costs
23/01/2025	SQ *SILVER HALIDE STUD MR MARK A	924.00	Equipment Purchases
24/01/2025	ARMANDOS SPORTS MR MARK ARMA	111.96	Equipment Purchases
24/01/2025	RANGE PRODUCTS PTY LTD MR MARK	158.40	Program Costs
24/01/2025	REBEL MELVILLE MR MARK ARMANDI	129.97	Equipment Purchases
9/01/2025	GAMES WORKSHOP OZ MR MARK AR	161.00	Program Costs
7/01/2025	WOOLWORTHS 4394 MR MARK AR	145.85	Events and Functions

Branch Support Librarian

971.09

21/01/2025	PORTUGUESE DELIGHTS SU	5.09	Supplies and Materials Purchases
22/01/2025	PAYPAL *JB HI-FI	32.27	Supplies and Materials Purchases
23/01/2025	PAYPAL *BIG W	43.50	Supplies and Materials Purchases
17/01/2025	AMAZON AU RETAIL	104.57	Supplies and Materials Purchases
16/01/2025	PAYPAL *OFFICEWORKS	129.00	Equipment Purchases
15/01/2025	RED DOT STORES	17.98	Supplies and Materials Purchases
13/01/2025	NEWS PTY LIMITED	80.00	Supplies and Materials Purchases
7/01/2025	BIG W 0444	5.00	Supplies and Materials Purchases
2/01/2025	PAYPAL *JB HI-FI	163.31	Supplies and Materials Purchases
2/01/2025	BP EX THOMSNS L 5992	4.70	Supplies and Materials Purchases
2/01/2025	AMAZON AU RETAIL	71.42	Supplies and Materials Purchases
31/12/2024	PAYPAL *BOOKTOPIADI	34.97	Supplies and Materials Purchases
31/12/2024	PAYPAL *BOOKTOPIADI	89.51	Supplies and Materials Purchases
9/01/2025	AMAZON AU MARKETPLACE	48.95	Supplies and Materials Purchases
6/01/2025	AMAZON AU RETAIL	24.99	Supplies and Materials Purchases
23/01/2025	PAYPAL *OFFICEWORKS	115.83	Office Supplies

City of Cockburn

Credit Card Transactions Report

Transactions Post Date Between 31-Dec-2024 and 29-Jan-2025

<i>Date</i>	<i>Service Provider</i>	<i>Card Liability</i>	<i>Description</i>
<b>Head of Library and Cultural Services</b>		<b>- 641.63</b>	
20/01/2025	MISCELLANEOUS CREDIT	- 43.00	Disputed Transaction
20/01/2025	MISCELLANEOUS CREDIT	- 87.00	Disputed Transaction
20/01/2025	MISCELLANEOUS CREDIT	- 254.00	Disputed Transaction
20/01/2025	MISCELLANEOUS CREDIT	- 257.63	Disputed Transaction
<b>Manager Business &amp; Economic Development</b>		<b>298.00</b>	
10/01/2025	COCKBURN BOWLING & REC	200.00	Hire of Equipment and Facilities
8/01/2025	BIGW ONLINE	95.40	Office Supplies
23/01/2025	City of Joondalup	2.60	Parking Expenses
<b>Social Club Coordinator</b>		<b>580.03</b>	
8/01/2025	HAMILTON HILL IGA	16.80	Supplies and Materials Purchases
16/01/2025	APE MEDICAL	58.78	Equipment Purchases
13/01/2025	Woolworths Online	474.45	Supplies and Materials Purchases
9/01/2025	BUNNINGS GROUP LTD	30.00	Equipment Purchases
<b>Acting Manager Public Health and Buildin</b>		<b>544.97</b>	
17/01/2025	COOGEE BECH SLSC INC	500.00	Hire of Equipment and Facilities
22/01/2025	OFFICEWORKS	44.97	Equipment Purchases
<b>Executive Assistant to the CEO</b>		<b>325.65</b>	
16/01/2025	Subway Spearwood 19850 MISS REBE	56.00	Meeting/Workshop Catering
14/01/2025	POST SPEARWOOD LPO MISS REBECC	8.40	Supplies and Materials Purchases

## City of Cockburn

## Credit Card Transactions Report

Transactions Post Date Between 31-Dec-2024 and 29-Jan-2025

Date	Service Provider	Card	
		Liability	Description
14/01/2025	POST SPEARWOOD LPO MISS REBECC	117.00	Supplies and Materials Purchases
6/01/2025	WANEWSADV MISS REBECCA SANDER	138.20	Supplies and Materials Purchases
28/01/2025	WOOLWORTHS 4367 MISS REBECC	6.05	Meeting/Workshop Catering

## Youth Programs and Events Officer

1,643.65

21/01/2025	COLES 0490COLES 0490	77.31	Program Costs
20/01/2025	COLES 0490COLES 0490	70.00	Program Costs
10/01/2025	COLES 0490COLES 0490	92.10	Program Costs
23/01/2025	COLES 0490COLES 0490	64.30	Program Costs
22/01/2025	THE HOYTS CORPORATIO	251.28	Program Costs
14/01/2025	COLES 0490COLES 0490	67.97	Program Costs
6/01/2025	SQ *IMO CARWASH	35.66	Program Costs
15/01/2025	THE HOYTS CORPORATIO	261.33	Program Costs
15/01/2025	MELVILLE GOLF CENTRE P	248.00	Program Costs
7/01/2025	THE HOYTS CORPORATIO	90.46	Program Costs
7/01/2025	THE HOYTS CORPORATIO	256.30	Program Costs
9/01/2025	COLES 0490COLES 0490	82.94	Program Costs
8/01/2025	COLES 0490COLES 0490	46.00	Program Costs

## Strategic Procurement Manager

14,657.83

9/01/2025	CURTIN UNIVERSITY	4,737.43	Training & Professional Development
21/01/2025	AU ABN 12 879 017 657	3,560.00	Training & Professional Development
24/01/2025	POST SPEARWOOD LPO	305.95	Events and Functions
28/01/2025	CASUAL LEASING	550.00	Events and Functions
7/01/2025	SQ *JANINES	2,539.00	Events and Functions

City of Cockburn

Credit Card Transactions Report

Transactions Post Date Between 31-Dec-2024 and 29-Jan-2025

Date	Service Provider	Card	
		Liability	Description
8/01/2025	POST SPEARWOOD LPO	1,011.90	Events and Functions
15/01/2025	POST SPEARWOOD LPO	1,953.55	Events and Functions

**Events Officer** **423.94**

28/01/2025	SPUD SHED	407.94	Events and Functions
28/01/2025	BWS LIQUOR 4492	16.00	Events and Functions

**Citizenship and Civic Services Superviso** **219.85**

24/01/2025	THE FINISHING TOUCH GA	160.85	Equipment Purchases
24/01/2025	THE FINISHING TOUCH GA	59.00	Equipment Purchases

**Senior Youth Outreach Worker** **344.20**

31/12/2024	Squirters Car Wash	18.30	Motor Vehicle Expenses
9/01/2025	BESTWEST DRIVING SCHOO	81.80	Program Costs
9/01/2025	MISS MAUD	37.15	Program Costs
28/01/2025	MCD ROCKINGHAM	13.00	Program Costs
10/01/2025	JB HI FI COCKBURN	58.00	Program Costs
3/01/2025	MCDONALDS KWINANA	14.15	Program Costs
23/01/2025	MCDONALDS DT 0983	14.90	Program Costs
23/01/2025	PAYPAL *CITYCOCKBUR	60.00	Program Costs
8/01/2025	Subway Woodbridge	23.55	Program Costs
31/12/2024	MCD WOODBRIDGE	13.30	Program Costs
2/01/2025	MCDONALDS BALDIVIS	10.05	Program Costs

**City Facilities Manager** **2,460.11**

City of Cockburn

Credit Card Transactions Report

Transactions Post Date Between 31-Dec-2024 and 29-Jan-2025

Date	Service Provider	Card	
		Liability	Description
15/01/2025	DEPARTMENT OF TRANSPOR	46.45	Application, Licence, Registration Fee
14/01/2025	CSR GYPROCK TR CT 4550	446.45	Supplies and Materials Purchases
14/01/2025	CSR GYPROCK TR CT 4550	595.60	Supplies and Materials Purchases
22/01/2025	WORMALD AUSTRALIA PTY	589.16	Professional Services
22/01/2025	FLOORSAFE AUSTRALIA	782.45	Supplies and Materials Purchases

**Community Development Coordinator 1,680.14**

16/01/2025	PHOENIX NEWSAGENCY	20.00	Office Supplies
21/01/2025	Dominos Estore Spearwo	58.00	Meeting/Workshop Catering
24/01/2025	BUNNINGS 317000	58.44	Program Costs
24/01/2025	DMIRS EAST PERTH	155.20	Program Costs
16/01/2025	WOOLWORTHS 4367	300.00	Program Costs
16/01/2025	THE PAMPHLETEERS	208.25	Program Costs
15/01/2025	THE PAMPHLETEERS	174.25	Program Costs
15/01/2025	THE PAMPHLETEERS	306.00	Program Costs
8/01/2025	WOOLWORTHS 4367	400.00	Program Costs

**Library Technician 1,848.98**

10/01/2025	Booktopia	114.50	Supplies and Materials Purchases
10/01/2025	SP JB HI-FI ONLINE	222.81	Supplies and Materials Purchases
20/01/2025	SP JB HI-FI ONLINE	471.63	Supplies and Materials Purchases
8/01/2025	BIGW ONLINE	39.00	Supplies and Materials Purchases
8/01/2025	INTNL TRANSACTION FEE	1.81	Subscriptions and Memberships
8/01/2025	WWW.ARCHAEOLOGY.ORG	72.51	Supplies and Materials Purchases
6/01/2025	Booktopia	299.40	Supplies and Materials Purchases

City of Cockburn

Credit Card Transactions Report

Transactions Post Date Between 31-Dec-2024 and 29-Jan-2025

Date	Service Provider	Card Liability	Description
14/01/2025	BIGW ONLINE	7.60	Supplies and Materials Purchases
14/01/2025	Booktopia	150.09	Supplies and Materials Purchases
6/01/2025	NEVERFAIL SPRINGWTR	46.20	Supplies and Materials Purchases
6/01/2025	MYO*GREEN WORLD INDOOR	221.42	Professional Services
24/01/2025	SP JB HI-FI ONLINE	119.52	Supplies and Materials Purchases
24/01/2025	AMAZON AU RETAIL	82.49	Supplies and Materials Purchases

**Child Care Services Manager 803.00**

23/01/2025	MYO*Harmony Kids	803.00	Subscriptions and Memberships
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**Economic Development Officer 30.76**

14/01/2025	UBER *ONE	9.99	Disputed Transaction
13/01/2025	UBER *TRIP HELP.UBER.C	20.77	Disputed Transaction

**Community Safety Manager 242.10**

14/01/2025	KMART	189.00	Supplies and Materials Purchases
22/01/2025	COLES 0494COLES 0494	46.40	Supplies and Materials Purchases
9/01/2025	BUNNINGS GROUP LTD	41.70	Supplies and Materials Purchases
16/01/2025	KMART	- 21.00	Supplies and Materials Purchases
15/01/2025	KMART	- 7.00	Supplies and Materials Purchases
15/01/2025	KMART	- 7.00	Supplies and Materials Purchases

**Total Cards - 50 \$ 75,160.87**



**City of Cockburn**  
**Woolworths Group Transactions Report**  
**Transactions Made Between 1 February - 28 February 2025**

<b>Reference</b>	<b>Date</b>	<b>Amount</b>	<b>Description</b>
<b>Senior Centre - Cook</b>		<b>846.68</b>	
TI-01EC5-179344	05/02/2025	87.21	Groceries and Consumables
TI-01EC5-179345	06/02/2025	38.50	Groceries and Consumables
TI-01EC5-179346	07/02/2025	49.00	Groceries and Consumables
TI-01EC5-17934A	10/02/2025	268.50	Groceries and Consumables
TI-01EC5-17934B	10/02/2025	36.00	Groceries and Consumables
TI-01EC5-17934D	11/02/2025	57.85	Groceries and Consumables
TI-01EC5-179354	17/02/2025	125.39	Groceries and Consumables
TI-01EC5-179355	17/02/2025	10.50	Groceries and Consumables
TI-01EC5-179357	18/02/2025	22.49	Groceries and Consumables
TI-01EC5-179361	25/02/2025	32.50	Groceries and Consumables
TI-01EC5-179362	26/02/2025	104.24	Groceries and Consumables
TI-01EC5-179365	28/02/2025	14.50	Groceries and Consumables
<b>Programs Booking Assistant</b>		<b>75.00</b>	
TI-01EC5-179349	07/02/2025	75.00	Groceries and Consumables
<b>Amenities Officer</b>		<b>237.05</b>	
TI-01EC5-179342	03/02/2025	164.40	Groceries and Consumables
TI-01EC5-179359	19/02/2025	72.65	Groceries and Consumables
<b>Senior Centre Kitchen Hand</b>		<b>1,234.69</b>	
TI-01EC5-179343	03/02/2025	238.15	Groceries and Consumables
TI-01EC5-17934E	12/02/2025	187.49	Groceries and Consumables
TI-01EC5-179351	14/02/2025	62.75	Groceries and Consumables
TI-01EC5-179352	14/02/2025	172.90	Groceries and Consumables
TI-01EC5-179353	14/02/2025	4.90	Groceries and Consumables
TI-01EC5-17935A	19/02/2025	249.41	Groceries and Consumables
TI-01EC5-17935C	21/02/2025	87.70	Groceries and Consumables
TI-01EC5-17935E	24/02/2025	231.39	Groceries and Consumables
<b>Youth Centre Coordinator</b>		<b>401.43</b>	
TI-01EC5-179348	07/02/2025	23.36	Groceries and Consumables
TI-01EC5-17934C	10/02/2025	71.64	Groceries and Consumables
TI-01EC5-179350	13/02/2025	49.85	Groceries and Consumables
TI-01EC5-179358	18/02/2025	30.35	Groceries and Consumables
TI-01EC5-17935D	21/02/2025	35.15	Groceries and Consumables
TI-01EC5-179360	24/02/2025	74.35	Groceries and Consumables
TI-01EC5-179363	27/02/2025	57.73	Groceries and Consumables
TI-01EC5-179364	27/02/2025	59.00	Groceries and Consumables
<b>Amenities Officer</b>		<b>600.90</b>	
TI-01EC5-179356	17/02/2025	600.90	Groceries and Consumables

**City of Cockburn**  
**Woolworths Group Transactions Report**  
Transactions Made Between 1 February - 28 February 2025

<i>Reference</i>	<i>Date</i>	<i>Amount</i>	<i>Description</i>
<b>Marina Manager</b>		<b>143.97</b>	
TI-01EC5-179347	07/02/2025	33.35	Groceries and Consumables
TI-01EC5-17934F	13/02/2025	13.00	Groceries and Consumables
TI-01EC5-17935B	20/02/2025	86.10	Groceries and Consumables
TI-01EC5-17935F	24/02/2025	11.52	Groceries and Consumables
<b>Total Cards - 7</b>		<b>3,539.72</b>	

**City of Cockburn****Bunnings PowerPass Transactions Report**

Transactions Made Between 1 February - 28 February 2025

<b>Reference</b>	<b>Date</b>	<b>Amount</b>	<b>Description</b>
<b>Rehabilitating Roe 8 Project Manager</b>		<b>82.27</b>	
2015/01011980	26/02/2025	82.27	Supplies and Materials
<b>Parks Operations Coordinator</b>		<b>639.80</b>	
2015/01759416	5/02/2025	639.80	Supplies and Materials
<b>City Facilities Coordinator</b>		<b>1,412.63</b>	
2015/00135377	11/02/2025	18.48	Supplies and Materials
2015/01378957	24/02/2025	251.05	Supplies and Materials
2015/01379461	26/02/2025	418.30	Supplies and Materials
2015/01451301	4/02/2025	31.23	Supplies and Materials
2015/01453758	11/02/2025	54.71	Supplies and Materials
2015/01459399	25/02/2025	52.50	Supplies and Materials
2015/01531075	6/02/2025	8.46	Supplies and Materials
2015/01759907	5/02/2025	7.58	Supplies and Materials
2015/01764081	10/02/2025	188.10	Supplies and Materials
2015/01768301	14/02/2025	10.18	Supplies and Materials
2015/01773114	19/02/2025	256.34	Supplies and Materials
2015/01779815	26/02/2025	81.10	Supplies and Materials
2402/01689358	4/02/2025	34.60	Supplies and Materials
<b>Mechanical Workshop Supervisor</b>		<b>72.12</b>	
2015/01771679	18/02/2025	72.12	Supplies and Materials
<b>Streetscape Supervisor</b>		<b>578.60</b>	
2015/00126989	3/02/2025	119.60	Supplies and Materials
2015/01774630	21/02/2025	459.00	Supplies and Materials
<b>Senior Business Operations Team Leader</b>		<b>180.24</b>	
2160/01891721	14/02/2025	180.24	Supplies and Materials
<b>Waste Collection Supervisor</b>		<b>264.34</b>	
2160/01899596	20/02/2025	264.34	Supplies and Materials
<b>Leading Hand Maintenance</b>		<b>724.69</b>	
2015/01379554	27/02/2025	68.73	Supplies and Materials
2015/01457473	20/02/2025	319.40	Supplies and Materials
2015/01457596	20/02/2025	53.18	Supplies and Materials
2015/01457884	21/02/2025	23.46	Supplies and Materials
2015/01767307	13/02/2025	177.55	Supplies and Materials
2015/01772991	19/02/2025	32.49	Supplies and Materials
2015/01774097	20/02/2025	40.02	Supplies and Materials
2015/01774516	21/02/2025	9.86	Supplies and Materials
<b>Port Coogee Marina Operations Coordinator</b>		<b>691.26</b>	
2015/01527836	3/02/2025	672.10	Supplies and Materials
2442/01231044	15/02/2025	19.16	Supplies and Materials
<b>Landfill Supervisor HWRP</b>		<b>574.30</b>	

**City of Cockburn**  
**Bunnings PowerPass Transactions Report**  
 Transactions Made Between 1 February - 28 February 2025

<b>Reference</b>	<b>Date</b>	<b>Amount</b>	<b>Description</b>
2015/00136980	12/02/2025	164.31	Supplies and Materials
2015/00154448	28/02/2025	97.56	Supplies and Materials
2015/01770115	16/02/2025	269.37	Supplies and Materials
2015/01770423	16/02/2025	9.13	Supplies and Materials
2163/01225810	28/02/2025	33.93	Supplies and Materials
<b>Recycling Supervisor</b>		<b>1,793.63</b>	
2015/00131299	7/02/2025	203.69	Supplies and Materials
2015/00138792	14/02/2025	485.24	Supplies and Materials
2015/01379120-1	24/02/2025	910.00	Supplies and Materials
2015/01456684	18/02/2025	194.70	Supplies and Materials
<b>Urban Forest Supervisor</b>		<b>113.96</b>	
2015/01764395	10/02/2025	113.96	Supplies and Materials
<b>Trades Assistant/Sign Installer</b>		<b>500.17</b>	
2015/00142915	18/02/2025	78.38	Supplies and Materials
2015/01550899	24/02/2025	215.38	Supplies and Materials
2015/01612718	6/02/2025	206.41	Supplies and Materials
2015/01616799	17/02/2025	27.13	Supplies and Materials
<b>Environmental Supervisor</b>		<b>291.87</b>	
2015/00151402	25/02/2025	163.52	Supplies and Materials
2015/01611215	3/02/2025	128.35	Supplies and Materials
<b>Maintenance Supervisor - Works</b>		<b>117.73</b>	
2015/01538563	13/02/2025	117.73	Supplies and Materials
<b>Parks Supervisor</b>		<b>224.82</b>	
2015/01544955	19/02/2025	224.82	Supplies and Materials
<b>Project Manager</b>		<b>598.81</b>	
2015/00145289	20/02/2025	589.76	Supplies and Materials
2015/01542605	17/02/2025	9.05	Supplies and Materials
<b>Environmental Education Officer</b>		<b>140.40</b>	
2015/01547614	21/02/2025	140.40	Supplies and Materials
<b>Total Cards - 18</b>		<b>9,028.77</b>	

**BP Australia Pty Ltd**  
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## BP Plus Fleet Control Report

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CITY OF COCKBURN  
 Accounts Payable (Invoice Only) PO  
 067775  
 PO Box 1215  
 BIBRA LAKE DC PRIVATE BOXES WA  
 6965

CITY OF COCKBURN

Account Number: **0050188034**      Customer Number: **0115405338**  
 Period Starting: **01/02/2025**      Period Ending: **28/02/2025**

Page: 1 of 38  
 Date: 28/02/2025

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 (\$)	
7050 15405338 04250 1HTF630 2058 WHITE FORD RANGER UTILITY	03/02/25 13/02/25 25/02/25	17:26:02 16:38:44 10:41:20	SPEARWOOD SPEARWOOD SPEARWOOD	WA WA WA	6443 6443 6443	023216 023524 023913	ULT DSL	184.39	78.48	131.55	13.16	144.71	777 3207 777				
							ULT DSL	183.27	73.90	123.13	12.31	135.44					
							ULT DSL	181.39	79.43	130.98	13.10	144.08					
								DIESEL		231.81	385.66	38.57	424.23				
	<b>TOTAL</b>							<b>THIS PERIOD</b>		<b>231.81</b>	<b>385.66</b>	<b>38.57</b>	<b>424.23</b>				
								<b>YEAR TO DATE</b>		380.55	628.25	62.82	691.07				
7050 15405338 02890 1GNC833 2067 WHITE KIA SORENTO WAGON	12/02/25	12:54:31	BIBRA LAKE	WA	7451	066968	ULSD G10	182.90 P	31.83	52.93	5.29	58.22	111785	335	9.5	17.4	
							DIESEL		31.83	52.93	5.29	58.22					
							<b>TOTAL</b>		<b>31.83</b>	<b>52.93</b>	<b>5.29</b>	<b>58.22</b>					
								DIESEL		31.83	52.93	5.29	58.22				
	<b>TOTAL</b>							<b>THIS PERIOD</b>		<b>31.83</b>	<b>52.93</b>	<b>5.29</b>	<b>58.22</b>		<b>335</b>	<b>9.5</b>	<b>17.4</b>
								<b>YEAR TO DATE</b>		154.43	256.15	25.61	281.76		335	46.1	84.1
7050 90000766 66584 11KP383 2078 WHITE FORD RANGER	13/02/25	07:54:14	SPEARWOOD	WA	6443	023506	ULT DSL	183.27	62.22	103.66	10.37	114.03	3493	642	9.7	17.8	
							DIESEL		62.22	103.66	10.37	114.03					
							<b>TOTAL</b>		<b>62.22</b>	<b>103.66</b>	<b>10.37</b>	<b>114.03</b>					
								DIESEL		62.22	103.66	10.37	114.03				
	<b>TOTAL</b>							<b>THIS PERIOD</b>		<b>62.22</b>	<b>103.66</b>	<b>10.37</b>	<b>114.03</b>		<b>642</b>	<b>9.7</b>	<b>17.8</b>
								<b>YEAR TO DATE</b>		119.65	200.20	20.02	220.22		1312	9.1	16.8
7050 15405338 03732 1HBQ384 2097 WHITE SUBARU OUTBACK	10/02/25 16/02/25 21/02/25	08:29:17 14:00:08 11:05:55	BIBRA LAKE OCEAN REEF BIBRA LAKE	WA WA WA	7451 6103 7451	066737 002078 067687	ULT DSL	185.27	55.42	93.35	9.33	102.68	170371 171136 171899	767 765 763	7.2 6.7 6.8	13.4 12.4 12.5	
							ULT DSL	184.27	51.56	86.37	8.64	95.01					
							ULT DSL	183.41	51.84	86.44	8.64	95.08					
								DIESEL		62.22	103.66	10.37	114.03				
	<b>TOTAL</b>							<b>THIS PERIOD</b>		<b>62.22</b>	<b>103.66</b>	<b>10.37</b>	<b>114.03</b>		<b>642</b>	<b>9.7</b>	<b>17.8</b>
								<b>YEAR TO DATE</b>		119.65	200.20	20.02	220.22		1312	9.1	16.8

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](mailto: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.

**BP Australia Pty Ltd**  
 A.B.N. 53 004 085 616  
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 MELBOURNE VIC 3001

## BP Plus Fleet Control Report



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CITY OF COCKBURN  
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 067775  
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 6965

CITY OF COCKBURN

Account Number: **0050188034**      Customer Number: **0115405338**  
 Period Starting: **01/02/2025**      Period Ending: **28/02/2025**

Page: 2 of 38  
 Date: 28/02/2025

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 (\$)	
<b>Cost Centre</b>  7050 15405338 03724 1HBT680 2117 WHITE NISSAN XTRAIL WAGON	27/02/25	09:05:33	BIBRA LAKE	WA	7451	018256	ULT DSL	183.39	50.81	84.71	8.47	93.18	172661	762	6.7	12.2	
							DIESEL		209.63	350.87	35.08	385.95					
							<b>TOTAL</b>			<b>209.63</b>	<b>350.87</b>	<b>35.08</b>					<b>385.95</b>
							<b>THIS PERIOD</b>										
							<b>YEAR TO DATE</b>			461.89	770.63	77.05					847.68
<b>Cost Centre</b>  7050 15405338 04227 1HSW320 2166 WHITE FORD RANGER UTE	24/02/25	11:42:43	BIBRA LAKE	WA	7451	067823	ULSD G10	182.39	47.38	78.56	7.86	86.42	777				
							DIESEL		47.38	78.56	7.86	86.42					
							<b>TOTAL</b>			<b>47.38</b>	<b>78.56</b>	<b>7.86</b>					<b>86.42</b>
							<b>THIS PERIOD</b>										
							<b>YEAR TO DATE</b>			47.38	78.56	7.86					86.42
<b>Cost Centre</b>  7050 15405338 04235 1HTW447 2206 WHITE FORD RANGER UTILITY	11/02/25	12:24:26	BIBRA LAKE	WA	7451	066854	ULT DSL	185.27	81.62	137.47	13.75	151.22	50054	1032	7.9	14.7	
							DIESEL		81.62	137.47	13.75	151.22					
							<b>TOTAL</b>			<b>81.62</b>	<b>137.47</b>	<b>13.75</b>					<b>151.22</b>
							<b>THIS PERIOD</b>										
							<b>YEAR TO DATE</b>			81.62	137.47	13.75					151.22
<b>Cost Centre</b>  7050 15405338 04235 1HTW447 2206 WHITE FORD RANGER UTILITY	04/02/25	07:05:06	FREMANTLE	WA	6220	002698	ULT DSL	184.39	59.84	100.31	10.03	110.34	50347	628	9.5	17.6	
							ULT DSL	183.27	57.11	95.15	9.52	104.67					
							ULT DSL	181.41	53.78	88.69	8.87	97.56					
							ULT DSL	181.39	56.34	92.91	9.29	102.20					
							<b>TOTAL</b>			<b>81.62</b>	<b>137.47</b>	<b>13.75</b>					<b>151.22</b>
<b>THIS PERIOD</b>																	
<b>YEAR TO DATE</b>			81.62	137.47	13.75	151.22											



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CITY OF COCKBURN

Account Number: **0050188034**      Customer Number: **0115405338**  
 Period Starting: **01/02/2025**      Period Ending: **28/02/2025**

Page: 3 of 38  
 Date: 28/02/2025

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 (\$)							
<b>Cost Centre</b>			<b>2206</b>				DIESEL		227.07	377.06	37.71	414.77											
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>227.07</b>	<b>377.06</b>	<b>37.71</b>	<b>414.77</b>		<b>2591</b>	<b>8.8</b>	<b>16.0</b>							
							<b>YEAR TO DATE</b>	407.31	676.88	67.70	744.58		4709	8.6	15.8								
							DIESEL		227.07	377.06	37.71	414.77											
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>227.07</b>	<b>377.06</b>	<b>37.71</b>	<b>414.77</b>		<b>2591</b>	<b>8.8</b>	<b>16.0</b>							
							<b>YEAR TO DATE</b>	407.31	676.88	67.70	744.58		4709	8.6	15.8								
							DIESEL		227.07	377.06	37.71	414.77											
							7050 15405338 03575 1GZQ778 2217 WHITE TOYOTA CAMRY SEDAN	11/02/25 27/02/25	15:49:01 13:51:36	SPEARWOOD SPEARWOOD	WA WA	6443 6443	023456 024000	UPL UNM UPL 95 UNM	160.70 P 179.46	42.25 41.23	61.73 67.26	6.17 6.73	67.90 73.99	39985 40766	729 781	5.8 5.3	9.3 9.5
<b>Cost Centre</b>			<b>2217</b>				M/S		83.48	128.99	12.90	141.89											
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>83.48</b>	<b>128.99</b>	<b>12.90</b>	<b>141.89</b>		<b>1510</b>	<b>5.5</b>	<b>9.4</b>							
							<b>YEAR TO DATE</b>	122.49	187.04	18.71	205.75		2223	5.5	9.3								
							M/S		83.48	128.99	12.90	141.89											
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>83.48</b>	<b>128.99</b>	<b>12.90</b>	<b>141.89</b>		<b>1510</b>	<b>5.5</b>	<b>9.4</b>							
							<b>YEAR TO DATE</b>	122.49	187.04	18.71	205.75		2223	5.5	9.3								
							7050 15405338 04532 11DI923 2236 WHITE FORD RANGER	05/02/25 17/02/25 21/02/25 26/02/25	09:23:07 07:44:53 13:13:56 07:58:04	COCKBURN CENTRAL COCKBURN CENTRAL KARNUP COCKBURN CENTRAL	WA WA WA WA	7395 7395 4088 7395	070342 001630 012733 071541	ULT DSL ULT DSL ULT DSL ULT DSL DIESEL	186.39 183.41 177.90 P 183.39	42.18 66.01 51.28 44.02	71.47 110.06 82.94 73.39	7.15 11.01 8.29 7.34	78.62 121.07 91.23 80.73	26606 27204 27666 28035	387 598 462 369	10.9 11.0 11.1 11.9	20.3 20.2 19.7 21.9
							<b>Cost Centre</b>			<b>2236</b>				DIESEL		203.49	337.86	33.79	371.65				
<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>203.49</b>	<b>337.86</b>	<b>33.79</b>	<b>371.65</b>									<b>1816</b>	<b>11.2</b>	<b>20.5</b>							
<b>YEAR TO DATE</b>	460.93	772.30	77.23	849.53		4158								11.1	20.4								
DIESEL		203.49	337.86	33.79	371.65																		
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>203.49</b>	<b>337.86</b>	<b>33.79</b>	<b>371.65</b>		<b>1816</b>	<b>11.2</b>	<b>20.5</b>							
							<b>YEAR TO DATE</b>	460.93	772.30	77.23	849.53		4158	11.1	20.4								
							7050 15405338 04177 1HRY951 2257 WHITE FORD RANGER UTE	06/02/25 24/02/25	16:56:25 17:48:37	BIBRA LAKE CANNING VALE	WA WA	7451 9073	086519 023090	ULT DSL ULT DSL	186.39 180.90 P	70.88 73.84	120.10 121.44	12.01 12.14	132.11 133.58	61304 62090	693 786	10.2 9.4	19.1 17.0

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CITY OF COCKBURN

Account Number: **0050188034**      Customer Number: **0115405338**  
 Period Starting: **01/02/2025**      Period Ending: **28/02/2025**

Page: 4 of 38  
 Date: 28/02/2025

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 (\$)
7050 15405338 04482 1ICB465 2297 FORD RANGER WHITE	12/02/25	09:42:08	BIBRA LAKE WA	7451	017797		DIESEL		144.72	241.54	24.15	265.69				
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>144.72</b>	<b>241.54</b>	<b>24.15</b>	<b>265.69</b>		<b>1479</b>	<b>9.8</b>	<b>18.0</b>
							<b>YEAR TO DATE</b>	196.09	325.09	32.50	357.59		1997	9.8	17.9	
							DIESEL		144.72	241.54	24.15	265.69				
7050 15405338 02759 1GLZ772 2307 WHITE MITSUBISHI TRITON UTE	06/02/25	12:26:14	BIBRA LAKE WA	7451	017651		ULSD G10	182.90 P	71.34	118.62	11.86	130.48	10904	641	11.1	20.4
							DIESEL		71.34	118.62	11.86	130.48				
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>71.34</b>	<b>118.62</b>	<b>11.86</b>	<b>130.48</b>		<b>641</b>	<b>11.1</b>	<b>20.4</b>
							<b>YEAR TO DATE</b>	143.20	237.45	23.74	261.19		1284	11.2	20.3	
7050 15405338 04169 1HRY950 2308 WHITE FORD RANGER UTE	04/02/25 17/02/25	13:57:22 13:15:31	BIBRA LAKE BIBRA LAKE	7451 7451	066267 067262		ULSD G10	184.90 P	50.32	84.58	8.46	93.04	103199	897	5.6	10.4
							DIESEL		50.32	84.58	8.46	93.04				
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>50.32</b>	<b>84.58</b>	<b>8.46</b>	<b>93.04</b>		<b>897</b>	<b>5.6</b>	<b>10.4</b>
							<b>YEAR TO DATE</b>	50.32	84.58	8.46	93.04		897	5.6	10.4	

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CITY OF COCKBURN  
 Accounts Payable (Invoice Only) PO  
 067775  
 PO Box 1215  
 BIBRA LAKE DC PRIVATE BOXES WA  
 6965

CITY OF COCKBURN

Account Number: **0050188034**      Customer Number: **0115405338**  
 Period Starting: **01/02/2025**      Period Ending: **28/02/2025**

Page: 5 of 38  
 Date: 28/02/2025

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  7050 15405338 03831 1HF380 2317 SILVER NISSAN XTRAIL WAGON	02/02/25 11/02/25 23/02/25	21:13:33 09:21:49 00:33:34	SCARBOROUGH BIBRA LAKE WEMBLEY	WA WA WA	6203 7451 6211	002635 017751 023431	DIESEL		132.84	223.27	22.33	245.60				
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>132.84</b>	<b>223.27</b>	<b>22.33</b>	<b>245.60</b>		<b>1707</b>	<b>7.8</b>	<b>14.4</b>
								<b>YEAR TO DATE</b>	273.04	455.59	45.56	501.15		3550	7.7	14.1
							DIESEL		132.84	223.27	22.33	245.60				
<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>132.84</b>	<b>223.27</b>	<b>22.33</b>	<b>245.60</b>		<b>1707</b>	<b>7.8</b>	<b>14.4</b>							
	<b>YEAR TO DATE</b>	273.04	455.59	45.56	501.15		3550	7.7	14.1							
Cost Centre  7050 15405338 04219 1HSW321 2329 WHITE FORD RANGER UTE	07/02/25	07:56:22	MYAREE	WA	1840	029438	U/LP UNM	163.70 P	55.09	81.98	8.20	90.18	69887	534	10.6	17.1
							U/LP UNM	161.70 P	56.58	83.17	8.32	91.49	70421	567	10.0	16.8
							U/LP UNM	167.70 P	56.74	86.50	8.65	95.15	70988			
							M/S		168.41	251.65	25.17	276.82				
<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>168.41</b>	<b>251.65</b>	<b>25.17</b>	<b>276.82</b>		<b>1101</b>	<b>15.3</b>	<b>25.1</b>							
	<b>YEAR TO DATE</b>	282.04	431.08	43.11	474.19		1658	17.0	28.6							
M/S		168.41	251.65	25.17	276.82											
<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>168.41</b>	<b>251.65</b>	<b>25.17</b>	<b>276.82</b>		<b>1101</b>	<b>15.3</b>	<b>25.1</b>							
	<b>YEAR TO DATE</b>	282.04	431.08	43.11	474.19		1658	17.0	28.6							
Cost Centre  7050 15405338 03963 1HLQ161 2336 WHITE FORD RANGER UTILITY	03/02/25	17:58:42	APPLECROSS	WA	6200	049799	U/LT DSL	182.90 P	64.06	106.52	10.65	117.17	15400	1216	5.3	9.6
							DIESEL		64.06	106.52	10.65	117.17				
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>64.06</b>	<b>106.52</b>	<b>10.65</b>	<b>117.17</b>		<b>1216</b>	<b>5.3</b>	<b>9.6</b>
								<b>YEAR TO DATE</b>	126.12	207.46	20.74	228.20		1216	10.4	18.8
DIESEL		64.06	106.52	10.65	117.17											
<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>64.06</b>	<b>106.52</b>	<b>10.65</b>	<b>117.17</b>		<b>1216</b>	<b>5.3</b>	<b>9.6</b>							
	<b>YEAR TO DATE</b>	126.12	207.46	20.74	228.20		1216	10.4	18.8							
U/LT DSL		184.39	50.08	83.95	8.39	92.34	1									

**BP Australia Pty Ltd**  
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## BP Plus Fleet Control Report



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CITY OF COCKBURN  
 Accounts Payable (Invoice Only) PO  
 067775  
 PO Box 1215  
 BIBRA LAKE DC PRIVATE BOXES WA  
 6965

CITY OF COCKBURN

Account Number: **0050188034**      Customer Number: **0115405338**  
 Period Starting: **01/02/2025**      Period Ending: **28/02/2025**

Page: 6 of 38  
 Date: 28/02/2025

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  7050 15405338 03526 1GYO863 2355 WHITE FORD RANGER UTILITY	04/02/25 18/02/25	16:40:02 18:00:17	BIBRA LAKE SPEARWOOD	WA WA	7451 6443	066283 023657	DIESEL		50.08	83.95	8.39	92.34						
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>50.08</b>	<b>83.95</b>	<b>8.39</b>	<b>92.34</b>						
								<b>YEAR TO DATE</b>	155.13	255.14	25.50	280.64						
							DIESEL		50.08	83.95	8.39	92.34						
<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>50.08</b>	<b>83.95</b>	<b>8.39</b>	<b>92.34</b>													
	<b>YEAR TO DATE</b>	155.13	255.14	25.50	280.64													
Cost Centre  7050 15405338 03161 1GT1472 2376 WHITE MITSUBISHI TRITON UTE	20/02/25	06:16:36	EAST ROCKINGHAM	WA	9080	072424	ULT DSL	186.39	58.79	99.62	9.96	109.58	59775	515	11.4	21.3		
							ULT DSL	181.41	48.79	80.46	8.05	88.51	60228	453	10.8	19.5		
							DIESEL		107.58	180.08	18.01	198.09						
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>107.58</b>	<b>180.08</b>	<b>18.01</b>	<b>198.09</b>			<b>968</b>	<b>11.1</b>	<b>20.5</b>	
	<b>YEAR TO DATE</b>	207.94	345.59	34.56	380.15			1868	11.1	20.4								
DIESEL		107.58	180.08	18.01	198.09													
<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>107.58</b>	<b>180.08</b>	<b>18.01</b>	<b>198.09</b>			<b>968</b>	<b>11.1</b>	<b>20.5</b>								
	<b>YEAR TO DATE</b>	207.94	345.59	34.56	380.15			1868	11.1	20.4								
Cost Centre  7050 90000768 32418 11LA232 2377 WHITE MITSUBISHI TRITON	21/02/25	07:37:08	BIBRA LAKE	WA	7451	067668	ULT DSL	183.41	56.39	94.02	9.40	103.42	51692	560	10.1	18.5		
							DIESEL		56.39	94.02	9.40	103.42						
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>56.39</b>	<b>94.02</b>	<b>9.40</b>	<b>103.42</b>			<b>560</b>	<b>10.1</b>	<b>18.5</b>	
								<b>YEAR TO DATE</b>	56.39	94.02	9.40	103.42			560	10.1	18.5	
DIESEL		56.39	94.02	9.40	103.42													
<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>56.39</b>	<b>94.02</b>	<b>9.40</b>	<b>103.42</b>			<b>560</b>	<b>10.1</b>	<b>18.5</b>								
	<b>YEAR TO DATE</b>	56.39	94.02	9.40	103.42			560	10.1	18.5								
ULT DSL	183.41	57.85	96.45	9.65	106.10	608												

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CITY OF COCKBURN

Account Number: **0050188034**      Customer Number: **0115405338**  
 Period Starting: **01/02/2025**      Period Ending: **28/02/2025**

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 Date: 28/02/2025

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 (\$)		
<b>Cost Centre</b>  7050 15405338 04276 HUL718 2388 WHITE FORD RANGER UTE	10/02/25 21/02/25	13:58:43 10:53:33	BIBRA LAKE BIBRA LAKE	WA WA	7451 7451	066768 067686		DIESEL	57.85	96.45	9.65	106.10						
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>57.85</b>	<b>96.45</b>	<b>9.65</b>	<b>106.10</b>						
								<b>YEAR TO DATE</b>	57.85	96.45	9.65	106.10						
<b>Cost Centre</b>  7050 15405338 04490 1ICH248 2398 FORD RANGER WHITE	07/02/25 25/02/25	08:18:21 08:40:10	BIBRA LAKE BIBRA LAKE	WA WA	7451 7451	066562 018168		DIESEL	57.85	96.45	9.65	106.10						
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>57.85</b>	<b>96.45</b>	<b>9.65</b>	<b>106.10</b>						
								<b>YEAR TO DATE</b>	57.85	96.45	9.65	106.10						
<b>Cost Centre</b>  7050 15405338 04490 1ICH248 2398 FORD RANGER WHITE	07/02/25 25/02/25	08:18:21 08:40:10	BIBRA LAKE BIBRA LAKE	WA WA	7451 7451	066562 018168		ULT DSL	185.27	65.63	110.54	11.05	121.59	31716	651	10.1	18.7	
								ULT DSL	183.41	64.89	108.19	10.82	119.01	32403	687	9.4	17.3	
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>130.52</b>	<b>218.73</b>	<b>21.87</b>	<b>240.60</b>						
								<b>YEAR TO DATE</b>	264.13	444.30	44.43	488.73						
<b>Cost Centre</b>  7050 15405338 04490 1ICH248 2398 FORD RANGER WHITE	07/02/25 25/02/25	08:18:21 08:40:10	BIBRA LAKE BIBRA LAKE	WA WA	7451 7451	066562 018168		DIESEL	130.52	218.73	21.87	240.60						
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>130.52</b>	<b>218.73</b>	<b>21.87</b>	<b>240.60</b>						
								<b>YEAR TO DATE</b>	264.13	444.30	44.43	488.73						
<b>Cost Centre</b>  7050 15405338 04359 1GYZ376 2407 WHITE MITSUBISHI TRITON UTE	04/02/25 14/02/25 26/02/25	08:54:08 07:11:41 06:17:07	BIBRA LAKE BIBRA LAKE BIBRA LAKE	WA WA WA	7451 7451 7451	066212 067091 018193		ULT DSL	186.39	74.08	125.53	12.55	138.08	26147	825	9.0	16.7	
								ULT DSL	183.39	66.72	111.24	11.12	122.36	26864	717	9.3	17.1	
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>140.80</b>	<b>236.77</b>	<b>23.67</b>	<b>260.44</b>						
								<b>YEAR TO DATE</b>	342.58	572.57	57.26	629.83						
<b>Cost Centre</b>  7050 15405338 04359 1GYZ376 2407 WHITE MITSUBISHI TRITON UTE	04/02/25 14/02/25 26/02/25	08:54:08 07:11:41 06:17:07	BIBRA LAKE BIBRA LAKE BIBRA LAKE	WA WA WA	7451 7451 7451	066212 067091 018193		DIESEL	140.80	236.77	23.67	260.44						
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>140.80</b>	<b>236.77</b>	<b>23.67</b>	<b>260.44</b>						
								<b>YEAR TO DATE</b>	342.58	572.57	57.26	629.83						
<b>Cost Centre</b>  7050 15405338 04359 1GYZ376 2407 WHITE MITSUBISHI TRITON UTE	04/02/25 14/02/25 26/02/25	08:54:08 07:11:41 06:17:07	BIBRA LAKE BIBRA LAKE BIBRA LAKE	WA WA WA	7451 7451 7451	066212 067091 018193		ULT DSL	186.39	58.84	99.70	9.97	109.67	81544	296	19.9	37.1	
								ULSD G10	182.90	58.51	97.28	9.73	107.01	81929	385	15.2	27.8	
								ULT DSL	183.39	56.83	94.75	9.47	104.22	777				
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>140.80</b>	<b>236.77</b>	<b>23.67</b>	<b>260.44</b>						
	<b>YEAR TO DATE</b>	342.58	572.57	57.26	629.83													

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CITY OF COCKBURN

Account Number: **0050188034**      Customer Number: **0115405338**  
 Period Starting: **01/02/2025**      Period Ending: **28/02/2025**

Page: 8 of 38  
 Date: 28/02/2025

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  7050 90000768 57845 1IMB671 2419 WHITE FORD RANGER	07/02/25 15/02/25 26/02/25	15:00:27 10:46:43 08:56:53	BIBRA LAKE BIBRA LAKE BIBRA LAKE	WA WA WA	7451 7451 7451	066620 067176 018214	DIESEL		174.18	291.73	29.17	320.90					
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>174.18</b>	<b>291.73</b>	<b>29.17</b>	<b>320.90</b>		<b>681</b>	<b>25.6</b>	<b>47.1</b>	
								<b>YEAR TO DATE</b>	349.18	577.75	57.77	635.52		1794	19.5	35.4	
							DIESEL		174.18	291.73	29.17	320.90					
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>174.18</b>	<b>291.73</b>	<b>29.17</b>	<b>320.90</b>		<b>681</b>	<b>25.6</b>	<b>47.1</b>	
	<b>YEAR TO DATE</b>	349.18	577.75	57.77	635.52		1794	19.5	35.4								
Cost Centre  7050 15405338 03898 1HIN859 2438 WHITE FORD RANGER UTILITY	10/02/25 24/02/25	12:29:03 15:13:34	BIBRA LAKE SPEARWOOD	WA WA	7451 6443	017717 023887	ULT DSL	186.39	78.53	133.06	13.31	146.37	3685	858	9.2	17.1	
							ULT DSL	185.27	54.03	91.00	9.10	100.10	4290	605	8.9	16.5	
							ULT DSL	183.39	57.37	95.65	9.56	105.21	4889	599	9.6	17.6	
							DIESEL		189.93	319.71	31.97	351.68					
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>189.93</b>	<b>319.71</b>	<b>31.97</b>	<b>351.68</b>		<b>2062</b>	<b>9.2</b>	<b>17.1</b>	
	<b>YEAR TO DATE</b>	381.09	637.23	63.72	700.95		3355	11.4	20.9								
Cost Centre  7050 15405338 03120 1GTE408 2467 WHITE FORD RANGER UTE	31/01/25 10/02/25	05:28:15 09:01:32	COCKBURN CENTRAL BIBRA LAKE	WA WA	7395 7451	001013 066739	ULT DSL	185.27	67.07	112.96	11.30	124.26	82154	620	10.8	20.0	
							ULT DSL	181.39	66.24	109.23	10.92	120.15	82773	619	10.7	19.4	
							DIESEL		133.31	222.19	22.22	244.41					
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>133.31</b>	<b>222.19</b>	<b>22.22</b>	<b>244.41</b>		<b>1239</b>	<b>10.8</b>	<b>19.7</b>	
								<b>YEAR TO DATE</b>	328.45	549.01	54.90	603.91		2369	13.9	25.5	



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Account Number: **0050188034**      Customer Number: **0115405338**  
 Period Starting: **01/02/2025**      Period Ending: **28/02/2025**

Page: 9 of 38  
 Date: 28/02/2025

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  7050 15405338 03971 1HMI124 2497 WHITE FORD RANGER UTE	07/02/25 19/02/25	13:14:44 13:08:12	BIBRA LAKE BIBRA LAKE	WA WA	7451 7451	066595 067516	DIESEL		136.13	232.92	23.29	256.21								
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>136.13</b>	<b>232.92</b>	<b>23.29</b>	<b>256.21</b>		<b>1135</b>	<b>12.0</b>	<b>22.6</b>				
								<b>YEAR TO DATE</b>	269.85	450.23	45.02	495.25		2259	11.9	21.9				
							DIESEL		136.13	232.92	23.29	256.21								
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>136.13</b>	<b>232.92</b>	<b>23.29</b>	<b>256.21</b>		<b>1135</b>	<b>12.0</b>	<b>22.6</b>				
								<b>YEAR TO DATE</b>	269.85	450.23	45.02	495.25		2259	11.9	21.9				
Cost Centre  7050 90000768 87727 11ML915 2508 WHITE FORD RANGER	03/02/25 19/02/25	10:20:42 12:53:02	BIBRA LAKE SPEARWOOD	WA WA	7451 6443	017555 023693	ULT DSL	186.39	62.48	105.86	10.59	116.45	50278	621	10.1	18.8				
							ULT DSL	183.41	68.45	114.13	11.41	125.54	50988	710	9.6	17.7				
							DIESEL		130.93	219.99	22.00	241.99								
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>130.93</b>	<b>219.99</b>	<b>22.00</b>	<b>241.99</b>		<b>1331</b>	<b>9.8</b>	<b>18.2</b>				
								<b>YEAR TO DATE</b>	334.44	559.56	55.96	615.52		3403	9.8	18.1				
							DIESEL		130.93	219.99	22.00	241.99								
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>130.93</b>	<b>219.99</b>	<b>22.00</b>	<b>241.99</b>		<b>1331</b>	<b>9.8</b>	<b>18.2</b>				
								<b>YEAR TO DATE</b>	334.44	559.56	55.96	615.52		3403	9.8	18.1				
Cost Centre  7050 15405338 03708 1HCC815 2515 WHITE FORD RANGER UTILITY	22/02/25	20:28:29	SUCCESS	WA	5992	041454	ULT DSL	186.39	82.34	139.52	13.95	153.47	777							
							ULT DSL	181.41	67.69	111.63	11.16	122.79	2376							
							DIESEL		150.03	251.15	25.11	276.26								
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>150.03</b>	<b>251.15</b>	<b>25.11</b>	<b>276.26</b>								
								<b>YEAR TO DATE</b>	208.17	344.65	34.46	379.11								
							DIESEL		150.03	251.15	25.11	276.26								
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>150.03</b>	<b>251.15</b>	<b>25.11</b>	<b>276.26</b>								
								<b>YEAR TO DATE</b>	208.17	344.65	34.46	379.11								
							ULT DSL	181.41	18.20	30.02	3.00	33.02	777							

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 Date: 28/02/2025

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  7050 90000769 77148 11ML918 2538 WHITE MITSUBISHI TRITON	05/02/25 05/02/25 19/02/25	07:42:41 12:23:28 11:13:13	PIARA WATERS COCKBURN CENTRAL COCKBURN CENTRAL	WA WA WA	1110 7395 7395	002955 070356 001735	DIESEL		18.20	30.02	3.00	33.02				
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>18.20</b>	<b>30.02</b>	<b>3.00</b>	<b>33.02</b>				
								<b>YEAR TO DATE</b>	73.36	120.95	12.09	133.04				
							DIESEL		18.20	30.02	3.00	33.02				
<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>18.20</b>	<b>30.02</b>	<b>3.00</b>	<b>33.02</b>											
	<b>YEAR TO DATE</b>	73.36	120.95	12.09	133.04											
Cost Centre  7050 90000765 36639 1JD383 2566 WHITE FORD RANGER	06/02/25 20/02/25	19:05:30 18:49:45	BALDIVIS MYAREE	WA WA	7374 1840	103085 030315	ULT DSL	182.90 P	5.28	8.78	0.88	9.66	700			
							ULT DSL	186.39	70.90	120.14	12.01	132.15	7014			
							ULT DSL	183.41	69.23	115.43	11.54	126.97	1225			
							DIESEL		145.41	244.35	24.43	268.78				
<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>145.41</b>	<b>244.35</b>	<b>24.43</b>	<b>268.78</b>											
	<b>YEAR TO DATE</b>	145.41	244.35	24.43	268.78											
Cost Centre  7050 15405338 03591 1GXV149 2565 WHITE FORD RANGER UTILITY	06/02/25 18/02/25	08:38:13 12:52:16	SUCCESS BIBRA LAKE	WA WA	5992 7451	020008 067393	ULT DSL	184.39	74.34	124.61	12.46	137.07	108760	970	7.7	14.1
							ULT DSL	183.41	67.97	113.33	11.33	124.66	109615	855	7.9	14.6
							DIESEL		161.09	264.50	26.45	290.95				
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>161.09</b>	<b>264.50</b>	<b>26.45</b>	<b>290.95</b>				
	<b>YEAR TO DATE</b>	320.75	529.92	53.00	582.92											

**BP Australia Pty Ltd**  
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## BP Plus Fleet Control Report



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CITY OF COCKBURN  
 Accounts Payable (Invoice Only) PO  
 067775  
 PO Box 1215  
 BIBRA LAKE DC PRIVATE BOXES WA  
 6965

CITY OF COCKBURN

Account Number: **0050188034**      Customer Number: **0115405338**  
 Period Starting: **01/02/2025**      Period Ending: **28/02/2025**

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 Date: 28/02/2025

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  7050 15405338 04094 1HPP327 2575 WHITE ISUZU D-MAX UTE	02/02/25 10/02/25 20/02/25	16:33:42 12:10:27 17:19:21	BIBRA LAKE BIBRA LAKE BIBRA LAKE	WA WA WA	7451 7451 7451	066088 066751 067633	DIESEL		142.31	237.94	23.79	261.73						
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>142.31</b>	<b>237.94</b>	<b>23.79</b>	<b>261.73</b>			<b>1825</b>	<b>7.8</b>	<b>14.3</b>	
								<b>YEAR TO DATE</b>	403.54	681.10	68.11	749.21			3726	10.8	20.1	
Cost Centre  7050 90000769 68188 11MB041 2597 WHITE FORD RANGER	07/02/25 20/02/25	06:31:12 14:50:03	BIBRA LAKE BIBRA LAKE	WA WA	7451 7451	066539 067616	DIESEL		142.31	237.94	23.79	261.73						
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>142.31</b>	<b>237.94</b>	<b>23.79</b>	<b>261.73</b>			<b>1825</b>	<b>7.8</b>	<b>14.3</b>	
								<b>YEAR TO DATE</b>	403.54	681.10	68.11	749.21			3726	10.8	20.1	
Cost Centre  7050 90000766 04643 1HOK040 2806 WHITE FORD RANGER UTILITY	17/02/25 27/02/25	14:19:01 11:34:08	BIBRA LAKE BIBRA LAKE	WA WA	7451 7451	067274 018267	ULT DSL	187.90 P	54.47	93.05	9.30	102.35	54424	474	11.5	21.6		
							ULT DSL	185.27	55.96	94.25	9.43	103.68	54917	493	11.4	21.0		
							ULT DSL	183.41	53.62	89.40	8.94	98.34	55377	460	11.7	21.4		
							DIESEL		164.05	276.70	27.67	304.37						
<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>164.05</b>	<b>276.70</b>	<b>27.67</b>	<b>304.37</b>			<b>1427</b>	<b>11.5</b>	<b>21.3</b>								
	<b>YEAR TO DATE</b>	394.45	656.85	65.69	722.54			3344	11.8	21.6								
Cost Centre  7050 90000766 04643 1HOK040 2806 WHITE FORD RANGER UTILITY	17/02/25 27/02/25	14:19:01 11:34:08	BIBRA LAKE BIBRA LAKE	WA WA	7451 7451	067274 018267	ULT DSL	184.90 P	59.27	99.63	9.96	109.59	1135	640	9.9	18.1		
							ULT DSL	182.41	63.65	105.55	10.55	116.10	1775	640	9.9	18.1		
							DIESEL		122.92	205.18	20.51	225.69						
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>122.92</b>	<b>205.18</b>	<b>20.51</b>	<b>225.69</b>			<b>640</b>	<b>19.2</b>	<b>35.3</b>	
	<b>YEAR TO DATE</b>	122.92	205.18	20.51	225.69			640	19.2	35.3								
Cost Centre  7050 90000766 04643 1HOK040 2806 WHITE FORD RANGER UTILITY	17/02/25 27/02/25	14:19:01 11:34:08	BIBRA LAKE BIBRA LAKE	WA WA	7451 7451	067274 018267	ULT DSL	183.41	63.36	105.65	10.56	116.21	24785	385	16.5	30.2		
							ULT DSL	183.39	61.96	103.30	10.33	113.63	25134	349	17.8	32.6		
							DIESEL		122.92	205.18	20.51	225.69						
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>122.92</b>	<b>205.18</b>	<b>20.51</b>	<b>225.69</b>			<b>640</b>	<b>19.2</b>	<b>35.3</b>	
	<b>YEAR TO DATE</b>	122.92	205.18	20.51	225.69			640	19.2	35.3								

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 6965

CITY OF COCKBURN

Account Number: **0050188034**      Customer Number: **0115405338**  
 Period Starting: **01/02/2025**      Period Ending: **28/02/2025**

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 Date: 28/02/2025

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  7050 15405338 04292 1HVF574 2618 WHITE VOLKSWAGEN CADDY VAN	11/02/25	09:27:36	COCKBURN CENTRAL	WA	7395	001416	DIESEL		125.32	208.95	20.89	229.84					
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>125.32</b>	<b>208.95</b>	<b>20.89</b>	<b>229.84</b>		<b>734</b>	<b>17.1</b>	<b>31.3</b>	
							<b>YEAR TO DATE</b>	251.54	422.88	42.28	465.16	1472	17.1	31.6			
							DIESEL		125.32	208.95	20.89	229.84					
<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>125.32</b>	<b>208.95</b>	<b>20.89</b>	<b>229.84</b>		<b>734</b>	<b>17.1</b>	<b>31.3</b>								
<b>YEAR TO DATE</b>	251.54	422.88	42.28	465.16	1472	17.1	31.6										
Cost Centre  7050 15405338 04417 1GRB219 2626 WHITE MITSUBISHI TRITON UTE	03/02/25 13/02/25 26/02/25	06:13:02 06:17:02 06:14:34	BIBRA LAKE BIBRA LAKE BIBRA LAKE	WA WA WA	7451 7451 7451	066101 066995 018191	ULT DSL	185.27	54.30	91.45	9.15	100.60	25025	785	6.9	12.8	
							DIESEL		54.30	91.45	9.15	100.60					
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>54.30</b>	<b>91.45</b>	<b>9.15</b>	<b>100.60</b>		<b>785</b>	<b>6.9</b>	<b>12.8</b>	
							<b>YEAR TO DATE</b>	110.87	185.35	18.54	203.89	1625	6.8	12.5			
DIESEL		54.30	91.45	9.15	100.60												
<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>54.30</b>	<b>91.45</b>	<b>9.15</b>	<b>100.60</b>		<b>785</b>	<b>6.9</b>	<b>12.8</b>								
<b>YEAR TO DATE</b>	110.87	185.35	18.54	203.89	1625	6.8	12.5										
Cost Centre  7050 15405338 04029 1HOA671 2646 WHITE MITSUBISHI TRITON	02/02/25 17/02/25	09:17:11 06:43:58	BELMONT NAVAL BASE	WA WA	2244 7770	018169 038049	ULSD G10	184.90 P	51.20	86.06	8.61	94.67	48380	280	18.3	33.8	
							ULSD G10	182.90 P	49.84	82.87	8.29	91.16	48700	320	15.6	28.5	
							ULT DSL	183.39	53.22	88.73	8.87	97.60	49100	400	13.3	24.4	
							DIESEL		154.26	257.66	25.77	283.43					
<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>154.26</b>	<b>257.66</b>	<b>25.77</b>	<b>283.43</b>		<b>1000</b>	<b>15.4</b>	<b>28.3</b>								
<b>YEAR TO DATE</b>	263.37	433.72	43.38	477.10	1700	15.5	28.1										
DIESEL		154.26	257.66	25.77	283.43												
<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>154.26</b>	<b>257.66</b>	<b>25.77</b>	<b>283.43</b>		<b>1000</b>	<b>15.4</b>	<b>28.3</b>								
<b>YEAR TO DATE</b>	263.37	433.72	43.38	477.10	1700	15.5	28.1										
ULT DSL	189.90 P	62.60	108.07	10.81	118.88	52856	635	9.9	18.7								
ULT DSL	178.90 P	64.55	104.98	10.50	115.48	53539	683	9.5	16.9								

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CITY OF COCKBURN

Account Number: **0050188034**      Customer Number: **0115405338**  
 Period Starting: **01/02/2025**      Period Ending: **28/02/2025**

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 Date: 28/02/2025

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 (\$)
7050 15405338 04037 1HQ0717 2656 FORD RANGER XL SC	06/02/25 13/02/25 20/02/25 27/02/25	07:18:17 10:43:44 09:52:39 14:37:46	COCKBURN CENTRAL COCKBURN CENTRAL COCKBURN CENTRAL COCKBURN CENTRAL	WA WA WA WA	7395 7395 7395 7395	070401 070840 071213 071643	DIESEL	127.15	213.05	21.31	234.36					
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>127.15</b>	<b>213.05</b>	<b>21.31</b>	<b>234.36</b>		<b>1318</b>	<b>9.6</b>	<b>17.8</b>
								<b>YEAR TO DATE</b>	253.73	413.73	41.38	455.11		2656	9.6	17.1
							DIESEL	127.15	213.05	21.31	234.36					
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>127.15</b>	<b>213.05</b>	<b>21.31</b>	<b>234.36</b>		<b>1318</b>	<b>9.6</b>	<b>17.8</b>
								<b>YEAR TO DATE</b>	253.73	413.73	41.38	455.11		2656	9.6	17.1
7050 15405338 03914 1HIN742 2667 WHITE MITSUBISHI TRITON UTE	04/02/25 10/02/25 18/02/25 24/02/25	07:03:07 14:46:07 14:28:13 09:05:39	SPEARWOOD SPEARWOOD SUCCESS SPEARWOOD	WA WA WA WA	6443 6443 5992 6443	023227 023420 041293 023878	ULT DSL	186.39	75.81	128.45	12.85	141.30	55052	1552	4.9	9.1
							ULT DSL	185.27	75.38	126.96	12.70	139.66	55665	613	12.3	22.8
							ULT DSL	183.41	75.69	126.20	12.62	138.82	56273	608	12.4	22.8
							ULT DSL	183.39	76.15	126.95	12.70	139.65	56860	587	13.0	23.8
							DIESEL	303.03	508.56	50.87	559.43					
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>303.03</b>	<b>508.56</b>	<b>50.87</b>	<b>559.43</b>		<b>3360</b>	<b>9.0</b>	<b>16.6</b>
	<b>YEAR TO DATE</b>	603.62	1,010.99	101.11	1,112.10		4494	13.4	24.7							
DIESEL	303.03	508.56	50.87	559.43												
<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>303.03</b>	<b>508.56</b>	<b>50.87</b>	<b>559.43</b>		<b>3360</b>	<b>9.0</b>	<b>16.6</b>							
	<b>YEAR TO DATE</b>	603.62	1,010.99	101.11	1,112.10		4494	13.4	24.7							
7050 15405338 03823 1HGH898 2677 WHITE MITSUBISHI TRITON UTE	05/02/25 12/02/25 19/02/25 26/02/25	07:14:49 08:11:54 11:17:51 12:50:59	BIBRA LAKE BIBRA LAKE COCKBURN CENTRAL SPEARWOOD	WA WA WA WA	7451 7451 7395 6443	066318 066938 071161 023962	ULT DSL	186.39	54.76	92.79	9.28	102.07	74372	415	14.1	26.2
							ULT DSL	185.27	58.70	98.87	9.89	108.76	74787	425	13.5	24.8
							ULT DSL	183.41	57.41	95.72	9.57	105.29	75212	425	13.5	24.8
							ULT DSL	181.39	57.76	95.25	9.52	104.77	75660	448	12.9	23.4
							DIESEL	237.76	394.85	39.48	434.33					
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>237.76</b>	<b>394.85</b>	<b>39.48</b>	<b>434.33</b>		<b>2110</b>	<b>11.3</b>	<b>20.6</b>
	<b>YEAR TO DATE</b>	477.92	797.87	79.78	877.65		3788	12.6	23.2							
DIESEL	237.76	394.85	39.48	434.33												
<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>237.76</b>	<b>394.85</b>	<b>39.48</b>	<b>434.33</b>		<b>2110</b>	<b>11.3</b>	<b>20.6</b>							
	<b>YEAR TO DATE</b>	477.92	797.87	79.78	877.65		3788	12.6	23.2							

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CITY OF COCKBURN

Account Number: **0050188034**      Customer Number: **0115405338**  
 Period Starting: **01/02/2025**      Period Ending: **28/02/2025**

Page: 14 of 38  
 Date: 28/02/2025

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  7050 15405338 03765 1HEI019 2687 WHITE ISUZU D-MAX UTE	21/02/25	15:54:33	BIBRA LAKE	WA	7451	018076	DIESEL		228.63	382.63	38.26	420.89					
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>228.63</b>	<b>382.63</b>	<b>38.26</b>	<b>420.89</b>		<b>1288</b>	<b>17.8</b>	<b>32.7</b>	
							<b>YEAR TO DATE</b>		454.07	760.84	76.09	836.93		2474	18.4	33.8	
							DIESEL		228.63	382.63	38.26	420.89					
<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>228.63</b>	<b>382.63</b>	<b>38.26</b>	<b>420.89</b>		<b>1288</b>	<b>17.8</b>	<b>32.7</b>								
<b>YEAR TO DATE</b>		454.07	760.84	76.09	836.93		2474	18.4	33.8								
Cost Centre  7050 15405338 04599 11GB442 2698 WHITE ISUZU D-MAX	02/02/25 07/02/25 15/02/25 21/02/25	16:37:16 16:33:51 13:49:38 10:29:54	BIBRA LAKE BIBRA LAKE BIBRA LAKE BIBRA LAKE	WA WA WA WA	7451 7451 7451 7451	066089 017672 067187 018059	ULSD G10	182.41	57.84	95.91	9.59	105.50	73870	472	12.3	22.4	
							DIESEL		57.84	95.91	9.59	105.50					
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>57.84</b>	<b>95.91</b>	<b>9.59</b>	<b>105.50</b>		<b>472</b>	<b>12.3</b>	<b>22.4</b>	
							<b>YEAR TO DATE</b>		122.75	205.61	20.56	226.17		1024	12.0	22.1	
DIESEL		57.84	95.91	9.59	105.50												
<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>57.84</b>	<b>95.91</b>	<b>9.59</b>	<b>105.50</b>		<b>472</b>	<b>12.3</b>	<b>22.4</b>								
<b>YEAR TO DATE</b>		122.75	205.61	20.56	226.17		1024	12.0	22.1								
Cost Centre  7050 15405338 04425 1HJA763 2706 WHITE FORD RANGER UTILITY	07/02/25 19/02/25 20/02/25	08:32:22 13:01:58 08:41:40	BIBRA LAKE BIBRA LAKE BIBRA LAKE	WA WA WA	7451 7451 7451	066565 067514 067583	ULSD G10	184.90 P	69.36	116.59	11.66	128.25	68738	595	11.7	21.6	
							ULSD G10	184.90 P	33.26	55.91	5.59	61.50	10608	290	11.5	21.2	
							ULSD G10	182.90 P	66.43	110.45	11.05	121.50	11815	1207	5.5	10.1	
							ULSD G10	182.41	56.10	93.03	9.30	102.33	11684				
DIESEL		194.38	324.25	32.43	356.68												
<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>194.38</b>	<b>324.25</b>	<b>32.43</b>	<b>356.68</b>		<b>1847</b>	<b>10.5</b>	<b>19.3</b>								
<b>YEAR TO DATE</b>		499.15	827.88	82.79	910.67		3496	14.3	26.0								
DIESEL		194.38	324.25	32.43	356.68												
<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>194.38</b>	<b>324.25</b>	<b>32.43</b>	<b>356.68</b>		<b>1847</b>	<b>10.5</b>	<b>19.3</b>								
<b>YEAR TO DATE</b>		499.15	827.88	82.79	910.67		3496	14.3	26.0								
ULSD G10		184.90 P	69.36	116.59	11.66	128.25	68738	595	11.7	21.6							
ULT DSL		183.41	55.15	91.95	9.20	101.15	777										
ULSD G10		182.41	25.46	42.22	4.22	46.44	69768										



**BP Australia Pty Ltd**  
 A.B.N. 53 004 085 616  
 GPO Box 1621  
 MELBOURNE VIC 3001

## BP Plus Fleet Control Report

Account Enquiries: BP Accounts Receivable Telephone: 1800 225 527



CITY OF COCKBURN  
 Accounts Payable (Invoice Only) PO  
 067775  
 PO Box 1215  
 BIBRA LAKE DC PRIVATE BOXES WA  
 6965

CITY OF COCKBURN

Account Number: **0050188034**      Customer Number: **0115405338**  
 Period Starting: **01/02/2025**      Period Ending: **28/02/2025**

Page: 15 of 38  
 Date: 28/02/2025

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  7050 15405338 03336 1GVU053 2723 WHITE ISUZU FIRE TRUCK			2706				DIESEL	149.97	250.76	25.08	275.84					
							<b>TOTAL THIS PERIOD</b>	<b>149.97</b>	<b>250.76</b>	<b>25.08</b>	<b>275.84</b>		<b>595</b>	<b>25.2</b>	<b>46.4</b>	
							<b>YEAR TO DATE</b>	329.70	545.25	54.54	599.79		2041	16.2	29.4	
							DIESEL	149.97	250.76	25.08	275.84					
							<b>TOTAL THIS PERIOD</b>	<b>149.97</b>	<b>250.76</b>	<b>25.08</b>	<b>275.84</b>		<b>595</b>	<b>25.2</b>	<b>46.4</b>	
							<b>YEAR TO DATE</b>	329.70	545.25	54.54	599.79		2041	16.2	29.4	
							ULT DSL	184.39	116.89	195.94	19.59	215.53	40552	139	84.1	155.1
							ULT DSL	184.39	41.72	69.94	6.99	76.93	390106			
							ULT DSL	184.39	55.50	93.03	9.30	102.33	40683			
							ULT UNNM	171.19	2.14	3.33	0.33	3.66				
ULSD G10	183.90 P	96.20	160.83	16.08	176.91	410000										
ULSD G10	185.90 P	83.62	141.32	14.13	155.45	41100										
ULSD G10	185.90 P	89.15	150.66	15.07	165.73	41300	200	44.6	82.9							
ULT DSL	183.27	90.86	151.38	15.14	166.52	41688	388	23.4	42.9							
ULSD G10	183.90 P	92.07	153.93	15.39	169.32	41970	282	32.6	60.0							
ULT DSL	183.41	166.95	278.36	27.84	306.20	42380	410	40.7	74.7							
ULSD G10	182.41	64.70	107.29	10.73	118.02	42740	360	18.0	32.8							
ULSD G10	182.41	37.19	61.67	6.17	67.84	42069										
DIESEL M/S		934.85	1564.35	156.43	1720.78											
		2.14	3.33	0.33	3.66											
<b>TOTAL THIS PERIOD</b>	<b>936.99</b>	<b>1,567.68</b>	<b>156.76</b>	<b>1,724.44</b>		<b>1779</b>	<b>52.7</b>	<b>96.9</b>								
<b>YEAR TO DATE</b>	1,446.53	2,424.15	242.41	2,666.56		2609	55.4	102.2								
DIESEL M/S		934.85	1564.35	156.43	1720.78											
		2.14	3.33	0.33	3.66											
<b>TOTAL THIS PERIOD</b>	<b>936.99</b>	<b>1,567.68</b>	<b>156.76</b>	<b>1,724.44</b>		<b>1779</b>	<b>52.7</b>	<b>96.9</b>								
<b>YEAR TO DATE</b>	1,446.53	2,424.15	242.41	2,666.56		2609	55.4	102.2								
Cost Centre  7050 15405338 04458 1IAN072 2737 WHITE FORD RANGER	18/02/25	10:39:18	BIBRA LAKE	WA	7451	067374	ULT DSL	183.41	72.58	121.02	12.10	133.12	25000			
							DIESEL		72.58	121.02	12.10	133.12				
							<b>TOTAL THIS PERIOD</b>	<b>72.58</b>	<b>121.02</b>	<b>12.10</b>	<b>133.12</b>					
							<b>YEAR TO DATE</b>	279.91	460.97	46.10	507.07					

**BP Australia Pty Ltd**  
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# BP Plus Fleet Control Report

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CITY OF COCKBURN  
 Accounts Payable (Invoice Only) PO  
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 6965

CITY OF COCKBURN

Account Number: **0050188034**      Customer Number: **0115405338**  
 Period Starting: **01/02/2025**      Period Ending: **28/02/2025**

Page: 16 of 38  
 Date: 28/02/2025

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 (\$)
7050 15405338 01454 1EZY791 2753 TOYOTA LANDCRUISER UTILITY	02/02/25	20:01:58	COCKBURN CENTRAL	WA	7395	070209	DIESEL		72.58	121.02	12.10	133.12				
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>72.58</b>	<b>121.02</b>	<b>12.10</b>	<b>133.12</b>				
								<b>YEAR TO DATE</b>	279.91	460.97	46.10	507.07				
							U/LP UNM	173.70 P	2.80	4.42	0.44	4.86	29992	46	6.1	10.6
							U/LP UNM	171.19	14.26	22.19	2.22	24.41	30056	64	22.3	38.1
							U/LT DSL	184.39	29.77	49.90	4.99	54.89	30056			
							U/LT DSL	185.27	14.33	24.14	2.41	26.55	777			
							U/LP UNM	173.70 P	3.41	5.38	0.54	5.92				
							U/LP UNM	172.79	3.34	5.25	0.52	5.77	12698			
							U/LT DSL	183.41	11.85	19.75	1.98	21.73	777			
							U/LP UNM	172.79	3.45	5.42	0.54	5.96	777			
							U/LT DSL	183.41	16.40	27.35	2.73	30.08	30195			
							U/LP UNM	172.79	5.06	7.95	0.79	8.74				
							DIESEL		72.35	121.14	12.11	133.25				
							M/S		32.32	50.61	5.05	55.66				
<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>104.67</b>	<b>171.75</b>	<b>17.16</b>	<b>188.91</b>		<b>110</b>	<b>95.2</b>	<b>171.7</b>							
	<b>YEAR TO DATE</b>	184.13	305.28	30.51	335.79		176	104.6	190.8							
7050 15405338 04151 1HRR422 2766 WHITE FORD RANGER UTE	14/02/25	07:30:31	BIBRA LAKE	WA	7451	017873	DIESEL		72.35	121.14	12.11	133.25				
							M/S		32.32	50.61	5.05	55.66				
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>104.67</b>	<b>171.75</b>	<b>17.16</b>	<b>188.91</b>		<b>110</b>	<b>95.2</b>	<b>171.7</b>
								<b>YEAR TO DATE</b>	184.13	305.28	30.51	335.79		176	104.6	190.8
							U/LT DSL	185.27	55.84	94.05	9.41	103.46	26650	703	7.9	14.7
DIESEL		55.84	94.05	9.41	103.46											
<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>55.84</b>	<b>94.05</b>	<b>9.41</b>	<b>103.46</b>		<b>703</b>	<b>7.9</b>	<b>14.7</b>							
	<b>YEAR TO DATE</b>	168.92	282.73	28.28	311.01		2020	8.4	15.4							
7050 15405338 04193 1HRS629 2784 TOYOTA LCRUSR - WHITE	02/02/25	19:02:36	PIARA WATERS	WA	1110	002930	DIESEL		55.84	94.05	9.41	103.46				
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>55.84</b>	<b>94.05</b>	<b>9.41</b>	<b>103.46</b>		<b>703</b>	<b>7.9</b>	<b>14.7</b>
								<b>YEAR TO DATE</b>	168.92	282.73	28.28	311.01		2020	8.4	15.4
							U/LT DSL	182.90 P	10.82	17.99	1.80	19.79	12229	37	29.2	53.5
							U/LT DSL	178.90 P	26.41	42.95	4.30	47.25	777			
U/LT DSL	183.41	28.75	47.94	4.79	52.73	12521										

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CITY OF COCKBURN

Account Number: **0050188034**      Customer Number: **0115405338**  
 Period Starting: **01/02/2025**      Period Ending: **28/02/2025**

Page: 17 of 38  
 Date: 28/02/2025

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 (\$)
<b>Cost Centre</b>			<b>2784</b>				DIESEL		65.98	108.88	10.89	119.77				
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>65.98</b>	<b>108.88</b>	<b>10.89</b>	<b>119.77</b>		<b>37</b>	<b>178.3</b>	<b>323.7</b>
							<b>YEAR TO DATE</b>		118.18	194.66	19.48	214.14		483	24.5	44.3
							DIESEL		65.98	108.88	10.89	119.77				
<b>Cost Centre</b>			<b>2798</b>				<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>65.98</b>	<b>108.88</b>	<b>10.89</b>	<b>119.77</b>		<b>37</b>	<b>178.3</b>	<b>323.7</b>
							<b>YEAR TO DATE</b>		118.18	194.66	19.48	214.14		483	24.5	44.3
							DIESEL		65.98	108.88	10.89	119.77				
							ULT DSL	187.90 P	65.01	111.05	11.10	122.15	777			
<b>Cost Centre</b>			<b>2808</b>				ULT DSL	183.27	69.05	115.05	11.50	126.55	1464			
							ULT DSL	181.41	70.39	116.08	11.61	127.69	2262	798	8.8	16.0
							DIESEL		204.45	342.18	34.21	376.39				
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>204.45</b>	<b>342.18</b>	<b>34.21</b>	<b>376.39</b>		<b>798</b>	<b>25.6</b>	<b>47.2</b>
<b>Cost Centre</b>			<b>2798</b>				<b>YEAR TO DATE</b>		204.45	342.18	34.21	376.39		798	25.6	47.2
							DIESEL		204.45	342.18	34.21	376.39				
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>204.45</b>	<b>342.18</b>	<b>34.21</b>	<b>376.39</b>		<b>798</b>	<b>25.6</b>	<b>47.2</b>
							<b>YEAR TO DATE</b>		204.45	342.18	34.21	376.39		798	25.6	47.2
<b>Cost Centre</b>			<b>2808</b>				U/LP UNM	173.19	58.00	91.32	9.13	100.45	69650	622	9.3	16.1
							U/LP UNM	172.79	56.00	87.96	8.80	96.76	70277	627	8.9	15.4
							M/S		114.00	179.28	17.93	197.21				
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>114.00</b>	<b>179.28</b>	<b>17.93</b>	<b>197.21</b>		<b>1249</b>	<b>9.1</b>	<b>15.8</b>
<b>Cost Centre</b>			<b>2808</b>				<b>YEAR TO DATE</b>		232.00	362.83	36.28	399.11		2608	8.9	15.3
							M/S		114.00	179.28	17.93	197.21				
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>114.00</b>	<b>179.28</b>	<b>17.93</b>	<b>197.21</b>		<b>1249</b>	<b>9.1</b>	<b>15.8</b>
							<b>YEAR TO DATE</b>		232.00	362.83	36.28	399.11		2608	8.9	15.3
<b>Cost Centre</b>			<b>2808</b>				BP ULT UNM	185.01	38.22	64.28	6.43	70.71	89513	752	5.1	9.4
							BP ULT UNM	182.54	36.33	60.29	6.03	66.32	90440	927	3.9	7.2
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>114.00</b>	<b>179.28</b>	<b>17.93</b>	<b>197.21</b>		<b>1249</b>	<b>9.1</b>	<b>15.8</b>
<b>Cost Centre</b>			<b>2808</b>				<b>YEAR TO DATE</b>		232.00	362.83	36.28	399.11		2608	8.9	15.3

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CITY OF COCKBURN

Account Number: **0050188034**      Customer Number: **0115405338**  
 Period Starting: **01/02/2025**      Period Ending: **28/02/2025**

Page: 18 of 38  
 Date: 28/02/2025

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  7050 15405338 04060 1HNM845 2857 WHITE ISUZU D-MAX UTE	06/02/25 15/02/25	16:53:56 14:09:49	BIBRA LAKE BIBRA LAKE	WA WA	7451 7451	066518 067188	M/S		74.55	124.57	12.46	137.03						
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>74.55</b>	<b>124.57</b>	<b>12.46</b>	<b>137.03</b>			<b>1679</b>	<b>4.4</b>	<b>8.2</b>	
								<b>YEAR TO DATE</b>	160.58	269.62	26.97	296.59			1679	9.6	17.7	
Cost Centre  7050 15405338 04128 1HPR483 2867 WHITE ISUZU DMAX UTILITY	05/02/25 08/02/25 17/02/25 21/02/25	12:14:03 15:47:48 16:02:14 15:28:49	BIBRA LAKE BIBRA LAKE BIBRA LAKE BIBRA LAKE	WA WA WA WA	7451 7451 7451 7451	066359 066687 017941 018075	M/S		74.55	124.57	12.46	137.03						
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>74.55</b>	<b>124.57</b>	<b>12.46</b>	<b>137.03</b>			<b>1679</b>	<b>4.4</b>	<b>8.2</b>	
								<b>YEAR TO DATE</b>	160.58	269.62	26.97	296.59			1679	9.6	17.7	
Cost Centre  7050 15405338 04011 1HJU694 2877 WHITE ISUZU D-MAX UTILITY	02/02/25 08/02/25 20/02/25	16:25:29 14:44:15 14:43:55	BIBRA LAKE BIBRA LAKE BIBRA LAKE	WA WA WA	7451 7451 7451	066087 066683 067615	ULT DSL	186.39	68.31	115.75	11.57	127.32	32748	578	11.8	22.0		
							ULT DSL	185.27	63.56	107.05	10.71	117.76	33297	549	11.6	21.4		
							DIESEL		131.87	222.80	22.28	245.08						
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>131.87</b>	<b>222.80</b>	<b>22.28</b>	<b>245.08</b>			<b>1127</b>	<b>11.7</b>	<b>21.7</b>	
	<b>YEAR TO DATE</b>	314.78	521.03	52.10	573.13			1127	27.9	50.9								
Cost Centre  7050 15405338 04128 1HPR483 2867 WHITE ISUZU DMAX UTILITY	05/02/25 08/02/25 17/02/25 21/02/25	12:14:03 15:47:48 16:02:14 15:28:49	BIBRA LAKE BIBRA LAKE BIBRA LAKE BIBRA LAKE	WA WA WA WA	7451 7451 7451 7451	066359 066687 017941 018075	DIESEL		131.87	222.80	22.28	245.08						
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>131.87</b>	<b>222.80</b>	<b>22.28</b>	<b>245.08</b>			<b>1127</b>	<b>11.7</b>	<b>21.7</b>	
								<b>YEAR TO DATE</b>	314.78	521.03	52.10	573.13			1127	27.9	50.9	
Cost Centre  7050 15405338 04011 1HJU694 2877 WHITE ISUZU D-MAX UTILITY	02/02/25 08/02/25 20/02/25	16:25:29 14:44:15 14:43:55	BIBRA LAKE BIBRA LAKE BIBRA LAKE	WA WA WA	7451 7451 7451	066087 066683 067615	ULSD G10	184.90 P	49.51	83.22	8.32	91.54	31851	435	11.4	21.0		
							ULT DSL	186.39	31.85	53.96	5.40	59.36	32152	301	10.6	19.7		
							ULSD G10	182.41	54.24	89.95	8.99	98.94	32688	536	10.1	18.5		
							ULSD G10	182.41	36.87	61.14	6.11	67.25	33016	328	11.2	20.5		
						DIESEL		172.47	288.27	28.82	317.09							
<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>172.47</b>	<b>288.27</b>	<b>28.82</b>	<b>317.09</b>			<b>1600</b>	<b>10.8</b>	<b>19.8</b>								
	<b>YEAR TO DATE</b>	271.49	454.71	45.47	500.18			2451	11.1	20.4								
Cost Centre  7050 15405338 04011 1HJU694 2877 WHITE ISUZU D-MAX UTILITY	02/02/25 08/02/25 20/02/25	16:25:29 14:44:15 14:43:55	BIBRA LAKE BIBRA LAKE BIBRA LAKE	WA WA WA	7451 7451 7451	066087 066683 067615	DIESEL		172.47	288.27	28.82	317.09						
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>172.47</b>	<b>288.27</b>	<b>28.82</b>	<b>317.09</b>			<b>1600</b>	<b>10.8</b>	<b>19.8</b>	
								<b>YEAR TO DATE</b>	271.49	454.71	45.47	500.18			2451	11.1	20.4	
Cost Centre  7050 15405338 04011 1HJU694 2877 WHITE ISUZU D-MAX UTILITY	02/02/25 08/02/25 20/02/25	16:25:29 14:44:15 14:43:55	BIBRA LAKE BIBRA LAKE BIBRA LAKE	WA WA WA	7451 7451 7451	066087 066683 067615	ULT DSL	187.90 P	53.58	91.53	9.15	100.68	58511	58856	345	11.9	22.1	
							ULSD G10	184.90 P	41.17	69.20	6.92	76.12	58856	345	11.9	22.1		
							ULT DSL	183.41	68.22	113.75	11.37	125.12	59343	487	14.0	25.7		

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CITY OF COCKBURN

Account Number: **0050188034**      Customer Number: **0115405338**  
 Period Starting: **01/02/2025**      Period Ending: **28/02/2025**

Page: 19 of 38  
 Date: 28/02/2025

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  7050 15405338 02486 1GEH032 2883 WHITE ISUZU FIRE TRUCK			2877				DIESEL	162.97	274.48	27.44	301.92											
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>162.97</b>	<b>274.48</b>	<b>27.44</b>	<b>301.92</b>		<b>832</b>	<b>19.6</b>	<b>36.3</b>						
								<b>YEAR TO DATE</b>	388.79	643.89	64.39	708.28		2421	16.1	29.3						
							DIESEL	162.97	274.48	27.44	301.92											
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>162.97</b>	<b>274.48</b>	<b>27.44</b>	<b>301.92</b>		<b>832</b>	<b>19.6</b>	<b>36.3</b>						
								<b>YEAR TO DATE</b>	388.79	643.89	64.39	708.28		2421	16.1	29.3						
							02/02/25 18:57:39	PIARA WATERS	WA	1110	023351	ULT DSL	182.90	P	28.14	46.79	4.68	51.47	26504	44	64.0	117.0
							04/02/25 08:59:26	PORT KENNEDY	WA	7736	037649	ULT DSL	176.90	P	38.42	61.78	6.18	67.96	26569	65	59.1	104.6
							04/02/25 20:34:19	COCKBURN CENTRAL	WA	7395	070306	ULSD G10	185.39		26.06	43.92	4.39	48.31	26650	81	32.2	59.6
							09/02/25 22:39:16	NAVAL BASE	WA	7770	037351	ULT DSL	182.90	P	59.34	98.66	9.87	108.53	777			
15/02/25 11:49:04	COCKBURN CENTRAL	WA	7395	070952	ULSD G10	184.27		17.80	29.82	2.98	32.80	26755										
18/02/25 08:17:15	MUCHEA	WA	9964	036002	ULT DSL	179.90	P	39.61	64.78	6.48	71.26	26863	108	36.7	66.0							
18/02/25 18:55:15	PIARA WATERS	WA	1110	024159	ULT DSL	176.90	P	82.32	132.38	13.24	145.62	27030	167	49.3	87.2							
20/02/25 20:45:53	SUCCESS	WA	5992	020561	ULT DSL	181.41		29.89	49.29	4.93	54.22	27084	54	55.4	100.4							
21/02/25 20:19:14	COCKBURN CENTRAL	WA	7395	071303	ULSD G10	182.41		44.58	73.93	7.39	81.32	27131	47	94.9	173.0							
22/02/25 11:26:26	PIARA WATERS	WA	1110	024320	ULT DSL	178.90	P	30.74	49.99	5.00	54.99	27208	77	39.9	71.4							
22/02/25 21:37:56	COCKBURN CENTRAL	WA	7395	001870	ULSD G10	182.41		28.43	47.15	4.71	51.86	27242	34	83.6	152.5							
23/02/25 00:27:50	COCKBURN CENTRAL	WA	7395	001872	ULSD G10	182.41		12.18	20.20	2.02	22.22	27270	28	43.5	79.4							
						DIESEL		437.51	718.69	71.87	790.56											
<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>437.51</b>	<b>718.69</b>	<b>71.87</b>	<b>790.56</b>		<b>705</b>	<b>62.1</b>	<b>112.1</b>													
	<b>YEAR TO DATE</b>	638.83	1,054.62	105.46	1,160.08		840	76.1	138.1													
Cost Centre  7050 15405338 03096 1GSG891 2896 WHITE FORD RANGER UTE	18/02/25	08:34:23 13:16:01	BALDIVIS SUCCESS	WA	7375 5992	022244 020711																
							DIESEL	437.51	718.69	71.87	790.56											
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>437.51</b>	<b>718.69</b>	<b>71.87</b>	<b>790.56</b>		<b>705</b>	<b>62.1</b>	<b>112.1</b>						
								<b>YEAR TO DATE</b>	638.83	1,054.62	105.46	1,160.08		840	76.1	138.1						
							ULT DSL	181.41	37.96	62.60	6.26	68.86	128214	404	9.4	17.0						
							ULT DSL	181.39	54.93	90.58	9.06	99.64	128858	644	8.5	15.5						
							DIESEL	92.89	153.18	15.32	168.50											
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>92.89</b>	<b>153.18</b>	<b>15.32</b>	<b>168.50</b>		<b>1048</b>	<b>8.9</b>	<b>16.1</b>						
								<b>YEAR TO DATE</b>	289.48	480.19	48.01	528.20		2532	11.4	20.9						

**BP Australia Pty Ltd**  
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## BP Plus Fleet Control Report



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CITY OF COCKBURN  
 Accounts Payable (Invoice Only) PO  
 067775  
 PO Box 1215  
 BIBRA LAKE DC PRIVATE BOXES WA  
 6965

CITY OF COCKBURN

Account Number: **0050188034**      Customer Number: **0115405338**  
 Period Starting: **01/02/2025**      Period Ending: **28/02/2025**

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 Date: 28/02/2025

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  7050 15405338 03658 1HA0880 2913 WHITE MERCEDES SPRINTER BUS	07/02/25 27/02/25	15:27:57 14:49:47	SUCCESS SPEARWOOD	WA WA	5992 6443	040868 024004	DIESEL		92.89	153.18	15.32	168.50											
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>92.89</b>	<b>153.18</b>	<b>15.32</b>	<b>168.50</b>			<b>1048</b>	<b>8.9</b>	<b>16.1</b>						
							<b>YEAR TO DATE</b>		289.48	480.19	48.01	528.20			2532	11.4	20.9						
							ULT DSL	184.39	65.40	109.63	10.96	120.59	777										
							ULT DSL	181.39	50.00	82.45	8.25	90.70	38539										
							DIESEL		115.40	192.08	19.21	211.29											
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>115.40</b>	<b>192.08</b>	<b>19.21</b>	<b>211.29</b>											
							<b>YEAR TO DATE</b>		115.40	192.08	19.21	211.29											
Cost Centre  7050 15405338 03666 1GCX392 2943 WHITE MITSUBISHI ROSA BUS	06/02/25 10/02/25 14/02/25 20/02/25 25/02/25	08:06:02 07:52:48 09:17:33 08:45:28 15:17:58	BIBRA LAKE BIBRA LAKE BIBRA LAKE BIBRA LAKE BIBRA LAKE	WA WA WA WA WA	7451 7451 7451 7451 7451	066441 017700 067107 067585 067923	DIESEL		115.40	192.08	19.21	211.29											
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>115.40</b>	<b>192.08</b>	<b>19.21</b>	<b>211.29</b>											
							<b>YEAR TO DATE</b>		115.40	192.08	19.21	211.29											
							ULT DSL	186.39	53.25	90.23	9.02	99.25	132262	234	22.8	42.4							
														ULT DSL	185.27	37.66	63.43	6.34	69.77	132426	164	23.0	42.5
														ULT DSL	185.27	61.78	104.05	10.41	114.46	132701	275	22.5	41.6
														ULT DSL	183.41	58.54	97.61	9.76	107.37	132995	294	19.9	36.5
														ULT DSL	183.39	40.48	67.49	6.75	74.24	133219	224	18.1	33.1
														DIESEL		251.71	422.81	42.28	465.09				
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>251.71</b>	<b>422.81</b>	<b>42.28</b>	<b>465.09</b>			<b>1191</b>	<b>21.1</b>	<b>39.1</b>						
							<b>YEAR TO DATE</b>		474.23	793.93	79.40	873.33			2262	21.0	38.6						
Cost Centre  7050 15405338 04516 1IDY275 2966 WHITE MITSUBISHI TRITON UTE	08/02/25 20/02/25	10:43:33 19:19:35	NAVAL BASE PARMELIA	WA WA	7770 6178	024948 003187	DIESEL		251.71	422.81	42.28	465.09											
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>251.71</b>	<b>422.81</b>	<b>42.28</b>	<b>465.09</b>			<b>1191</b>	<b>21.1</b>	<b>39.1</b>						
							<b>YEAR TO DATE</b>		474.23	793.93	79.40	873.33			2262	21.0	38.6						
							ULT DSL	182.90	60.80	101.09	10.11	111.20	18141	503	12.1	22.1							
							ULT DSL	181.41	58.44	96.37	9.64	106.01	18749	608	9.6	17.4							



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CITY OF COCKBURN

Account Number: **0050188034**      Customer Number: **0115405338**  
 Period Starting: **01/02/2025**      Period Ending: **28/02/2025**

Page: 21 of 38  
 Date: 28/02/2025

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  7050 15405338 03674 1EVR786 2993 WHITE MITSUBISHI ROSA BUS	05/02/25 18/02/25 20/02/25 26/02/25	08:38:07 08:02:22 14:42:40 15:14:50	BIBRA LAKE BIBRA LAKE BIBRA LAKE BIBRA LAKE	WA WA WA WA	7451 7451 7451 7451	066325 067354 067614 068016	DIESEL	119.24	197.46	19.75	217.21					
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>119.24</b>	<b>197.46</b>	<b>19.75</b>	<b>217.21</b>		<b>1111</b>	<b>10.7</b>	<b>19.6</b>
								<b>YEAR TO DATE</b>	270.88	447.57	44.77	492.34		2508	10.8	19.6
							DIESEL	119.24	197.46	19.75	217.21					
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>119.24</b>	<b>197.46</b>	<b>19.75</b>	<b>217.21</b>		<b>1111</b>	<b>10.7</b>	<b>19.6</b>
	<b>YEAR TO DATE</b>	270.88	447.57	44.77	492.34		2508	10.8	19.6							
Cost Centre  7050 15405338 03740 1HCL935 4255 WHITE FORD RANGER UTILITY	06/02/25	15:21:19	NAVAL BASE	WA	7770	037119	ULSD G10	184.90 P	46.24	77.73	7.77	85.50	146239	183	25.3	46.7
							ULSD G10	182.41	48.04	79.66	7.97	87.63	146452	213	22.6	41.1
							ULSD G10	182.41	46.74	77.51	7.75	85.26	146715	263	17.8	32.4
							ULSD G10	182.39	43.40	71.96	7.20	79.16	146902	187	23.2	42.3
							DIESEL	184.42	306.86	30.69	337.55					
<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>184.42</b>	<b>306.86</b>	<b>30.69</b>	<b>337.55</b>		<b>846</b>	<b>21.8</b>	<b>39.9</b>							
	<b>YEAR TO DATE</b>	500.55	827.50	82.76	910.26		2362	21.2	38.5							
DIESEL	184.42	306.86	30.69	337.55												
<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>184.42</b>	<b>306.86</b>	<b>30.69</b>	<b>337.55</b>		<b>846</b>	<b>21.8</b>	<b>39.9</b>							
	<b>YEAR TO DATE</b>	500.55	827.50	82.76	910.26		2362	21.2	38.5							
Cost Centre  7050 90000769 45491 11ML913 4265 WHITE FORD RANGER	06/02/25	08:48:57	SPEARWOOD	WA	6443	023311	ULT DSL	184.39	47.99	80.45	8.04	88.49	72181	581	8.3	15.2
							DIESEL	47.99	80.45	8.04	88.49					
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>47.99</b>	<b>80.45</b>	<b>8.04</b>	<b>88.49</b>		<b>581</b>	<b>8.3</b>	<b>15.2</b>
								<b>YEAR TO DATE</b>	47.99	80.45	8.04	88.49		581	8.3	15.2
							DIESEL	47.99	80.45	8.04	88.49					
<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>47.99</b>	<b>80.45</b>	<b>8.04</b>	<b>88.49</b>		<b>581</b>	<b>8.3</b>	<b>15.2</b>							
	<b>YEAR TO DATE</b>	47.99	80.45	8.04	88.49		581	8.3	15.2							
ULT DSL	184.39	70.57	118.29	11.83	130.12	1619										

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CITY OF COCKBURN

Account Number: **0050188034**      Customer Number: **0115405338**  
 Period Starting: **01/02/2025**      Period Ending: **28/02/2025**

Page: 22 of 38  
 Date: 28/02/2025

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  7050 90000764 46003 1JK529 4295 WHITE FORD RANGER	03/02/25 21/02/25	14:01:48 11:39:11	BIBRA LAKE BIBRA LAKE	WA WA	7451 7451	066153 067691		DIESEL		70.57	118.29	11.83	130.12						
								<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>70.57</b>	<b>118.29</b>	<b>11.83</b>	<b>130.12</b>						
									<b>YEAR TO DATE</b>	70.57	118.29	11.83	130.12						
								DIESEL		70.57	118.29	11.83	130.12						
Cost Centre  7050 15405338 04607 1IGP85 5044 WHITE FORD RANGER	06/02/25 20/02/25	07:39:51 07:30:50	BIBRA LAKE BIBRA LAKE	WA WA	7451 7451	066435 018002		ULT DSL	186.39	63.31	107.27	10.73	118.00	6619	556	11.4	21.2		
								ULT DSL	183.41	60.85	101.45	10.15	111.60	7291	672	9.1	16.6		
								DIESEL		124.16	208.72	20.88	229.60						
								<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>124.16</b>	<b>208.72</b>	<b>20.88</b>	<b>229.60</b>			<b>1228</b>	<b>10.1</b>	<b>18.7</b>	
	<b>YEAR TO DATE</b>	257.15	428.24	42.83	471.07			2526	10.2	18.6									
DIESEL		124.16	208.72	20.88	229.60														
<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>124.16</b>	<b>208.72</b>	<b>20.88</b>	<b>229.60</b>			<b>1228</b>	<b>10.1</b>	<b>18.7</b>									
	<b>YEAR TO DATE</b>	257.15	428.24	42.83	471.07			2526	10.2	18.6									
Cost Centre  7050 15405338 04557 1ICV817 5212 VOLKSWAGEN CADDY WHITE	10/02/25	07:36:20	SINGLETON	WA	1151	006020		ULSD G10	184.90 P	59.51	100.03	10.00	110.03	8739	693	8.6	15.9		
								ULSD G10	182.41	72.26	119.83	11.98	131.81	9586	847	8.5	15.6		
								DIESEL		131.77	219.86	21.98	241.84						
								<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>131.77</b>	<b>219.86</b>	<b>21.98</b>	<b>241.84</b>			<b>1540</b>	<b>8.6</b>	<b>15.7</b>	
	<b>YEAR TO DATE</b>	259.11	430.51	43.05	473.56			3612	7.2	13.1									
DIESEL		131.77	219.86	21.98	241.84														
<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>131.77</b>	<b>219.86</b>	<b>21.98</b>	<b>241.84</b>			<b>1540</b>	<b>8.6</b>	<b>15.7</b>									
	<b>YEAR TO DATE</b>	259.11	430.51	43.05	473.56			3612	7.2	13.1									
ULT DSL		183.27	40.35	67.23	6.72	73.95	0												

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CITY OF COCKBURN

Account Number: **0050188034**      Customer Number: **0115405338**  
 Period Starting: **01/02/2025**      Period Ending: **28/02/2025**

Page: 23 of 38  
 Date: 28/02/2025

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 (\$)
7050 90000770 68897 11CV817 5212 VOLKSWAGEN CADDY WHITE  <b>Cost Centre</b>	22/02/25	17:55:00	BALDIVIS	WA	7374	105475	DIESEL		40.35	67.23	6.72	73.95				
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>40.35</b>	<b>67.23</b>	<b>6.72</b>	<b>73.95</b>				
							<b>YEAR TO DATE</b>		123.68	203.53	20.35	223.88				
							ULT DSL	181.41	47.94	79.06	7.91	86.97	12367			
							DIESEL		47.94	79.06	7.91	86.97				
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>47.94</b>	<b>79.06</b>	<b>7.91</b>	<b>86.97</b>				
<b>YEAR TO DATE</b>		47.94	79.06	7.91	86.97											
7050 15405338 03534 1GYO868 5251 WHITE FORD TRANSIT VAN  <b>Cost Centre</b>	25/02/25	13:47:06	BIBRA LAKE	WA	7451	018187	DIESEL		88.29	146.29	14.63	160.92				
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>88.29</b>	<b>146.29</b>	<b>14.63</b>	<b>160.92</b>				
							<b>YEAR TO DATE</b>		171.62	282.59	28.26	310.85				
							ULT DSL	183.39	54.96	91.63	9.16	100.79	70163	509	10.8	19.8
							DIESEL		54.96	91.63	9.16	100.79				
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>54.96</b>	<b>91.63</b>	<b>9.16</b>	<b>100.79</b>		<b>509</b>	<b>10.8</b>	<b>19.8</b>
<b>YEAR TO DATE</b>		54.96	91.63	9.16	100.79		509	10.8	19.8							
7050 15405338 04045 1GMJ053 5313 WHITE MAZDA 6 SEDAN  <b>Cost Centre</b>	12/02/25	13:17:35	COCKBURN CENTRAL	WA	7395	070792	UPL 95 UNM	182.11	40.68	67.35	6.73	74.08	56429	465	8.7	15.9
							M/S		40.68	67.35	6.73	74.08				
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>40.68</b>	<b>67.35</b>	<b>6.73</b>	<b>74.08</b>		<b>465</b>	<b>8.7</b>	<b>15.9</b>
							<b>YEAR TO DATE</b>		88.73	143.66	14.36	158.02		814	10.9	19.4

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 Period Starting: **01/02/2025**      Period Ending: **28/02/2025**

Page: 24 of 38  
 Date: 28/02/2025

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 (\$)				
7050 90000768 74303 1HSX357 5343 BLUE POLARIS ATV	17/02/25	06:07:40	BIBRA LAKE WA	7451	067211	M/S		40.68	67.35	6.73	74.08				
						<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>40.68</b>	<b>67.35</b>	<b>6.73</b>	<b>74.08</b>		<b>465</b>	<b>8.7</b>	<b>15.9</b>
						<b>YEAR TO DATE</b>	88.73	143.66	14.36	158.02		814	10.9	19.4	
						BP ULT UNM	184.54	23.90	40.10	4.01	44.11	1000	60	39.8	73.5
7050 15405338 03880 1HGQ065 5404 WHITE VW TIGUAN WAGON	04/02/25	07:56:56	BIBRA LAKE WA	7451	066200	M/S		23.90	40.10	4.01	44.11				
						<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>23.90</b>	<b>40.10</b>	<b>4.01</b>	<b>44.11</b>		<b>60</b>	<b>39.8</b>	<b>73.5</b>
						<b>YEAR TO DATE</b>	48.43	81.79	8.18	89.97		60	80.7	150.0	
						BP ULT UNM	185.01	50.00	84.10	8.41	92.51	26523	505	9.9	18.3
7050 15405338 04318 1HXK969 5424 WHITE VOLKSWAGEN T-ROC	12/02/25 25/02/25	18:18:15 17:15:18	SPEARWOOD WA	6443	023498 023937	M/S		50.00	84.10	8.41	92.51				
						<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>50.00</b>	<b>84.10</b>	<b>8.41</b>	<b>92.51</b>		<b>505</b>	<b>9.9</b>	<b>18.3</b>
						<b>YEAR TO DATE</b>	50.00	84.10	8.41	92.51		505	9.9	18.3	
						U/LP 95 UNM	180.11	41.00	67.13	6.71	73.84	17401	487	8.4	15.2
			SPEARWOOD WA	6443	023937	U/LP 95 UNM	175.70 P	43.00	68.68	6.87	75.55	17983	582	7.4	13.0
						M/S		84.00	135.81	13.58	149.39				
						<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>84.00</b>	<b>135.81</b>	<b>13.58</b>	<b>149.39</b>		<b>1069</b>	<b>7.9</b>	<b>14.0</b>
						<b>YEAR TO DATE</b>	166.02	269.61	26.96	296.57		1970	8.4	15.1	

**BP Australia Pty Ltd**  
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## BP Plus Fleet Control Report



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CITY OF COCKBURN  
 Accounts Payable (Invoice Only) PO  
 067775  
 PO Box 1215  
 BIBRA LAKE DC PRIVATE BOXES WA  
 6965

CITY OF COCKBURN

Account Number: **0050188034**      Customer Number: **0115405338**  
 Period Starting: **01/02/2025**      Period Ending: **28/02/2025**

Page: 25 of 38  
 Date: 28/02/2025

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 (\$)
7050 15405338 03716 1HBW349 5463 WHITE FORD RANGER UTILITY	05/02/25 18/02/25 25/02/25	13:23:27 08:05:53 07:10:32	BIBRA LAKE BIBRA LAKE BIBRA LAKE	WA WA WA	7451 7451 7451	066375 067355 067879	M/S		84.00	135.81	13.58	149.39				
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>84.00</b>	<b>135.81</b>	<b>13.58</b>	<b>149.39</b>		<b>1069</b>	<b>7.9</b>	<b>14.0</b>
							<b>YEAR TO DATE</b>	166.02	269.61	26.96	296.57		1970	8.4	15.1	
							ULT DSL	186.39	34.89	59.12	5.91	65.03	47122			
							ULT DSL	183.41	44.59	74.35	7.43	81.78	47625	503	8.9	16.3
ULT DSL	183.39	29.55	49.26	4.93	54.19	47941	316	9.4	17.1							
			DIESEL		109.03	182.73	18.27	201.00								
<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>109.03</b>	<b>182.73</b>	<b>18.27</b>	<b>201.00</b>		<b>819</b>	<b>13.3</b>	<b>24.5</b>							
<b>YEAR TO DATE</b>	210.11	351.81	35.17	386.98		1414	14.9	27.4								
7050 9000768 57183 1IKQ367 5474 WHITE HYUNDAI I30	31/01/25 07/02/25 15/02/25 23/02/25	12:06:37 14:46:35 14:55:12 15:57:23	COCKBURN CENTRAL BIBRA LAKE BIBRA LAKE BIBRA LAKE	WA WA WA WA	7395 7451 7451 7451	070099 066613 067190 067777	DIESEL		109.03	182.73	18.27	201.00				
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>109.03</b>	<b>182.73</b>	<b>18.27</b>	<b>201.00</b>		<b>819</b>	<b>13.3</b>	<b>24.5</b>
							<b>YEAR TO DATE</b>	210.11	351.81	35.17	386.98		1414	14.9	27.4	
							U/LP UNM	175.19	37.54	59.79	5.98	65.77	3389	601	6.2	10.9
							U/LP UNM	173.19	33.35	52.51	5.25	57.76	3489	100	33.4	57.8
U/LP UNM	167.70 P	31.83	48.53	4.85	53.38	4460	971	3.3	5.5							
U/LP UNM	167.70 P	34.83	53.10	5.31	58.41	5027	567	6.1	10.3							
			M/S		137.55	213.93	21.39	235.32								
<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>137.55</b>	<b>213.93</b>	<b>21.39</b>	<b>235.32</b>		<b>2239</b>	<b>6.1</b>	<b>10.5</b>							
<b>YEAR TO DATE</b>	281.65	438.30	43.83	482.13		2875	9.8	16.8								
7050 15405338 04185 1HSD237 5494 WHITE MITSUBISHI TRITON UTE	05/02/25 12/02/25 21/02/25	08:42:39 10:23:38 09:58:03	SPEARWOOD SPEARWOOD BIBRA LAKE	WA WA WA	6443 6443 7451	023275 023481 018053	M/S		137.55	213.93	21.39	235.32				
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>137.55</b>	<b>213.93</b>	<b>21.39</b>	<b>235.32</b>		<b>2239</b>	<b>6.1</b>	<b>10.5</b>
							<b>YEAR TO DATE</b>	281.65	438.30	43.83	482.13		2875	9.8	16.8	
							ULT DSL	184.39	62.79	105.25	10.53	115.78	58277	447	14.0	25.9
							ULT DSL	183.27	34.56	57.58	5.76	63.34	58827	550	6.3	11.5
ULT DSL	183.41	57.43	95.75	9.58	105.33	59139	312	18.4	33.8							
			DIESEL		154.78	258.58	25.87	284.45								
<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>154.78</b>	<b>258.58</b>	<b>25.87</b>	<b>284.45</b>		<b>1309</b>	<b>11.8</b>	<b>21.7</b>							
<b>YEAR TO DATE</b>	410.47	687.72	68.79	756.51		4014	10.2	18.8								

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 6965

CITY OF COCKBURN

Account Number: **0050188034**      Customer Number: **0115405338**  
 Period Starting: **01/02/2025**      Period Ending: **28/02/2025**

Page: 26 of 38  
 Date: 28/02/2025

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 (\$)
7050 15405338 04268 1HUL717 5504 WHITE FORD RANGER UTE	04/02/25 12/02/25 24/02/25	09:56:58 16:32:32 16:23:37	BIBRA LAKE COCKBURN CENTRAL BIBRA LAKE		WA WA WA	7451 7395 7451	066224 070806 018132	DIESEL	154.78	258.58	25.87	284.45					
								<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>154.78</b>	<b>258.58</b>	<b>25.87</b>	<b>284.45</b>		<b>1309</b>	<b>11.8</b>	<b>21.7</b>
									<b>YEAR TO DATE</b>	410.47	687.72	68.79	756.51		4014	10.2	18.8
								ULT DSL	186.39	62.56	106.00	10.60	116.60	36979	652	9.6	17.9
								ULT DSL	185.27	64.83	109.19	10.92	120.11	37585	606	10.7	19.8
								ULT DSL	183.39	62.31	103.88	10.39	114.27	381987			
							DIESEL	189.70	319.07	31.91	350.98						
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>189.70</b>	<b>319.07</b>	<b>31.91</b>	<b>350.98</b>		<b>1258</b>	<b>15.1</b>	<b>27.9</b>	
								<b>YEAR TO DATE</b>	326.91	546.42	54.65	601.07		2585	12.6	23.3	
7050 15405338 03542 1GYZ082 5542 WHITE SUBARU FORESTER WAGON	06/02/25 18/02/25	09:26:50 10:00:37	SPEARWOOD SPEARWOOD		WA WA	6443 6443	023312 023634	DIESEL	189.70	319.07	31.91	350.98					
								<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>189.70</b>	<b>319.07</b>	<b>31.91</b>	<b>350.98</b>		<b>1258</b>	<b>15.1</b>	<b>27.9</b>
									<b>YEAR TO DATE</b>	326.91	546.42	54.65	601.07		2585	12.6	23.3
								ULP UNM	171.19	24.12	37.54	3.75	41.29	52942			
								ULP UNM	159.70	37.63	54.64	5.46	60.10	777			
								M/S		61.75	92.18	9.21	101.39				
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>61.75</b>	<b>92.18</b>	<b>9.21</b>	<b>101.39</b>					
								<b>YEAR TO DATE</b>	108.23	161.35	16.13	177.48					
7050 15405338 03773 1HDY134 5552 WHITE ISUZU MUX WAGON	04/02/25	14:13:25	BIBRA LAKE		WA	7451	066271	M/S	61.75	92.18	9.21	101.39					
								<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>61.75</b>	<b>92.18</b>	<b>9.21</b>	<b>101.39</b>				
									<b>YEAR TO DATE</b>	108.23	161.35	16.13	177.48				
								ULSD G10	184.90	56.39	94.79	9.48	104.27	30252			
								DIESEL		56.39	94.79	9.48	104.27				
															<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>56.39</b>
								<b>YEAR TO DATE</b>	147.78	245.08	24.50	269.58					



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CITY OF COCKBURN

Account Number: **0050188034**      Customer Number: **0115405338**  
 Period Starting: **01/02/2025**      Period Ending: **28/02/2025**

Page: 27 of 38  
 Date: 28/02/2025

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  7050 90000765 40227 1UJZ777 5702 WHITE ISUZU D-MAX			5552				DIESEL	56.39	94.79	9.48	104.27							
	<b>TOTAL</b>							<b>THIS PERIOD</b>	<b>56.39</b>	<b>94.79</b>	<b>9.48</b>	<b>104.27</b>						
								<b>YEAR TO DATE</b>	147.78	245.08	24.50	269.58		785	18.8	34.3		
		31/01/25		15:05:39	BIBRA LAKE	WA	7451	066011	ULT DSL	187.90 P	61.99	105.89	10.59	116.48	14345	524	11.8	22.2
		02/02/25		23:38:58	SPEARWOOD	WA	6443	023187	ULT DSL	190.16	53.89	93.16	9.32	102.48	2044			
		03/02/25		23:06:07	COCKBURN CENTRAL	WA	7395	001154	ULT DSL	186.39	18.89	32.01	3.20	35.21	2208	164	11.5	21.5
		04/02/25		20:19:13	BIBRA LAKE	WA	7451	066298	ULT DSL	186.39	27.76	47.04	4.70	51.74	2447	239	11.6	21.6
		06/02/25		16:48:20	BIBRA LAKE	WA	7451	066517	ULT DSL	186.39	12.72	21.55	2.16	23.71	15360			
		07/02/25		17:16:05	BIBRA LAKE	WA	7451	066639	ULT DSL	186.39	19.40	32.87	3.29	36.16	15558	198	9.8	18.3
		08/02/25		16:39:46	BIBRA LAKE	WA	7451	066689	ULT DSL	186.39	28.69	48.61	4.86	53.47	15826	268	10.7	20.0
		09/02/25		16:32:59	BIBRA LAKE	WA	7451	066716	ULT DSL	186.39	28.68	48.60	4.86	53.46	16111	285	10.1	18.8
		11/02/25		05:29:36	BIBRA LAKE	WA	7451	017725	ULT DSL	185.27	36.96	62.25	6.23	68.48	16450	339	10.9	20.2
		11/02/25		16:37:52	BIBRA LAKE	WA	7451	066896	ULT DSL	185.27	11.65	19.62	1.96	21.58	6571			
		14/02/25		04:57:02	BIBRA LAKE	WA	7451	067075	ULT DSL	185.27	47.25	79.58	7.96	87.54	17003			
		16/02/25		16:17:30	BIBRA LAKE	WA	7451	017905	ULT DSL	185.27	64.17	108.08	10.81	118.89	17651	648	9.9	18.3
		19/02/25		00:53:43	COCKBURN CENTRAL	WA	7395	001701	ULT DSL	183.41	63.51	105.89	10.59	116.48	18140	489	13.0	23.8
		20/02/25		05:18:27	BIBRA LAKE	WA	7451	067590	ULT DSL	183.41	38.08	63.49	6.35	69.84	18464	324	11.8	21.6
		21/02/25		05:24:59	BIBRA LAKE	WA	7451	067646	ULT DSL	183.41	31.00	51.69	5.17	56.86	18728	264	11.7	21.5
		22/02/25		05:10:09	SPEARWOOD	WA	6443	023803	ULT DSL	181.41	32.70	53.93	5.39	59.32	19028	300	10.9	19.8
		23/02/25		04:27:38	SPEARWOOD	WA	6443	023834	ULT DSL	181.41	27.32	45.05	4.51	49.56	19262	234	11.7	21.2
	25/02/25	04:33:52	BIBRA LAKE	WA	7451	067868	ULT DSL	183.39	37.70	62.85	6.29	69.14	19514	252	15.0	27.4		
	26/02/25	04:35:51	BIBRA LAKE	WA	7451	067949	ULT DSL	183.39	31.67	52.80	5.28	58.08	19866	352	9.0	16.5		
							DIESEL	674.03	1134.96	113.52	1248.48							
<b>TOTAL</b>							<b>THIS PERIOD</b>	<b>674.03</b>	<b>1,134.96</b>	<b>113.52</b>	<b>1,248.48</b>		<b>4880</b>	<b>13.8</b>	<b>25.6</b>			
							<b>YEAR TO DATE</b>	1,505.19	2,509.62	251.00	2,760.62		11852	12.7	23.3			
Cost Centre  7050 15405338 04573 11FA331 5712 FORD RANGER WHITE			5702				DIESEL	674.03	1134.96	113.52	1248.48							
	<b>TOTAL</b>							<b>THIS PERIOD</b>	<b>674.03</b>	<b>1,134.96</b>	<b>113.52</b>	<b>1,248.48</b>		<b>4880</b>	<b>13.8</b>	<b>25.6</b>		
								<b>YEAR TO DATE</b>	1,505.19	2,509.62	251.00	2,760.62		11852	12.7	23.3		
		04/02/25		22:29:28	SUCCESS	WA	5992	040764	ULT DSL	184.39	59.22	99.26	9.93	109.19	484			
		06/02/25		08:56:15	BIBRA LAKE	WA	7451	017632	ULT DSL	186.39	28.59	48.45	4.84	53.29	818	334	8.6	16.0
		09/02/25		23:50:11	COCKBURN CENTRAL	WA	7395	001354	ULT DSL	186.39	22.64	38.36	3.84	42.20	987	169	13.4	25.0
							DIESEL	110.45	186.07	18.61	204.68							
<b>TOTAL</b>							<b>THIS PERIOD</b>	<b>110.45</b>	<b>186.07</b>	<b>18.61</b>	<b>204.68</b>		<b>503</b>	<b>22.0</b>	<b>40.7</b>			
							<b>YEAR TO DATE</b>	110.45	186.07	18.61	204.68		503	22.0	40.7			

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Account Number: **0050188034**      Customer Number: **0115405338**  
 Period Starting: **01/02/2025**      Period Ending: **28/02/2025**

Page: 28 of 38  
 Date: 28/02/2025

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  7050 15405338 04565 11FA295 5722 FORD RANGER WHITE			5712				DIESEL	110.45	186.07	18.61	204.68											
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>110.45</b>	<b>186.07</b>	<b>18.61</b>	<b>204.68</b>		<b>603</b>	<b>22.0</b>	<b>40.7</b>						
								<b>YEAR TO DATE</b>	110.45	186.07	18.61	204.68		503	22.0	40.7						
							18/02/25	16:11:28	BIBRA LAKE	WA	7451	067424	ULT DSL	183.41	27.39	45.67	4.57	50.24	26342	261	10.5	19.2
							19/02/25	23:34:07	SPEARWOOD	WA	6443	023709	ULT DSL	181.41	18.92	31.20	3.12	34.32	26477	135	14.0	25.4
							21/02/25	23:47:08	SPEARWOOD	WA	6443	023797	ULT DSL	181.41	35.94	59.27	5.93	65.20	26836	359	10.0	18.2
							23/02/25	22:56:01	COCKBURN CENTRAL	WA	7395	071376	ULT DSL	183.41	35.92	59.89	5.99	65.88	27195	359	10.0	18.4
							24/02/25	23:17:11	COCKBURN CENTRAL	WA	7395	071442	ULT DSL	183.39	18.11	30.19	3.02	33.21	27368	173	10.5	19.2
							25/02/25	21:49:15	SPEARWOOD	WA	6443	023947	ULT DSL	181.39	17.80	29.35	2.94	32.29	27505	137	13.0	23.6
							27/02/25	05:27:43	COCKBURN CENTRAL	WA	7395	071584	ULT DSL	183.39	16.49	27.49	2.75	30.24	27707	202	8.2	15.0
						DIESEL	170.57	283.06	28.32	311.38												
<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>170.57</b>	<b>283.06</b>	<b>28.32</b>	<b>311.38</b>		<b>1626</b>	<b>10.5</b>	<b>19.2</b>													
	<b>YEAR TO DATE</b>	720.20	1,187.29	118.74	1,306.03		6566	11.0	19.9													
Cost Centre  7050 15405338 04474 11BU371 5732 FORD RANGER WHITE			5722				DIESEL	170.57	283.06	28.32	311.38											
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>170.57</b>	<b>283.06</b>	<b>28.32</b>	<b>311.38</b>		<b>1626</b>	<b>10.5</b>	<b>19.2</b>						
								<b>YEAR TO DATE</b>	720.20	1,187.29	118.74	1,306.03		6566	11.0	19.9						
							31/01/25	17:38:03	BIBRA LAKE	WA	7451	066023	ULT DSL	187.90	P 25.05	42.79	4.28	47.07	65079			
							02/02/25	17:35:49	BIBRA LAKE	WA	7451	066091	ULT DSL	187.90	P 68.67	117.30	11.73	129.03	65766	687	10.0	18.8
							03/02/25	17:43:04	BIBRA LAKE	WA	7451	017575	ULT DSL	186.39	36.99	62.67	6.27	68.94	66152	386	9.6	17.9
							04/02/25	16:42:01	BIBRA LAKE	WA	7451	017595	ULT DSL	186.39	34.53	58.51	5.85	64.36	66474	322	10.7	20.0
							05/02/25	16:56:38	SUCCESS	WA	5992	019989	ULT DSL	184.39	31.13	52.18	5.22	57.40	66736	262	11.9	21.9
							06/02/25	05:27:37	BIBRA LAKE	WA	7451	066425	ULT DSL	186.39	23.04	39.04	3.90	42.94	6694			
							08/02/25	05:31:40	BIBRA LAKE	WA	7451	066646	ULT DSL	186.39	53.48	90.62	9.06	99.68	67429			
08/02/25	17:43:04	BIBRA LAKE	WA	7451	017683	ULT DSL	186.39	24.97	42.31	4.23	46.54	67656	227	11.0	20.5							
09/02/25	05:09:49	COCKBURN CENTRAL	WA	7395	001339	ULT DSL	186.39	22.48	38.09	3.81	41.90	67839	183	12.3	22.9							
10/02/25	05:36:12	BIBRA LAKE	WA	7451	017690	ULT DSL	185.27	20.76	34.96	3.50	38.46	68093	254	8.2	15.1							
11/02/25	05:42:27	BIBRA LAKE	WA	7451	066801	ULT DSL	185.27	17.43	29.35	2.94	32.29	68267	174	10.0	18.6							
11/02/25	16:36:56	BIBRA LAKE	WA	7451	066895	ULT DSL	185.27	22.11	37.24	3.72	40.96	68502	235	9.4	17.4							
12/02/25	05:34:01	BIBRA LAKE	WA	7451	066914	ULT DSL	185.27	16.26	27.39	2.74	30.13	68673	171	9.5	17.6							
12/02/25	17:11:41	BIBRA LAKE	WA	7451	066983	ULT DSL	185.27	1.76	2.96	0.30	3.26	68809	136	1.3	2.4							
13/02/25	05:34:58	BIBRA LAKE	WA	7451	066989	ULT DSL	185.27	32.43	54.62	5.46	60.08	69046	237	13.7	25.4							
14/02/25	05:20:17	BIBRA LAKE	WA	7451	067077	ULT DSL	185.27	32.90	55.41	5.54	60.95	69403	357	9.2	17.1							
14/02/25	17:02:11	SPEARWOOD	WA	6443	023551	ULT DSL	183.27	15.04	25.05	2.51	27.56	69533	130	11.6	21.2							
15/02/25	05:39:38	BIBRA LAKE	WA	7451	067165	ULT DSL	185.27	12.32	20.75	2.08	22.83	69663	130	9.5	17.6							
16/02/25	05:22:25	COCKBURN CENTRAL	WA	7395	070986	ULT DSL	185.27	30.12	50.73	5.07	55.80	69996	333	9.0	16.8							
16/02/25	17:16:53	COCKBURN CENTRAL	WA	7395	001614	ULT DSL	185.27	19.38	32.65	3.26	35.91	70175	179	10.8	20.1							
17/02/25	05:33:38	BIBRA LAKE	WA	7451	067209	ULT DSL	183.41	17.41	29.03	2.90	31.93	70399	224	7.8	14.3							
17/02/25	17:41:04	SPEARWOOD	WA	6443	023619	ULT DSL	181.41	15.18	25.04	2.50	27.54	70550	151	10.1	18.2							

**BP Australia Pty Ltd**  
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## BP Plus Fleet Control Report

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CITY OF COCKBURN  
 Accounts Payable (Invoice Only) PO  
 067775  
 PO Box 1215  
 BIBRA LAKE DC PRIVATE BOXES WA  
 6965

CITY OF COCKBURN

Account Number: **0050188034**      Customer Number: **0115405338**  
 Period Starting: **01/02/2025**      Period Ending: **28/02/2025**

Page: 29 of 38  
 Date: 28/02/2025

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 (\$)	
5732	18/02/25	05:39:47	BIBRA LAKE	WA	7451	067319	ULT DSL	183.41	19.13	31.90	3.19	35.09	70752	202	9.5	17.4	
	19/02/25	05:02:20	BIBRA LAKE	WA	7451	067444	ULT DSL	183.41	17.91	29.86	2.99	32.85	70957	205	8.7	16.0	
	21/02/25	05:24:32	BIBRA LAKE	WA	7451	067645	ULSD G10	182.41	16.33	27.08	2.71	29.79	71142	185	8.8	16.1	
	24/02/25	04:45:42	BIBRA LAKE	WA	7451	067780	ULT DSL	183.39	18.98	31.47	3.15	34.62	71398	256	7.4	13.5	
	26/02/25	05:30:36	BIBRA LAKE	WA	7451	067957	ULT DSL	183.39	26.98	44.98	4.50	49.48	71588	190	14.2	26.0	
							DIESEL		672.67	1133.98	113.41	1247.39					
	<b>TOTAL</b>						<b>THIS PERIOD</b>		<b>672.67</b>	<b>1,133.98</b>	<b>113.41</b>	<b>1,247.39</b>		<b>5816</b>	<b>11.6</b>	<b>21.4</b>	
							<b>YEAR TO DATE</b>		1,258.53	2,109.80	210.99	2,320.79		11088	11.4	20.9	
							DIESEL		672.67	1133.98	113.41	1247.39					
	<b>TOTAL</b>						<b>THIS PERIOD</b>		<b>672.67</b>	<b>1,133.98</b>	<b>113.41</b>	<b>1,247.39</b>		<b>5816</b>	<b>11.6</b>	<b>21.4</b>	
						<b>YEAR TO DATE</b>		1,258.53	2,109.80	210.99	2,320.79		11088	11.4	20.9		
5742	05/02/25	05:34:07	COCKBURN CENTRAL	WA	7395	070312	ULT DSL	186.39	64.44	109.19	10.92	120.11	117227	624	10.3	19.2	
	06/02/25	13:18:41	BIBRA LAKE	WA	7451	066473	ULT DSL	186.39	31.36	53.14	5.31	58.45	117385	158	19.8	37.0	
	10/02/25	14:02:25	BIBRA LAKE	WA	7451	066769	ULT DSL	185.27	54.66	92.06	9.21	101.27	117866	481	11.4	21.1	
	11/02/25	20:22:26	SPEARWOOD	WA	6443	023467	ULT DSL	183.27	30.61	51.00	5.10	56.10	116184				
	15/02/25	21:24:10	COCKBURN CENTRAL	WA	7395	070984	ULT DSL	185.27	61.24	103.15	10.31	113.46	118703	2519	2.4	4.5	
	18/02/25	20:29:29	COCKBURN CENTRAL	WA	7395	071142	ULT DSL	183.41	53.89	89.85	8.99	98.84	119150	447	12.1	22.1	
	20/02/25	16:24:59	COCKBURN CENTRAL	WA	7395	001793	ULT DSL	183.41	50.15	83.62	8.36	91.98	119612	462	10.9	19.9	
	22/02/25	07:54:20	BIBRA LAKE	WA	7451	067736	ULT DSL	183.41	40.08	66.83	6.68	73.51	119961	349	11.5	21.1	
	23/02/25	17:43:34	BIBRA LAKE	WA	7451	067778	ULT DSL	183.41	41.16	68.63	6.86	75.49	120393	432	9.5	17.5	
	24/02/25	13:46:41	BIBRA LAKE	WA	7451	067843	ULT DSL	183.39	32.32	53.88	5.39	59.27	120686	293	11.0	20.2	
25/02/25	15:46:45	BIBRA LAKE	WA	7451	067930	ULT DSL	183.39	16.21	27.03	2.70	29.73	120829	143	11.3	20.8		
26/02/25	23:50:13	SUCCESS	WA	5992	041607	ULT DSL	181.39	21.57	35.57	3.56	39.13	121060	231	9.3	16.9		
						DIESEL		497.69	833.95	83.39	917.34						
<b>TOTAL</b>						<b>THIS PERIOD</b>		<b>497.69</b>	<b>833.95</b>	<b>83.39</b>	<b>917.34</b>		<b>6139</b>	<b>8.1</b>	<b>14.9</b>		
						<b>YEAR TO DATE</b>		560.59	941.40	94.13	1,035.53		6654	8.4	15.6		
						DIESEL		497.69	833.95	83.39	917.34						
<b>TOTAL</b>						<b>THIS PERIOD</b>		<b>497.69</b>	<b>833.95</b>	<b>83.39</b>	<b>917.34</b>		<b>6139</b>	<b>8.1</b>	<b>14.9</b>		
						<b>YEAR TO DATE</b>		560.59	941.40	94.13	1,035.53		6654	8.4	15.6		
04581	31/01/25	12:36:11	BIBRA LAKE	WA	7451	065987	ULSD G10	184.90 P	70.28	118.14	11.81	129.95	69752	660	10.6	19.7	
	03/02/25	12:27:42	BIBRA LAKE	WA	7451	066140	ULSD G10	184.90 P	70.85	119.09	11.91	131.00	70420	668	10.6	19.6	
	06/02/25	19:57:58	BIBRA LAKE	WA	7451	066525	ULT DSL	186.39	68.54	116.14	11.61	127.75	74073				
	10/02/25	12:29:47	BIBRA LAKE	WA	7451	017718	ULT DSL	185.27	64.09	107.95	10.79	118.74	71734				
	18/02/25	12:20:52	BIBRA LAKE	WA	7451	067386	ULSD G10	182.41	68.20	113.09	11.31	124.40	72388	654	10.4	19.0	
	19/02/25	23:25:06	SUCCESS	WA	5992	041343	ULT DSL	181.41	33.33	54.96	5.50	60.46	79644				

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 6965

CITY OF COCKBURN

Account Number: **0050188034**      Customer Number: **0115405338**  
 Period Starting: **01/02/2025**      Period Ending: **28/02/2025**

Page: 30 of 38  
 Date: 28/02/2025

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	21/02/25 24/02/25 25/02/25	23:42:09 23:31:20 21:24:00	SPEARWOOD	WA	6443	023796	ULT DSL	181.41	37.32	61.55	6.15	67.70	73070	561	9.5	17.2
			SUCCESS	WA	5992	041528	ULT DSL	181.39	53.13	87.61	8.76	96.37	73631			
			SUCCESS	WA	5992	041566	ULT DSL	181.39	15.58	25.69	2.57	28.26	73782			
			DIESEL			481.32	804.22	80.41	884.63							
			<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>481.32</b>	<b>804.22</b>	<b>80.41</b>	<b>884.63</b>			<b>2694</b>	<b>17.9</b>	<b>32.8</b>			
			<b>YEAR TO DATE</b>	1,316.79	2,185.80	218.56	2,404.36	11352	11.6	21.2						
Cost Centre	05/02/25	01:28:13	SUCCESS	WA	5992	040767	DIESEL	481.32	804.22	80.41	884.63		509	11.4	20.9	
			<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>481.32</b>	<b>804.22</b>	<b>80.41</b>	<b>884.63</b>			<b>2694</b>	<b>17.9</b>				<b>32.8</b>
			<b>YEAR TO DATE</b>	1,316.79	2,185.80	218.56	2,404.36	11352	11.6	21.2						
			ULT DSL	184.39	57.82	96.92	9.69	106.61	56240							
			DIESEL	57.82	96.92	9.69	106.61									
			<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>57.82</b>	<b>96.92</b>	<b>9.69</b>	<b>106.61</b>			<b>509</b>	<b>11.4</b>				<b>20.9</b>
<b>YEAR TO DATE</b>	57.82	96.92	9.69	106.61	509	11.4	20.9									
Cost Centre	13/02/25 19/02/25 21/02/25 26/02/25	14:13:38 08:04:36 16:45:14 11:45:49	COCKBURN CENTRAL	WA	7395	070847	ULT DSL	185.27	28.23	47.55	4.75	52.30	41509	545	9.1	16.7
			BIBRA LAKE	WA	7451	067476	ULT DSL	183.41	54.49	90.85	9.09	99.94	42112			
			JINDALEE	WA	9040	043164	ULT DSL	176.90 P	44.97	72.32	7.23	79.55	42613			
			BIBRA LAKE	WA	7451	067989	ULT DSL	183.39	49.76	82.96	8.30	91.26	43158			
			DIESEL			177.45	293.68	29.37	323.05							
			<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>177.45</b>	<b>293.68</b>	<b>29.37</b>	<b>323.05</b>			<b>1942</b>	<b>9.1</b>	<b>16.6</b>			
<b>YEAR TO DATE</b>	541.93	902.45	90.24	992.69	6020	9.0	16.5									
Cost Centre	17/02/25	09:39:57	BIBRA LAKE	WA	7451	067243	DIESEL	177.45	293.68	29.37	323.05		671	9.9	18.1	
			<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>177.45</b>	<b>293.68</b>	<b>29.37</b>	<b>323.05</b>			<b>1942</b>	<b>9.1</b>				<b>16.6</b>
<b>YEAR TO DATE</b>	541.93	902.45	90.24	992.69	6020	9.0	16.5									
ULT DSL	183.41	66.10	110.21	11.02	121.23	2639										

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 BIBRA LAKE DC PRIVATE BOXES WA  
 6965

CITY OF COCKBURN

Account Number: **0050188034**      Customer Number: **0115405338**  
 Period Starting: **01/02/2025**      Period Ending: **28/02/2025**

Page: 31 of 38  
 Date: 28/02/2025

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 (\$)		
WHITE FORD RANGER							DIESEL		66.10	110.21	11.02	121.23						
							<b>TOTAL</b>		<b>66.10</b>	<b>110.21</b>	<b>11.02</b>	<b>121.23</b>						
							<b>THIS PERIOD</b>		<b>66.10</b>	<b>110.21</b>	<b>11.02</b>	<b>121.23</b>						
							<b>YEAR TO DATE</b>		195.77	329.73	32.97	362.70		671	9.9	18.1		
7050 90000768 77884 1GGP946 6911 SILVER HYUNDAI I30 HATCH	03/02/25 10/02/25 18/02/25	12:27:38 13:54:08 11:15:50	EAST ROCKINGHAM EAST ROCKINGHAM EAST ROCKINGHAM	WA WA WA	9080 9080 9080	071315 071748 072329	DIESEL		66.10	110.21	11.02	121.23						
							<b>TOTAL</b>		<b>66.10</b>	<b>110.21</b>	<b>11.02</b>	<b>121.23</b>						
							<b>THIS PERIOD</b>		<b>66.10</b>	<b>110.21</b>	<b>11.02</b>	<b>121.23</b>						
							<b>YEAR TO DATE</b>		195.77	329.73	32.97	362.70		671	9.9	18.1		
7050 15405338 04441 1IAN776 6931 WHITE FORD RANGER	12/02/25	10:30:55	BIBRA LAKE	WA	7451	066953	ULP UNM	163.70 P	35.32	52.56	5.26	57.82	58406	461	7.7	12.5		
							ULP UNM	163.70 P	35.32	52.56	5.26	57.82	58443	37	95.5	156.3		
							ULP UNM	161.70 P	32.77	48.17	4.82	52.99	59277	834	3.9	6.4		
							M/S		103.41	153.29	15.34	168.63						
<b>TOTAL</b>		<b>103.41</b>	<b>153.29</b>	<b>15.34</b>	<b>168.63</b>													
<b>THIS PERIOD</b>		<b>103.41</b>	<b>153.29</b>	<b>15.34</b>	<b>168.63</b>													
<b>YEAR TO DATE</b>		184.68	276.89	27.70	304.59		1332	7.8	12.7									
7050 15405338 04433 1IAN778 6941 WHITE FORD RANGER	04/02/25 20/02/25	09:02:44 12:56:15	BIBRA LAKE BIBRA LAKE	WA WA	7451 7451	066215 067604	ULSD G10	182.90 P	68.67	114.18	11.42	125.60	137700					
							DIESEL		68.67	114.18	11.42	125.60						
							<b>TOTAL</b>		<b>68.67</b>	<b>114.18</b>	<b>11.42</b>	<b>125.60</b>						
							<b>THIS PERIOD</b>		<b>68.67</b>	<b>114.18</b>	<b>11.42</b>	<b>125.60</b>						
<b>YEAR TO DATE</b>		140.05	234.82	23.48	258.30		630	22.2	41.0									
7050 15405338 04433 1IAN778 6941 WHITE FORD RANGER	04/02/25 20/02/25	09:02:44 12:56:15	BIBRA LAKE BIBRA LAKE	WA WA	7451 7451	066215 067604	ULSD G10	182.90 P	68.67	114.18	11.42	125.60	137700					
							DIESEL		68.67	114.18	11.42	125.60						
							<b>TOTAL</b>		<b>68.67</b>	<b>114.18</b>	<b>11.42</b>	<b>125.60</b>						
							<b>THIS PERIOD</b>		<b>68.67</b>	<b>114.18</b>	<b>11.42</b>	<b>125.60</b>						
<b>YEAR TO DATE</b>		140.05	234.82	23.48	258.30		630	22.2	41.0									
7050 15405338 04433 1IAN778 6941 WHITE FORD RANGER	04/02/25 20/02/25	09:02:44 12:56:15	BIBRA LAKE BIBRA LAKE	WA WA	7451 7451	066215 067604	ULT DSL	186.39	74.14	125.63	12.56	138.19	15322	762	9.7	18.1		
							ULT DSL	183.41	73.74	122.95	12.29	135.24	16080	758	9.7	17.8		
							<b>TOTAL</b>		<b>186.39</b>	<b>74.14</b>	<b>125.63</b>	<b>12.56</b>	<b>138.19</b>					
							<b>THIS PERIOD</b>		<b>186.39</b>	<b>74.14</b>	<b>125.63</b>	<b>12.56</b>	<b>138.19</b>					
<b>YEAR TO DATE</b>		183.41	73.74	122.95	12.29	135.24		15322	762	9.7	18.1							

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CITY OF COCKBURN

Account Number: **0050188034**      Customer Number: **0115405338**  
 Period Starting: **01/02/2025**      Period Ending: **28/02/2025**

Page: 32 of 38  
 Date: 28/02/2025

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  7050 90000763 26726 11H4592 6951 WHITE FORD RANGER	07/02/25	07:47:33	BIBRA LAKE	WA	7451	066558	DIESEL		147.88	248.58	24.85	273.43					
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>147.88</b>	<b>248.58</b>	<b>24.85</b>	<b>273.43</b>		<b>1520</b>	<b>9.7</b>	<b>18.0</b>	
							<b>YEAR TO DATE</b>		221.69	370.63	37.06	407.69		2269	9.8	18.0	
							DIESEL		147.88	248.58	24.85	273.43					
Cost Centre  7050 15405338 04615 11H4589 6961 WHITE FORD RANGER UTE	03/02/25 12/02/25 24/02/25	13:31:08 11:33:21 08:43:22	BIBRA LAKE BIBRA LAKE BIBRA LAKE	WA WA WA	7451	017562 066962 018105	ULT DSL	186.39	59.94	101.56	10.16	111.72	4537	528	11.4	21.2	
							DIESEL		59.94	101.56	10.16	111.72					
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>59.94</b>	<b>101.56</b>	<b>10.16</b>	<b>111.72</b>		<b>528</b>	<b>11.4</b>	<b>21.2</b>	
							<b>YEAR TO DATE</b>		59.94	101.56	10.16	111.72		528	11.4	21.2	
Cost Centre  7050 90000764 78360 11GU559 7433 SCHAFFER ART LOADER - HOURS	01/02/25 05/02/25 08/02/25 10/02/25 13/02/25 17/02/25 19/02/25	14:44:21 06:13:38 06:03:29 14:48:36 06:28:05 06:28:59 06:19:27	BIBRA LAKE BIBRA LAKE BIBRA LAKE BIBRA LAKE BIBRA LAKE BIBRA LAKE BIBRA LAKE	WA WA WA WA WA WA WA	7451	066064 066307 066647 017723 017832 067216 067452	ULSD G10	184.90 P	49.23	82.75	8.28	91.03	777				
							ULSD G10		184.90 P	23.88	40.14	4.01	44.15	700			
							ULSD G10		184.90 P	31.89	53.60	5.36	58.96	714	14	227.8	421.1
							ULSD G10		184.27	42.35	70.95	7.09	78.04	723	9	470.6	867.1
						ULSD G10		182.90 P	28.96	48.15	4.82	52.97	736	13	222.8	407.5	
						ULSD G10		182.41	41.88	69.45	6.94	76.39	752	16	261.8	477.4	
						ULSD G10		182.41	24.16	40.06	4.01	44.07	765	13	185.8	339.0	
<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>200.23</b>	<b>333.89</b>	<b>33.39</b>	<b>367.28</b>		<b>2194</b>	<b>9.1</b>	<b>16.7</b>								
<b>YEAR TO DATE</b>		327.01	540.00	54.00	594.00		3560	9.2	16.7								



**BP Australia Pty Ltd**  
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## BP Plus Fleet Control Report

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CITY OF COCKBURN  
 Accounts Payable (Invoice Only) PO  
 067775  
 PO Box 1215  
 BIBRA LAKE DC PRIVATE BOXES WA  
 6965

CITY OF COCKBURN

Account Number: **0050188034**      Customer Number: **0115405338**  
 Period Starting: **01/02/2025**      Period Ending: **28/02/2025**

Page: 33 of 38  
 Date: 28/02/2025

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  7050 90000764 77594 1HHZ646 7454 MERC REAR LOADER - HOURS	21/02/25	06:26:02	BIBRA LAKE	WA	7451	018031	ULSD G10	182.41	28.37	47.05	4.70	51.75	778	13	218.2	398.1
	24/02/25	06:24:54	BIBRA LAKE	WA	7451	067790	ULSD G10	182.39	25.99	43.09	4.31	47.40	785	7	371.3	677.1
	26/02/25	06:24:53	BIBRA LAKE	WA	7451	018197	ULSD G10	182.39	28.34	46.99	4.70	51.69	797	12	236.2	430.8
	27/02/25	14:49:02	BIBRA LAKE	WA	7451	068097	ULSD G10	182.39	37.64	62.41	6.24	68.65	810	13	289.5	528.1
							DIESEL		362.69	604.64	60.46	665.10				
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>362.69</b>	<b>604.64</b>	<b>60.46</b>	<b>665.10</b>		<b>110</b>	<b>329.7</b>	<b>604.6</b>
							<b>YEAR TO DATE</b>		715.47	1,180.12	118.01	1,298.13		232	308.4	559.5
								DIESEL	362.69	604.64	60.46	665.10				
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>362.69</b>	<b>604.64</b>	<b>60.46</b>	<b>665.10</b>		<b>110</b>	<b>329.7</b>	<b>604.6</b>
							<b>YEAR TO DATE</b>		715.47	1,180.12	118.01	1,298.13		232	308.4	559.5
Cost Centre  7050 90000764 78311 1HHZ645 7473 MERC REAR LOADER - HOURS	31/01/25	08:32:34	BIBRA LAKE	WA	7451	017487	ULT DSL	187.90 P	134.35	229.49	22.95	252.44	6059	92	168.4	313.8
	04/02/25	14:05:05	BIBRA LAKE	WA	7451	066269	ULT DSL	186.39	154.89	262.45	26.24	288.69	6151			
	08/02/25	06:06:34	BIBRA LAKE	WA	7451	066649	AdBlue	199.90 P	0.30	0.55	0.05	0.60	6134			
	11/02/25	06:22:32	BIBRA LAKE	WA	7451	066805	ULT DSL	186.39	143.13	242.52	24.25	266.77				
							AdBlue	199.90 P	19.84	36.05	3.61	39.66	6150	16	124.0	247.9
	14/02/25	08:14:53	BIBRA LAKE	WA	7451	067099	ULT DSL	185.27	116.87	196.85	19.68	216.53				
	18/02/25	06:48:47	BIBRA LAKE	WA	7451	067334	ULT DSL	185.27	154.43	260.11	26.01	286.12	6174	24	643.5	1192.2
							AdBlue	199.90 P	10.55	19.17	1.92	21.09	6191	17	62.1	124.1
	22/02/25	07:00:43	BIBRA LAKE	WA	7451	067733	ULSD G10	182.41	115.76	191.96	19.20	211.16				
	26/02/25	09:47:16	BIBRA LAKE	WA	7451	018222	ULT DSL	183.41	107.68	179.54	17.95	197.49	72064			
						ULT DSL	183.39	143.72	239.61	23.96	263.57	6230				
						ADBLUE		30.69	55.77	5.58	61.35					
						DIESEL		1070.83	1802.53	180.24	1982.77					
						<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>1,101.52</b>	<b>1,858.30</b>	<b>185.82</b>	<b>2,044.12</b>		<b>149</b>	<b>739.3</b>	<b>1371.9</b>	
						<b>YEAR TO DATE</b>		2,442.73	4,072.75	407.25	4,480.00		251	973.2	1784.9	
							ADBLUE	30.69	55.77	5.58	61.35					
						DIESEL		1070.83	1802.53	180.24	1982.77					
						<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>1,101.52</b>	<b>1,858.30</b>	<b>185.82</b>	<b>2,044.12</b>		<b>149</b>	<b>739.3</b>	<b>1371.9</b>	
						<b>YEAR TO DATE</b>		2,442.73	4,072.75	407.25	4,480.00		251	973.2	1784.9	
Cost Centre  7050 90000764 78311 1HHZ645 7473 MERC REAR LOADER - HOURS	03/02/25	06:35:39	BIBRA LAKE	WA	7451	017533	ULSD G10	184.90 P	78.86	132.55	13.26	145.81	6441	13	606.6	1121.6
	05/02/25	06:15:05	BIBRA LAKE	WA	7451	066308	ULSD G10	184.90 P	103.93	174.70	17.47	192.17	6456	15	692.9	1281.1
	08/02/25	06:04:29	BIBRA LAKE	WA	7451	069648	ULSD G10	184.90 P	90.78	152.59	15.26	167.85	6402			
	10/02/25	14:47:59	BIBRA LAKE	WA	7451	017722	ULSD G10	184.27	26.70	44.73	4.47	49.20	72176			
	13/02/25	06:28:44	BIBRA LAKE	WA	7451	017833	ULSD G10	182.90 P	54.96	91.38	9.14	100.52	6484			
	17/02/25	06:29:35	BIBRA LAKE	WA	7451	067217	ULSD G10	182.41	85.29	141.44	14.14	155.58	6496	12	710.8	1296.5

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CITY OF COCKBURN

Account Number: **0050188034**      Customer Number: **0115405338**  
 Period Starting: **01/02/2025**      Period Ending: **28/02/2025**

Page: 34 of 38  
 Date: 28/02/2025

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  7050 15405338 00787 1DMM606 7602 WHITE IZUZU TRUCK	19/02/25	06:21:19	BIBRA LAKE	WA	7451	067453	ULSD G10	182.41	106.97	177.38	17.74	195.12	75211				
	21/02/25	06:28:03	BIBRA LAKE	WA	7451	018033	ULSD G10	182.41	68.37	113.37	11.34	124.71	6526				
	24/02/25	06:25:31	BIBRA LAKE	WA	7451	067792	ULSD G10	182.39	80.18	132.95	13.29	146.24	6537	11	728.9	1329.5	
	26/02/25	06:26:28	BIBRA LAKE	WA	7451	018198	AdBlue	199.90 P	16.83	30.58	3.06	33.64	6544	7	240.4	480.6	
							ULSD G10	182.39	64.66	107.21	10.72	117.93					
							ULSD G10	182.39	47.94	79.49	7.95	87.44	6552	8	599.2	1093.0	
							ADBLUE		16.83	30.58	3.06	33.64					
							DIESEL		808.64	1347.79	134.78	1482.57					
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>825.47</b>	<b>1,378.37</b>	<b>137.84</b>	<b>1,516.21</b>		<b>66</b>	<b>1250.7</b>	<b>2297.3</b>	
							<b>YEAR TO DATE</b>		1,840.66	3,043.32	304.33	3,347.65		1123	163.9	298.1	
Cost Centre  7050 15405338 00787 1DMM606 7602 WHITE IZUZU TRUCK			7473				ADBLUE		16.83	30.58	3.06	33.64					
							DIESEL		808.64	1347.79	134.78	1482.57					
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>825.47</b>	<b>1,378.37</b>	<b>137.84</b>	<b>1,516.21</b>		<b>66</b>	<b>1250.7</b>	<b>2297.3</b>	
							<b>YEAR TO DATE</b>		1,840.66	3,043.32	304.33	3,347.65		1123	163.9	298.1	
	Cost Centre  7050 90000764 78337 1GHM244 7701 UD REAR LOADER - HOURS	02/02/25	18:26:23	PIARA WATERS	WA	1110	023349	ULT DSL	182.90 P	45.43	75.54	7.55	83.09	61403	55	82.6	151.1
		04/02/25	02:37:03	BALDIVIS	WA	7375	021435	ULT DSL	184.39	49.77	83.43	8.34	91.77	61480	77	64.6	119.2
		11/02/25	17:36:21	PIARA WATERS	WA	1110	002985	ULT DSL	178.90 P	40.36	65.64	6.56	72.20	777			
		15/02/25	12:19:34	COCKBURN CENTRAL	WA	7395	070958	ULSD G10	184.27	23.87	39.99	4.00	43.99	61613			
		16/02/25	22:27:46	PIARA WATERS	WA	1110	001450	ULT DSL	176.90 P	50.10	80.57	8.06	88.63	61702	89	56.3	99.6
		20/02/25	21:00:57	COCKBURN CENTRAL	WA	7395	071248	ULSD G10	182.41	30.86	51.17	5.12	56.29	61748	46	67.1	122.4
21/02/25		20:31:53	COCKBURN CENTRAL	WA	7395	071304	ULSD G10	182.41	32.60	54.05	5.41	59.46	61792	44	74.1	135.1	
22/02/25		21:40:22	COCKBURN CENTRAL	WA	7395	071349	ULSD G10	182.41	56.49	93.67	9.37	103.04	61684				
24/02/25		20:00:31	PIARA WATERS	WA	1110	024425	ULT DSL	178.90 P	24.70	40.17	4.02	44.19	61906	222	11.1	19.9	
							DIESEL		354.18	584.23	58.43	642.66					
						<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>354.18</b>	<b>584.23</b>	<b>58.43</b>	<b>642.66</b>		<b>533</b>	<b>66.5</b>	<b>120.6</b>		
						<b>YEAR TO DATE</b>		879.48	1,449.42	144.94	1,594.36		1553	56.6	102.7		
Cost Centre  7050 90000764 78337 1GHM244 7701 UD REAR LOADER - HOURS			7602				DIESEL		354.18	584.23	58.43	642.66					
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>354.18</b>	<b>584.23</b>	<b>58.43</b>	<b>642.66</b>		<b>533</b>	<b>66.5</b>	<b>120.6</b>	
							<b>YEAR TO DATE</b>		879.48	1,449.42	144.94	1,594.36		1553	56.6	102.7	
		04/02/25	06:18:04	BIBRA LAKE	WA	7451	066177	ULSD G10	184.90 P	101.54	170.68	17.07	187.75	4322	11	923.1	1706.8
		07/02/25	07:33:15	BIBRA LAKE	WA	7451	066552	ULSD G10	184.90 P	87.07	146.35	14.64	160.99	4324	2	4353.5	8049.5
		13/02/25	06:13:11	BIBRA LAKE	WA	7451	066990	ULSD G10	182.90 P	148.64	247.15	24.71	271.86	4333	9	1651.6	3020.7
		18/02/25	06:29:45	BIBRA LAKE	WA	7451	067328	ULSD G10	182.41	134.89	223.68	22.37	246.05	4044			
		24/02/25	06:18:04	BIBRA LAKE	WA	7451	067789	ULSD G10	182.39	63.98	104.59	10.46	115.05	112257			
		26/02/25	15:11:09	BIBRA LAKE	WA	7451	068014	ULSD G10	182.39	83.72	138.82	13.88	152.70	112288	31	270.1	492.6

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CITY OF COCKBURN

Account Number: **0050188034**      Customer Number: **0115405338**  
 Period Starting: **01/02/2025**      Period Ending: **28/02/2025**

Page: 35 of 38  
 Date: 28/02/2025

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 (\$)
7050 15405338 03757 1HDS430 7922 WHITE FORD RANGER UTILITY	05/02/25 20/02/25	10:44:21 10:32:53	BIBRA LAKE BIBRA LAKE	WA WA	7451 7451	017603 067592		DIESEL	618.94	1031.27	103.13	1134.40					
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>618.94</b>	<b>1,031.27</b>	<b>103.13</b>	<b>1,134.40</b>	<b>53</b>	<b>1167.8</b>	<b>2140.4</b>		
								<b>YEAR TO DATE</b>	1,323.47	2,177.49	217.75	2,395.24	87	1521.2	2753.1		
								DIESEL	618.94	1031.27	103.13	1134.40					
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>618.94</b>	<b>1,031.27</b>	<b>103.13</b>	<b>1,134.40</b>	<b>53</b>	<b>1167.8</b>	<b>2140.4</b>		
								<b>YEAR TO DATE</b>	1,323.47	2,177.49	217.75	2,395.24	87	1521.2	2753.1		
7050 15405338 04243 1HTF631 7952 WHITE FORD RANGER UTILITY	20/02/25	12:21:35	COCKBURN CENTRAL	WA	7395	001779		ULT DSL	186.39	68.08	115.35	11.54	126.89	77949	735	9.3	17.3
								ULT DSL	183.41	67.91	113.23	11.32	124.55	78689	740	9.2	16.8
								DIESEL	135.99	228.58	22.86	251.44					
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>135.99</b>	<b>228.58</b>	<b>22.86</b>	<b>251.44</b>	<b>1475</b>	<b>9.2</b>	<b>17.0</b>		
								<b>YEAR TO DATE</b>	202.82	341.53	34.15	375.68	2174	9.3	17.3		
								DIESEL	135.99	228.58	22.86	251.44					
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>135.99</b>	<b>228.58</b>	<b>22.86</b>	<b>251.44</b>	<b>1475</b>	<b>9.2</b>	<b>17.0</b>		
								<b>YEAR TO DATE</b>	202.82	341.53	34.15	375.68	2174	9.3	17.3		
7050 15405338 02635 1GJF670 7981 WHITE HYUNDAI I30 HATCH	10/02/25	12:33:16	SUCESS	WA	5992	040971		ULT DSL	183.41	30.94	51.59	5.16	56.75	5000			
								DIESEL	30.94	51.59	5.16	56.75					
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>30.94</b>	<b>51.59</b>	<b>5.16</b>	<b>56.75</b>					
								<b>YEAR TO DATE</b>	93.71	154.24	15.43	169.67	638	14.7	26.6		
								DIESEL	30.94	51.59	5.16	56.75					
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>30.94</b>	<b>51.59</b>	<b>5.16</b>	<b>56.75</b>					
								<b>YEAR TO DATE</b>	93.71	154.24	15.43	169.67	638	14.7	26.6		
								ULT DSL	183.27	45.36	75.57	7.56	83.13	777			

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CITY OF COCKBURN

Account Number: **0050188034**      Customer Number: **0115405338**  
 Period Starting: **01/02/2025**      Period Ending: **28/02/2025**

Page: 36 of 38  
 Date: 28/02/2025

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  7050 90000769 07665 HIRE 82096200 WASTE EDUCATION			7981				DIESEL		45.36	75.57	7.56	83.13				
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>45.36</b>	<b>75.57</b>	<b>7.56</b>	<b>83.13</b>				
								<b>YEAR TO DATE</b>	86.83	140.75	14.08	154.83				
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>45.36</b>	<b>75.57</b>	<b>7.56</b>	<b>83.13</b>				
								<b>YEAR TO DATE</b>	86.83	140.75	14.08	154.83				
Cost Centre  7050 90000764 78345 1IGU560 8401 SCHAFFER ART LOADER - HOURS			82096200				ULSD G10	184.90 P	6.99	11.75	1.17	12.92	777			
							ULSD G10	183.27	6.01	10.01	1.00	11.01	777			
							ULSD G10	182.41	6.31	10.46	1.05	11.51	777			
							ULSD G10	183.39	7.71	12.85	1.29	14.14	777			
							DIESEL		27.02	45.07	4.51	49.58				
<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>27.02</b>	<b>45.07</b>	<b>4.51</b>	<b>49.58</b>											
	<b>YEAR TO DATE</b>	27.02	45.07	4.51	49.58											
Cost Centre  7050 15405338 02593 OTHER Other OTHER			8401				ULSD G10	187.90 P	76.02	129.85	12.99	142.84	777			
							ULSD G10	185.27	22.67	38.18	3.82	42.00	695			
							ULSD G10	185.27	73.79	124.28	12.43	136.71	695			
							ULSD G10	183.41	61.44	102.45	10.24	112.69	726	31	198.2	363.5
							ULSD G10	183.39	66.93	111.58	11.16	122.74	750	24	278.9	511.4
<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>300.85</b>	<b>506.34</b>	<b>50.64</b>	<b>556.98</b>											
	<b>YEAR TO DATE</b>	589.51	984.10	98.41	1,082.51											
<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>300.85</b>	<b>506.34</b>	<b>50.64</b>	<b>556.98</b>											
	<b>YEAR TO DATE</b>	589.51	984.10	98.41	1,082.51											

**BP Australia Pty Ltd**  
 A.B.N. 53 004 085 616  
 GPO Box 1621  
 MELBOURNE VIC 3001

## BP Plus Fleet Control Report

Account Enquiries: BP Accounts Receivable Telephone: 1800 225 527



CITY OF COCKBURN  
 Accounts Payable (Invoice Only) PO  
 067775  
 PO Box 1215  
 BIBRA LAKE DC PRIVATE BOXES WA  
 6965

CITY OF COCKBURN

Account Number: **0050188034**      Customer Number: **0115405338**  
 Period Starting: **01/02/2025**      Period Ending: **28/02/2025**

Page: 37 of 38  
 Date: 28/02/2025

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  7050 15405338 01140 ROADS Roads ROADS	26/02/25	17:31:38	BIBRA LAKE	WA	7451	068030	ULT DSL	183.39	42.39	70.67	7.07	77.74	100788	429	9.9	18.1	
							DIESEL		198.74	333.70	33.37	367.07					
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>198.74</b>	<b>333.70</b>	<b>33.37</b>	<b>367.07</b>			<b>1225</b>	<b>16.2</b>	<b>30.0</b>
							<b>YEAR TO DATE</b>	217.06	359.96	36.00	395.96	1225	17.7	32.3			
Cost Centre  7050 15405338 04102 WASTE Waste WASTE	19/02/25	16:43:14	BIBRA LAKE	WA	7451	067542	ULSD G10	182.41	12.40	20.56	2.06	22.62	89167				
							DIESEL		12.40	20.56	2.06	22.62					
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>12.40</b>	<b>20.56</b>	<b>2.06</b>	<b>22.62</b>					
							<b>YEAR TO DATE</b>	12.40	20.56	2.06	22.62						
Cost Centre  7050 15405338 04102 WASTE Waste WASTE	06/02/25	15:03:24	BIBRA LAKE	WA	7451	066489	ULSD G10	184.90 P	61.07	102.65	10.27	112.92	6990				
		15:05:46	BIBRA LAKE	WA	7451	066492	ULSD G10	184.90 P	140.86	236.77	23.68	260.45	777				
		15:06:26	BIBRA LAKE	WA	7451	066493	ULSD G10	184.90 P	116.42	195.69	19.57	215.26	777				
		15:07:58	BIBRA LAKE	WA	7451	066494	ULT DSL	186.39	137.27	232.59	23.26	255.85	777				
		15:08:53	BIBRA LAKE	WA	7451	066495	ULSD G10	184.90 P	112.53	189.15	18.92	208.07	777				
		15:10:16	BIBRA LAKE	WA	7451	066496	ULSD G10	184.90 P	119.48	200.84	20.08	220.92	777				
		15:10:46	BIBRA LAKE	WA	7451	066497	ULSD G10	184.90 P	124.64	209.51	20.95	230.46	777				
		15:12:27	BIBRA LAKE	WA	7451	066498	ULT DSL	186.39	117.65	199.35	19.93	219.28	777				
		15:12:57	BIBRA LAKE	WA	7451	066499	ULSD G10	184.90 P	113.24	190.35	19.03	209.38	777				
		15:14:31	BIBRA LAKE	WA	7451	066502	ULSD G10	184.90 P	137.00	230.28	23.03	253.31	777				
		15:19:33	BIBRA LAKE	WA	7451	066503	ULSD G10	184.90 P	89.74	150.85	15.08	165.93	777				
		15:21:28	BIBRA LAKE	WA	7451	066504	ULSD G10	184.90 P	110.83	186.29	18.63	204.92	777				
		15:24:25	BIBRA LAKE	WA	7451	066505	ULSD G10	184.90 P	109.43	183.95	18.39	202.34	77				
		15:25:47	BIBRA LAKE	WA	7451	066506	ULT DSL	186.39	112.64	190.86	19.09	209.95	777				
		15:26:57	BIBRA LAKE	WA	7451	066507	ULT DSL	186.39	111.53	188.98	18.90	207.88	777				
		06:10:07	BIBRA LAKE	WA	7451	066533	ULSD G10	184.90 P	110.54	185.81	18.58	204.39	777				
		11:01:21	BIBRA LAKE	WA	7451	066574	ULT DSL	186.39	58.94	99.87	9.99	109.86	58648				

**BP Australia Pty Ltd**  
 A.B.N. 53 004 085 616  
 GPO Box 1621  
 MELBOURNE VIC 3001

## BP Plus Fleet Control Report

Account Enquiries: BP Accounts Receivable Telephone: 1800 225 527



CITY OF COCKBURN  
 Accounts Payable (Invoice Only) PO  
 067775  
 PO Box 1215  
 BIBRA LAKE DC PRIVATE BOXES WA  
 6965

CITY OF COCKBURN

Account Number: **0050188034**  
 Period Starting: **01/02/2025**

Customer Number: **0115405338**  
 Period Ending: **28/02/2025**

Page: 38 of 38  
 Date: 28/02/2025

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			Waste				DIESEL	1883.81	3173.79	317.38	3491.17					
							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>1,883.81</b>	<b>3,173.79</b>	<b>317.38</b>	<b>3,491.17</b>				
							<b>YEAR TO DATE</b>	1,931.83	3,251.02	325.10	3,576.12					
							DIESEL	1883.81	3173.79	317.38	3491.17					
CUSTOMER TOTAL							<b>TOTAL</b>	<b>THIS PERIOD</b>	<b>1,883.81</b>	<b>3,173.79</b>	<b>317.38</b>	<b>3,491.17</b>				
							<b>YEAR TO DATE</b>	1,931.83	3,251.02	325.10	3,576.12					
							ADBLUE	47.52	86.35	8.64	94.99					
							DIESEL	18740.06	31362.63	3136.30	34498.93					
							<b>GRAND TOTAL</b>	<b>THIS PERIOD</b>	<b>19,783.77</b>	<b>32,974.17</b>	<b>3,297.45</b>	<b>36,271.62</b>		<b>106698</b>	<b>18.5</b>	<b>34.0</b>
							<b>YEAR TO DATE</b>	38,383.89	63,688.84	6,368.92	70,057.76		215174	17.8	32.6	



## 14.3 Infrastructure Services

### 14.3.1 RFQ 01/2025 - Three (3) Side Load Refuse Compactor Trucks

<b>Executive</b>	Director Infrastructure Services
<b>Author</b>	Service Lead Fleet Services
<b>Attachments</b>	1. Evaluation Summary ( <b>Confidential</b> )

#### RECOMMENDATION

That Council:

- (1) ACCEPTS the tender submitted from Truck Centre (WA) Pty Ltd trading as Truck Centre WA for RFQ01/2025 Three (3) Side Load Refuse Compactor Trucks for the supply of three (3) Volvo FE280 6X4 trucks with a Superior Pak body for a contract sum of \$1,627,068.00 (Ex GST) in accordance with the submitted price schedules including additional options; and
- (2) AUTHORISES the Chief Executive Officer to dispose of the existing vehicles which are being replaced, subject to compliance with legislative requirements.

#### Background

The City of Cockburn (The Principal) requires the supply and delivery of Three (3) 6 x 4 fully enclosed, Side Loading Waste Compactor Trucks (29m<sup>3</sup>).

The vehicles will be used by the City of Cockburn's Waste Collection Service to service domestic Mobile Garbage Bins (MGB's). The units must be capable of collecting 140Lt and 240Lt MGB's.

The Trucks is to take maximum advantage of the vehicle's legal GVM and volume capacity.

The vehicles are to be a one-person operated unit with the driver controlling the loading operation from within the cab of the truck.

The operation of the bin lift equipment will require that the vehicle shall have dual steering facilities with the appropriate dual instrumentation and foot controls. The parking brake control is to be easily operated from both the left hand and right-hand seats.

Respondents are advised that quotes for the refuse compactor body units only will not be accepted. Refuse compaction unit manufacturers/suppliers are to submit their proposal as part of a joint submission in conjunction with a cab/chassis supplier / manufacturer.

The Principal's expectation is that the vehicle is to be delivered within Six (6) months of the issue of an official Purchase Order.

The City released the Request to the following selected providers from the WALGA Preferred supplier Panel for Fleet (PSP006).

	<b>Tenderer's Name</b>	<b>Entity Name</b>
1	AV Truck Services	A.V. Truck Services Pty Ltd
2	Daimler Trucks	The Trustee for Belmont Unit Trust t/as Daimler Trucks Perth
3	Major Motors	The Trustee for Major Motors Unit Trust t/as Major Motors Pty Ltd
4	Penske	Penske Australia Pty Ltd
5	STG Sales	STG Sales Pty Ltd t/as STG Global
6	Truck Centre	Truck Centre (WA) Pty Ltd

RFQ 01/2025 – Three (3) Side Load Refuse Compactor Trucks was open on the City's e-tendering website between Monday 6 January 2025 and Wednesday 12 February 2025.

### Submission

The Request closed at 2:00pm (AWST) Wednesday, 12 February 2025 and two (2) submissions were received.

<b>Tenderer's Name</b>	<b>Entity Name</b>
Penske	Penske Australia Pty Ltd
Truck Centre	Truck Centre (WA) Pty Ltd

### Report

#### Compliance Criteria

The following criteria were used to determine whether the submissions received were compliant:

<b>Compliance Criteria</b>	
(a)	Compliance with the Request Document
(b)	Compliance with the conditions of Responding and Tendering
(c)	Compliance with the General Conditions of Contract
(d)	Compliance with and completion of the Price Schedule in the format provided.
(e)	Completion of Qualitative Criteria
(f)	Compliance with ACCC Requirements and completion of Certificate of Warranty.

Compliance Tenderers

The two (2) submissions were deemed compliant and released for evaluation.

Evaluation Criteria

Evaluation Criteria	Weighting Percentage
Tenderer’s Resources	15%
Technical Specification	30%
Sustainability	10%
Local	5%
Tendered Price	40%
<b>TOTAL</b>	<b>100%</b>

Tender Intent/ Requirements

The intent of this request is to purchase three (3) Side Loading Waste Compactor trucks to be used by Waste Collections services for servicing MGB’s.

Evaluation Panel

The tender submissions were evaluated by the following:

Name	Position
Craig Marshall (Chair)	Fleet Manager
Lou Viera	Head of Operations & Maintenance
Asanka Vidanage	Waste Collection Coordinator
Luke Scott	CoSafe Operations Manager
<b>Probity Role:</b>	
Janelle Keene, Contracts Officer	

Scoring Table – Combined Totals

Tenderer’s Name	Percentage Score		
	Non-Cost Evaluation	Cost Evaluation	Total
	60%	40%	100%
Truck Centre with Superior Pak Body**	<b>44.30%</b>	<b>40%</b>	<b>84.30%</b>
Truck Centre with Bucher body	44.30%	37.45%	81.75%
Penske with Superior Pak body	38.37%	39.02%	77.40%
Penske with Bucher body	38.37%	36.66%	75.03%

\*\* Recommended Submission

*Evaluation Criteria Assessment*Tenderer's Resources

Truck Centre scored highest for this criterion. Both respondents have workshops located within the Perth Metropolitan region for minor and major repairs.

They both have mobile mechanics available for servicing, maintenance, and minor repairs on site. Truck Centre workshop is located in Bibra lake and operates extended hours which corresponded to higher scoring.

Both submissions demonstrated that they either held or could access spares quickly and efficiently within Australia through their national dealership network as required which was reflected through their score in this criterion. Full handover training is available by both respondents.

Technical Specification

Both respondents provided equipment that met the requirements for the Principal and the specifications. The cab chassis and corresponding body are used extensively within the residential waste collection industry.

Sustainability

Both respondents submitted vehicles that met the minimum Euro 5 / ADR80/30 (compliant with Australian Design Rules) emissions standards and have extensive sustainability and environmental policies.

Local/Regional

Both Truck Centre and Penske have dealers in the Perth Metropolitan region. Penske is located in Hazelmere while Truck Centre site is located within the City boundaries in Bibra Lake.

Summation

The Evaluation Panel recommends that the submission provided by The Truck Centre (WA) Pty Ltd trading as Truck Centre WA from RFQ 01/2025 for the supply of three (3) Volvo FE280 6X4 trucks with a Superior Pak body be accepted as being the most advantageous respondent to supply the vehicles. The Trucks are estimated to be available in 12 months.

The submission by Truck Centre ranked one for both the qualitative and cost criteria. Given the low of risk of the supply the independent financial risk assessment was not conducted.

The recommendation is based on:

- The level of demonstrated experience in supplying similar equipment.
- Adequate resources and experienced personnel to service the equipment.
- Sound technical grounds in accordance with the specification.
- The best overall value for money and the most advantageous outcome for the City.

**Strategic Plans/Policy Implications**Local Economy

A sustainable and diverse local economy that attracts increased investment and provides local employment.

Listening and Leading

A community focused, sustainable, accountable, and progressive organisation.

**Budget/Financial Implications**

The FY24/25 budget contained an amount of \$1,500,000 (ex GST) against CW 7749, 7750 and 7752 (\$500,000 each) for the replacement Side Loaders.

This will need to be increased by a total of \$127,068 (Ex GST) to cover the recommended supplier.

The cost differential is due to the increases in the manufacturing supply chain seen over the last few years.

Funds will be drawn from the Plant & Equipment Reserve prior to delivery.

**Legal Implications**

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

**Community Consultation**

NA

**Risk Management Implications**

Should the Council not approve the purchase of these three vehicles, any delay will impact the City ability to meet the 10-year Fleet Management Renewal Plan.

Further, if the purchases are not approved, the expected trade-in units will be held back with the risk of increased downtime due to higher maintenance and repairs that come with an older fleet.

Financially this will see higher costs to maintain current vehicles beyond their operational lifespan.

The delay in purchasing waste vehicles as expected will increase the reputational risk for the City should the vehicles be offline for extended periods and the Waste Team unable to keep up with the Cities Waste collections.

**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 8 April 2025 Ordinary Council Meeting.

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

Nil



**14.3.2 RFQ 02/2025 - Two (2) Rear Loading Compactor Refuse Trucks**

**Executive** Director Infrastructure Services

**Author** Service Lead Fleet Services

**Attachments** 1. Evaluation Summary (**Confidential**)

**RECOMMENDATION**

That Council:

- (1) ACCEPTS the Tender submitted by The Trustee for Belmont Unit Trust trading as Daimler Trucks Perth for RFQ02/2025 Two (2) Rear Loading Compactor Refuse Trucks, for the supply of two (2) Mercedes Benz Econic 2630L Cab Chassis Euro VI with Bucher Municipal UR24 rear loader bodies for a contract value of \$1,228,748.00 (Ex GST) in accordance with the submitted Price Schedules including additional options; and
- (2) AUTHORISERS the Chief Executive Officer to dispose of the existing vehicles which are being replaced, subject to compliance with legislative requirements.

**Background**

The City of Cockburn (The Principal) requires the supply and delivery of two (2) full forward control 6 X 4 Rear Loading Compactor Trucks.

The Vehicles will be used by the City of Cockburn's Waste Collection Services to undertake the collection of bulk rubbish from residential and commercial properties.

It is a requirement that the two (2) Rear Loading Compactor Trucks have a minimum 23,000KG GVM/ 36,000KG GCM with a minimum 28m<sup>3</sup> enclosed volume rear loading compactor body fitted. The cabin floor is to be no more than 900mm from roadway.

It is a requirement that the loading operation will be monitored by one (1) closed circuit television (CCTV) system covering the rear of the hopper (including the packer and mobile rubbish bin), and the rear of the vehicle for reversing. The system set-up shall, where possible, match the Principal's existing trucks.

The Principal's expectation is the vehicle is to be delivered within eight (8) months of the issue of an official Purchase Order.

The City released the request to the following selected providers from the WALGA Preferred Supplier Panel for Fleet (PSP006):

	<b>Tenderer's Name</b>	<b>Entity Name</b>
1	Daimler Trucks	The Trustee for Belmont Unit Trust t/as Daimler Trucks Perth
2	Major Motors	The Trustee for Major Motors Unit Trust t/as Major Motors Pty Ltd
3	AV Truck Services	A.V. Truck Services Pty Ltd
4	Penske Australia	Penske Australia Pty Ltd
5	STG Sales	STG Sales Pty Ltd t/as STG Global
6	Truck Centre	Truck Centre (WA) Pty Ltd

Request RFQ 02/2025 – Two (2) Rear Loading Compactor Refuse Trucks was open on the City's e-tendering website between Monday 6 January 2025 and Thursday 6 February 2025.

### Submission

The Request closed at 2:00pm (AWST) Thursday, 6 February 2025 and one (1) submission was received.

	<b>Tenderer's Name</b>	<b>Entity Name</b>
1	Daimler Trucks	The Trustee for Belmont Unit Trust t/as Daimler Trucks Perth

### Report

#### Compliance Criteria

The following index was used to determine whether the submissions received were compliant.

<b>Compliance Criteria</b>	
A	Compliance with the Request Document
B	Compliance with the conditions of Responding and Tendering
C	Compliance with the General Conditions of Contract
D	Compliance with and completion of the Price Schedule in the format provided.
E	Completion of Qualitative Criteria
F	Compliance with ACCC Requirements and completion of Certificate of Warranty

### Compliant Tenderers

One (1) submission was deemed compliant and released for evaluation.

### Evaluation Criteria

Tenders were assessed against the following criteria:

Evaluation Criteria	Weighting Percentage
Tenderers Resources	15%
Technical Specification	30%
Sustainability	10%
Local/Regional	5%
Price	40%
<b>TOTAL</b>	<b>100%</b>

### Tender Intent/Requirements

The intent of this Request is to purchase two (2) Rear Loading Waste Compactor Trucks be used by the City of Cockburn's Waste Collection Services to service Hard and Green waste bulk collections.

### Evaluation Panel

The tender submissions were evaluated by the following:

Name	Position
Craig Marshall (Chair)	Fleet Manager
Lou Viera	Head of Operations & Maintenance
Asanka Vidanage	Waste Collection Coordinator
Luke Scott	CoSafe Operations Manager
<b>Probity Role:</b>	
Janelle Keene, Contracts Officer	

### Scoring Table

Tenderer's Names	Percentage Scores		
	Non-Cost Evaluation	Cost Evaluation	Total
	60%	40%	100%
Daimler Trucks	37.32%	40.00%	77.32%

### *Evaluation Criteria Assessment*

#### Tenderer's Resources

Daimler Trucks displayed suitable capabilities through its submission, with both a shop front and mobile workshop capabilities.

They demonstrated they are capable to carry out both minor and major repairs located within the Perth Metropolitan region. The Panel is satisfied that Daimler Truck can provide adequate resources and services.

Daimler Trucks have demonstrated they either hold or could access spares quickly and efficiently within Australia through their national dealership network as required, which was reflected through their score in this criterion.

It is estimated that the chassis for rear loader units will be available from April 2025 followed by a build time of 26 weeks.

#### Technical Specification

Daimler Trucks provided equipment that met the requirements for the Principal and the specifications requested. The cab chassis and corresponding body are used extensively within the residential hard waste collection industry.

#### Sustainability

Daimler Trucks submitted vehicles that met Euro 5 / ADR80/30 (compliant with Australian Design Rules) emissions standards and have sustainability policies in place.

#### Local/Regional

Daimler Trucks is in the eastern corridor within the Perth Airport industrial Precinct.

#### Summary

The Evaluation Panel recommends the submission by The Trustee for Belmont Unit Trust t/as Daimler Trucks Perth (RFQ02/2025) for the supply of Two (2) Mercedes Benz Econic 2630L Cab Chassis Euro VI with Bucher Municipal UR24 Rear Loader bodies be accepted as being the most advantageous respondent to deliver and maintain the equipment.

The Trucks are estimated to be available in six-to-nine months.

The submission by Daimler Trucks was the only compliant tender and ranked well in both the non-cost and cost criteria by the Panel. Given the low of risk of the supply the independent financial risk assessment was not conducted.

The recommendation is based on:

- The level of demonstrated experience in supplying similar equipment
- Adequate resources and experienced personnel to service the equipment
- Sound technical grounds in accordance with the specification
- Best overall value for money and the most advantageous outcome for the City.

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

#### Listening and Leading

A community focused, sustainable, accountable, and progressive organisation.

- Best practice Governance, partnerships and value for money.

### **Budget/Financial Implications**

The FY24/25 Budget contained an amount of \$1,000,000 (ex GST) against CW 7745, 7747 (\$500,000 each) for the replacement Rear Loaders.

This will need to be increased by a total of \$228,748 (Ex GST) to cover the recommended tender price. The cost differential is due to the increases in the manufacturing supply chain seen over the last few years.

### **Legal Implications**

N/A

### **Community Consultation**

N/A

### **Risk Management Implications**

Should Council not approve the purchase of these two vehicles, any delay will impact the City's ability to meet the 10-year Fleet Management Renewal Plan.

Further, if the purchases are not approved, the expected trade-in units will be held back with the risk of increased downtime due to higher maintenance and repairs that come with an older fleet. Financially this will see higher costs to maintain current vehicles beyond their operational lifespan.

The delay in purchasing waste vehicles as expected will increase the reputational risk for the City should the vehicles be offline for extended periods and the Waste Team be unable to keep up with the City's hard waste collections.

**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 8 April 2025 Ordinary Council Meeting.

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

Nil



## 14.4 Office of the CEO

### 14.4.1 2025 Local Government Elections

<b>Executive</b>	Chief Executive Officer
<b>Author</b>	Service Lead Governance and Council Support
<b>Attachments</b>	1. Cost Estimate (WAEC) - 2025 Local Government Elections <a href="#">↓</a> 2. Written Agreement (WAEC) - 2025 Local Government Elections <a href="#">↓</a>

#### RECOMMENDATION

That Council:

- (1) DECLARES, in accordance with section 4.20(4) of the *Local Government Act 1995*, the Electoral Commissioner to be responsible for the conduct of the 2025 Ordinary Election, together with any other elections or polls which may be required;
- (2) DECIDES, in accordance with section 4.61(2) of the *Local Government Act 1995*, that the method of conducting the election will be as a postal election; and
- (3) REQUESTS that the Chief Executive Officer writes to the Electoral Commissioner to outline the City's expectations for how the local government elections will be conducted, and that relevant City staff are appropriately engaged in the planning of the 2025 local government elections.

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

#### Background

The next local government elections will be held on Saturday, 18 October 2025.

The City of Cockburn has traditionally requested the Western Australian Election Commission (WAEC) to conduct the local government elections, on behalf of the City of Cockburn.

This report requests Council approval, by absolute majority decision, to declare the Electoral Commissioner to be responsible for the 2025 local government elections, and for election to be conducted as a postal election.

#### Submission

N/A

## Report

In December 2024, the City received a cost estimate and an offer from the WAEC for them to be responsible for the conduct of the 2025 local government elections, on behalf of the City of Cockburn.

The cost estimate quoted is an estimate only, as is based on the assumptions outlined in the cost estimate (see Attachment 1).

It also does not include any costs for Australia Post priority service for the lodgement of election packages, which for 2025 is estimated at approximately \$25,000.

The quoted cost for 2025 of \$461,253 (excl. GST) is a substantial increase on the cost quoted for the 2023 Local Government Elections of \$375,545.45 (actual cost \$354,354.91), and the 2021 Local Government Elections of \$278,181.82 (actual cost \$281,785.71). The WAEC has cited inflation and rising postage costs and wage costs for the increase.

As Council may be aware, there were Statewide challenges with the WAEC's conduct of the 2023 local government elections. These stemmed in part from legislative reform including the introduction of optional preferential voting and changes to candidate and voting eligibility. Some local governments experienced significant delays in the counting process.

The WAEC has acknowledged the challenges experienced in 2023, and report that since that time they have improved their count processes and are confident they will be able to finalise results more quickly whilst still retaining accuracy and integrity.

The City will also resume responsibility for directly appointing count staff in light of the challenges faced by the WAEC at the 2025 State Election.

The City considers it is in the best interests of the City for the WAEC to be responsible for the conduct of the 2025 local government elections.

It is recommended that Council requests the CEO to write to the Electoral Commissioner to ensure the City's expectations on the conduct of the elections is understood the cost estimate and draft written agreement (see Attachment 2). This will ensure that relevant City staff are appropriately engaged in the planning of the 2025 local government elections.

## Strategic Plans/Policy Implications

### Listening and Leading

A community focused, sustainable, accountable, and progressive organisation.

- Best practice Governance, partnerships and value for money.

**Budget/Financial Implications**

Estimated costs submitted by the WAEC amount to \$461,253 (GST excl.). This is an estimate only, and in accordance with the *Local Government Act 1995*, the WAEC must conduct the elections on the basis of full cost recovery. As such, the final cost may be less or greater than the estimate provided.

This figure also does not include:

- (1) staff time associated with processing owner-occupier electoral claims, organising replacement voting packages, liaising with the Returning Officer on election matters, or the organisation and delivery of any candidate information sessions;
- (2) priority post; and
- (3) costs associated with the promotion of the local government elections or the publishing of any mandatory public notices,

which will be budgeted for separately in the 2025-2026 annual budget.

The City has placed \$650,000 on the draft 2025-2026 Annual Budget for the election.

**Legal Implications**

To appoint the Electoral Commissioner to conduct the 2025 local government elections on the City of Cockburn's behalf, Council must comply with section 4.20 and 4.61 of the *Local Government Act 1995*.

**Community Consultation**

N/A

**Risk Management Implications**

A 'moderate' level of 'compliance' risk is associated with this item, should Council not support the recommendation.

The City is not resourced to conduct elections without appointing the Electoral Commission to conduct the election.

The method of conducting the election (postal) is known to the community and it is not recommended to change, due to the associated risks of this change.

A risk assessment has not been completed on an in-person election and is not recommended to be considered without this being effected.

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

N/A

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

Nil



WESTERN AUSTRALIAN  
Electoral Commission

Mr Daniel Simms  
Chief Executive Officer  
City of Cockburn  
PO Box 1215  
BIBRA LAKE WA 6965

Dear Mr Simms,

**Cost Estimate Letter: 2025 Local Government Ordinary Election**

As you are aware, the next local government ordinary election will be held on 18 October 2025. This letter is your Cost Estimate for the Western Australian Electoral Commission to conduct your election, should you proceed with making a declaration under the *Local Government Act 1995* for us to do so.

Cost Estimate

The Commission has estimated the cost to conduct your Council's election in 2025 as a postal election at approximately \$461,253 (ex GST).

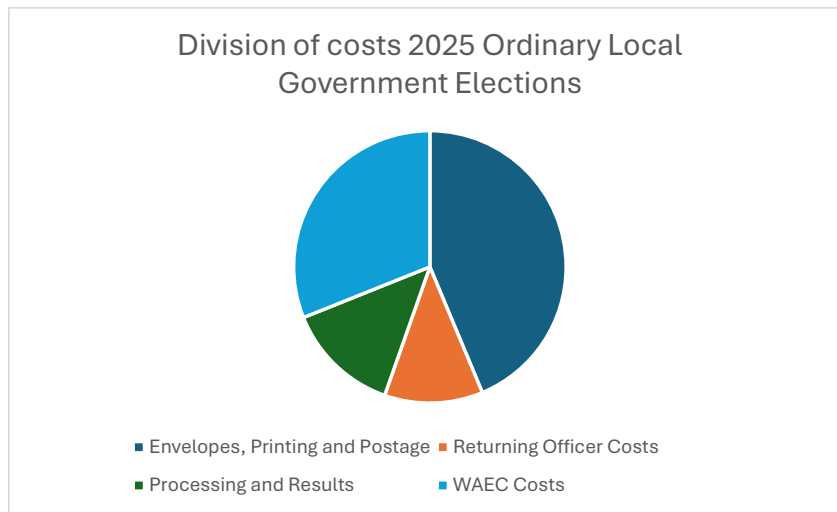
This cost has been based on the following assumptions:

- The method of election will be postal;
- 5 Councillor(s) and 1 Mayor vacancies;
- 87500 electors;
- response rate of approximately 35%
- appointment of a local Returning Officer; and
- count to be conducted at your office using CountWA.

If any of these assumptions are not correct, please contact us and we can provide a new cost estimate.

Cost Methodology

To provide your estimate, the Commission has estimated the costs of all aspects of the election, from supply of materials to staffing costs. For the 2025 Local Government elections, we have applied the following apportionment across the State:



For individual local Governments the exact apportionment of costs may differ slightly from the above, as the cost categories are determined by applying the following variables:

- Envelopes, Printing and Postage, and WAEC Costs are determined by the number of electors in your Local Government;
- Processing and Results is determined by the expected response rate for your election; and
- Returning Officer Costs are determined by the complexity of the election for the Returning Officer; we classify Local Governments into bands depending on a number of factors including number of Wards, number of vacancies and the number of candidates, and then we pay our Returning Officers a rate which reflects this band.

#### Estimated Cost of 2025 Local Government Elections

The Commission estimates that the total cost of conducting the Local Government Elections across Western Australia in 2025 will increase by \$1.3 million, compared to 2023. The key drivers for this cost increase are as follows:

- a 45% cost increase from Australia Post, comprising of a 25% increase which came into effect in March 2024, and an additional 20% proposed increase currently being considered by the Australian Competition and Consumer Commission, which if approved will take effect in July 2025; and
- a 9% increase in the salaries paid to Returning Officers as required by the Public Sector CSA Agreement 2024.

#### Variations to the final costs for your Council

In accordance with the *Local Government (Elections) Regulations 1997*, the Commission conducts elections on the basis of full accrual cost recovery. This means that should the actual costs incurred to conduct the election be less or greater than what we have estimated, the final cost may differ from the cost estimate you have been provided.

Whilst we aim to keep additional costs at a minimum wherever possible, the following are examples of where cost increases may arise:

- If a Returning Officer is selected that is not local to your area;
- If you elect for Australia Post Priority Service for the lodgement of your election package;
- If casual staff are required for the issuing of Replacement Election Packages;
- If casual staff are required to assist the Returning Officer on election day or night; or
- Unanticipated cost increases from our suppliers.

We will endeavour to keep you informed of any unanticipated cost increases as they are incurred during the election.

#### Service Commitment

The Commission is committed to conducting elections impartially, effectively, efficiently and professionally. Following each election event, we review our performance and identify ways to improve our service delivery.

The Commission acknowledges that during the 2023 Local Government Ordinary Elections, the results for many Local Governments were delayed. Since this time we have improved our Count Processes, and as demonstrated through extraordinary elections conducted in 2024, we are now able to finalise our results more quickly whilst still retaining accuracy and integrity.

If you have any suggestions for improvements we can make to deliver your election, your feedback is welcome at all times.

#### Next Steps

Should you wish to accept this cost estimate and proceed with the Electoral Commission undertaking this election, there are specific steps that must be taken under the *Local Government Act 1995*. These steps are summarised in the attached flow chart (Attachment A).

As outlined in the flow chart, if you accept this Cost Estimate then please advise of us this in writing, so that we can issue a Written Agreement letter. Both the Cost Estimate letter, and the Written Agreement letter then need to be taken to Council for a decision.

If you have any queries, please contact [lgelections@waec.wa.gov.au](mailto:lgelections@waec.wa.gov.au).

Yours sincerely,



Robert Kennedy  
**ELECTORAL COMMISSIONER**

12 December 2024





WESTERN AUSTRALIAN  
Electoral Commission

Mr Daniel Simms  
Chief Executive Officer  
City of Cockburn  
PO Box 1215  
BIBRA LAKE WA 6965

Dear Mr Simms,

**Written Agreement: 2025 Local Government Ordinary Election**

I refer to your correspondence dated 18 February 2025 in which you accept the Western Australian Electoral Commission's Cost Estimate for the 2025 Local Government Ordinary Election, as outlined in my letter to you dated 12 December 2024 (the Cost Estimates Letter).

This letter is my written agreement to be responsible for the conduct of the local government ordinary election for the City of Cockburn. In order to finalise this agreement, you are required under *the Local Government Act 1995* to submit the following motions to Council for a postal election:

1. declare, in accordance with section 4.20(4) of the Local Government Act 1995, the Electoral Commissioner to be responsible for the conduct of the 2025 ordinary election, together with any other elections or polls which may be required;
2. decide, in accordance with section 4.61(2) of the *Local Government Act 1995* that the method of conducting the election will be as a Postal election.

Please note that:

- the above motion/s must be presented to Council as drafted and cannot be amended in any way;
- both the Cost Estimates Letter, and this Written Agreement Letter should be attached to the item for Council consideration; and
- the above motion/s must be passed by an absolute majority.

Once the Council passes the above mentioned motion/s, please forward confirmation to the Commission to the email address below. The Commission can then proceed with arrangements for your ordinary election.

If you have any queries, please contact [lgelections@waec.wa.gov.au](mailto:lgelections@waec.wa.gov.au).

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'R Kennedy'.

Robert Kennedy  
**ELECTORAL COMMISSIONER**

24 March 2025

## 15. Reports - Standing Committee

### 15.1 Audit Risk and Compliance Committee Meeting – 18/03/2025

#### 15.1.1 Roads to Recovery Program - Financial Statement and Independent Auditor's Report for Year Ended 30 June 2024

<b>Executive</b>	Director Corporate and System Services
<b>Author</b>	Chief Financial Officer
<b>Attachments</b>	1. Roads to Recovery Financial Statement and Audit Report Year Ended 30 June 2024 <a href="#">↓</a>

#### Officer Recommendation/Committee Recommendation

That Council NOTES the Financial Statement and Independent Auditor's Report for year ended 30 June 2024 relating to the Roads to Recovery (R2R) Program.

#### Background

All audit reports received by the City, including the annual financial audit and project or service delivery audits mandated by funding bodies, are submitted to the Audit, Risk and Compliance Committee (ARC) for review.

#### Submission

N/A

#### Report

The City had \$1,120,875 available for expenditure from its annual Roads to Recovery (R2R) funding allocation of \$1,464,181. This amount accounts for \$343,306 that was expended in advance last year, as permitted by the funding conditions.

Total R2R funded expenditure for FY24 was \$932,121 on the Hammond Road duplication project. This leaves \$188,754 available and carried forward into FY25.

The City is required to prepare an audited statement in accordance with section 90 of the *National Land Transport Act 2014* and the Roads to Recovery Funding Conditions 2019.

The unmodified (clean) audit opinion states the financial statement has been prepared in accordance with reporting requirements, is based on proper accounts and records, and to be used solely for the approved purposes.

#### 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**

Audit confirmed grant monies were appropriately expended on the approved project and there are no budget or financial implications resulting from the audit.

### **Legal Implications**

N/A

### **Community Consultation**

N/A

### **Risk Management Implications**

Submitting this report to the ARC ensures all audit reports received by the City, including those addressing the City's compliance with grant funding requirements, are appropriately reviewed by the ARC.

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

N/A

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

Nil





Chartered Accountants

PARTNERS

Anthony Macri CA FCPA  
Domenic Macri CA CPA  
Connie De Felice CA CPA

**INDEPENDENT AUDITOR'S REPORT  
2024  
CITY OF COCKBURN**

To the Chief Executive Officer of the City of Cockburn

**Part 1 – Chief Executive Officer's Financial Statement for the Roads to Recovery Program under the *National Land Transport Act 2014***

**Opinion**

We have audited the accompanying special purpose financial statement presented in Part 1 – Chief Executive Officer's Financial Statement for the Roads to Recovery Program (the Program), which comprises a Statement of Receipts and Expenditure (the Statement) for the year ended 30 June 2024.

The Statement has been prepared by the City of Cockburn in accordance with the requirements of section 90 of the *National Land Transport Act 2014* (the Act) and the Roads to Recovery Funding Conditions 2019 (the Conditions) to meet the reporting requirements of the Australian Government Department of Infrastructure, Transport, Regional Development and Communications.

In our opinion, in all material respects:

- the Statement is based on, and in agreement with proper accounts and records
- the amount reported in the Statement as expended during the year was used solely for expenditure on the maintenance or construction of roads
- the amount certified by the Chief Executive Officer of the City of Cockburn in the Statement as its own source expenditure on roads during the year is based on, and in agreement with proper accounts and records.

**Basis for opinion**

We conducted our audit in accordance with the Australian Auditing Standards. Our responsibilities under those standards are further described in the *Auditor's responsibilities for the audit of the Statement* section of our report.

We are independent of the City of Cockburn in accordance with the relevant ethical requirements of the Accounting Professional & Ethical Standards Board's APES 110 *Code of Ethics for Professional Accountants (including Independence Standards)* (the Code) that are relevant to our audit of the statement. We have also fulfilled our other ethical responsibilities in accordance with the Code.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion.



**Emphasis of matter – Basis of accounting and restriction on distribution and use**

Without modifying our opinion, we draw attention to the special purpose framework used to prepare the Statement. The Statement has been prepared for the purpose of fulfilling the City of Cockburn's reporting obligations to the Australian Government Department of Infrastructure, Transport, Regional Development and Communications under the Act and the Conditions. As a result, the Statement may not be suitable for another purpose. Our report is intended solely for the City of Cockburn and the Australian Government Department of Infrastructure, Transport, Regional Development and Communications and should not be distributed to or used by parties other than the City of Cockburn or the Australian Government Department of Infrastructure, Transport, Regional Development and Communications.

**Responsibility of the Chief Executive Officer for the Statement**

The Chief Executive Officer is responsible for the preparation of the Statement in accordance with the requirements of the Act and Conditions, and for such internal control as the Chief Executive Officer determines is necessary to enable the preparation of the Statement that is free from material misstatement, whether due to fraud or error.

**Auditor's responsibilities for the audit of the Statement**

The objectives of our audit are to obtain reasonable assurance about whether the Statement is free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinion. Reasonable assurance is a high level of assurance but is not a guarantee that an audit conducted in accordance with Australian Auditing Standards will always detect a material misstatement when it exists.

Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of the Statement. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.

A further description of our responsibilities for the audit of the statement is located on the Auditing and Assurance Standards Board website. This description forms part of our auditor's report and can be found at [https://www.auasb.gov.au/auditors\\_responsibilities/ar4.pdf](https://www.auasb.gov.au/auditors_responsibilities/ar4.pdf).

**Other information**

Those charged with governance are responsible for the other information. The other information comprises the information accompanying the Statement, such as Parts 2, 3 and 4 for the year ended 30 June 2024, but not the Statement and our auditor's report.

Our opinion does not cover the other information and, accordingly, we do not express any form of assurance conclusion thereon.



Anthony Macri  
Partner – Macri Partners

<sup>th</sup>  
38 October 2024





Australian Government  
 Department of Infrastructure, Transport,  
 Regional Development, Communications and the Arts

**NATIONAL LAND TRANSPORT ACT 2014, PART 8**

**PART 1 - CHIEF EXECUTIVE OFFICER'S FINANCIAL STATEMENT AND AUDITOR'S REPORT**

Chief Executive Officer's financial statement  
 (see subclause 6.2(a) of the funding conditions)

The following financial statement is a true statement of the receipts and expenditure of the Roads to Recovery payments received by City of Cockburn under Part 8 of the *National Land Transport ACT 2014* in the financial year 2023-24.

[1]	[2]	[3]	[4]	[5]
Amount brought forward from previous financial year \$	Amount received in report year \$	Total amount available for expenditure in report year \$	Amount expended in report year \$	Amount carried forward to next financial year \$
		[1]+[2]		[3]-[4]
-343,306	1,464,181	1,120,875	932,121	188,754

The own source expenditure on roads for City of Cockburn in 2023-24 was: \$3,039,442

.....  
 (signature of Chief Executive Officer/General Manager)

28/10/2024

..... Daniel Simms (name of Chief Executive Officer/General Manager)

Auditor's report

(Conditions cl.6.2(b))

In my opinion:

- (i) the financial statement above is based on proper accounts and records;
- and





**Australian Government**  
 Department of Infrastructure, Transport,  
 Regional Development, Communications and the Arts

- (ii) the financial statement above is in agreement with proper accounts and records; and
- (iii) the amount reported as expended during the year was used solely for expenditure on the maintenance and/or construction of roads; and
- (iv) the amount certified by the Chief Executive Officer in the Chief Executive Officer's financial statement above as the funding recipient's own source expenditure on roads during the year is based on, and in agreement with proper accounts and records.

I am an "appropriate auditor" as defined in section 4 of the *National Land Transport ACT 2014*.

*Anthony Macri*

(signature of auditor)

*28/10/2024*

*ANTHONY MACRI*

(name of auditor)

*MACRI PARTNERS*

(name of auditor's company)

Note: Under s.4 of the Act, "appropriate auditor" means:

- (a) in relation to a funding recipient whose accounts are required by law to be audited by the Auditor-General of a State — the Auditor-General of the State; or
- (b) in relation to a person or body whose accounts are required by law to be audited by the Auditor-General of the Commonwealth — the Auditor-General of the Commonwealth; or
- (c) in relation to any other funding recipient — a person (other than an officer or employee of the person or body) who is:
  - (i) registered as a company auditor or a public accountant under a law in force in a State; or
  - (ii) a member of the Institute of Chartered Accountants in Australia or of the Australian Society of Accountants.



**Australian Government**  
**Department of Infrastructure, Transport,**  
**Regional Development, Communications and the Arts**

**PART 2 - STATEMENT OF ACCOUNTABILITY BY CHIEF EXECUTIVE OFFICER**

(see subclauses 6.3(a), (c) and (d) of the funding conditions)

I,                 Daniel Simms                , Chief Executive Officer or General Manager, of  
                City of Cockburn                , hereby certify, in accordance with the conditions  
determined under section 90 of the *National Land Transport ACT 2014* (the Funding Conditions),  
that:

- (a) Roads to Recovery funds received by City of Cockburn during the year 2023-24  
which have been spent on the construction and/or maintenance of roads;
- (b) City of Cockburn has fulfilled the signage and other public information  
conditions in Part 3 of the Funding Conditions; and
- (c) during the financial year City of Cockburn has otherwise fulfilled all of the  
Funding Conditions.

\_\_\_\_\_ (signature of Chief Executive Officer/General Manager)

\_\_\_\_\_ / 2024



Australian Government  
 Department of Infrastructure, Transport,  
 Regional Development, Communications and the Arts

**PART 3 – STATEMENT ON EXPENDITURE MAINTENANCE BY CHIEF EXECUTIVE OFFICER**

(see subclause 6.3(b) of the funding conditions)

I, Daniel Simms, Chief Executive Officer/General Manager, of  
City of Cockburn, state that, in accordance with the funding  
 conditions determined under section 90 of the *National Land Transport ACT 2014* :


- 1(a) expenditure on the construction and/or maintenance of roads by City of Cockburn using its own sources funds in the year to which this report refers was \$3,039,442.
- 1(b) the reference amount for City of Cockburn is \$3,212,001.

The following information need only be provided if the expenditure shown in 1(a) is less than the reference amount as shown in 1(b) above:

- 2(a) expenditure on the construction and/or maintenance of roads by City of Cockburn using its own sources funds for the year prior to the year to which this report refers was \$4,128,354.
- 2(b) the average of expenditure on the construction and/or maintenance of roads by City of Cockburn using its own source funds for the year to which this report refers and the previous year was \$3,583,898.

The following information need only be provided if the expenditure shown in 1(a) is less than the reference amount as shown in 1(b) above:

- 3(a) expenditure on the construction and/or maintenance of roads by City of Cockburn using its own sources funds in the year two years before the year to which this report refers was \$7,637,429.
- 3(b) the average of expenditure on the construction and/or maintenance of roads by City of Cockburn using its own source funds for the year to which this report refers and the previous two years was \$4,935,075.

  
 (signature of Chief Executive Officer/General Manager)

28/10/2024





**Australian Government**  
 Department of Infrastructure, Transport,  
 Regional Development, Communications and the Arts

**PART 4**

**STATEMENT OF EXPECTATIONS RELATING TO ROAD SAFETY**

The following projects completed year ending 30 June 2024 have been formally evaluated as per the work schedule:

Work Schedule Id	3	Project Name	Hammond Road - from Branch Circus to Bartram Road, Success Western Australia
Comments	Duplication of existing single lane and additional roundabouts at various points of the 1.km construction area have been established.		

**STATEMENT OF OUTCOMES BY CHIEF EXECUTIVE OFFICER**

(see subclause 6.3(e) of the funding conditions)

City of Cockburn has achieved the following outcomes under the Roads to Recovery Program in 2023-24:

Hammond Road duplication will increase safety for pedestrian and cyclists, whilst additional lanes will support the increase of vehicle (up to 22,000) and improve the south - north connectivity of traffic.

**Key outcomes**

Outcome	Estimated % of Roads to Recovery Expenditure (all projects)
1. Road Safety	50
2. Regional economic development	20
3. Achievement of asset maintenance strategy	0
4. Improved access for heavy vehicles	15
5. Promotion of tourism	0
6. Improvements of school bus routes	0
7. Access to remote communities	0
8. Access to intermodal facilities	0
9. Traffic management	15
10. Improved recreational opportunities	0
11. Amenity of nearby residents	0
12. Equity of access (remote areas)	0



**Australian Government**  
Department of Infrastructure, Transport,  
Regional Development, Communications and the Arts

13. Other	0
<b>TOTAL</b>	<b>100</b>

28/10/2024

(signature of Chief Executive Officer/General Manager)



### 15.1.2 Local Roads and Community Infrastructure (LRCI) Program - Audit for the Year Ended 30 June 2024

<b>Executive</b>	Director Corporate and System Services
<b>Author</b>	Chief Financial Officer
<b>Attachments</b>	1. Independent Auditor's Report - Local Roads and Community Infrastructure Program Year Ended 30 June 2024 <a href="#">↓</a>

#### Officer Recommendation/Committee Recommendation

That Council NOTES the Independent Auditor's Reports for the Local Roads and Community Infrastructure Program (Phases 3 and 4) - year ended 30 June 2024.

#### Background

All audit reports received by the City, including the annual financial audit and other project or service delivery audits required by funding bodies, come before the Audit, Risk and Compliance Committee (ARC) for review.

#### Submission

N/A

#### Report

The City was eligible for funding under both Phases 3 and 4 of the Local Roads and Community Infrastructure Program (LRCIP).

The funding received under phase 3 was fully expended in FY23, with \$1.077 million of funding applicable to FY24 being accrued back to that year.

There was no additional funding or expenditure in FY24 under phase 3, although the funding body required an independent audit report to close out this program phase.

The City received \$679,363 of funding in FY24 under phase 4 of the LRCI Program. This is part of a nominal funding allocation of \$1,698,406 under phase 4.

There was no expenditure incurred in FY24 against the nominated projects (Omeo amenities and Rockingham/Phoenix Road roundabout).

The funding already received is held by the City for delivery of these projects in FY25 and future years.

The acquittal of this funding is required to be independently audited and signed off by one of the City's executives (CFO has signed for Cockburn).

The unmodified (clean) audit opinion states the reports prepared were in accordance with reporting requirements under the program, and the expended amounts reported are based on proper accounts and records and used solely for the approved purposes.

### **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**

Audit confirmed the grant monies were appropriately expended on the approved project and there are no budget or financial implications resulting from the audit.

### **Legal Implications**

N/A

### **Community Consultation**

N/A

### **Risk Management Implications**

Bringing this report to the ARC ensures all audit reports received by the City, including those addressing the City's compliance with grant funding requirements, are appropriately reviewed by the ARC.

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

N/A

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

Nil



**PARTNERS**  
Anthony Macri CA FCPA  
Domenic Macri CA CPA  
Connie De Felice CA CPA

**INDEPENDENT AUDITOR'S REPORT**  
**2024**  
**City of Cockburn**

To the Chief Executive Officer of the City of Cockburn

**Financial Statements for the Local Roads and Community Infrastructure Program**

**Opinion**

I have audited the accompanying special purpose financial statements (the financial statements) prepared for the Australian Government Department of Infrastructure, Transport, Regional Development and Communications and the Arts Local Roads and Community Infrastructure Program (the Program), which comprises the Chief Executive Officer's Financial Statements for Phase 4 for the year ended 30 June 2024.

The financial statements have been prepared by the City of Cockburn in accordance with the requirements of the Australian Government Department of Infrastructure, Transport, Regional Development and Communications and the Arts Local Roads and Community Infrastructure Program Guidelines (the Guidelines) for Phase 4 of the Program to meet the reporting requirements of the Australian Government Department of Infrastructure, Transport, Regional Development and Communications and the Arts.

In my opinion, in all material respects:

- the financial statements are based on, and in agreement with, proper accounts and records

**Basis for opinion**

I conducted my audit in accordance with the Australian Auditing Standards. My responsibilities under those standards are further described in the *Auditor's responsibilities for the audit of the financial statements* section of my report.

I am independent of the City of Cockburn in accordance with the *Auditor General Act 2006* and the relevant ethical requirements of the Accounting Professional & Ethical Standards Board's APES 110 *Code of Ethics for Professional Accountants (including Independence Standards)* (the Code) that are relevant to my audit of the financial statements. I have also fulfilled my other ethical responsibilities in accordance with the Code.

I believe that the audit evidence I have obtained is sufficient and appropriate to provide a basis for my opinion.

**Emphasis of matter – Basis of accounting and restriction on distribution and use**

Without modifying my opinion, I draw attention to the special purpose framework used to prepare the financial statements. The financial statements have been prepared for the purpose of fulfilling the City of Cockburn's reporting obligations to the Australian Government Department of Infrastructure, Transport, Regional Development and Communications and the Arts under the Guidelines. As a result, the financial statements may not be suitable for another purpose. My report is intended solely for the City of Cockburn and the Australian Government Department of Infrastructure, Transport, Regional Development and Communications and the Arts and should not be distributed to or used by parties other than the City of Cockburn or the Australian Government Department of Infrastructure, Transport, Regional Development and Communications and the Arts.

**Responsibility of the Chief Executive Officer for the financial statements**

The Chief Executive Officer is responsible for the preparation of the financial statements in accordance with the requirements of the Guidelines, and for such internal control as the Chief Executive Officer determines is necessary to enable the preparation of financial statements that are free from material misstatement, whether due to fraud or error.

**Auditor's responsibilities for the audit of the financial statements**

The objectives of my audit are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes my opinion. Reasonable assurance is a high level of assurance, but is not a guarantee that an audit conducted in accordance with Australian Auditing Standards will always detect a material misstatement when it exists.

Misstatements can arise from fraud or error and are considered material if, individually or in the aggregate, they could reasonably be expected to influence the economic decisions of users taken on the basis of the financial statements. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.

A further description of my responsibilities for the audit of the financial statements is located on the Auditing and Assurance Standards Board website. This description forms part of my auditor's report and can be found at [https://www.auasb.gov.au/auditors\\_responsibilities/ar4.pdf](https://www.auasb.gov.au/auditors_responsibilities/ar4.pdf).

**Other information**

Those charged with governance are responsible for the other information. The other information is the information in the Program's annual report for the year ended 30 June 2024, but not the financial statements and my auditor's report.

My opinion does not cover the other information and, accordingly, I do not express any form of assurance conclusion thereon.

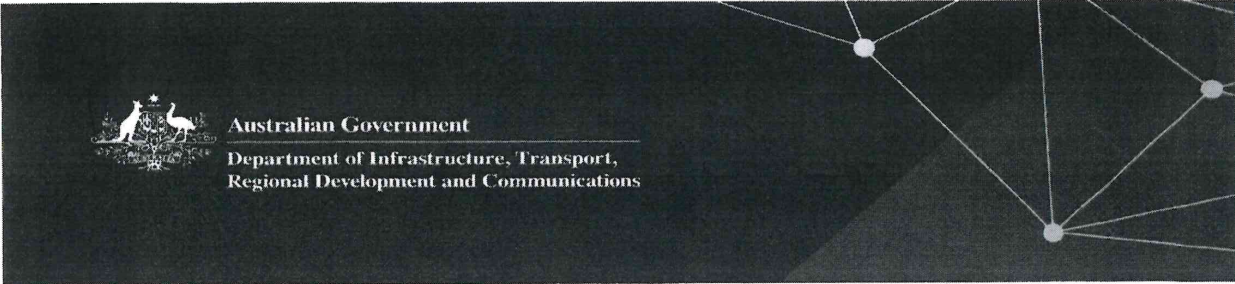


Anthony Macri  
Partner – Macri Partners

<sup>th</sup>  
28 October 2024







LOCAL ROADS AND COMMUNITY INFRASTRUCTURE (LRCI) PROGRAM

## Chief Executive Officer’s Financial Statement

Eligible Funding Recipient Name: City of Cockburn

Financial Year: 2023 - 2024

Phase: Four (4)

**2020-2021 Financial Year:**

LRCI Funding Received 2020-2021	LRCI Funding Expended 2020-2021
\$Click or tap here to enter text.	\$Click or tap here to enter text.

**2021-2022 Financial Year:**

LRCI Funding Received 2021-2022	LRCI Funding Expended 2021-2022
\$Click or tap here to enter text.	\$Click or tap here to enter text.

**2022-2023 Financial Year:**

LRCI Funding Received 2022-2023	LRCI Funding Expended 2022-2023
\$Click or tap here to enter text.	\$Click or tap here to enter text.

**2023-2024 Financial Year:**

LRCI Funding Received 2023-2024	LRCI Funding Expended 2023-2024
\$679,363	\$0.00

<b>Nominal Funding Allocation:</b>	<b>Total LRCI Funding Expended across all F/Ys</b>
\$1,698,406	\$0.00

1. Does council intend to claim further LRCI Expenditure in the 2024/25 Financial Year?  
 YES     NO

2. Acknowledgement of underspend (if applicable):

Council acknowledges an underspend of \$Click or tap here to enter text. and confirms this amount is not being claimed; and

Council acknowledges that the final payment will be reduced accordingly.



I confirm this is a true statement of the receipts and expenditure of the Local Roads and Community Infrastructure Program funding.

I acknowledge that should this information be incorrect, the Annual Report documents will need to be updated and a re-audit will be required.

Name: Nelson Mauricio

Position: Chief Financial Officer

Signature:

Date: 28/10/2024

**Note:** This form must be signed by the Chief Executive Officer, Deputy Chief Executive Officer, Chief Financial Officer or an equivalent Executive Officer.

**Glossary:**

Financial Year LRCI Funding Received	These amounts should reflect the <b>LRCI</b> monetary/funding amounts paid to council in each financial year
Financial Year LRCI Funding Expended	These amounts should reflect the <b>LRCI</b> funds spent on eligible projects. This should match the amounts recorded in the Annual Report Table
LRCI Nominal Funding Allocation	This is the nominal grant funding allocated to the Eligible Funding Recipient for each Phase. The Nominal Funding Allocation can be found under Section D of the approved Grant Agreement or in the eligible funding recipient’s approved Work Schedule.
LRCI Funding Received	Eligible Funding Recipients should enter the total Grant Funding they have <u>received</u> from the Department for that Phase during the Financial Year.
LRCI Funding Expended	This is the actual program funds expended by the Eligible Funding Recipient on all approved projects in the Phase Approved Work Schedule during the relevant Financial Year. This number should only include <b>LRCI</b> funding.



Local Roads and Community Infrastructure (LRCI) Program – ANNUAL REPORT

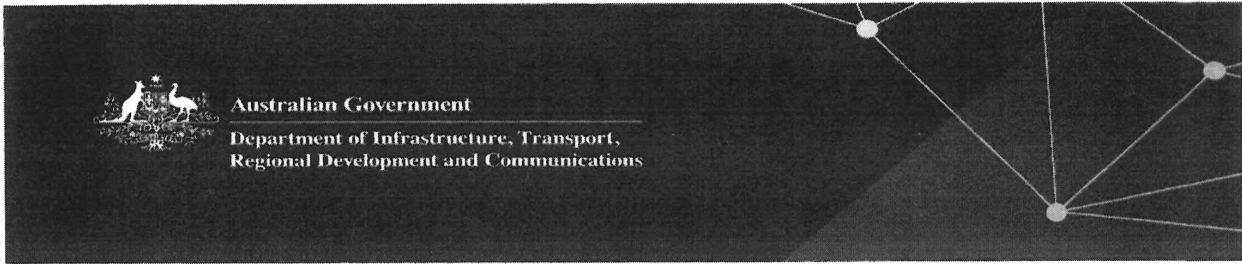
City of Cockburn

Note: this table format must not be altered in any way, except to add rows. Changes to format will render the report invalid.

This table must be lodged with: ANNUAL REPORT DECLARATION, CEO FINANCIAL STATEMENT, PHOTOGRAPHIC EVIDENCE TEMPLATE & AUDITOR'S REPORT for processing to begin.

Eligible Funding Recipient (Council Name)	2023/24		LRCI Program Phase:		Actual Construction Start Date (MM/YY)	Construction Completion Date (MM/YY)	Projects Status (not started, underway, complete or withdrawn only)	Jobs Supported – Council (FTE)	Jobs Supported – Contractors (FTE)	Actual project location data (Coordinates)	Primary Work Category	Secondary Work Category	Project Comments
	Approved Projects (Project Name & Number in Order as appears in the Approved Work Schedule)	Total Project Cost (\$)	Total Approved LRCI Funding Contribution (\$)	Actual Construction Start Date (MM/YY)									
	1	Omeo Amenities Building & Shelters	\$1,600,000	\$1,077,107	06/24	06/25	Underway	1	10	32.104762428550371 157.6627816393194	Toilet Blocks	Toilet Blocks	Market engagement complete Construction contract awarded Site possession and mobilisation in progress
	2	Rockingham Road and Phoenix Road Roundabout	\$2,492,000	\$621,299	01/25	06/25	Not started	1	15	32.0936002428173,1 15.78267169934301	Traffic Improvement	Traffic Improvement	85% of the Design for civil components has been completed. Utilities reinstatement, relocation, and various approvals such as APRA, Tesra and Western Power are in progress. Independent Road and Safety Audit (RSA) consultants are on board. Market engagement for the construction stage planned for Qtr. 3 FY25.
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	<b>TOTALS</b>		<b>\$4,092,000</b>	<b>\$1,698,406</b>				<b>2.00</b>	<b>25.00</b>				





LOCAL ROADS AND COMMUNITY INFRASTRUCTURE (LRCI) PROGRAM

# Annual Report Declaration

Financial Year: 2023 - 2024 Phase: Four (4)

Eligible Funding Recipient Name: City of Cockburn

I declare that:

- I have read, understood and agree to abide by the Program Guidelines on the Department's website at [LRCI Resources](#) as in force at the time of submission;
- The information I have submitted in this form is, to the best of my knowledge, true, accurate and complete. I also understand that giving false or misleading information is a serious offence under the Criminal Code 1995 (Cth);
- The financial statement is a true statement of the receipts and expenditure of the Local Roads and Community Infrastructure Program payments received;
- the Approved Projects will be physically complete by 30 June 2024 unless otherwise agreed by the Department;
- I understand that the Local Roads and Community Infrastructure Program is an Australian Government program and that the Department will use the information provided in accordance with:
  - Australian Government Public Data Policy Statement;
  - Commonwealth Grants Rules and Guidelines;
  - Applicable Australian laws; and
  - May make information publically available within the course of the LRCI Program (for example in media releases or promotional materials).

All boxes must be checked:

- I am authorised to complete this form and to sign and submit this declaration
- I am submitting an Annual Report Table that is in the correct excel format;
- I am submitting a Chief Financial Officer's Financial Statement, that is in the correct PDF format and signed by an authorised officer within the organisation.
- N/A*  I have included photographic evidence of projects under construction and completed on the correct template in PDF format.
- I have engaged an Appropriate Auditor as defined by the National Land Transport Act 2014 and their audit opinion is attached.

Full name: Nelson Mauricio Position: Chief Financial Officer

Signature: Date: 28/10/2024

**Note:** This form must be signed by the Chief Executive Officer, Deputy Chief Executive Officer, Chief Financial Officer or an equivalent Executive Officer.

### 15.1.3 'Acting Through' Principles of the Local Government Act 1995, and their application within the City of Cockburn Administration - Audit Report

**Executive** Chief Executive Officer

**Author** Risk and Governance Advisor

**Attachments** 1. Audit - Acting Through in Procurement [↓](#)

#### Officer Recommendation/Committee Recommendation

That Council:

- (1) RECEIVES the audit report 'Acting Through' Principles of the Local Government Act 1995, and their application within the City of Cockburn Administration, presented as Attachment 1 to this report; and
- (2) ADOPTS the findings and recommendations of the audit report 'Acting Through' Principles of the *Local Government Act 1995*, and their application within the City of Cockburn Administration.

#### Background

Following the City of Cockburn (City) Governance Review in 2021, at the 21 March 2022 Governance Steering Committee Meeting, the application of the principle of 'acting through' was identified.

Council resolved at the 14 April 2022 Ordinary Council Meeting to list the item in the City's Strategic Internal Audit Plan 2022-2023 to be completed in the 2022-2023 financial year.

A 'systems' audit to examine the administrative processes at the City for persons statutory empowered with the authority to exercise a power to act through another person would involve significant resource. Such an audit would come at a cost that is disproportionate to the integrity assurance gained.

Instead, a 'product' audit examined the City's Procurement Service Unit which reviewed all transactions that the service conducted over a 30-day period.

This review was not undertaken during the 2022-2023 financial year period as it has taken the City significant time to procure the services of a suitable auditor to undertake this work. The reasons for this delay are summarised below:

- WALGA, when consulted by the City for advice on possible suitable auditors for this audit, responded that the acting through principle is a matter of nuance and may provide challenges from an internal audit perspective. WALGA suggested using a consultant from their informal list. When contacted by the City the consultant was no available
- In June 2023, McLeods Lawyers was appointed to conduct this audit, and commenced a document discovery. Documents requested by McLeods did not contain sufficient evidence of decisions made on an 'acting through' role, and additional documents were supplied to the auditor
- The City conducted a 'step through' of its procurement processes and systems for contract management, contract variations and exercising delegated financial authority with the auditor. This was required so the auditor could ascertain when 'acting through' did occur
- The audit was included in the Internal Audit Plan 2024-2025 which was adopted at the 9 April 2024 Ordinary Council Meeting.

### Submission

N/A

### Report

Section 5.45(2) of the *Local Government Act 1995* (the Act) states:

- (2) Nothing in this Division is to be read as preventing –
- (a) a local government from preventing any of its functions by acting through a person other than the CEO; or
  - (b) a CEO from performing his or her functions by acting through another person.

In local governments the CEO, or any officer who may have been delegated a power, may direct another officer to do something under statutory authority.

This is known as 'acting through'. This means that the officer with the delegated power is acting through another officer. The officer whom one is acting through has no discretion on how to exercise the power – all discretion remains with the delegate.

What constitutes an 'acting through' arrangement is not defined in legislation. However, the 'acting through' principle is well established at law as a proper exercise of power by a government authority.

It is sometimes referred to as a “Carltona” authorisation. This is a reference to the English decision in *Carltona Ltd v Commissioners of Works* [1943] 2 All ER 560 which has been adopted into Australian law.

The Department of Local Government, Sport and Cultural Industries guidance states that acting through arrangements can be employed where an officer performs tasks at the direction of the authority holder.

The concepts of delegating authority, authorisations, and acting through are briefly explained below, together with some examples to illustrate how these concepts apply in local government.

### Delegations

Delegations occur when an officer with statutory authority delegates to another officer to exercise a power or discharge the original officer’s duty.

The officer who has been delegated the authority has full discretion when exercising that power. At the same time, the delegated power may be exercised by the original officer.

Example - the Act gives authority to local governments. Sections 5.42 and 5.16 of the Act also empowers the local government to delegate the Act’s power to the Chief Executive Officer (the CEO) and Committees of Council. Thus, the CEO and a Committee of Council exercise authority for and on behalf of the local government.

### Authorisations

Like delegations, authorisation come from statutes and relate to statutory power. Legislation may direct an individual person to discharge a duty, including for the purpose of enforcement or to enter a contract.

Example – section 9(3) of the *Public Health Act 2016* states the Chief Health Officer may authorise a City public health officer to enter property or give directions during an emergency.

### Acting Through

Not all powers can be delegated. Additionally, an officer with too many statutory powers to exercise individually may find it difficult to exercise authority within the organisational context. If that power cannot be delegated, or has not been delegated, the officer with the power can ‘act though’ another officer. However, the officer ‘acting through’ has no discretion as to how that authority is exercised.

Example - a rates officer may calculate the rates to be charged to ratepayers, instead of the CEO having to do this.

The following is a summary of the audit report ‘Acting through’ principles of the *Local Government Act 1995*, and their application within the City of Cockburn Administration, presented as Attachment 1 to this report:

Audit Key Findings

The report listed 15 general comments, stating that clarification of these would assist in ensuring consistent compliance with the City's procurement framework. These recommendations are listed in the table below:

Item No.	Auditor's comments	Management response
1	Based on the information obtained from the City's financial record system and additional information provided by the City, the procurement decisions reviewed complied with applicable legislative and policy requirements.	No action identified.
2	The 'acting through' aspect of the procurement decisions reviewed is seen in the implementation of procurement decisions once made either by Council or by an officer under delegated authority. Procurement decisions are required to be implemented in accordance with payment authorisation requirements adopted under the <i>Local Government (Financial Management) Regulations 1996</i> (FM Regulations), in accordance with the 'Delegated Financial Authority' Forms for Purchase Orders and Requisitions. The City thereby 'acts through' authorised employees to effect a procurement decision, which previously has been made by Council or an officer acting under delegated authority.	No action identified.
3	In some instances, the City's financial record system appeared to insufficiently distinguish between:	<p>Legal and Compliance Service Unit has drafted a document titled 'Procure to Pay Process' which presents a proposed map to capture the bulk of delegations. The document can capture the bulk of delegations and acknowledges that there will be a need for authorisations that do not fit the framework (e.g., higher level payment authorities to director and CEO). This will both streamline the process and provide appropriate distinction between each authority.</p> <p>This will be reported to Council with the next major review of delegations.</p> <p>The City will amend the terminology with the next major review of delegations.</p> <p>By Quarter 2 – 2025/26</p>

Item No.	Auditor's comments	Management response
3(a)	Delegated authority in relation to procurement decisions delegated to the CEO by Council as per Item 2.2.9 of the Delegation Register and sub-delegated by the CEO under section 5.44(1) of the <i>Local Government Act 1995</i> to other employees of the City, the exercise of which is required to be recorded in accordance with section 5.46(3) and reg. 19 of the <i>Local Government (Administration) Regulations 1996</i> ;	<p>All Delegated authority is recorded as required in the Delegations Register.</p> <p>The exercise of delegations is recorded in the City's procurement and record keeping systems.</p>
3(b)	Delegated authority in relation to expenditure from the municipal fund or trust fund as per Item 2.2.8 of the Delegation Register;	All Delegated authorities are recorded as required. The Procurement Service Unit will work with the Legal and Compliance Service Unit to review this requirement.
3(c)	Procedures and requirements for authorisation of payments by City employees adopted under reg. 5(1)(e) and 11 of the FM Regulations to ensure proper authorisation for the incurring of liabilities and making of payments.	All Payments are made in accordance with the approval requirements within the City's financial system. The Procurement Service Unit will work with the Legal and Compliance Service Unit to review this requirement.
4	<p>Given that there is considerable variance in the scope of delegated authority and authorisation granted in relation to payments to various officers of the City, there is some risk that a "Delegated Financial Authority" could be mistaken to constitute delegated authority (under the LG Act) for that amount, which it is not. For instance, under Item 2.2.9 authority to determine tenders less than \$1 million is delegated to the CEO, although it is a condition of that delegation that any tender accepted for a value of \$500,000 or greater requires the authorisation of two delegates<sup>1</sup>. However, the Delegated Financial Authority noted in the "Delegated Financial Authority Application Form (Purchase Requisitions)" is \$20 million for the CEO. Clearer distinction should therefore be made as to what "Delegated Financial Authority" means and how it is different from Delegated Authority under the Delegation Register.</p> <p><sup>1</sup>The auditor notes that this condition on its face is not capable of being met given that the primary delegation is only to the CEO. Whilst there are more than one sub-delegate, there is only one delegate (the CEO).</p>	<p>Legal and Compliance Service Unit has drafted a document titled 'Procure to Pay Process' which presents a proposed map to capture the bulk of delegations. The document can capture the bulk of delegations and acknowledges that there will be a need for authorisations that do not fit the framework (e.g., higher level payment authorities to director and CEO).</p> <p>This will be reported to Council with the next major review of delegations.</p> <p>The City will amend the terminology with the next major review of delegations.</p> <p>By Quarter 2 – 2025/26</p>



Item No.	Auditor's comments	Management response
5	To assist in distinguishing payment authorisation of City employees from the exercise of delegated authority, we recommend that the relevant forms utilised by the City refer to "Payment Authorisation Limit" rather than "Delegated Financial Authority", which term suggests a formal delegation of statutory authority.	The City will amend the terminology with the next major review of delegations.  By Quarter 2 – 2025/26
6	The auditor notes there is also considerable variance in the level of payment authorisation granted to various senior officers (e.g. Chief (Financial & Operations Officers) \$15 million; Chief of Community Services and Chief of Built and Natural Environment \$1 million), which the City may wish to review in the interests of consistency and to ensure a consistent authorisation amount is applied to each respective management level.	Higher limits are required to process payments in an efficient and effective manner in accordance to project and operational needs. The payment authorisation limit (previously referred to DFA as above) are set by the CEO and are reviewed annually as required by the financial audit. The need for high payment limits is due to large payment amounts for investment, payroll, grant administration, purchasing, property transactions and contractual purposes.  All payments are reported to Council as required through the monthly payments listing report.  No further action required.
7	In general terms, the auditor further recommends that the City review inconsistencies between the Delegation Register, Procurement Policy and Delegation of Financial Authority. For example, in relation to approval of sole supplier arrangements there is inconsistency between the delegation made in the Delegation Register (Item 2.2.2) and the arrangement contemplated under the Procurement Policy.	Legal and Compliance Service Unit has drafted a document titled 'Procure to Pay Process' which presents a proposed map to capture the bulk of delegations. The document can capture the bulk of delegations and acknowledges that there will be a need for authorisations that do not fit the framework (e.g., higher level payment authorities to director and CEO). This will both streamline the process and provide appropriate distinction between each authority.  This will be reported to Council with the next major review of delegations.  The City will amend the terminology with the next major review of delegations.  By Quarter 2 – 2025/26
8	In general terms, there would thus appear to be some need to streamline the City's procurement processes and improve internal consistency, which could potentially	Legal and Compliance Service Unit has drafted a document titled 'Procure to Pay Process' which presents a proposed map to capture the bulk of delegations. The

Item No.	Auditor's comments	Management response
	<p>be achieved by the City conducting a 'Procure to Pay Risk Assessment', which the auditor understands the City is presently considering. Such an approach would assist in assessing risk across the procurement process and better integrating the application of different statutory and policy instruments relevant to procurement decision-making.</p>	<p>document can capture the bulk of delegations and acknowledges that there will be a need for authorisations that do not fit the framework (e.g., higher level payment authorities to director and CEO). This will both streamline the process and provide appropriate distinction between each authority.</p> <p>This will be reported to Council with the next major review of delegations.</p> <p>The City will amend the terminology with the next major review of delegations.</p> <p>By Quarter 2 – 2025/26</p>
9	<p>In relation to the City's Procurement Policy, the auditor additionally notes the following for consideration by the City:</p>	<p>See below.</p>
9(a)	<p>The Policy requires in several cases that one "local/regional supplier quote must be provided, when available unless prior approval was received".</p> <p>There were several procurement decisions where a local/regional supplier quote was not provided. It is not entirely clear from the Policy provisions exactly when this requirement would apply given the requirement is qualified by the words "when available", which is not further defined. It may be preferable to amend "must be provided" to "must be sought", which would be consistent with other Policy requirements to "seek" a specified number of quotations, rather than for a specified number of quotes to "be provided". The auditor additionally recommends that the City's financial records systems more clearly record where prior approval is granted for exemption from this requirement;</p>	<p>For all purchases above \$20,000 Officers are required to provide an opportunity from local sources. If a quote is not provided, approval can be granted by a Purchasing Officer, via a pre-release purchase order review or a post-release review. In both situations, quotations are vetted, and local sources discussed with officers. Both reviews consider supplier selection, including the availability of local sources.</p> <p>The City reports to Council local/regional expenditure monthly within the OCM financial report.</p> <p>The Policy will be amended to include "must be sought" when the document is next reviewed and due.</p> <p>By Quarter 2 – 2025/26</p>

<p>9(b)</p>	<p>Application of the Policy to WALGA preferred supplier panels should also be clarified. On the one hand sourcing from “pre-qualified suppliers” requires 2-3 quotations, depending on procurement contract value, unless otherwise determined by an ‘approved sourcing strategy’ or ‘exempt supply’. The auditor considers that under reg. 11(2)(b) suppliers on a WALGA preferred supplier panel are exempt, from the requirement to tender, although in legal terms this only applies where tenders are required to be publicly invited. It is not apparent if this is considered an “exempt supply” under the Policy where consideration is below \$250,000. It is also not apparent what an ‘approved sourcing strategy’ is;</p>	<p>For purchases under \$250,000, multiple options are available under the Procurement Policy. These are stated in brief in the document.</p> <p>The use of WALGA still requires a VFM assessment, with a quotation requirement. No exemption applies to WALGA purchases under \$250,000.</p> <p>The reference to exempt supply refers to an alternative purchase option, where an exemption is justified and duly documented in accordance with the Policy.</p> <p>An approved sourcing strategy will be clarified in the Procurement Framework document.</p> <p>By Quarter 2 – 2025/26</p>
<p>9(c)</p>	<p>The Policy provides (on p9) that “Exemptions to all (or part) of this Policy can be approved (in writing) by the CEO and/or the relevant ExCo member in accordance with the City’s Procurement Framework document...”. The auditor considers that this provision should refer to “Approvals under this Policy” rather than “exemptions”. It should not be open to the CEO or an ELT member to individually determine that all or part of the Policy (as adopted by Council) does not apply, as this tends to undermine the legal requirement for a purchasing policy to be implemented under reg. 11A. The discretion of the CEO and/or relevant ELT member in this respect should thus be stated in more limited terms.</p>	<p>Accepted, the Policy will be amended in line with the auditor opinion.</p> <p>The Policy document will be next reviewed and due.</p> <p>By Quarter 2 – 2025/26</p>

**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.

**Budget/Financial Implications**

N/A

**Legal Implications**

Section 5.45(2) of the *Local Government Act 1995*

**Community Consultation**

N/A

**Risk Management Implications**

Failure to receive and accept this report to the ARC will result in the City not complying with the requirements of Internal Audit Plan 2024-2023 which was adopted by the ARC at its 19 March 2024 meeting.

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

N/A

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

Nil



Our Ref DFN:COCKB:51038  
Your Ref



Stirling Law Chambers  
220 Stirling Highway  
Claremont WA 6010  
Tel (08) 9383 3133  
Fax (08) 9383 4935  
Email: mcleods@mcleods.com.au

24 February 2025

Risk & Governance Advisor  
City of Cockburn  
PO Box 1215  
BIBRA LAKE WA 6965

*By email:*

Dear Sir

### **Audit – Acting Through in Procurement**

I refer to previous correspondence in respect of this matter.

#### **1. Background**

At its meeting in April 2022 Council of the City resolved that Council:

- 2) INCLUDES in its next Internal Audit Plan, a review of the City’s internal practices associated with the “acting through” provisions of the Local Government Act 1995;...

Accordingly an Interim Internal Audit Plan was adopted to audit acting through principles of the *Local Government Act 1995 (LG Act)* and their application within the City of Cockburn Administration.

The City subsequently prepared a scope proposing to limit the application of the audit to a specified service area (being procurement). The City has recently provided data of procurement decisions made over a period of 30 days during April 2024.

Prior to consideration of the decision-making data provided, the City has requested that we provide preliminary advice summarising the legal requirements applicable under the LG Act to its procurement decision-making.

The summary of legal requirements in this initial advice will then be applied to our detailed consideration of the decision-making data provided by the City for detailed audit.

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## **2. Advice**

### **2.1 Legal basis for procurement decisions**

Under section 2.7(1) of the LG Act, the council is responsible for governance of the local government's affairs and performance of the local government's functions. The governing role of council in this regard extends to overseeing the allocation of the local government's finances and resources (s. 2.7(2)(a)). Under section 6.7(2) money held in the local government's municipal fund may be applied towards the performance of the functions and the exercise of the powers conferred on the local government by the LG Act or any other written law.

Consequently, a decision to expend local government finances in the procurement of goods or services must be authorised by Council in the exercise of its governing function. However, in a practical sense this does not mean each procurement decision must be specifically authorised by a Council resolution. Such an approach would be impracticable and is not required by the provisions of the LG Act. A procurement decision may be generally authorised by a Council resolution, such as a resolution to adopt the annual budget under section 6.2(1), which includes an estimate of expenditure for the goods or services in question. Procurement may also be authorised by a decision made under delegated authority of Council (ss. 5.42-5.45).

The functions of a local government may also be undertaken by authorisation (for instance where the statutory framework provides for functions to be undertaken by an 'authorised person') or by implied authorisation, where a law does not provide a manner to delegate or authorise a person to carry out a function, but where authorisation is by necessity implied by the statutory framework. However, the exercise of functions by express or implied authorisation is likely to be of limited relevance in a procurement context.

Additionally, a procurement action may be lawfully undertaken by the local government 'acting through' an officer, rendering any formal delegation of the function unnecessary. In this respect, section 5.45 of the LG Act provides that nothing prevents a 'local government from performing any of its functions by acting through a person other than the CEO' or 'a CEO from performing any of his or her functions by acting through another person'. Whilst the LG Act does not specifically define the meaning of the term 'acting through', it is generally possible for a local government to 'act through' where there is no discretion to be exercised in carrying out a function. Where discretion is required to be exercised then delegation of decision-making authority would be required.

### **2.2 Legislative procedural requirements applicable to procurement decisions**

Under the LG Act, various procedural requirements additionally apply to decisions to expend funds of the local government generally and specifically in the procurement of goods or services. I have provided a summary of relevant procedural requirements in this section.



### 2.2.1 Preparation of annual budget

A general requirement that applies is the requirement for a local government to prepare an annual budget for each financial year (s. 6.2(1)). The annual budget is to include a detailed estimate for the current year of expenditure by the local government (s. 6.2(2)(a)) and is to include particulars of the estimated expenditure proposed to be incurred by the local government (s. 6.2(4)(a)).

Under section 6.8, a local government is to not incur expenditure from its municipal fund for an additional purpose (being a purpose for which no expenditure estimate is included in the annual budget) except where the expenditure -

- (a) is incurred in a financial year before the adoption of the annual budget by the local government; or
- (b) is authorised in advance by resolution by absolute majority; or
- (c) is authorised in advance by the mayor or president in an emergency.

### 2.2.2 Tendering requirements

Under section 3.57 a local government is required to invite tenders before it enters into a contract of a prescribed kind under which another person is to supply goods or services.

Under reg. 11(1) of the *Local Government (Functions and General) Regulations 1996 (FG Regulations)* tenders are to be publicly invited before a local government enters into a contract for another person to supply goods or services if the consideration under the contract is, or is expected to be, more, or worth more, than \$250 000 unless an exemption under reg. 11(2) applies.

Under reg. 11A(1) of the FG Regulations, a local government is to prepare or adopt, and is to implement, a purchasing policy in relation to contracts for other persons to supply goods or services where the consideration under the contract is, or is expected to be, \$250 000 or less or worth \$250 000 or less. A purchasing policy must make provision in respect of —

- (a) the form of quotations acceptable;
- (b) the minimum number of oral quotations and written quotations that must be obtained; and
- (c) the recording and retention of written information, or documents, in respect of all quotations received and all purchases made.

You have provided a copy of the City's purchasing policy adopted under reg. 11A(1) of the FG Regulations (**Purchasing Policy**).

---

### 2.2.3 Authorisation of payments

Section 6.10(d) of the LG Act states that regulations may provide for the general management of, and the authorisation of payments out of, the municipal fund and the trust fund of a local government.

Reg. 5(1)(e) of the *Local Government (Financial Management) Regulations 1996 (FM Regulations)* requires the CEO to establish efficient systems and procedures to ensure proper authorisation for the incurring of liabilities and the making of payments.

Under reg. 11 of the FM Regulations a local government is to:

- (a) develop procedures for the authorisation of, and the payment of, accounts to ensure that there is properly authorised use of various payments systems used by a local government, including but not limited to the use of credit cards (reg. 11(1));
- (b) develop procedures for the approval of accounts to ensure that before payment of an account a determination is made that the relevant debt was incurred by a person who was properly authorised to do so (reg. 11(2)); and
- (c) ensure payments made by a local government are to be made in a manner which allows identification of the authority for the payment and identity of the person who authorised the payment (reg. 11(3)(b)(ii),(iii)).

Under reg. 12 a payment may only be made from the municipal fund or the trust fund —

- (a) if the local government has delegated to the CEO the exercise of its power to make payments from those funds — by the CEO; or
- (b) otherwise, if the payment is authorised in advance by a resolution of the council, however council must not authorise payment from those funds until a list prepared under reg. 13(2) containing details of the accounts to be paid has been presented to council.

### 2.2.4 Accounts and records

Under section 6.5 the CEO has a duty:

- (a) to ensure that there are kept, in accordance with regulations, proper accounts and records of the transactions and affairs of the local government; and
- (b) to keep the accounts and records up to date and ready for inspection at any time by persons authorised to do so under the LG Act or another written law.

Additional record keeping obligations applicable to procurement decisions apply under the FM Regulations including:

24 February 2025  
City of Cockburn  
**Audit – Acting Through in Procurement**

*McLeods*  
Page 5

- 
- (a) details of payments made by the CEO under delegated authority from the municipal fund or trust fund (reg. 13(1));
  - (b) details of account submitted for approval of Council to be paid each month (reg. 13(2));
  - (c) details of payment made by an authorised employee using a credit, debit or other purchasing card (reg. 13A)

### **2.3 Internal procurement delegations and policy requirements**

You have additionally provided the following documents internally adopted by the City, which are applicable to procurement decision-making within the City:

- (a) Procurement Policy, adopted by Council in accordance with reg. 11A of the FG Regulations and applicable to contracts for the supply of goods or services where the consideration is \$250,000 or less;
- (b) Extract from the City's Delegation Register including the following delegation items relevant to procurement:
  - (i) Delegation from Council to CEO of authority to determine expressions of interest for goods and services with sub-delegation to Directors (1.1.15);
  - (ii) Delegation from Council to CEO of authority to call tenders with partial sub-delegation to Directors (1.1.16);
  - (iii) Delegation from Council to CEO of authority to exercise a contract extension option that was included in the original tender specification and contract with sub-delegation to Directors (1.1.17);
  - (iv) Delegation from Council to CEO of authority to accept and reject tenders where consideration \$1 million or less and expense included in Annual Budget with sub-delegation to Directors (1.1.18);
  - (v) Delegation from Council to CEO of authority to determine minor variations to contract with sub-delegation to Directors (1.1.19);
  - (vi) Delegation from Council to CEO of authority to select next most advantageous tender with sub-delegation to Directors (1.1.20);
  - (vii) Delegation from Council to CEO of authority to determine variations to tendered contracts with sub-delegation to Directors (1.1.21);
  - (viii) Delegation from Council to CEO of authority to undertake tender exempt procurement with sub-delegation to Directors (1.1.22);

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City of Cockburn  
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- (ix) Delegation from Council to CEO of authority to establish panels of pre-qualified suppliers with sub-delegation to Directors (1.1.23);
  - (c) Accounts Payable Coordinator – Quick Guide 6 – Generating a EOM and Mid-month EFT Payment Run (Procedural guide to making payments within Finance One);
  - (d) ECM Quick Guide 63 - Exercising Delegations in ECM (Procedural guide to exercising within the City’s ECM operating software);
  - (e) Delegated Financial Authority Application Form applicable to purchase requisitions, which sets out Delegated Authority limits and Delegated Financial Authority limits for specified positions;
  - (f) Delegated Financial Authority Application Form applicable to purchase orders, which sets out Delegated Financial Authority limits for specified positions to process approved & policy compliant purchasing requisitions;
  - (g) Periodic Purchase Order Information Sheet;
  - (h) Purchase Order Guidelines Information Sheet;
  - (i) Procurement Plan template;
  - (j) Qualitative Criteria template;
  - (k) Procurement Exemption Report template;
  - (l) Tender Process Steps checklist;
  - (m) Statement of Business Ethics Information Sheet;
  - (n) Supplier Justification Form;
  - (o) Procurement and Copyright Guidelines;
  - (p) Social Procurement Guideline Information Sheet;
  - (q) Disability Access – Procurement Information Sheet;
  - (r) Draft Procurement Framework Policy.

#### **2.4 Detailed report on procurement decisions**

I have enclosed a summary table of our audit of procurement decisions, which assesses compliance of individual procurement decisions undertaken in April 2024 with legislative and policy procurement requirements as summarised in this advice.

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A number of general comments may be made arising from the review of procurement decisions undertaken:

1. Based on the information obtained from the City’s financial record system and additional information provided by the City, the procurement decisions reviewed generally complied with applicable legislative and policy requirements.
2. The ‘acting through’ aspect of the procurement decisions reviewed is seen in the implementation of procurement decisions once made either by Council or by an officer under delegated authority. Procurement decisions are required to be implemented in accordance with payment authorisation requirements adopted under the FM Regulations, in accordance with the ‘Delegated Financial Authority’ Forms for Purchase Orders and Requisitions. The City thereby ‘acts through’ authorised employees to effect a procurement decision, which previously has been made by Council or an officer acting under delegated authority.
3. In some instances, the City’s financial record system appeared to insufficiently distinguish between:
  - (a) delegated authority in relation to procurement decisions delegated to the CEO by Council as per Item 2.2.9 of the Delegation Register and sub-delegated by the CEO under section 5.44(1) of the *Local Government Act 1995* to other employees of the City, the exercise of which is required to be recorded in accordance with section 5.46(3) and reg. 19 of the *Local Government (Administration) Regulations 1996*; and
  - (b) delegated authority in relation to expenditure from the municipal fund or trust fund as per Item 2.2.8 of the Delegation Register; and
  - (c) procedures and requirements for authorisation of payments by City employees adopted under reg. 5(1)(e) and 11 of the FM Regulations to ensure proper authorisation for the incurring of liabilities and making of payments.
4. Given that there is considerable variance in the scope of delegated authority and authorisation granted in relation to payments to various officers of the City, there is some risk that a “Delegated Financial Authority” could be mistaken to constitute delegated authority (under the LG Act) for that amount, which it is not. For instance, under Item 2.2.9 authority to determine tenders less than \$1 million is delegated to the CEO, although it is a condition of that delegation that any tender accepted for a value of \$500,000 or greater requires the authorisation of two delegates.<sup>1</sup> However, the Delegated Financial Authority noted in the “Delegated Financial Authority Application Form (Purchase Requisitions)” is \$20 million for the CEO. Clearer distinction should therefore be made as to what “Delegated Financial Authority” means and how it is different from Delegated Authority under the Delegation Register.

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<sup>1</sup> I note in passing that this condition on its face is not capable of being met given that the primary delegation is only to the CEO. Whilst there are more than one sub-delegate, there is only one delegate (the CEO).

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5. To assist in distinguishing payment authorisation of City employees from the exercise of delegated authority, we recommend that the relevant forms utilised by the City refer to “Payment Authorisation Limit” rather than “Delegated Financial Authority”, which term suggests a formal delegation of statutory authority.
  6. We note there is also considerable variance in the level of payment authorisation granted to various senior officers (e.g. Chief (Financial & Operations Officers) \$15 million; Chief of Community Services and Chief of Built and Natural Environment \$1 million), which the City may wish to review in the interests of consistency and to ensure a consistent authorisation amount is applied to each respective management level.
  7. In general terms, we further recommend that the City review inconsistencies between the Delegation Register, Procurement Policy and Delegation of Financial Authority. For example, in relation to approval of sole supplier arrangements there is inconsistency between the delegation made in the Delegation Register (Item 2.2.2) and the arrangement contemplated under the Procurement Policy.
  8. In general terms, there would thus appear to be some need to streamline the City’s procurement processes and improve internal consistency, which could potentially be achieved by the City conducting a ‘Procure to Pay Risk Assessment’, which we understand the City is presently considering. Such an approach would assist in assessing risk across the procurement process and better integrating the application of different statutory and policy instruments relevant to procurement decision-making.
  9. In relation to the City’s Procurement Policy, we additionally note the following for consideration by the City:
    - (a) The Policy requires in a number of cases that one “...local/regional supplier quote must be provided, when available unless prior approval was received”. There were several procurement decisions where a local/regional supplier quote was not provided. It is not entirely clear from the Policy provisions exactly when this requirement would apply given the requirement is qualified by the words “when available”, which is not further defined. It may be preferable to amend “must be provided” to “must be sought”, which would be consistent with other Policy requirements to “seek” a specified number of quotations, rather than for a specified number of quotes to “be provided”. We additionally recommend that the City’s financial records systems more clearly record where prior approval is granted for exemption from this requirement.
    - (b) Application of the Policy to WALGA preferred supplier panels should also be clarified. On the one hand sourcing from “pre-qualified suppliers” requires 2-3 quotations, depending on procurement contract value, unless otherwise determined by an ‘approved sourcing strategy’ or ‘exempt supply’. We consider that under reg. 11(2)(b) suppliers on a WALGA preferred supplier panel are exempt, from the requirement to tender, although in legal terms this only applies where tenders are required to be publicly invited. It is not apparent if this is



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considered an “exempt supply” under the Policy where consideration is below \$250,000. It is also not apparent what an ‘approved sourcing strategy’ is.

- (c) The Policy provides (on p9) that “Exemptions to all (or part) of this Policy can be approved (in writing) by the CEO and/or the relevant ExCo member in accordance with the City’s Procurement Framework document...”. I consider that this provision should refer to “Approvals under this Policy” rather than “exemptions”. It should not be open to the CEO or an ExCo member to individually determine that all or part of the Policy (as adopted by Council) does not apply, as this tends to undermine the legal requirement for a purchasing policy to be implemented under reg. 11A. The discretion of the CEO and/or relevant ExCo member in this respect should thus be stated in more limited terms.

Clarification of the above provisions would assist in ensuring consistent compliance with the City’s procurement framework.

Please contact myself or Austen Mell if you have any queries in respect of this matter.

Yours sincerely



**David Nicholson**  
**Managing Partner**

Contact: David Nicholson  
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Email: [dnicholson@mcleods.com.au](mailto:dnicholson@mcleods.com.au)

CITY OF COCKBURN – AUDIT OF PROCUREMENT DECISIONS (APRIL 2024)							
Order No.	Description	Amount	Legal authority	Tendering/procurement requirements	Payment authorisation requirements		Comment
					Purchase Requisition	Purchase Order	
129626	Payment to Shelford Construction Pty Ltd for Cockburn ARC work	\$17,409,208 (exc. GST)	Tender accepted and contract authorised by Council decision at OCM 9.11.2023 <b>REF:</b> 2023/Minute No 0296	RFT issued on 21.06.2023 under Delegated Authority of Chief of Operations (Del. 2.2.2., May 2023 Register)  <b>REF:</b> Extract of The West Australian, 21 June 2023	<b>CREATED:</b> 19 March 2024 by <b>Project Manager</b>  <b>APPROVED:</b> 28 March 2024 by <b>CEO</b> via DFATechOne limit set at \$20,000,000 on 02/10/2023	<b>RELEASED:</b> 2 April 2024 by <b>Strategic Procurement Manager</b>  Procurement Manager's DFA was approved by Director for the release of this specific PO, to \$30,000,000 limit, on 23/01/2024, for this specific PO. The limit is valid for the duration of this contract.	COMPLIANT
129891, 129892, 129893  *Contract C101014 split into three	3 x Izuzu side load refuse compactor trucks – Major Motors	\$1,229,882.73 (exc. GST)	Quote accepted by Council decision <b>REF:</b> 2024/Minute No 0019 – RFQ 10/2023	WALGA RFQ process initiated by <b>Fleet Management Coordinator</b>	<b>CREATED:</b> [REQ 137509; 137508; 137506] 18 April 2024 by <b>Fleets Contract Officer</b>	<b>RELEASED:</b> 19 April 2024 by <b>Contracts Administration and Systems Officer</b> under DFA	COMPLIANT

purchase orders				WALGA preferred supplier panel: <b>Panel – Fleet PSOP 6006</b> <ul style="list-style-type: none"> <li>Four suppliers contacted, two quotes received</li> </ul>	<b>APPROVED:</b> 18 April 2024 by <b>Acting Chief Operations</b>  <b>REF: Acting Chief Operations</b> DFA Form dated 24 April 2024 and 16 January 2024 by CEO – Limit: \$5,000,000	<b>REF:</b> DFA Form dated 23 January 2024 approved by CFO TechOne limit set at \$16,000,000 on 17 December 2021.	
129875	Truck Mounted Road Sweeper – Rosmech Sales & Service Pty Ltd	\$450,005 (exc. GST)	Recommendation and contract approved by <b>Head of Operations and Maintenance</b> under delegated authority (up to \$500,000) <b>Acting Chief Operations Officer</b> on 27.03.2024.	WALGA RFQ 14-2023 process initiated 9 January 2024,  WALGA preferred supplier panel: <b>Panel – Fleet PSOP 6006</b> <ul style="list-style-type: none"> <li>Two suppliers contacted</li> <li>Only one submission received from <b>Rosmech Sales &amp; Service Pty Ltd</b></li> </ul>	<b>CREATED:</b> REQ137472  17 April 2024 by <b>Fleets Contract Officer</b> <b>APPROVED:</b> 18 April 2024 by <b>Acting Chief Operations Officer</b> 18 April 2024	<b>RELEASED:</b> 18 April 2024 by <b>Procurement Support Officer</b>  <b>REF: Procurement Support Officer</b> DFA Form dated 13 March 2024 with \$500,000 Limit– Form approved by <b>Chief Financial Officer</b>	COMPLIANT  Procurement from ‘exempt supply’, namely WALGA Preferred Supplier Panel (reg. 11(2)(b)).

				<p><b>Chief Operations Officer</b> recommended to accept the quote by <b>Rosmech Sales &amp; Service Pty Ltd</b></p>	<p><b>REF: Chief Operations Officer DFA</b> Form dated 16 January 2024 with \$5,000,000 limit – Form approved by <b>CEO</b></p>		
129894	Hooklift truck	\$320,116 (exc.)	<p>Recommendation approved by <b>Acting Chief Operations Officer</b> on 13.03.2024 under delegated authority (up to \$500,000); contract signed 26.03.2024 by CFO 12 February 2024 -</p>	<p>WALGA RFQ Process with deadline 12 December 2023</p> <p>WALGA preferred supplier panel: <b>Panel – Fleet PSOP 6006</b></p> <ul style="list-style-type: none"> <li>• Three suppliers contacted</li> <li>• Only one submission received from Major Motors</li> </ul> <p><b>Chief Operations Officer</b> recommended to accept quote on 13 March 2024</p>	<p><b>CREATED:</b> REQ137481</p> <p>17 April 2024 by <b>Fleets Contract Officer</b></p> <p><b>APPROVED:</b> 18 April 2024 by <b>Chief Operations Officer</b></p> <p><b>REF:</b> Chief Operations Officer DFA Form dated 16 Jan 2024 with \$5,000,000 limit – Form approved by <b>CEO</b></p>	<p><b>RELEASED:</b> 19 April 2024 by <b>Contracts Administration and Systems Officer</b> under DFA</p> <p><b>REF:</b> DFA Form dated 23 January 2024 approved by CFO</p>	<p>COMPLIANT</p> <p>Procurement from ‘exempt supply’, namely WALGA Preferred Supplier Panel (reg. 11(2)(b)).</p>

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129625	Service and Maintenance – Success Library – Auto Returns Sorter (book)	\$112,480 (exc.)	<b>Chief of Community Services</b> approved single sole supplier ( <b>Adilam</b> ) under Delegated Authority (Del 2.2.2., May 2023 Register)	Sole supplier exemption approved by <b>Chief of Community Services</b> and member of Exco - written confirmation recorded pursuant to Procurement Policy, cl 5 on 29 January 2024  <b>REF:</b> 078/010  <b>REF:</b> Chief of Community Services DFA Form dated 1 February 2023 with \$500,000 Limit – Form approved by <b>Acting CEO</b>	<b>CREATED:</b> RFQ 136940 18 March 2024 by <b>Library Technology Coordinator</b>  <b>APPROVED:</b> 18 March 2024 by <b>Senior Library Manager</b>  <b>REF:</b> Senior Library Manager DFA Form dated 29 August 2022 with \$50,000 limit ( <b>See Note 1</b> )	<b>RELEASED:</b> <b>Procurement Clerk</b>  <b>REF:</b> <b>Procurement Support Assistant</b> DFA Form dated 13 March 2024 with \$500,000 Limit– Form approved by Chief Financial Officer	COMPLIANT  Procurement from approved single sole supplier (reg. 11(2)(f))
129690	Consultancy service for quantity surveying	\$111,635 (exc.)	<b>Head of Projects</b> accepted submission by <b>Rider Levett Bucknall WA Pty Ltd</b> on 7	RFQ Process Three quotes received from three tenderers: <ul style="list-style-type: none"> <li>• <b>Muzcar Unit Trust</b> – (responded 5 October 2023)</li> <li>• <b>Ralph &amp; Beattie Bosworth Pty Ltd</b></li> </ul>	<b>CREATED:</b> REQ 137221  2 April 2024 by <b>Senior Project Manager</b> <b>APPROVED:</b> 2 April 2024 by	<b>RELEASED:</b> 4 April 2024 by <b>Procurement Clerk</b>	COMPLIANT

			<p>November 2023 under delegated authority.</p> <p><b>REF:</b> DFA form dated 12 August 2021 with \$250,000 limit – Form approved by <b>Chief Operations Officer</b></p>	<p>(responded 5 October 2023)</p> <ul style="list-style-type: none"> <li><b>Rider Levett Bucknall WA Pty Ltd</b></li> </ul>	<p><b>Manager Building &amp; Security Project)</b></p> <p><b>REF: Manager Building &amp; Security Projects</b> DFA Form dated 9 September 2022 with \$50,000 limit Form approved by <b>Head of Projects (See Note 1)</b></p>	<p><b>REF: Procurement Support</b></p> <p>Assistant DFA Form dated 13 March 2024 with \$500,000 Limit– Form approved by Chief Financial Officer</p>	
129931	Hire of 30 ton dump truck from April to December 2024 – Allwest Plant Hire Australia Pty Ltd	\$87,100 (exc.)	<p>Decision made under delegated authority by <b>Cockburn Resource Recovery Park Manager.</b></p>	<p>RFQ process</p> <p>Four quotes sought and received from:</p> <ul style="list-style-type: none"> <li><b>Brooks Hire Pty Ltd</b> (location unknown)</li> <li><b>KEE Hire Pty Ltd</b> (Welshpool)</li> <li><b>Brooks Hire Services Pty Ltd / Brooks Transport</b> (Canning Vale)</li> </ul>	<p><b>CREATED:</b> REQ137513</p> <p>19 April 2024 by <b>Cockburn Resource Recovery Park Manager</b></p> <p><b>APPROVED:</b></p>	<p><b>RELEASED:</b></p> <p>22 April 2024 by <b>Procurement Clerk</b></p> <p><b>REF: Procurement Support</b></p> <p>Assistant DFA Form dated 13 March 2024 with \$500,000 Limit–</p>	<p>COMPLIANT</p> <p>Note: One local/regional supplier quote was not provided as per Purchasing Policy Requirement, however this was approved by Procurement due</p>



				<ul style="list-style-type: none"> <li><b>Allwest Plant Hire Australia Pty Ltd</b> (Forrestdale)</li> </ul>	22 April 2024 by <b>Cockburn Resource Recovery Park Manager</b>  <b>REF: Cockburn Resource Recovery Park Manager</b> DFA Form dated 16 June 2023 with \$150,000 limit – Form approved by <b>Head of Operations and Maintenance</b>	Form approved by Chief Financial Officer	to lack of local supplier
129630	CCTV Audit	\$64,100 (exc).	<b>Strategic Procurement Manager</b> under delegated authority and validated the process for accepting a single quote where 3 were	RFQ Process ( <b>RFQME 01-24</b> ) initiated by <b>Head of Community Safety</b> with deadline 20 February 2024  Request from <b>Head of Community Safety</b> on 20 March 2024 for sole/single supplier exemption in Procurement Policy,	<b>CREATED:</b> REQ137198  28 March 2024 by <b>Head of Community Safety</b>  <b>APPROVED:</b>	<b>RELEASED:</b>  2 April 2024 by <b>Procurement Clerk</b>  <b>REF: Procurement Clerk</b> DFA Form dated 13 March 2024 with	COMPLIANT  Note: Sufficient quotations were sought in accordance with Purchasing Policy, notwithstanding only one was supplied.

Item 5 as only one

			requested, on 2 April 2024.	company had submitted quote which was beyond budget.	2 April 2024 by <b>Head of Community Safety</b>  <b>REF: Head of Community Safety</b> DFA Form dated 16 October 2017 with \$250,000 limit - Form approved by <b>Manager Recreation and Community Safety</b> )	\$500,000 Limit-Form approved by Chief Financial Officer	
129677	Library Shelving – Intraspace Pty Ltd	\$59,085 (exc).	City has confirmed decision made under delegated authority.	RFQ process initiated ( <b>RFQ KK01-2024</b> )  Quotes sourced from four suppliers: <ul style="list-style-type: none"> <li>• <b>DVAWA Pty Ltd</b> (Joondalup)</li> <li>• <b>Intraspace Pty Ltd</b> (Vic)</li> <li>• <b>RAECO</b> (Victoria)</li> <li>• <b>WA Library Supplies</b> (Forrestdale)</li> </ul>	<b>CREATED:</b> REQ 137322  3 April 2024 by <b>Project Manager</b>  <b>APPROVED:</b> 3 April 2024 by <b>Manager Building and Security Projects</b>	<b>RELEASED:</b>  4 April 2024 by <b>Procurement Clerk</b>  <b>REF: Procurement Clerk</b> DFA Form dated 13 March 2024 with \$500,000 Limit-	COMPLIANT  Note: Quote not provided by local/regional supplier as per Purchasing Policy, however approval from Procurements appears to have been given to

				Only one quote received from <b>Intraspace Pty Ltd</b>	<b>REF: Manager Building and Security Projects</b> DFA Form dated 9 September 2022 with \$50,000 limit – Form approved by <b>Head of Projects (See Note 1)</b>	Form approved by Chief Financial Officer	proceed with quote received.
129888	Plant Mowing Trailer – Specialist Trailer Builders Pty Ltd	\$39,835 (exc.)	City has confirmed decision made under delegated authority.	RFQ process initiated ( <b>QR 15/2024</b> )  Two quotes received: <ul style="list-style-type: none"> <li>• <b>P&amp;G Body Builders Pty Ltd</b> (Bibra Lake)</li> <li>• <b>OMB WA</b> (Bassendean)</li> </ul> <b>Fleets Contract Officer</b> recommends on 16 April 2024 to accept <b>OMB WA</b>	<b>CREATED:</b> REQ137439  18 April 2024 by <b>Fleets Contract Officer</b>  <b>APPROVED:</b>  19 April 2024 by <b>Fleet Manager</b>	<b>RELEASED:</b>  19 April 2024 by <b>Contracts Administration and Systems Officer</b> under DFA  <b>REF:</b> DFA Form dated 23 January 2024 approved by CFO <b>Fleet Manager</b> DFA is \$150,000.	COMPLIANT

				Approved by <b>Fleet Manager 16</b> April 2024	<b>REF: Fleet Manager DFA</b> Form dated 12 December 2022 with \$150,000 limit – Form approved by <b>Head of Operations and Maintenance</b>	This limit has not changed during the life time of this PO.	
129950	New HVAC – CMS	\$31,300 (exc.)	City has confirmed decision made under delegated authority.	RFQ process initiated  Two quotes received  <ul style="list-style-type: none"> <li>• <b>CMS Engineering</b> (Perth)</li> <li>• <b>Australian HVAC Services</b> (Kewdale)</li> </ul> <b>CMS Engineering</b> successful	<b>CREATED:</b> REQ137566  23 April 2024 by <b>City Facilities Technical Officer</b>  <b>APPROVED:</b> 23 April 2024 by <b>City Facilities Coordinator</b>  <b>REF: City Facilities Coordinator</b> DFA Form dated 21 Feb 2023 with \$90K limit – Form approved by <b>Head of Property and Assets</b>	<b>RELEASED:</b>  Auto-released ( <b>See Note 2</b> )	COMPLIANT

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129742	Temporary Labour Hire for IT service desk	\$28,118 (exc.)	Procurement authorised by Budget item (GL 128-6000 which is under Business Systems Services Budget)	RFQ process initiated Two quotes received <ul style="list-style-type: none"> <li>• <b>Robert Walters</b> (Perth City)</li> <li>• <b>Michael Page International Pty Ltd</b> (Perth City)</li> </ul> <b>Robert Walters</b> successful	<b>CREATED:</b> REQ137334  Created, approved, auto-released  <b>Systems Support Team Leader</b>  <b>REF: Systems Support Team Leader</b> DFA Form dated 16 January 2020 – with \$100,000 limit – Form approved by <b>Manager Information Services (Senior Management Team/Directors))</b>	<b>RELEASED:</b>  Auto-released ( <b>See Note 2</b> )	COMPLIANT
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129692	Concrete Works	\$17,050 (exc.)	Decision confirmed by City to be made under delegated authority by <b>Manager Building and Security Projects.</b>	One quote received from <b>Dowsing Group Pty Ltd</b> (Maddington) – WALGA PSP supplier	<p><b>CREATED:</b> REQ 137283</p> <p>4 April 2024 by <b>Manager Building and Security Projects</b></p> <p><b>APPROVED:</b> 4 April 2024 by <b>Manager Building and Security Projects</b></p> <p><b>REF: Manager Building and Security Projects</b> DFA Form dated 9 September 2022 with \$50,000 limit – Form approved by <b>Head of Projects</b></p>	<p><b>RELEASED:</b> Auto-released (<b>See Note 2</b>)</p>	COMPLIANT
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129646	Heavy duty trailer	\$13,091 (exc.)	Decision made under delegated authority as confirmed by City.	One quote received from <b>POLMAC Trailers</b> (O'Connor) – Local supplier	<p><b>CREATED:</b> REQ137059</p> <p>21 March 2024 by <b>Fleets Contract Officer</b></p> <p><b>APPROVED:</b></p> <p>3 April 2024 by <b>Head of Operations and Maintenance</b></p> <p><b>REF: Head of Operations and Maintenance</b> DFA Form dated 15 September 2021 with \$250,000 Limit – Form approved by <b>Chief Operating Officer</b></p>	<p><b>RELEASED:</b></p> <p>3 April 2024 by <b>Procurement Clerk</b></p> <p><b>REF: Procurement Clerk</b> DFA Form dated 13 March 2024 with \$500,000 Limit – Form approved by Chief Financial Officer</p>	COMPLIANT
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129927	Events Marketing Plan 2024/2025	\$9,465 (exc.)	Decision made under delegated authority as confirmed by City.	One quote received from <b>Creative.adm</b> (Floreat) – Non-Local	<p><b>CREATED:</b> REQ137552</p> <p>22 April 2024 by <b>Events Coordinator</b></p> <p><b>APPROVED:</b></p> <p>22 April 2024 by <b>Events Coordinator</b></p> <p><b>REF: Events Coordinator</b> DFA Form dated 21 March 2023 with \$90,000 limit – approved by <b>Head Library and Cultural Services</b></p>	<p><b>RELEASED:</b></p> <p>Auto-released (<b>See Note 2</b>)</p>	COMPLIANT
129955	A5 Notebook, Sticky Tape, Blue Pens, A4 Notebook, Manilla Folders	\$75 (exc.)	Decision made under delegated authority as confirmed by City.	Purchased from website (classified as verbal quote)	<p><b>CREATED:</b> REQ137587</p> <p>23 April 2024 by <b>Corporate Affairs Officer</b></p>	<p><b>RELEASED:</b></p> <p>Auto-released (<b>See Note 2</b>)</p>	COMPLIANT

	(Kulbardi Pty Ltd)				<p><b>APPROVED: 23</b> April 2024 by <b>Corporate Affairs Officer</b></p> <p><b>REF: Corporate Affairs Officer</b> DFA Form dated 11 January 2024 with \$5,000 limit – Form approved by <b>Executive Corporate Affairs</b></p>		
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**Note 1:** Item 3.5 from 20 September 2022 ExCo Meeting approved new DFA limits for roles set out on DFA Application Form as per CFO recommendation, City has instructed that authorisation table is upper limits only and the specific limit for each role is determined by ExCo/Individual Manager through a personalised DFA form. City further instructs that employees only get a new form if their employee level on the DFA Application Form changes and that otherwise their limits change when ExCo approves new limits for roles. **Chief Financial Officer**) through email dated 6 October 2022 approved increase for 'Managers' to \$150K.

**Note 2:** City instructs that new practice starting approximately 22 January 2024 for purchase orders to be automatically released for requisitions under \$50,000, pursuant to revised Procurement Policy approved by Council on OCM 09 November 2023

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**15.1.4 Chief Executive Officer's Triennial Review of Risk Management, Internal Control and Legislative Compliance - Audit Report**

<b>Executive</b>	Chief Executive Officer
<b>Author</b>	Risk and Governance Advisor
<b>Attachments</b>	1. Paxon - City of Cockburn Regulation 17 Internal Audit Review <a href="#">↓</a>

**Officer Recommendation/Committee Recommendation**

That Council:

- (1) RECEIVES the Chief Executive Officer's Triennial Review of Risk Management, Internal Control and Legislative Compliance; and
- (2) ENDORSES the Chief Executive Officer's Triennial Review of Risk Management, Internal Control and Legislative Compliance.

**Background**

Pursuant to Regulation 17 of the *Local Government (Audit) Regulations 1996* (Regulations), the Chief Executive Officer (CEO) of the City of Cockburn (City) is to review risk, control and compliance.

The City must report, every three financial years, to the Audit, Risk and Compliance Committee (the ARC), on the appropriateness and effectiveness of the City's systems and procedures in relation to:

- Risk Management
- Internal Control
- Legislative Compliance.

The Regulations amendment of 2018 requires this review and its reporting to be made available to the ARC on a triennial basis.

The last review undertaken by the CEO was carried out in November 2020 and reported to the then Audit and Strategic Finance Committee at its 19 November 2020.

This review was not undertaken within the three-year period because:

- During the period December 2022 to March 2023, the City engaged Moore Australian (Moore) (December 2020) to undertake a risk maturity review. The purpose of the Moore review was to determine the appropriateness and effectiveness of the City's risk management practices, against the Australian Standard AS ISO 31000:2018 *Risk management-Guidelines*. The Moore report was submitted to the 25 May 2023 ARC meeting
- During the period May to August 2024, the City engaged Riskwest to undertake workshops with the Executive Leadership Team and Elected Members.

Regulation 16(c)(i) and (ii) of the Regulations requires the ARC to review a report given to it by the CEO under regulation 17 [the subject of this report to the ARC] and is to report to the Council the results of that review and to give a copy of the CEO's report to the Council.

### Submission

N/A

### Report

Through RFQJF01/2024, the City engaged Paxon Group (Paxon) on 23 August 2024 to conduct an audit of the City's systems to review the appropriateness and effectiveness of the City's systems and procedures in relation to:

- Risk Management;
- Internal Control; and
- Legislative Compliance.

On 27 February 2025 Paxon submitted its final report to the City (refer Attachment 1).

Based on Paxon's fieldwork, review of documents requested, and interviews with officers, Paxon has concluded that the City generally has good controls and processes in place to address key risk, control and legislative compliance requirements. The CEO supports the auditor's summary.

Following the audit, Paxon identified opportunities for improvement, and these are summarised below.

#### 1. Risk Management

Item No.	Audit Finding	Risk Rating	Possible Implication	Recommendation	Management Comment
5.1	RMSS	Medium risk	Failure to identify and manage risks resulting in strategic or operational impacts or failure to achieve desired objectives and outcomes.	Implement a longer-term solution for risk management and reporting of hazards.	The City of Cockburn. Project Manager - Workplace Health and Safety led a tender request to source an online cloud-based safety management system for the City.  A recommendation has been made to the Executive Leadership Team (ELT). Following ELT's endorsement, a contract will be signed.  The preferred

Item No.	Audit Finding	Risk Rating	Possible Implication	Recommendation	Management Comment
					<p>system also contains a risk management module, which the Legal and Compliance Service Unit will have access to in early 2025.</p> <p>The sourcing of a single, integrated system for all safety and risk management at the City went out as a Request for Proposal.</p> <p>By June 2025</p>
5.2.1	Risk Management Framework Documents	Low risk	<p>Failure to identify and manage risks resulting in strategic or operational impacts or failure to achieve desired objectives and outcomes.</p> <p>Documents may become outdated and lose relevance if not regularly reviewed.</p>	<p>Update the City's Risk Management Framework, Risk Management Policy, and any associated risk procedures.</p> <p>Consideration should be given to whether these documents could be combined.</p>	<p>An Audit, Risk and Improvement Strategy is to be developed which will contain plans to update the Risk Management Policy, Risk Management Framework, Risk assessment Guidelines, and Risk Maturity Improvement Plan. This will be presented to the Audit, Risk and Compliance Committee for adoption.</p> <p>By December 2025</p>
5.2.2		Low risk		<p>The current Business Continuity Plan should be tested as planned to ensure operational effectiveness.</p>	<p>Testing of the Business Continuity Plan is scheduled for early 2025.</p> <p>By June 2025</p>

Item No.	Audit Finding	Risk Rating	Possible Implication	Recommendation	Management Comment
5.2.3		Low risk		Complete all remaining action items within the City's Risk Maturity Improvement Plan and report to the Audit Risk and Compliance Committee for endorsement.	Recommendations arising from the risk maturity assessment are being implemented by the City and are monitored through a Risk Maturity Improvement Plan, which is regularly updated and reported through to the ARC.  Ongoing

2. Internal Controls

Item No.	Audit Finding	Risk Rating	Possible Implication	Recommendation	Management Comment
6.1.1	Update of documents	Low risk	Documents may become outdated and lose relevance if not regularly reviewed.	The City should develop a timeline to ensure periodic review of its key Framework, policy, and planning documents.  A review of the Fraud framework and fraud and resilience policy should be performed, leveraging guidance from the OAG and Public Sector Commission.	To raise awareness of fraud, the City conducted the following training for staff, including the SLT:  <ul style="list-style-type: none"> <li>• Workshop titled "Preventing Misconduct – Spotting and Responding to Red Flags", conducted by the Public Sector Commission in November 2023.</li> </ul> The City will develop Audit, Risk and Integrity Strategy based on the WA Government's 2024-26 Integrity Strategy approach.  By December 2025



Item No.	Audit Finding	Risk Rating	Possible Implication	Recommendation	Management Comment
6.1.2		Low risk		<p>The City should develop a timeline to ensure periodic review of its key Framework, policy, and planning documents.</p> <p>A review and update of the Governance framework should also be considered.</p>	<p>The City will draft an Audit Risk and Integrity Strategy aligned with the WA Public Sector Commission's mandate to promote and maintain integrity, conduct and ethics in the WA government sector.</p> <p>As part of the Audit, Risk and Integrity Strategy, the frameworks dealing with fraud and governance will also be reviewed.</p> <p>By December 2025</p>
6.1.3		Low risk		<p>The City should develop a timeline to ensure periodic review of its key Framework, policy, and planning documents.</p> <p>Regular review of the Strategic Community Plan, with times aligned to requirements in the IPRF.</p>	<p>Council adopted the "City of Cockburn Strategic Community Plan 2020-2030" at its June 2021 SCM.</p> <p>The Strategic Community Plan 2020-2030 is currently under review and will be presented for adoption at the proposed Special Council Meeting 24 June 2025.</p> <p>By June 2025</p>
6.2	Annual review of financial delegations	Low risk	Inappropriate or incorrect delegations provided to employees	Include a review of the financial delegations within CiAnywhere when performing the annual review of	The City has undergone a separate internal audit titled "Acting through' principles of the <i>Local Government Act</i>

Item No.	Audit Finding	Risk Rating	Possible Implication	Recommendation	Management Comment
				the register of delegations.	<p>1995 and their application within the City of Cockburn Administration". The independent auditor has found opportunities for improvement within the Delegated Financial Authorisation. Management's response includes reviewing and aligning the Delegated Financial Authorisations with the City's new delegations register and new organisational structures roles and responsibilities</p> <p>By March 2025</p>
6.3	Monitoring over changes to employee and supplier data	Low risk	Potential conflicts of interests with employees and/ or suppliers impacting financial payments made.	Perform annual checks on both supplier and employee data changes and verify any exceptions.	<p>Inclusion of a draft 2025/26 budget allocation has been made t to engage a credit reporting agency to complete this check. It is recommended that a supplier integrity review is performed every two years rather than annually, given the resources required to complete the review.</p> <p>By December 2025</p>

## 3. Legislative Compliance

Item No.	Audit Finding	Risk Rating	Possible Implication	Recommendation	Management Comment
7.1	Public Interests Disclosure processes	Low risk	Lack of information and reporting processes results in non-reporting of fraud or a failure to adequately address reports of fraud or misconduct.	Consideration should be given to implementing a whistleblowing hotline or update the requirements in the online forms to enable anonymity.	<p>Pursuant to section 6A of the <i>Public Interest Disclosure Act 2003</i>, the City's PID processes caters for anonymity when reporting a PID.</p> <p>It is impracticable for the City to maintain a whistleblower hotline due to the requirements of confidentiality, and available resources.</p>
7.2.1	Work, Health and Safety policy documents	Low risk	Documents may become outdated and lose relevance if not regularly reviewed.	The WHS policy should be reviewed, updated, and formally endorsed. A document control table or similar process should be included to indicate next review date.	<p>Review of the WHS policy commenced on 01/10/2024. It is proposed to include in the review a control table in accordance with the City's policy template.</p> <p>By December 2025</p>
7.2.2	Work, Health and Safety policy documents	Low risk	Documents may become outdated and lose relevance if not regularly reviewed.	A review of all other WHS documents should be performed to reflect the City's current processes and requirements, Consideration could be given to combining some documents to better reflect processes. A document control table or similar process	<p>All other WHS documents will undergo review, prioritised in accordance with needs of the organisation. It is proposed to include in the review a control table in accordance with the City's policy template.</p> <p>By June 2026.</p>

Item No.	Audit Finding	Risk Rating	Possible Implication	Recommendation	Management Comment
				should be included to indicate next review date for each of the documents.	

### Strategic Plans/Policy Implications

#### 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

Regulation 17 of the *Local Government (Audit) Regulations 1996* refers.

### Community Consultation

N/A

### Risk Management Implications

Failure to complete and present this review to the ARC will result in the City not complying with the requirements of reg. 17 of the Regulations, which specify:

#### ***'17. CEO to review certain systems and procedures***

- (1) *The CEO is to review the appropriateness and effectiveness of a local government's systems and procedures, in relation to:*
  - (a) *risk management; and*
  - (b) *internal control; and*
  - (c) *legislative compliance.*
- (2) *The review may relate to any or all of the matters referred to in sub regulation (1)(a), (b) and (c), but each of those matters is to be the subject of a review not less than once every 3 financial years.*
- (3) *The CEO is to report to the Audit Committee the results of that review.'*

Additionally, completion of this review provides assurance to the CEO and Council that the City has in place appropriate and effective systems and procedures to manage risk, and sound control measures to mitigate identified risk, to achieve legislative compliance

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

N/A

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

Nil

# PAXON

## CITY OF COCKBURN

Regulation 17 Internal Audit Review

Final | 27 February 2025

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# 1. INTRODUCTION

## 1.1 Background & Objective

The objective of our Regulation 17 Review is to provide a report, based on our understanding of the City of Cockburn, to assist the CEO in reporting to the Audit, Risk and Compliance Committee on the appropriateness and effectiveness of the City's systems and procedures in relation to risk management, internal control and legislative compliance.

Regulation 17 of the *Local Government (Audit) Regulations 1996* states:

*(1) The CEO is to review the appropriateness and effectiveness of a local government's systems and procedures in relation to —*

*(a) risk management; and*

*(b) internal control; and*

*(c) legislative compliance.*

*(2) The review may relate to any or all of the matters referred to in sub-regulation (1)(a), (b) and (c), but each of those matters is to be the subject of a review not less than once in every 3 financial years.*

*(3) The CEO is to report to the audit committee the results of that review.*

## 1.2 Risks & Scope

The Regulation 17 Review focussed on the risk that the City's systems and procedures relating to risk management, internal control and legislative compliance are not appropriate and effective. The following key controls and processes were included, informed by the *Local Government Operational Guidelines Number 9 – Revised September 2013, Audit in Local Government – The appointment, function and responsibilities of Audit Committees – Appendix 3*. Sample testing and data analytics were used to verify operating effectiveness where possible using a risk-based approach. Appendix 2 lists the documents audited which informed the findings of this review based on the following key controls and processes:

### Risk Management

- Reviewed the effectiveness of the City's risk management system, including alignment with AS ISO 31000: 2018 *Risk management - Guidelines*
- Evaluated the design and effectiveness of risk management policies and procedures, including the Risk Maturity Improvement Plan
- Assessed internal processes for managing operating risk in comparison to tolerance
- Evaluated adequacy of insurance coverage and related processes
- Reviewed the effectiveness of the City's internal control system
- Reviewed the City's risk register including the identification of fraud and misconduct risks and that an appropriate treatment plan has been developed
- Reviewed the City's Business Continuity Planning
- Reviewed the City's Disaster Recovery Management
- Reviewed the development of risk reports and reporting processes, including risk reports to the Audit, Risk and Compliance Committee and Council
- Reviewed risk registers (strategic and operational)
- Assessed controls that are in place for unusual transactions including processes to identify and manage unusual transactions

### Internal Control

- Reviewed processes and policies in place in relation to integrity and ethics
- Assessed the City's levels of responsibilities and delegated authority
- Procurement delegations, including contract variations and extensions



- Procurement guidance and delegations including awareness and training requirements
- Delegation levels, including compliance to legislation, operationalisation of delegations such as exercising authorisations properly, acting through, staff awareness and adherence to their scope of authority
- A comparison of Delegated Authority to those contained within CiAnywhere
- Asset management and disclosures
- Unauthorised changes and user access
- Performed a high level review over Information system access and security
- Reviewed controls over significant financial and operational processes, including procurement, asset management and data security
- Reviewed policy and management practice
- Reviewed audit practices, including follow-up of the findings raised in previous reviews, the compliance audit return and the annual audit reports
- Assessed the City's fraud and misconduct framework and related processes

#### Legislative Compliance

- Assessed the City's legislative compliance framework or individual measures in place, including reporting to Committees
- Reviewed complaints, whistleblowing and Public Interest Disclosure (PID) processes
- Assessed the adequacy of conflicts of interest guidance and processes
- Reviewed the Code of Conduct
- Reviewed at a high level the Compliance Audit Return process
- Reviewed the City's Freedom of Information processes
- Assessed the City's compliance with the Integrated Planning and Reporting Framework
- Legislative compliance over swimming pools
- Legislative compliance over Workplace Health and Safety.

The fieldwork was performed in October and November 2024 and focussed on the processes and controls in place at that time, or their last point of operation.



## 2. EXECUTIVE SUMMARY

Based on the work performed, the City generally had good controls and processes in place to address key risk, control and legislative compliance requirements within the scope of our work. Our work has highlighted several areas for improvement within the City's processes and controls frameworks which are set out below, but all are of relatively low risk. The City appears to be aware of its improvement requirements and has developed or commenced steps to address the points.

### Risk Management

Two findings have been identified. The City has been working on identifying an alternate solution to the Risk Management and Safety System (RMSS), a licensed online cloud-based risk register from Risk Management and Safety Systems Pty Ltd, used by the City as its online risk and WHS incident register. RMSS abruptly stopped functioning in August 2024, to record and manage its risks, incidents and hazards. The City is using Microsoft SharePoint as an interim process for maintaining its risk register and WHS incident management system. These interim processes are manual and require a longer-term solution.

It was also noted that the City's risk management framework and policy require review and update of current processes. This has also been identified as part of the risk maturity assessment that was completed for the City in 2023. Recommendations arising from the audit are monitored through a Risk Maturity Improvement Plan maintained by the City. Progress against items in the Improvement Plan is reported to the Audit Risk and Compliance Committee. The review of the City's strategic risks and updated risk appetite statement were endorsed in December 2024. The remaining actions are expected to be completed in 2025.

The City's revised Business Continuity Plan has been implemented in October 2024 but is yet to be tested. This is expected to be performed in early 2025.

### Good Practice

The City's insurance coverage details and supporting registers for buildings and motor vehicles are up to date. Regular reporting is in place for risks through the Audit, Risk and Compliance Committee and Council.

### Internal Control

Three findings have been identified. The first relating to the City's fraud framework, governance framework and strategic community plan which have all not been recently reviewed. Secondly, an annual review of delegations is performed however review of financial delegations within CiAnywhere could be included. Thirdly, more regular monitoring over changes to employee and supplier data should be performed.

### Good Practice

The City has an up to date register for delegations in place. Delegation levels including for procurement, contract variations and extensions are reasonable. Asset management processes are in place. Information system access and security has sound processes in place including appropriate monitoring over unauthorised changes and user access. Processes relating to fraud identification and management are in place. The City has sound audit practices including appropriate follow-up of actions arising from previous reviews completed.

### Legislative Compliance

Two findings have been identified. Firstly, the City has processes in place to address Public Interest Disclosure requirements, however there is no means for complaints to be raised anonymously.

Secondly, the City's work, health and safety policy and supporting procedural documents and guidelines also require update.



**Good Practice**

The City has good processes to manage its compliance requirements through a dedicated compliance calendar, including its Compliance Audit Return requirement. Sound processes are in place to assess conflicts of interest, and any conflicts identified are documented. The City has an up-to-date Code of Conduct for both employees and elected members. Processes are in place to manage Freedom of Information requests and requirements against the Integrated Planning and Reporting Framework have been met. The City performs regular inspections of swimming pools. Sample testing performed of the City’s registered pools and swimming pool barriers did not identify any exceptions. All Paxon’s findings are summarised on the following page and documented in detail within sections 5-7 of this report.

We would like to thank all officers that have facilitated the performance of this review.

Risk Area	Finding	Paxon Risk Rating
Risk Management	5.1 Risk Management and Safety System (RMSS)	<b>Low Risk</b>
	5.2 Risk Management Framework Documents	<b>Low Risk</b>
Internal Control	6.1 Update of Documents	<b>Low Risk</b>
	6.2 Annual Review of Financial Delegations	<b>Low Risk</b>
	6.3 Monitoring Changes to Employee and Supplier Data	<b>Low Risk</b>
Legislative Compliance	7.1 Public Interest Disclosure Processes	<b>Low Risk</b>
	7.2 Work, Health and Safety Policy Documents	<b>Low Risk</b>



### 3. METHODOLOGY

Our methodology for this review comprised the following steps:

- Conducted an initial meeting with management to obtain an understanding of processes and potential issues;
- Developed overview documentation of the processes including key controls by discussion with staff and review of the processes;
- Evaluated the effectiveness of the design of controls to cover the identified risk and tested the operation of the key controls;
- Followed up and confirmed action taken on any previous business issues identified and recommendations made;
- Researched the issues, weaknesses and potential improvements noted from our discussions and review of the existing processes and identified key controls;
- Developed appropriate recommendations for improvement for discussion with management;
- Drafted a report of findings and recommendations and obtained formal responses from management; and
- Finalised the report and issued it to Management for distribution to the Audit, Risk and Compliance Committee.

Each finding detailed in section 5-7 is rated based on the following scale:

Rating	Definition
<b>High</b>	Major contravention of policies, procedures or laws, unacceptable internal controls, high risk for fraud, waste or abuse, major opportunity to improve effectiveness and efficiency, major risk identified. Immediate corrective action is required. A short-term fix may be needed prior to it being resolved properly.
<b>Medium</b>	Moderate contravention of policies, procedures or laws, poor internal controls, significant opportunity to improve effectiveness and efficiency, significant risk identified. Corrective action is required. Need to be resolved as soon as resources can be made available, but within six months.
<b>Low</b>	Minor contravention of policies and procedures, weak internal controls, opportunity to improve effectiveness and efficiency, moderate risk identified. Corrective action is required. Need to be resolved within twelve months.



## 4. INHERENT LIMITATIONS

Due to the inherent limitations in any internal control structure, it is possible errors or irregularities may occur and not be detected. Further, the internal control structure, within which the control procedures that have been reviewed operate, has not been reviewed in its entirety and therefore no opinion is expressed as to the effectiveness of the greater internal control structure.

It should also be noted our review was not designed to detect all weaknesses in control procedures as it was not performed continuously throughout the period subject to review.

The review conclusion and any opinion expressed in this report have been formed on the above basis.



## 5. RISK MANAGEMENT

### 5.1 Audit Finding – Risk Management and Safety System (RMSS)

The City had a licensed online cloud-based risk management system, Risk Management and Safety System (RMSS), in place to manage and monitor risks as well as work, health and safety incidents and hazards. RMSS was a cloud-based online system licensed to the City until 30 June 2025. Since August 2024 the RMSS has not been functional and is unable to be accessed. The City identified this and has implemented interim processes to allow reporting of hazards, incidents and risks through the use of Microsoft SharePoint, the City's intranet and manual spreadsheets. Regular reporting is in place through the Executive Team and Audit, Risk and Compliance Committee for oversight of the City's key risks and WHS matters.

The City is currently working through alternative options for a new system/ supplier solution noting that the risk of a cloud-based supplier becoming insolvent whilst trading was not previously identified and managed. However possible options for a longer term solution are still being explored by the City with a solution expected to be implemented in 2025.

#### Risk Rating

Paxon has determined this finding to be of **Low Risk**.

#### Possible Implication

Failure to identify and manage risks resulting in strategic or operational impacts or failure to achieve desired objectives and outcomes.

#### Recommendation

Implement a longer-term solution for risk management and reporting of hazards and incidents.

#### Management Comments:

The City of Cockburn Project Manager - Workplace Health and Safety led a tender request to source an online cloud-based safety management system for the City. A recommendation has been made to the Executive Leadership Team (ELT). Following ELT's endorsement, a contract will be signed. The preferred system also contains a risk management module, which the Legal and Compliance Service Unit will have access to in early 2025.

The sourcing of a single, integrated system for all safety and risk management at the City went out as a Request for Proposal.

#### Action Owner:

Risk and Governance Advisor

#### Target Completion Date:

June 2025





## 5.2 Audit Finding – Risk Management Framework Documents

The City has a Risk Management Framework which is supported by a risk appetite statement, risk management policy and risk assessment guidelines. The risk appetite statement was recently reviewed in April 2024 and endorsed by the Audit Risk and Compliance Committee in December 2024. However the risk management framework and risk management policy have not been reviewed since initial approval in July 2021. There are overlaps in the content of these two documents and they could be combined for ease of use and efficiency. A risk maturity assessment was performed by an external consultant in 2023 which identified 35 observations across the City's framework, culture and processes for improvement.

The City has developed a detailed Risk Maturity Improvement Plan to strengthen its risk environment across the following key areas based on the outcomes from the risk maturity assessment completed. The completion of action items within the Improvement Plan are in progress. The City engaged another external consultant to complete some of the actions within the Improvement Plan including review of its strategic risks and updating its risk appetite statement which were endorsed by the Audit Risk and Compliance Committee in December 2024. The remaining actions are expected to be completed in early 2025:

- Revision of risk management framework
- Elected member engagement
- Risk management strategy preparation
- Improve risk culture
- Improve risk management process

Some actions have been completed with others still in progress. All outstanding actions are tracked with clear due dates. Actions implemented will be presented to the Audit, Risk and Compliance Committee for endorsement.

The City's Business Continuity Plans were recently reviewed, consolidated and endorsed as a single Business Continuity Plan in October 2024. However this has not yet been tested to ensure operational effectiveness. The City expects testing to be performed in March/ April 2025.

### Risk Rating

Paxon has determined this finding to be of **Low Risk**.

### Possible Implications

- Failure to identify and manage risks resulting in strategic or operational impacts or failure to achieve desired objectives and outcomes.
- Documents may become outdated and lose relevance if not regularly reviewed.

### Recommendations

- 5.2.1 Update the City's Risk Management Framework, Risk Management Policy and any associated risk procedures. Consideration should be given to whether these documents could be combined.
- 5.2.2 The current Business Continuity Plan should be tested as planned to ensure operational effectiveness.
- 5.2.3 Complete all remaining action items within the City's Risk Maturity Improvement Plan and report to the Audit Risk and Compliance Committee for endorsement.

### Management Comments:

- 5.2.1 An Audit, Risk and Improvement Strategy has been developed which will contain plans to update the Risk Management Policy, Risk Management Framework, Risk assessment Guidelines, and Risk Maturity Improvement Plan. This strategy will be presented to the Audit, Risk and Compliance Committee for adoption.
- 5.2.2 Testing of the Business Continuity Plan is scheduled for early 2025.
- 5.2.3 Recommendations arising from the risk maturity assessment are being implemented by the City and are monitored through a Risk Maturity Improvement Plan, which is regularly updated and reported through to the ARC.



**Action Owner:**

Risk And Governance Advisor (5.2.1, 5.2.2 and 5.2.3)

**Target Completion Date:**

5.2.1 December 2025

5.2.2 June 2025

5.2.3 Ongoing



## 6. INTERNAL CONTROL

### 6.1 Audit Finding – Update of Documents

The City has a Fraud and misconduct control and resilience policy and a fraud and misconduct control and resilience framework document. The framework was last updated in March 2019 and the policy was last updated in June 2021, both of which are now overdue for review.

The Governance framework was approved by Council in December 2022 and is available on the City's website, however the document control table is not complete, and no next review date has been documented. This should also be reviewed to ensure relevance to current processes.

The City's Strategic Community Plan was last reviewed in 2021. Requirements of the Integrated Planning & Reporting Advisory Standard (2016), Framework and Guidelines require a minor review to be performed every 2 years and a full review to be performed every 4 years. Paxon noted that the City commenced a review of the Strategic Community Plan in August 2024, however this is yet to be completed.

#### Risk Rating

Paxon has determined this finding to be of **Low Risk**.

#### Possible Implication

Documents may become outdated and lose relevance if not regularly reviewed.

#### Recommendations

The City should develop a timeline to ensure periodic review of its key Framework, policy and planning documents:

- 6.1.1 A review of the Fraud framework and fraud and resilience policy should be performed, leveraging guidance from the OAG and Public Sector Commission.
- 6.1.2 A review and update of the Governance framework should also be considered.
- 6.1.3 Regular review of the Strategic Community Plan, with timeframes aligned to requirements in the IPRF.

#### Management Comments:

- 6.1.1 To raise awareness of fraud, the City conducted the following training for staff, including the SLT: Workshop titled "Preventing Misconduct – Spotting and Responding to Red Flags", conducted by the Public Sector Commission in November 2023.  
The City will develop Audit, Risk and Integrity Strategy based on the WA Government's 2024-26 Integrity Strategy approach.
- 6.1.2 The City will draft an Audit Risk and Integrity Strategy aligned with the WA Public Sector Commission's mandate to promote and maintain integrity, conduct and ethics in the WA government sector.  
As part of the Audit, Risk and Integrity Strategy, the frameworks dealing with fraud and governance will also be reviewed.
- 6.1.3 Council adopted the "City of Cockburn Strategic Community Plan 2020-2030" at its June 2021 SCM.  
The Strategic Community Plan 2020-2030 is currently under review and will be presented for adoption at the proposed Special Council Meeting 24 June 2025.

#### Action Owner:

Risk and Governance Advisor (6.1.1, 6.1.2 and 6.1.3)

#### Target Completion Date:

- 6.1.1 December 2025
- 6.1.2 December 2025

**PAXON**

6.1.3 June 2025



## 6.2 Audit Finding – Annual Review of Financial Delegations

The City performs periodic reviews at least annually of its delegations in accordance with the requirements under the *Local Government Act 1995 (s5.46)*. The City's Register of delegations was last reviewed and adopted in July 2024 and is available on the City's website.

Paxon performed a high level review of the City's financial delegations within CiAnywhere and compared it to the City's Register of delegations. Delegations were deemed appropriate based on the size and complexity of processes.

An improvement opportunity was noted for the City to include a review of the financial delegations within CiAnywhere when performing its annual review.

### Risk Rating

Paxon has determined this finding to be of **Low Risk**.

### Possible Implication

Inappropriate or incorrect delegations provided to employees.

### Recommendation

Include a review of the financial delegations within CiAnywhere when performing the annual review of the register of delegations.

### Management Comments:

The City has undergone a separate internal audit titled "Acting through' principles of the *Local Government Act 1995* and their application within the City of Cockburn Administration". The independent auditor has found opportunities for improvement within the Delegated Financial Authorisation. Management's response includes reviewing and aligning the Delegated Financial Authorisations with the City's new delegations register and new organisational structures roles and responsibilities.

### Action Owner:

Strategic Procurement Manager

### Target Completion Date:

March 2025



### 6.3 Audit Finding – Monitoring over changes to employee and supplier data

The City's procurement team performs some verifications over supplier and employee data changes. The last check was performed in 2021 through a supplier integrity project. One exception was identified where there was a conflict of interest identified based on checks performed. The City was unable to provide the actual evidence of the work performed due to data sensitivities. There are also no periodic checks performed on supplier and employee data changes since 2021, including employee bank changes.

#### Risk Rating

Paxon has determined this finding to be of **Low Risk**.

#### Possible Implication

Potential conflicts of interests with employees and/ or suppliers impacting financial payments made.

#### Recommendation

Perform annual checks on both supplier and employee data changes and verify any exceptions.

#### Management Comments:

Procurement has budgeted in FY25/26 to engage a credit reporting agency to provide the necessary data to complete this check. It is recommended that a supplier integrity review is performed every 2 years rather than annually, as a minimum given the resources required to complete the review.

#### Action Owner:

Strategic Procurement Manager

#### Target Completion Date:

December 2025



## 7. LEGISLATIVE COMPLIANCE

### 7.1 Audit Finding – Public Interest Disclosure processes

The City has published a Public Interest Disclosure (PID) information statement on its website which documents the PID requirements under the *Public Interest Disclosure Act 2003* and reporting breaches to the authorities including the Public Service Commission for major breaches and Crime and Corruption Commission (CCC) for minor breaches. Details of the City's processes are outlined within the City's Code of Conduct and the City of Cockburn Behaviour Complaints.

Customer Service has an online complaints receiving process including a form for general enquiries, feedback, complaints or compliments. There is also a specific Public Health Complaint form. These forms require any potential complainant to include their name and address details, including an email and contact phone number to be able to submit the form. There is no avenue such as a whistleblowing/misconduct hotline that can be called anonymously. This may deter staff or the public from making disclosures as although they can make disclosures under the protection of the PID Act, including confidentiality, they cannot make them anonymously.

#### Risk Rating

Paxon has determined this finding to be of **Low Risk**.

#### Possible Implication

Lack of information and reporting processes results in non-reporting of fraud or a failure to adequately address reports of fraud or misconduct.

#### Recommendation

Consideration should be given to implementing a whistleblowing hotline or update the requirements in the online forms to enable anonymity.

#### Management Comments:

Pursuant to section 6A of the *Public Interest Disclosure Act 2003*, the City's PID processes caters for anonymity when reporting a PID.

It is impracticable for the City to maintain a whistle blower hotline due to the requirements of confidentiality, and available resources.

#### Action Owner:

N/A

#### Target Completion Date:

N/A





## 7.2 Audit Finding – Work, Health and Safety policy documents

The City has a number of policies, procedures and guidelines that cover work, health and safety requirements. Paxon reviewed eight WHS documents, which included coverage of WHS requirements, reporting of incidents, injuries and hazards, infectious disease management, fatigue management and first aid. Many of these documents were last reviewed with minor changes made in 2023. The WHS policy does not have a document control table, and there is no indication of when the policy was endorsed by ELT or when the next review date is. However the City is currently undertaking a holistic review exercise of all WHS documents to address gaps identified, including current changes required to documents due to the RMSS not being used by the City.

### Risk Rating

Paxon has determined this finding to be of **Low Risk**.

### Possible Implication

Documents may become outdated if not regularly reviewed.

### Recommendations

- 7.2.1 The WHS policy should be reviewed, updated and formally endorsed. A document control table or similar process should be included to indicate next review date.
- 7.2.2 A review of all other WHS documents should be performed to reflect the City's current processes and requirements. Consideration could be given to combining some documents to better reflect processes. A document control table or similar process should be included to indicate next review date for each of the documents.

### Management Comments:

- 7.2.1 Review of the WHS policy commenced on 01/10/2024. It is proposed to include in the review a control table in accordance with the City's policy template.
- 7.2.2 All other WHS documents will undergo review, prioritised in accordance with needs of the organisation. It is proposed to include in the review a control table in accordance with the City's policy template.

### Action Owner:

Project Manager Workplace Health and Safety (7.2.1 and 7.2.2)

### Target Completion Dates:

- 7.2.1 December 2025
- 7.2.2 June 2026



## APPENDIX 1: STAFF INTERVIEWED

Business Unit	Position	Date of Interview
Governance	Risk Coordinator	24/10/2024
Governance	Governance Officer	24/10/2024
Finance	Systems Officer	24/10/2024
Finance	Financial Accountant	24/10/2024
Finance	Senior Financial Accountant	24/10/2024
Finance	Insurance Officer	25/10/2024
Procurement	Procurement Business Partner - Administration	24/10/2024
Information and Technology	Head of Information and Technology	25/10/2024
Public Health and Buildings	Manager Health and Building Services	25/10/2024
Development and Compliance Services	Coordinator of Development Compliance	25/10/2024
Work, Health and Safety	Project Manager – Workplace Health & Safety	24/10/2024



## APPENDIX 2: DOCUMENTS REVIEWED

### City of Cockburn Documents Reviewed

#### Risk

1. Risk management framework
2. Risk management policy
3. Risk assessment guidelines
4. Risk appetite statement (April 2024)
5. Risk tolerance statement
6. Strategic and operational risk register risk
7. Business continuity response plan (October 2024)
8. Risk management reporting to audit committee and management
9. Moore – Risk management maturity review report (June 2023)
10. Risk maturity review improvement plan
11. Current insurance policies and supporting reports for the value of assets
12. Internal Asset Listing Report (September 2024)
13. Plant and Property registers

#### Internal Control

14. Organisation structure (as of 22 August 2024)
15. Register of delegations (July 2024)
16. User financial delegations system extract (CiAnywhere)
17. Examples of certificate of delegated authority
18. Procurement policy
19. Examples of contract variations, extensions and project management schedules
20. The Cockburn Way - Employee code of conduct
21. Management letters received from the Office of the Auditor General (30 June 2023)
22. Listing of audit action items (as of October 2024)
23. Fraud and misconduct control and resilience framework
24. Fraud and misconduct control and resilience policy
25. Governance framework
26. Asset register summary 2023-2024
27. Plant stocktake
28. Process for resignations and end of employment procedure
29. End of employment checklist
30. HR termination checklist including examples

**City of Cockburn Documents Reviewed**

31. Information and cyber security policy
32. CyberCX External network penetration testing report (August 2023)
33. Change management Standard – Information technology
34. IT and cyber security incident management plan
35. Report of journal adjustments, preparer and reviewer since 1/1/24
36. Internal audit plan 2024-2026
37. Approvals for bank reconciliations 2024 including review and approval for 31/3/24, 31/5/24 and 31/8/24

**Legislative Compliance**

38. Corporate business plan 2024-2025 to 2027-2028
39. Strategic community plan 2020-2030
40. Workforce plan 2022-2026
41. Compliance calendars for 2023 and 2024
42. Record keeping plan
43. Record keeping plan approval by State Records Office
44. Gift registers
45. Annual and primary return registers
46. Register for freedom of information applications from 1 July 2022 to 30 June 2024
47. Public interest disclosure information statement
48. Listing of all registered pools (as of September 2024)
49. Listing of all non-complaint pool spa barriers (as of September 2024) including supporting documents for sample testing
50. Work health and safety policy
51. WHS Workplace inspections
52. WHS Workplace incident and injury reporting procedure
53. WHS Drug and alcohol testing
54. WHS Working from home
55. WHS vaccinations and infectious diseases procedure
56. WHS fitness for work procedure
57. WHS Fatigue management procedure

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**15.1.5 Corporate Credit Card Expenditure, Controls and Reporting - Audit Report****Executive** Chief Executive Officer**Author** Risk and Governance Advisor**Attachments** 1. Paxon - City of Cockburn Purchasing Card Review 12 February 2025 [↓](#)**Officer Recommendation/Committee Recommendation**

That Council RECEIVES the Corporate Credit Card Expenditure, Controls and Reporting Audit.

**Background**

The minutes for the 9 November 2023 City of Cockburn Ordinary Council meeting record 2023/Minute No. 0299 Council Decision states -

‘That Council:

(1) ADOPTS the amendments to the Procurement Policy

(2) AMENDS Item 2, Value for Money, to include the following:

All pre-qualified, approved, and strategic business partnership suppliers will be systematically reviewed in line with contract terms and performance criteria (at least three yearly or as required)

(3) REQUESTS the CEO to present an Internal Scope of Audit – Corporate Credit Card Expenditure, Controls and Reporting to the first Audit & Risk meeting in 2024 for consideration by the Committee.’

The minutes for the 19 March 2024 City of Cockburn Audit, Risk and Compliance Committee meeting record 2024/Minute No. 0003 Council Decision states -

‘That Council:

(1) RECEIVES the Terms of Reference for the Internal Audit Scope for Corporate Card Expenditure, Controls and Reporting;

(2) AUTHORISES the CEO to progress with the Audit as detailed in item 1, with a provision allowing prospective internal auditors to recommend additional audit scope; and

(3) AUTHORISES the CEO to consider, and if appropriate, approve any additional scope.’

Based on the above Council resolution the City invited service providers on 03 May 2024 to submit quotes for a Corporate Credit Card Expenditure, Controls and Reporting Audit. On 28 May 2024, and Evaluation Panel selected Paxon Group to undertake this audit.

## Submission

N/A

## Report

The audit opening meeting was conducted on 27 June 2024. During the week of this meeting the Office of the Auditor General (the OAG) released the report *Performance Audit – Local Government Management of Purchasing Cards*, Report 19: 2023-24, 12 June 2024. Three local government entities: City of Albany, City of Kalgoorlie-Boulder, and Shire of Murchison participated in that audit.

In the light of the release of the report from the OAG, and in accordance with Council resolution (3) from the 19 March 2024 ARC meeting, the CEO increased the scope of the City's Corporate Credit Card Expenditure, Controls and Reporting Audit to include the following items:

- Store cards (24 Bunnings and 20 Woolworths) – additional 24 hours
- Fuel cards (116 BP cards) – additional 40 hours.

On 12 August 2024 Paxon issued a request to the City for access to documents to commence the expanded audit.

On 12 February 2025 Paxon submitted its final report to the City (presented as Attachment1 to this report).

Based on Paxon's fieldwork, review of documents requested, and interviews with officers, Paxon has concluded that the use of all 82 Commonwealth Bank of Australia issued credit cards is efficient and effective for the City, and Paxon did not note any inappropriate credit card purchases.

Following the audit, Paxon identified opportunities for improvement, and these are summarised below.

### 1. Credit Cards

Item No.	Audit Finding	Risk Rating	Possible Implication	Recommendation	Management Comment
6.1	Update of Internal Guidance	Low risk	Internal guidance related to credit cards is outdated and may not be aligned with the City's current objectives and risk appetite.	Internal guidance documents should be reviewed and updated to align with the current risk appetite of the City, including credit limits, transactional limits and including areas	The guidelines mentioned (in the audit) were obsolete as previously advised to Paxon. The City now has a credit card policy that is accessible for all staff through the City's intranet. The policy includes the position statement and credit card



Item No.	Audit Finding	Risk Rating	Possible Implication	Recommendation	Management Comment
				<p>of guidance not currently covered within the documents, as noted within this report and including consideration of the better practice guidance published by the Office of the Auditor General.</p>	<p>guidelines which should satisfy the recommended action.</p> <p>Action has been completed.</p>
6.2	Performance of Acquittals	High risk	<ul style="list-style-type: none"> <li>• Extended times to acquit and review credit card transactions and a lack of detailed information increases the possibility of a lack of evidence being provided or costs not being allocated timely or accurately.</li> <li>• Non-compliance with policy and guidelines.</li> </ul>		
6.2.1				<p>Acquittals should be performed on a timely basis, with key requirements recomunicated to officers in the short term including times, purchase order requirements and description requirements. They should be communicated to users once policy and guidelines have been updated.</p>	<p>The times mentioned on the (audit) findings are outdated and contained within the obsolete guidelines. The time has been simplified within the current policy to: "The acquittal of credit card transactions needs to be completed within a reasonable timeframe, being no longer than one month after statement issue."</p> <p>Regular follow up emails are sent to card holders to complete their outstanding credit card acquittals. Failure to complete</p>

Item No.	Audit Finding	Risk Rating	Possible Implication	Recommendation	Management Comment
					<p>the acquittal after reminders is escalated to senior leadership and may result in the credit card being suspended or cancelled.</p> <p>Action completed.</p>
6.2.2				<p>Repercussions for lack of timely acquittal performance should be put in place, potentially including reporting to ELT for follow-up and cards cancelled if not used in accordance with requirements.</p>	
6.2.3				<p>Times for review by Managers should also be documented within the Guidelines.</p>	
6.2.4				<p>A review of signed Statement of Responsibility forms should be performed to ensure they have been completed for all card holders. Consideration should be given to refreshing these when card renewals are performed.</p>	
6.3	Timely Cancellation of Credit Cards	High risk	Credit cards may be used appropriately.	A process be put in place to ensure that all cards are cancelled within	The City recently implemented administrator functionality within the CommBank

Item No.	Audit Finding	Risk Rating	Possible Implication	Recommendation	Management Comment
				<p>one day of the staff members exit.</p>	<p>card system to allow online ability to suspend and cancel credit cards. Where cards remain unacquitted post report preparation to Council, these are escalated to senior and/or executive leadership. The City can formalise the repercussions and apply more strictly going forward.</p> <p>Action completed.</p>
6.4	Credit Card Delegations and Approval	Medium risk	Card may not be provided to officers on an appropriate basis.	<p>A formal process and form for requesting and approving credit cards should be put in place, including the delegated credit card limit within a delegated authority form that is tailored to credit cards.</p>	<p>The current process includes approval from an executive for a new card and, Finance vets the approval for compliance against DFA and other business requirements.</p> <p>Improvement initiative includes creating online card approval which should formalised the entire process as per recommendation.</p> <p>Action to be implemented by Q4 FY 2024-25.</p>
6.5	Number of cards	Low risk	Administration of unrequired cards resulting in inefficiency.	<p>We (Paxon) endorse the exercise performed by the Acting Head of Finance being repeated on an on-going basis, with the emphasis on why cards</p>	<p>Paxon has endorsed the current exercise performed by the City and therefore will continue to do so.</p> <p>Action completed</p>

Item No.	Audit Finding	Risk Rating	Possible Implication	Recommendation	Management Comment
				should be retained rather than justifying cancellation and credit limits reviewed	
6.6	Petty cash	Low risk	The administrative burden of petty cash remains despite the widespread use of credit and purchasing cards.	The City should review its approach to credit cards, purchasing cards and the on-going requirement for petty cash to implement efficient use of administrative resource.	The City agrees with on the provided recommendation.  Action to be completed by Q4 FY 2024-25.

2. Purchasing Cards

Item No.	Audit Finding	Risk Rating	Possible Implication	Recommendation	Management Comment
7.1	Lack of Purchasing Card Internal Guidance	Medium risk	The administration and usage of purchasing cards within the City may not meet its expectations.	Purchasing card policy and procedure should be established either as part of the Credit Card documents or separately	The City agrees with the provided recommendation.  Action to be completed by Q4 FY 2024-25.
7.2	Purchasing Cards Lack of Segregation Duties.	High risk	The administration and usage of purchasing cards within the City may not meet its expectations.	The process should be segregated, or independent oversight enabled. This could be achieved by limiting the ability to raise and approve a purchase requisition or not allowing purchase requisition approvers to be	The City notes the recommendation and will investigate better controls.  Action to be completed by Q4 FY 2024-25.

Item No.	Audit Finding	Risk Rating	Possible Implication	Recommendation	Management Comment
				purchasing card holders	
7.3	Timely Cancellation of Purchasing Cards.	High risk	Purchasing cards may be used inappropriately.	A process be put in place to ensure that all cards are cancelled within one day of the staff members exit.	The City agrees with the provided recommendation.  Action to be completed by Q4 FY 2024-25.
7.4	Transaction Descriptions	Low risk	Purchasing cards may be used inappropriately.	The invoices or a means of providing a specific description should be developed to provide more specific information for purchases to be approved by the authoriser of the purchase order.	The City agrees with the provided recommendation and will review descriptions and update the report accordingly.  Action to be completed by Q4 FY 2024-25.
7.5	Monthly Reporting to Council	Low risk	Inaccurate reporting to Council.	Reporting processes should include independent review to ensure their accuracy.	The City agrees with the recommendation.  Action to be completed by Q4 FY 2024-25.

### 3. Fuel Cards

Item No.	Audit Finding	Risk Rating	Possible Implication	Recommendation	Management Comment
8.1	Lack of Purchasing Card Internal Guidance	Medium risk	If guidance documents are not current, they may not provide relevant information to guide and inform the usage that the City wishes to implement.	All guidance documents should be reviewed and updated with a process established to ensure they are regularly reviewed in the future.  The City's fleet,	It is acknowledged that some documents are out of date and need to be reviewed. Some of these documents are not owned by fleet and will need to be completed by the owner. Those we do own will be reviewed and

Item No.	Audit Finding	Risk Rating	Possible Implication	Recommendation	Management Comment
				financial and environmental objectives should be considered in establishing the content of these documents	actioned.  Action to be completed by Q1 FY 2025-26.
8.2	Monitoring of Fuel Cards	Low risk	Excessive or inappropriate usage may not be identified if regular monitoring is not performed, or parameters are not consistent and relevant for the vehicle and its intended use.	<p>The processes for monitoring of fuel usage and cost should be documented including the frequency, reports to be monitored and the processers for investigating any anomalies.</p> <p>Parameters for alerts within the BP system should be documented and consistently set for different types of vehicles which will highlight or prevent inappropriate usage.</p>	<p>A process chart will be drafted on fuel monitoring.</p> <p>Action to be completed by Q1 FY 2024-25.</p>

**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.
- Employer of choice focusing on equity, innovation and technology.

**Budget/Financial Implications**

N/A

**Legal Implications**

Regulation 11 of the *Local Government (Financial Management) Regulations 1996* refers.

**Community Consultation**

N/A

**Risk Management Implications**

The findings of this audit will enable the City to confirm its compliance with legislation and assure ratepayers that the City's credit card system manages spending in an efficient and ethical manner. Overall, there is a Moderate risk to the City of non-compliance with its own credit card / purchasing card / fuel card processes and systems if the recommendations from this audit are not implemented.

Management has responded adequately to the recommendations, which when implemented will reduce this risk to low.

**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

### Purchasing Card Review

Final : 12 February 2025

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*Paxon acknowledges the Traditional Owners of Country. We pay our respects to Elders past and present.*



# 1. INTRODUCTION

## 1.1 Background and Objective

This review of purchasing cards was requested to be performed by the Council of the City of Cockburn ('City') Ordinary Council at its meeting of Thursday 9 November 2023 as recorded in Minute No. 0299 Council Decision (3).

Paxon was appointed by the City to perform this review with the initial intention that the review would only include credit cards, but at the request of the Chief Executive Officer this was expanded to include purchasing (Bunnings and Woolworths) and fuel cards.

## 1.2 Risks & Scope

City documented Risk 182 - Credit Cards – Failure to properly manage and oversee the provision of credit cards to authorised officers

The scope of the audit was:

- To assess processes for compliance with legislative, regulatory and better practice
- To assess the types of purchase made by purchasing cards
- To determine whether purchasing cards are the most efficient and effective means for the types of costs incurred
- To assess the oversight and control of the purchasing card spending, and
- To make recommendations for improvement as required.

The period of review covered 1/7/23 to 31/3/24.

## 1.3 Summary of Work Performed

- Meeting and discussion with City officers
- Appropriate policy and procedure are in place, current and aligned with delegated authority and procurement guidance.

At the commencement of fieldwork Paxon issued an information request, including policy, procedure and internal guidance to review against. In response the City provided a copy of the Corporate Credit Card Guidelines. It was only upon completion of the fieldwork and provision of a draft report to the City in November 2024 that the City informed Paxon that the Guideline document was no longer active, though s.14 of the Corporate Credit Cards Policy does refer to Guidelines. It was proposed by Paxon that re-work could be performed or the review reported on as is, with the latter being the preferred option for the City.

- Policy and procedure are appropriately designed and aligned with legislation, regulation and better practice from the Department and the Office of the Auditor General
- Operational procedures are aligned with documented procedures and appropriate oversight and segregation of duties are in place
- Review of the City's fuel related exception reporting
- Data analysis of usage of cards expenditure and identification of exceptions for further investigation, including
  - Expenditure by month, service and type
  - Credit card transactions by type, over \$1,000 and use of purchase orders
  - Highest users by value and the reasons for this level of usage
  - Comparison of fuel card listings to fleet and Department of Transport Registrations, and
  - Location of fuelling
- Agreement of expenditure back to Council reports on expenditure

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- Testing of application processes for cards, credit limits, credit limit increases and timely termination of cards upon exit, and
- Testing of a sample of acquittal processes from timely completion and review through to detailed review of invoices.



## 2. EXECUTIVE SUMMARY

Overall, based upon the work performed as part of this review we would conclude that the use of cards is efficient and effective for the City, however there are some limitations to this conclusion.

From a strategic point of view the City could consider how it wishes to utilise credit cards and to what extent. Current usage is limited by the design of processes to under \$1,000 unless they are for certain areas of expenditure, otherwise they require a purchase order. Changing this could potentially increase efficiency benefits. However, processes should be improved before any changes are made if the extent of usage is to be expanded to ensure processes are adequately controlled.

Credit card processes could be improved in particular in relation to the acquittal process, which requires unnecessary administrative effort to chase their timely performance and the timely cancellation of credit cards. We didn't note any inappropriate credit card purchases through our testing.

Purchasing cards (Bunnings & Woolworths) lack internal guidance on usage and through testing it was noted that there is a lack of segregation of duties or independent oversight. There is also limited information available within the process to determine exactly what the purchases were and their purpose, as there is little to no description maintained.

It would also be expected that the use of credit and purchasing cards would remove or decrease the need for petty cash, however there are 37 petty cash floats available within the City, which require administration for expenditure and replenishment.

Fuel card processes could be improved in relation to internal guidance and formalisation of monitoring processes but overall appear to be used and administered effectively.

Some actions have been indicated as completed by Management, but these have not been reviewed by Paxon.

An overview of processes and efficiency of card usage is included within section 5, with detailed findings for each card area included within section 6-8.

Reference	Finding	Risk Rating
<b>Credit Cards</b>		
6.1	Update of Internal Guidance	Low
6.2	Performance of Acquittals & Card Usage	High
6.3	Timely Cancellation of Credit Cards	High
6.4	Credit Cards Delegation & Approval	Medium
6.5	Number of Cards	Low
6.6	Petty Cash	Low
<b>Purchasing Cards</b>		
7.1	Lack of Internal Guidance	Medium
7.2	Lack of Segregation of Duties	High
7.3	Timely Cancellation of Credit Cards	High
7.4	Transaction Descriptions	Low
7.5	Reporting to Council	Low
<b>Fuel Cards</b>		
8.1	Update of Guidance	Medium
8.2	Monitoring of Fuel Usage	Low

We would like to thank all officers that assisted with the performance of this review.



### 3. METHODOLOGY

Our methodology for this review comprised of the following steps:

- Conducted an initial meeting with management to obtain an understanding of processes and potential issues.
- Developed overview documentation of the processes including key controls by discussion with staff and review of the processes.
- Evaluated the effectiveness of the design of controls to cover the identified risk and tested the operation of the key controls.
- Followed up and confirmed action taken on any previous business issues identified and recommendations made.
- Researched the issues, weaknesses and potential improvements noted from our discussions and review of the existing processes and identified key controls.
- Developed appropriate recommendations for improvement for discussion with management.
- Drafted a report of findings and recommendations and obtained formal responses from management; and
- Finalised the report and issued it to Management for distribution to the Audit, Risk and Compliance Committee.

Each finding detailed in sections 6-8 are rated based on the following scale:

Rating	Definition
High	Major contravention of policies, procedures or laws, unacceptable internal controls, high risk for fraud, waste or abuse, major opportunity to improve effectiveness and efficiency, major risk identified. Immediate corrective action is required. A short-term fix may be needed prior to it being resolved properly.
Medium	Moderate contravention of policies, procedures or laws, poor internal controls, significant opportunity to improve effectiveness and efficiency, significant risk identified. Corrective action is required. Need to be resolved as soon as resources can be made available, but within six months.
Low	Minor contravention of policies and procedures, weak internal controls, opportunity to improve effectiveness and efficiency, moderate risk identified. Corrective action is required. Need to be resolved within twelve months.



## 4. INHERENT LIMITATIONS

Due to the inherent limitations in any internal control structure, it is possible errors or irregularities may occur and not be detected. Further, the internal control structure, within which the control procedures that have been reviewed operate, has not been reviewed in its entirety and therefore no opinion is expressed as to the effectiveness of the greater internal control structure.

It should also be noted our review was not designed to detect all weaknesses in control procedures as it was not performed continuously throughout the period subject to review.

The review conclusion and any opinion expressed in this report have been formed on the above basis.





## 5. OVERVIEW OF CARD PROCESSES

There are four types of purchasing cards in use within the City and which formed the scope of our review:

- Commonwealth Bank of Australia (CBA) 82 credit cards (annual fee \$32)
- 116 BP fuel cards (no fee)
- 52 purchasing cards – 20 Woolworths and 32 Bunnings (no fee)

Summarised within the table below is the expenditure made through each type of card during the period of review. There are no points or other loyalty schemes in place.

Type	Jul-23 \$	Aug-23 \$	Sep-23 \$	Oct-23 \$	Nov-23 \$	Dec-23 \$	Jan-24 \$	Feb-24 \$	Mar-24 \$	Total \$
Fuel Cards	23,297	28,414	29,108	31,435	34,717	30,872	28,941	31,676	31,966	270,426
Credit Cards	90,330	124,489	90,022	113,365	111,461	88,731	66,598	111,511	110,421	906,928
Purchase Cards	6,250	9,606	6,864	10,193	9,884	5,128	6,343	9,075	10,759	74,102
	119,877	162,509	125,994	154,993	156,062	124,731	101,882	152,262	153,146	1,251,456
% of total expenditure (excluding payroll)	0.9%	0.9%	0.8%	0.8%	0.8%	1.0%	1.0%	0.8%	1.2%	0.9%

Although the amounts spent by card are significant in themselves, as a percentage of total expenditure (excluding payroll) they are relatively small and in total average 0.9% across the period.

### Credit Cards

There are the following internal guidance documents for credit cards:

- Corporate Credit Cards Policy (Administration)
- Corporate Credit Card Guidelines
- Acquit Credit Card Transactions CiAnywhere
- Statement of Responsibility forms to acknowledge terms of use for recipients.

Acquittal of expenditure is performed within CiAnywhere by the card holder and transactions are required to be supported by invoices or equivalent evidence. Once completed they are reviewed and approved by the line manager. Payment for all cards to CBA is by direct debit on a monthly basis. No purchase orders are required for credit card purchases unless they are business purchases over \$1,000. Other purchases over \$1,000 can be made without the need for a purchase order if they relate to:

- Conference, seminar or training
- Flights, accommodation for the above
- Subscriptions and memberships, and
- Entertainment (CEO, Directors and Senior Managers)



The key areas of spend by description are set out below, with the above bullet points highlighted:

Description	Total Amount \$	% of Total Spend
Supplies and Materials Purchases	220,607.93	24.3%
Events and Functions	129,854.72	14.3%
Subscriptions and Memberships	94,739.21	10.4%
Training & Professional Development	94,657.81	10.4%
Equipment Purchases	72,101.77	8.0%
Conferences and Seminars	54,887.25	6.1%
Advertising	48,129.08	5.3%
Travel and Accommodation	39,769.35	4.4%
Meeting/Workshop Catering	28,901.90	3.2%
Program Costs	23,026.01	2.5%
Application, Licence, Registration Fees	20,294.30	2.2%
Hire of Equipment and Facilities	20,245.14	2.2%
Office Supplies	18,179.08	2.0%
Professional Services	17,582.81	1.9%
Motor Vehicle Expenses	10,300.10	1.1%
Bank and Other Fees	5,190.43	0.6%
Parking Expenses	5,562.67	0.6%
Disputed Transaction	1,879.00	0.2%
Annual Fee	2,752.00	0.3%
Consumables	1,310.90	0.1%
<b>Total</b>	<b>906,926.72</b>	<b>100.0%</b>

The standard accounts payable process requires a purchase requisition to be raised and approved to raise a purchase order which is then communicated to the supplier, receipt good or services and then to match the invoice to receipt and purchase order. This effort is spread across the organisation.

A credit card purchase only requires the purchase to be placed. However, the credit card does require acquittal by an officer which involves coding purchases and scanning invoices/receipts if not received electronically and subsequently approval by the line manager.

There is one officer within the Finance team to administer the application/cancellation of credit cards and to follow up acquittals not performed timely or completely. Credit card requests are sent to the relevant member of the Executive for approval before the card is requested.

During the period of review there were 4,094 credit card purchases, which would have required three way matching if purchased through the standard process. Whereas credit card transactions require acquitting. However, there would only have been 738 acquittals performed and reviewed during the same 9 month period, hence the use of credit cards is more efficient, but this is not a like for like comparison as it doesn't include finance's card administration activity.

Efficiency is clearly improved if acquittal is performed timely and finance administration time for chasing performance of this activity is reduced, which does not appear to currently be the case, as set out within section 6 of this report. An adequate audit trail was noted through the CiAnywhere system, though some improvements could be noted to descriptions provided as part of the acquittal process.

We didn't note any inappropriate purchases through our testing.



The usage of cards is limited without a purchase order to less than \$1,000 and so credit cards are being predominantly used for low value transactions, as shown below.

Value Range of Purchases	Number of Transactions	Value
\$5,000+	2	\$10,647
\$4,000-4,999	2	\$8,749
\$3,000-3,999	20	\$69,335
\$2,000-2,999	25	\$60,642
\$1,000-1,999	140	\$182,081
\$500-999	308	\$214,904
\$0-499	3597	\$360,570
	4094	\$906,928

The Credit Card Policy and Guidelines contain no procurement information but do refer to the Procurement Policy. The Procurement Policy references to the Credit Card Policy within the category of spend \$0-4,999 but does not contain specific information. Purchases at this value as per the Procurement policy requires one verbal quote to be obtained.

Overall the City’s credit cards systems design is efficient, but poor operational practice is leading to inefficiency, particularly in relation to the FTE within the Finance team to administer and chase to ensure acquittal processes are occurring on a timely basis. The operation of these processes require improvement in order to increase efficiency. As previously noted there is a limit of \$1,000 for the use of credit cards, without raising a purchase order in paying for business costs outside of a few areas e.g. entertainment, travel etc. This limit does reduce efficiency, however given our findings we don’t think this limit should currently be reviewed until operation of controls are improved but could be a consideration for the City in the future and we understand has been previously considered.

**Purchasing Cards**

There are purchasing cards in place with both Bunnings and Woolworths, with a credit limit of \$15,000 per month.

A purchase order is raised for each team that use purchasing cards which are all indirectly linked to a purchase order through recording in a spreadsheet. The day after a card is used an invoice is received by the City to match to the overarching purchase order by the authoriser e.g. team leader Senior Centre and Youth Centre for Woolworths and Roads, Facilities, Fleet and Parks

The cost centre owner has visibility of the costs incurred. Hence the delegation and responsibility lies with the authoriser of the purchase order for the team that then charge costs to it. However, there is no internal guidance related to purchasing cards and no defined administrative processes in place. Through detailed testing it was noted there are limited segregation of duties and purchase descriptions are limited, with cost centre owners able to approve their own purchase requests and also being card holders. So although the processes may be efficient, they require improvement in their design and operation.

It was noted that levels of petty cash held across the City appear high with almost \$30,000 within 37 petty cash floats. Given the extent of use of credit and in particular purchasing cards this could result in the reduction or elimination of the need for petty cash, but this has not occurred. This would provide a further administrative efficiency.

There were 344 Bunnings invoices and 368 Woolworths that may have been processed through petty cash if purchasing cards weren’t in place.

**Fuel Cards**

Fuel is procured through the CUA agreement and BP Fuel cards are used by the City, which provides a discount on advertised prices. Cards are allocated to vehicles, which are in turn allocated to a user or group of users where vehicles are shared. Payment is made monthly via a centrally raised purchase order. There is no admin fee for fuel cards.



To use the cards a PIN and signature is required and the odometer should be provided to the service station. Fuel expenditure can be reviewed by the team within the BP system and monitoring reports such as high cost or inefficient driving can be viewed. Fuel cards are managed by the Fleet Team.

Fuel expenditure is reported to Council as part of the expenditure report and as part of our work these reports for the period were agreed to the supporting detail.

A monthly invoice is received for all cards and payment is made against the purchase order raised.

The following guidance document is in place, with a finding noted in relation to the review and update of documents.

- Vehicle Usage Guideline HRMGL502.
- Vehicle Information Booklet – Draft
- Procedure – External Fuel Card F14-2009
- BP order and update a card



## 6. CREDIT CARD FINDINGS

### 6.1 Update of Internal Guidance

#### Audit Finding

The Corporate Credit Cards - Guidelines was last reviewed in December 2016 and the Corporate Credit Cards Policy in November 2023.

The Guidelines document includes guidance such as monthly credit limits, as set out below. During the course of our work it was noted that many of the card holders have requested changes to their limits, with 27 off the 82 now holding higher limits. The City should consider reviewing the limits as set out below and relating them to operational requirements as opposed to seniority, as stated within section 1 of the policy.

Position	Monthly Credit Limit
Chief Executive Officer	\$15,000
Directors	\$10,000
Strategic Procurement Manager	\$8,000
Strategic Business Group Managers	\$4,000
Other Staff (as determined by SBGM and Director)	\$2,000

It was also noted that cards are restricted to business purchases of less than \$1,000, but items over \$1,000 require a purchase order, as per 1.e) of the Guidelines. This restriction may be limiting the benefit and efficiencies that the use of credit cards can provide and consideration could be given to reviewing this limitation once other control improvements noted within his report have been remediated.

In addition there are no sections in relation to what should happen to card during periods of long service leave or other extended absence or the process and requirements for the return of credit cards upon exiting the City.

As noted within Section 1.3 Paxon were provided with a copy of the Corporate Credit Card Guidelines by the City to review and audit against for the performance of fieldwork. It was only upon completion of the fieldwork and provision of a draft report to the City in November 2024 that the City informed Paxon that the Guideline was no longer active.

#### Risk Rating

Paxon has determined this finding to be of **Low Risk**

#### Implication

Internal guidance related to credit cards is outdated and may not be aligned with the City’s current objectives and risk appetite.

#### Recommendation

Internal guidance documents should be reviewed and updated to align with the current risk appetite of the City, including credit limits, transactional limits and including areas of guidance not currently covered within the documents, as noted within this report and including consideration of the better practice guidance published by the Office of the Auditor General.

#### Management Comment :

The guidelines mentioned above were obsolete as previously advised to Paxon. The City now has a credit card policy that is accessible for all staff through the City’s intranet. The policy includes the position statement and credit card guidelines which should satisfy the recommended action.

**Action Owner** Financial Controller

**Target Completion Date** Completed.



**6.2 Performance of Acquittals & Card Usage**

**Audit Finding**

A sample of 10 credit cards were selected for testing across 3 periods for acquittal performance, including agreement to supporting evidence and review of the acquittal. Where relevant we also tested for the existence of purchase orders.

The following points were noted:

- Out of the 30 acquittals tested 16 were not performed within the timeframe set out within the credit card guideline of 5 days. Eleven of the 16 took more than 10 days with the longest time period noted being 45 days. Three were noted as being more than one month after statement issue.  
There is no timeframe set within the Policy or the Guidelines for the manager review of the acquittal but our testing noted that this was performed on a more-timely basis, with only 4 taking more than 5 days and the longest timeframe being 7 days.
- For 8 out of the 196 transactions tested (4%), no evidence was provided to support the transaction. This was for a value of \$3,333 out of a total of \$66,553 tested (5%).
- For September transactions as at 21 October it was noted that 25 cards had approximately \$35,000 of unacquitted transactions.
- Descriptions for purchases are in some cases limited in that amounts, suppliers and a level of description is provided but not the clear purpose of the purchase or the attendees at an event. We acknowledge that the cost centre code would provide context for the approver.
- Business purchases over \$1,000 require a purchase order. We selected two transactions of this nature, but purchase orders were not provided to evidence that processes had been complied with.

Service Provider	Amount	Description
Bunnings group ltd	\$5,349.00	Supplies and Materials Purchases
Aquastar pool	\$3,098.75	Equipment Purchases

It was noted that on the credit card register not all acknowledgement of usage were documented as having been completed, so may not all be in place, though for the sample of ten tested all were provided and evidenced as completed.

It was noted that in August 2024 credit card policy and guidelines were sent to card holding officers to reinforce expected practice.

As noted within Section 1.3 Paxon were provided with a copy of the Corporate Credit Card Guidelines by the City to review and audit against for the performance of fieldwork. It was only upon completion of the fieldwork and provision of a draft report to the City in November 2024 that the City informed Paxon that the Guideline was no longer active.

**Risk Rating**

Paxon has determined this finding to be of **High Risk**

**Implication**

- Extended timeframes to acquit and review credit card transactions and a lack of detailed information increases the possibility of a lack of evidence being provided or costs not being allocated timely or accurately.
- Non-compliance with policy and guidelines

**Recommendation**

- 6.2.1 Acquittals should be performed on a timely basis, with key requirements recommunicated to officers in the short term including timeframes, purchase order requirements and description requirements. They should be communicated to users once policy and guidelines have been updated.
- 6.2.2 Repercussions for lack of timely acquittal performance should be put in place, potentially including reporting to ELT for follow-up and cards cancelled if not used in accordance with requirements.
- 6.2.3 Timeframes for review by Managers should also be documented.

**Management Comment:**

The timeframes mentioned on the above findings are outdated and contained within the obsolete guidelines. The timeframe has been simplified within the current policy to "The acquittal of credit card transactions needs to be completed within a reasonable timeframe, being no longer than one month after statement issue."

Regular follow up emails are sent to card holders to complete their outstanding credit card acquittals. Failure to complete the acquittal after reminders is escalated to senior leadership and may result in the credit card being suspended or cancelled.

**Action Owner** Accounts Payable and Corporate Credit Card Officer.

**Target Completion Date** Completed.





### 6.3 Timely Cancellation of Credit Cards

#### Audit Finding

Out of 4 credit cards tested for employees that were exiting the City it was noted that three were cancelled 3, 21 and 35 days after the employees exit from the City. No transactions on the cards were noted during the intervening period.

Exits are required to be notified to Finance for the cancellation of the credit card, but this does not appear to have occurred and as per finding 6.1 there is no documented process.

Cards should be cancelled within one day to minimise the risk of inappropriate use.

#### Risk Rating

Paxon has determined this finding to be of **High Risk**

#### Implication

Credit cards may be used inappropriately.

#### Recommendation

A process be put in place to ensure that all cards are cancelled within one day of the staff members exit.

#### Management Comment:

The City recently implemented administrator functionality within the CommBank card system to allow online ability to suspend and cancel credit cards. Where cards remain unacquitted post report preparation to Council, these are escalated to senior and/or executive leadership. The City can formalise the repercussions and apply more strictly going forward.

**Action Owner** Accounts Payable and Corporate Credit Card Officer

**Target Completion Date** Completed.



#### 6.4 Credit Card Delegations and Approval

##### Audit Finding

There does not appear to be any specific delegation guidance or standard forms for card applications and their approval.

We understand that as part of the application process the Delegated Financial Authority (DFA) Form is completed, but this is aligned to the purchase order purchasing process and makes no mention of credit cards. No completed delegated financial authority forms were provided as part of this review and the only approvals were in the form of emails stating approval of a card and a credit limit, but there does not appear to be evidence of wider consideration, such as team members that have cards.

##### Risk Rating

Paxon has determined this finding to be of **Medium Risk**

##### Implication

Cards may not be provided to officers on an appropriate basis.

##### Recommendation

A formal process and form for requesting and approving credit cards should be put in place, including the delegated credit card limit within a delegated authority form that is tailored to credit cards.

##### Management Comment :

The current process includes approval from an executive for a new card and Finance vets the approval for compliance against DFA and other business requirements. Improvement initiative includes creating online card approval which should formalise the whole process as per recommendation.

**Action Owner** Accounts Payable and Corporate Credit Card Officer

**Target Completion Date** 30/06/2025



**6.5 Number of Cards**

**Audit Finding**

The total spend per card user was analysed for the period and the users were classified by their level of usage. As can be seen below there are 36 users with expenditure of less than \$5,000 who are averaging approximately 15 transactions in the 9 month period. Consideration should be given to assessing if these officers should continue to hold credit cards.

Spend category in the period \$	Number of card holders	Number of transactions
0 to 1,000	8	22
1,001 to 5,000	28	522
5,001 to 20,000	49	2628
20,001 +	9	889
<b>Total</b>	<b>94</b>	<b>4061</b>

An exercise was performed by the Acting Head of Finance in February 2024 which identified that the number of credit cards used by other local government authorities is generally lower and the City’s cards that were not used frequently, though it doesn’t appear that any activity arose from this review.

**Risk Rating**

Paxon has determined this finding to be of **Low Risk**

**Implication**

Administration of unrequired cards resulting in inefficiency.

**Recommendation**

We endorse the exercise performed by the Acting Head of Finance being repeated on an on-going basis, with the emphasis on why cards should be retained rather than justifying cancellation and credit limits reviewed.

**Management Comment**

Paxon has endorsed the current exercise performed by the City and therefore will continue to do so.

**Action Owner** Head of Finance

**Target Completion Date** Completed.



## 6.6 Petty Cash

### Audit Finding

Despite the number of credit and purchasing cards in use there is still a high level of petty cash floats in place at the City, with \$29,640.21 held within 37 different petty cash floats as at 30 June 2024. These all require reconciling and replenishing, so there is an administrative burden associated with these.

### Risk Rating

Paxon has determined this finding to be of **Low Risk**

### Implication

The administrative burden of petty cash remains despite the widespread use of credit and purchasing cards.

### Recommendation

The City should review its approach to credit cards, purchasing cards and the on-going requirement for petty cash to implement efficient use of administrative resource.

### Management Comment

The City agrees with the provided recommendation.

**Action Owner** Head of Finance

**Target Completion Date** 30/06/2025



## 7. PURCHASING CARDS

### 7.1 Lack of Purchasing Card Internal Guidance

#### Audit Finding

There are no policy or procedural documents in place to guide and inform users as to the expectations of the City around the administration and usage of purchase cards within the City. Although there are policies and procedure in place for credit cards and the principles are largely similar, they do not include coverage of purchasing cards.

#### Risk Rating

Paxon has determined this finding to be of **Medium Risk**

#### Implication

The administration and usage of purchasing cards within the City may not meet its expectations.

#### Recommendation

Purchasing card policy and procedure should be established either as part of the Credit Card documents or separately.

#### Management Comment

The City agrees with the provided recommendation

**Action Owner** Accounts Payable and Corporate Credit Card Officer, and Procurement Business Partner

**Target Completion Date** 30/06/2025



## 7.2 Purchasing Cards Lack of Segregation of Duties

### Audit Finding

Paxon selected a sample of ten purchasing card holders and tested a sample of transactions. It was noted that for four of the ten tested the card holder had performed the following tasks:

- Requested the purchase requisition
- Authorised the purchase order
- Paid for the goods using their own card, and
- Receipted the goods into the system.

There is no acquittal process so no line manager review of these costs.

This highlights a lack of segregation within the design of processes which should be limited or mitigating oversight controls implemented.

Given our finding in relation to purchasing card transaction descriptions it is not possible to determine if purchases were appropriately made or not.

### Risk Rating

Paxon has determined this finding to be of **High Risk**

### Implication

The administration and usage of purchasing cards within the City may not meet its expectations.

### Recommendation

The process should be segregated or independent oversight enabled. This could be achieved by limiting the ability to raise and approve a purchase requisition or not allowing purchase requisition approvers to be purchasing card holders.

### Management Comment

The City notes the recommendation and will investigate better controls.

**Action Owner** Procurement Business Partner

**Target Completion Date** 30/06/2025



### 7.3 Timely Cancellation of Purchasing Cards

#### Audit Finding

Out of 8 purchasing cards tested for employees that were exiting the City it was noted that two were not cancelled until 12 and 61 days after the employees exit from the City. It was also noted that the card that was active for 61 days was passed to colleagues and \$627.50 was expended before the card was cancelled. It is understood that it was not known that the card should be cancelled and not transferred to colleagues.

Cards should be cancelled within one day to minimise the risk of inappropriate use.

#### Risk Rating

Paxon has determined this finding to be of **High Risk**

#### Implication

Purchasing cards may be used inappropriately.

#### Recommendation

A process be put in place to ensure that all cards are cancelled within one day of the staff members exit.

#### Management Comment

The City agrees with the provided recommendation

**Action Owner** Accounts Payable and Corporate Credit Card Officer, and Procurement Business Partner

**Target Completion Date** 30/06/2025





#### 7.4 Transaction Descriptions

##### Audit Finding

It was noted that the descriptions provided as part of the receipting process for transactions contain limited information as to the purchase, often just detailed as consumables or groceries. The goods receipt note also only provides a high level description, such as Hardware Supplies or Groceries.

The copy of the invoice from the retailer provides more detailed information, but this does not appear to be routinely recorded as only a small number were provided to Paxon as evidence of purchase.

##### Risk Rating

Paxon has determined this finding to be of **Low Risk**

##### Implication

Purchasing cards may be used inappropriately.

##### Recommendation

The invoices or a means of providing a specific description should be developed in order to provide more specific information for purchases to be approved by the authoriser of the purchase order.

**Management Comment** The City agrees with the provided recommendation and will review the descriptions and update the report accordingly.

**Action Owner** Accounts Payable and Corporate Credit Card Officer.

**Target Completion Date** 30/06/2025



## 7.5 Monthly Reporting to Council

### Audit Finding

Paxon compared the purchasing card transaction reports reported to Council to the Woolworths and Bunnings reports (Sept 2023 onwards only) and noted there is a small difference of \$2,328.63 (3%), with reporting to Council being lower in September (\$18.92), October (\$1,143.05) and November (\$1,166.66).

For credit cards the amounts reported to Council totalled \$906,926 but the amounts as per the detailed credit card transaction report received totalled \$862,413, with a difference of \$44,513 (5%). Differences were noted within each period included within review.

### Risk Rating

Paxon has determined this finding to be of **Low Risk**

### Implication

Inaccurate reporting to Council.

### Recommendation

Reporting processes should include independent review to ensure their accuracy.

**Management Comment** The City agrees with the provided recommendation.

**Action Owner** Accounts Payable Officer and Corporate Credit Card Officer

**Target Completion Date** 30/06/2025



## 8. FUEL CARDS

### 8.1 Update of Guidance

#### Audit Finding

Vehicle Usage Guidelines with GPS was last updated in July 2020 and the next review date being July 2021. Contains a reference to Council Owned Usage Policy AES8, which no longer appears to be in existence. This document provides an overview of different types of usage and the related requirements.

The External Fuel Card Procedure was last review on 30th May 2022 and the next review date is 30th May 2023. Finding noted.

No review date noted on the Vehicle Information Booklet, which appears to be in draft and appears to be document that will pull other documents together.

There does not appear to be any process in place to acknowledge the usage requirements and receipt of a fuel card.

#### Risk Rating

Paxon has determined this finding to be of **Medium Risk**

#### Implication

If guidance documents are not current they may not provide relevant information to guide and inform the usage that the City wishes to implement.

#### Recommendation

All guidance documents should be reviewed and updated with a process established to ensure they are regularly reviewed in the future.

The City's fleet, financial and environmental objectives should be considered in establishing the content of these documents.

#### Management Comment

It is acknowledged that some documents are out of date and need to be reviewed. Some of these documents are not owned by fleet and will need to be completed by the owner. Those we do own will be reviewed and actioned.

**Action Owner** Fleet Management Coordinator

**Target Completion Date** 01 July 25



## 8.2 Monitoring of Fuel Usage

### Audit Finding

The system contains blocks on transactions if exceeded or notification on usage to the Fleet team for each card such as non-fuel purchases and excessive use by volume or price, which are set up when the card is applied for. There are also reports of usage that identify usage and inefficient driving based upon consumption and odometer readings.

There is no documented process for the review of fuel usage by the Fleet Team as to what reports will be reviewed, the frequency of review and the system parameters for cards are not established, though we understand them to be largely consistent. Monitoring is referenced within the External Fuel Card Procedure but does not contain any specific detail.

Analytical review of usage was performed by Paxon and where outliers were identified and queried with management, for which explanations were provided.

- Restricted private use within 200km of the City – no remote usage noted
- Higher fuel usage vehicles were noted to be those used most operationally
- Comparison of regos linked to fuel cards with the fleet register and the list of registered vehicles with the Department of Transport did not highlight any unlinked cards.

### Risk Rating

Paxon has determined this finding to be of **Low Risk**

### Implication

Excessive or inappropriate usage may not be identified if regular monitoring is not performed or parameters are not consistent and relevant for the vehicle and its intended use.

### Recommendation

The processes for monitoring of fuel usage and cost should be documented including the frequency, reports to be monitored and the processes for investigating any anomalies.

Parameters for alerts within the BP system should be documented and consistently set for different types of vehicles which will highlight or prevent inappropriate usage.

**Management Comment** : Will look to create a process chart on fuel monitoring

**Action Owner** Fleet Management Coordinator

**Target Completion Date** 01 July 25

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### 15.1.6 Internal Review of Procurement Services - Malabar BMX Contract C100950, RFT03/2023 - Update to Council

<b>Executive</b>	Chief Executive Officer
<b>Author</b>	Risk and Governance Advisor
<b>Attachments</b>	N/A

#### Officer Recommendation/Committee Recommendation

That Council RECEIVES the update to the Internal Review of Procurement Services– Malabar BMX Contract C100950, RFT03/2023.

#### Background

This report is an update to the Audit, Risk and Compliance (ARC) Committee on the progress of implementation of recommended opportunities for improvement emanating from the Internal Review of Procurement Services - Malabar BMX Contract C100950, RFT03/2023.

The ARC was last updated on the progress made in implementing recommended opportunities from this review at its 03 December 2024 meeting. There were three actions reported as outstanding. This report provides an update on the progress of these three items.

#### Submission

N/A

#### Report

The three outstanding actions are tabled below, together with the progress made to date towards their implementation.

Item No.	Opportunity for improvement	Summary of required action	Management response and target date (as of May 2024)	Update to the 2 December 24 ARC meeting	Update to the 18 March 2025 ARC meeting
6.	Procurement Framework	Procurement Services to publish on the intranet the document <i>Procurement Framework</i> .	Agreed. The Procurement Framework is being updated to reflect the revised Procurement Policy. The SLT will be consulted on the changes before	The updates to the Procurement Framework have been completed for internal review.  The finalisation of the review process was delayed until the	The Procurement Framework has been drafted. SLT consultation has been delayed due to the Organisation Review.  Pending SLT

Item No.	Opportunity for improvement	Summary of required action	Management response and target date (as of May 2024)	Update to the 2 December 24 ARC meeting	Update to the 18 March 2025 ARC meeting
			<p>publication.</p> <p><b>13 May 2024.</b></p>	<p>commencement of the Director Corporate &amp; System Services.</p> <p>Once reviewed and approved it will be rolled out to all staff.</p> <p><b>Revised target date 31 March 2025.</b></p>	<p>consultation, it will be rolled out to all staff on review and approval.</p> <p><b>On target for completion on 30 April 2025.</b></p>
7.	Procurement Services Intranet Webpage	Procurement Services to advertise its system on its own intranet webpage and include the published <i>Procurement Framework</i> .	<p>While Procurement has dedicated web pages under the Finance &amp; Procurement intranet tab link, a review with Comms will be undertaken to better structure the content. The Procurement Framework will be published on the eProcurement web page once it is endorsed.</p> <p><b>25 November 2024.</b></p>	<p>Recruitment process currently underway to employ a procurement resource to manage the change in the webpages and the associated documentation and distribution methods for all information required by procurement users.</p> <p><b>Revised target date 31 March 2025.</b></p>	<p>The recruitment process was not successful. An external resource will be engaged to action this change once the procurement mapping has been completed.</p> <p><b>New target date 30 May 2025.</b></p>
11.	Process Mapping	Map the current corporate procurement practices, to define the stakeholders, identify the sequential stages and processes of the City's procurement system, detail the expected	<p>Supported. Process mapping will be undertaken across all procurement processes and will inform the migration of the contract's module to CiAnywhere.</p> <p><b>End November 2024.</b></p>	<p>Recruitment process currently underway to employ a procurement resource to document the process with the associated documentation required by procurement users.</p> <p><b>Revised target</b></p>	<p>The recruitment process was unsuccessful and because of this progress has been gradual. The City started process mapping of all procurement processes in February.</p> <p><b>New target date</b></p>



Item No.	Opportunity for improvement	Summary of required action	Management response and target date (as of May 2024)	Update to the 2 December 24 ARC meeting	Update to the 18 March 2025 ARC meeting
		timelines and arrive at a procurement process flow map.		date 31 March 2025.	30 April 2025.

Item 6 is on track for completion by the revised date. Items 7 and 11 remain incomplete due to challenges in securing necessary procurement resources, with updated completion dates now set for 30 May 2025 and 30 April 2025 respectively.

### **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.

### **Budget/Financial Implications**

Budget provisions exist for the duration of this project.

### **Legal Implications**

*Local Government Act 1995*, s3.57 Tender for providing good and services;

*Local Government (Functions and General) Regulations 1996*, Part 4 – Provision of goods and services, Division 2 – Tenders for providing goods or services (s.3.57)

### **Community Consultation**

N/A

### **Risk Management Implications**

There is a Moderate risk to the City of non-compliance with its own procurement function and the tender evaluation and award process if the recommendations in this review are not implemented.

Management has responded adequately to the recommendations, which when implemented will reduce this risk to Low.

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

N/A

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

Nil

## 15.2 Expenditure Review Committee Meeting – 18/03/2025

### 15.2.1 Budget Amendments to the 2024-25 Municipal Budget

**Executive** Director Corporate and System Services  
**Author** Chief Financial Officer  
**Attachments** 1. Budget Amendments ERC March 2025 [↓](#)

#### Officer Recommendation/Committee Recommendation

The Committee recommends Council AMENDS the 2024-25 Municipal Budget as detailed in the attached schedule and summarised below:

Nature	Budget Surplus Impact \$
<i>FY25 Budget Surplus (Feb 2025 OCM)</i>	166,617
<u>Budget amendments proposed:</u>	
Operating expenditure – decrease	51,900
Operating income – no change	-
Capital expenditure – decrease	816,423
Capital Income – decrease	(49,037)
Net Financial Reserves - increase	(831,786)
Net budget surplus – decrease	(12,500)
Revised FY25 Budget Surplus	154,117

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

#### Background

The Expenditure Review Committee (ERC) reviews 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 FY25. 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 \$12,500 decrease in the closing budget surplus.

The revised budget surplus of \$154,117 maintains some capacity for Council to fund minor unplanned items from consolidated revenue during the remainder of the financial year.

Details of the projects and budget line-items proposed for amendment are shown in the attached Schedule of Budget Amendments. The table below summarises these by their category and nature:

Category/Nature		\$	\$
<b>Operating Expenditure</b>			
Materials & contracts	↓	72,460	
Employee costs	↑	(84,960)	
Underground power scheme	↓	64,400	<b>51,900</b>
<b>Operating Income</b>			
<b>Capital Expenditure</b>			
FY25 capital works adjustments	↓	816,423	<b>816,423</b>
<b>Capital Income</b>			
Capital Grants	↑	247,963	
Proceeds from Sale of Assets	↓	(297,000)	<b>(49,037)</b>
<b>Net Reserve Transfers</b>			
FY25 capital works funding	↓	767,386	
Transfers to Reserve	↑	64,400	<b>831,786</b>
<b>Budget Surplus Impact</b>	↓	<b>12,500</b>	<b>12,500</b>

## 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 FY25 Municipal Budget currently contains a net budget surplus of \$166,617 as reported in the January Financial Report presented to the March Ordinary Council meeting.

The City's net budget surplus will decrease to \$154,117 with the adoption of the budget amendments recommended in this report.

An Absolute Majority of Council will be required to amend the FY25 Municipal budget.

**Legal Implications**

N/A

**Community Consultation**

N/A

**Risk Management Implications**

The budget amendments recommended assist proper financial management of the City's Municipal Budget and support good governance practices at the City.

There is low-medium level risk to the City's operational and capital budget performance through inaccurate budget settings 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

ERC MEETING - March 2025

DESCRIPTION (SERVICE UNIT)	EXPEND \$	INCOME \$	RESERVES \$	BUDGET SURPLUS IMPACT \$	Budget Adjustment Comments
<b>Opening Budget Surplus</b>				166,617	
<b>SU511 - Environment, Parks and Streetscapes</b> [OP7538 - Canary Park]	25,000			25,000 Decrease	Transferring funds from OP 6313 as locations are no longer being separated
<b>SU511 - Environment, Parks and Streetscapes</b> [OP6313 - Canary Park East]	- 25,000			-25,000 Increase	Transferring funds to OP 7538 as locations are no longer being separated
<b>SU342 - CoSafe Security Services</b> [GL177-6297 Services & Contracts]	- 89,960			-89,960 Increase	Transferring remaining funds back to Salaries as Contract has now been completed
<b>SU342 - CoSafe Security Services</b> [GL177-6000 Salaries]	89,960			89,960 Decrease	Transferring funds from 6297 Services & Contracts as services are now being completed inhouse and contract has been completed.
<b>SU512 - Civil Infrastructure</b> [OP8574 - Underground Power]	- 64,400		64,400	NIL	City received reimbursement of in-kind costs from Western Power for the South Lake UGP project. Transferred to the Land Management Reserve
<b>SU533 - Asset Management</b> [GL825-6303 Subscriptions]	5,000			5000 Decrease	Subscription Costs to facilitate the new Asset Management Plans
<b>SU533 - Asset Management</b> [GL825-6000 Salaries]	- 5,000			-5000 Increase	Transferred to 6303 - Subscription to facilitate the new Asset Management Plans
<b>SU432 - Environmental Management, Policy and Planning</b> [OP0034 - Feral Animal Control]	12,500			12,500 Decrease	Additional funds as per recommendation of March 11 OCM Report
<b>514 - Waste Services</b> [CW1700 - Chesham Way Waste Truck Turn Circle]	12,610		- 12,610	NIL	Expenditure has occurred on a project which had been deferred - funding required to reconcile account
<b>511 - Environment, Parks and Streetscapes</b> [CW1701 - Anning Park Irrigation Renewal]	- 58,167		58,167	NIL	Project complete surplus funds able to be released
<b>344 - Safer City</b> [CW1718 - CCTV - South Lake]	- 14,957		14,957	NIL	Project complete surplus funds able to be released.
<b>532 - City Facilities</b> [CW1734 - Coogee Surf Club Balcony Tiling]	- 27,500		27,500	NIL	Project complete surplus funds able to be released
<b>521 - Landscape and Coastal Projects</b> [CW1757 - Market garden 1/2 Basketball Court]	21,701		- 21,701	NIL	Commitments from 23/24 carried forward requiring budget to balance accounts as Carry forward of Budget was not made.
<b>511 - Environment, Parks and Streetscapes</b> [CW1787 - Fawcett Rd New playground]	53,070		- 53,070	NIL	Commitments from 23/24 carried forward requiring budget to balance accounts as Carry forward of Budget was not made.

ERC MEETING - MARCH 2025

DESCRIPTION (SERVICE UNIT)	EXPEND \$	INCOME \$	RESERVES \$	BUDGET SURPLUS IMPACT \$	Budget Adjustment Comments
<b>521 - Landscape and Coastal Projects</b> [CW1793 - 186 Len Packham Tennis Court Resurfacing]	100,000		- 100,000	NIL	Requesting additional funds to also deliver Flood Lighting renewal at project location as current floodlighting has reached end of useful life and was not approved as a carry forward project
<b>521 - Landscape and Coastal Projects</b> [CW1795 - Tempest Park Floodlighting]	128,325	- 164,472	36,147	NIL	Carry forward omission to be rectified. Funding to be added to project from DLGSC Grant without municipal cost for increase in project costs, balance returned to reserve
<b>512 - Civil Infrastructure</b> [CW1839 - 122 Voyagers Way Sump upgrade]	- 16,666		16,666	NIL	Project complete surplus funds able to be released
<b>321 - Recreation Services</b> [CW4676 - Frankland Park Recreation Centre & Ovals]	83,491	- 83,491		NIL	Required funding to meet contractual requirement. and completion costs for recently constructed parking on Frankland Ave Contractual issue -project not carried forward. Funding to come from Unallocated Grant tied to Frankland Reserve
<b>523 - Civil Projects</b> [CW4800 - Rockingham Road Revitalisation]	- 200,000		200,000	NIL	Cashflow adjustment to project. Land Transactions and Services to occur in FY26
<b>512 - Civil Infrastructure</b> [CW4899 - Spearwood Avenue Underground Storage]	21,000		- 21,000	NIL	Additional funding required to complete project
<b>522 - Building and Security Projects</b> [CW4947 - Maraboo Bridge anti climb structure]	27,645		- 27,645	NIL	Carry Forward not approved. Cost from commitments from Previous FY
<b>511 - Environment, Parks and Streetscapes</b> [CW6102 - Beeliar Lake Water Management Project]	- 12,121		12,121	NIL	Project complete surplus funds able to be released.
<b>521 - Landscape and Coastal Projects</b> [CW6128 - Santich Park - Parking Upgrade & New Lighting]	40,000		- 40,000	NIL	Project is in close-out phase with defects being rectified and Landscaping jobs being done, not part of original contract. Is forecasted that an extra \$30,000 will be needed to complete works and meet contractual liabilities
<b>323 - Port Coogee Marina</b> [CW6286 - Marina Services Building Upgrade]	17,813		- 17,813	NIL	Project complete additional funding required to resolve cost overrun
<b>522 - Building and Security Projects</b> [CW6289 - Cockburn Bowling and Recreation Club]	40,000		- 40,000	NIL	Additional funding required to complete project
<b>521 - Landscape and Coastal Projects</b> [CW6328 - Beeliar Reserve Irrigation Renewal]	- 47,923		47,923	NIL	Project complete surplus funds able to be released
<b>511 - Environment, Parks and Streetscapes</b> [CW6358 - Drink Fountains - New]	18,967		- 18,967	NIL	Additional funds required for project overrun due to a delay in receipt of invoices
<b>532 - City Facilities</b> [CW6422 - Hamilton Hill Seniors Centre]	- 15,231		15,231	NIL	Project complete surplus funds able to be released



ERC MEETING - MARCH 2025

DESCRIPTION (SERVICE UNIT)	EXPEND \$	INCOME \$	RESERVES \$	BUDGET SURPLUS IMPACT \$	Budget Adjustment Comments
<b>322 - Cockburn ARC</b> [CW6468 - Replacement Gas Boilers]	603,900		- 603,900	NIL	Funds not carried forward into FY25 as procurement process had not commenced. Funds now being added to the project as per Draft Tender Recommendation RFT28-2025
<b>522 - Building and Security Projects</b> [CW6542 - Leachate Pond Design]	- 110,177		110,177	NIL	Transferring funds from CW1116 to consolidate projects
<b>514 - Waste Services</b> [CW6543 - Temp Relocation Transfer Station]	120,000		- 120,000	NIL	Additional funding required to complete project
<b>513 - Fleet Management</b> [CW7102 - PL102 - Parks - Out Front Mower]	- 12,175		12,175	NIL	Project expected to be delivered under budget. Surplus funds may be released
<b>513 - Fleet Management</b> [CW7289 - PL289 - DFES Vehicle]	34,476		- 34,476	NIL	Additional funding required to complete project
<b>513 - Fleet Management</b> [CW7311 - PL311 Parks - Mower Trailer]	- 42,500	1,000	41,500	NIL	Funds being returned to reserve as delivery has been delayed to FY26
<b>513 - Fleet Management</b> [CW7316 - PL316 - Parks - Mowing Trailer]	- 43,800	1,000	42,800	NIL	Funds being returned to reserve as delivery has been delayed to FY26
<b>513 - Fleet Management</b> [CW7328 - PL328 - Parks - Mowing Trailer]	- 45,000	1,000	44,000	NIL	Funds being returned to reserve as delivery has been delayed to FY26
<b>513 - Fleet Management</b> [CW7520 - PL520 - Senior Centre - Hi-Ace Commuter]	- 81,000	36,000	45,000	NIL	Funds being returned to reserve as delivery has been delayed to FY26
<b>513 - Fleet Management</b> [CW7522 - PL522 - Environmental Svcs]	12,570		- 12,570	NIL	Additional funding required to complete project
<b>513 - Fleet Management</b> [CW7525 - PL525 - Rangers]	10,000		- 10,000	NIL	Additional funding required to complete project
<b>513 - Fleet Management</b> [CW7539 - PL539 - Environmental Svcs]	12,570		- 12,570	NIL	Additional funding required to complete project
<b>513 - Fleet Management</b> [CW7600 - PL600 - Parks - Retic]	21,000		- 21,000	NIL	Additional funding required to complete project
<b>513 - Fleet Management</b> [CW7652 - PL652 - Parks - Retic]	21,000		- 21,000	NIL	Additional funding required to complete project
<b>513 - Fleet Management</b> [CW7695 - PL695 - Environmental Operations Coordinator]	13,645		- 13,645	NIL	Additional funding required to complete project
<b>513 - Fleet Management</b> [CW7712 - PL712 - Waste - Illegal Dumping Truck]	- 120,000	40,000	80,000	NIL	Funds being returned to reserve as delivery has been delayed to FY26
<b>513 - Fleet Management</b> [CW7718 - PL718 - Parks - Truck & Crane]	- 240,000	95,000	145,000	NIL	Funds being returned to reserve as delivery has been delayed to FY26

ERC MEETING - MARCH 2025

DESCRIPTION (SERVICE UNIT)	EXPEND \$	INCOME \$	RESERVES \$	BUDGET SURPLUS IMPACT \$	Budget Adjustment Comments
<b>513 - Fleet Management</b> [CW7734 - PL734 - Roads - Pathsweeper]	- 85,000	17,000	68,000	NIL	Funds being returned to reserve as delivery has been delayed to FY26
<b>513 - Fleet Management</b> [CW7755 - PL755 - Waste - Rubbish Recycling 29m3]	17,377		- 17,377	NIL	Additional funding required to complete project
<b>513 - Fleet Management</b> [CW7775 - PL775 Parks - Hort Truck]	36,535		- 36,535	NIL	Additional funding required to complete project
<b>513 - Fleet Management</b> [CW7783 - PL783 - Waste - Rubbish Recycling 29m3]	- 479,348	70,000	409,348	NIL	Funds being returned to reserve as delivery has been delayed to FY26
<b>513 - Fleet Management</b> [CW7784 - Waste Service Low Profile rear Loader 8M]	- 220,000	36,000	184,000	NIL	Funds being returned to reserve as delivery has been delayed to FY26
<b>513 - Fleet Management</b> [CW7804 - PL804 New - Road Sweeper]	55,916		- 55,916	NIL	Additional funding required to complete project
<b>513 - Fleet Management</b> [CW7812 - New - Seniors - Commuter Van]	- 100,000		100,000	NIL	Funds being returned to reserve as delivery has been delayed to FY26
<b>513 - Fleet Management</b> [CW7815 - New - Roads - Path Sweeper Trailer]	- 25,000		25,000	NIL	Funds being returned to reserve as delivery has been delayed to FY26
<b>513 - Fleet Management</b> [CW7840 - Waste Verge Loader]	17,732		- 17,732	NIL	Additional funding required to complete project
<b>511 - Environment, Parks and Streetscapes</b> [CW9019 - Tangle Park Soccer Goals]	- 23,100		23,100	NIL	Project complete surplus funds able to be released
<b>511 - Environment, Parks and Streetscapes</b> [CW9037 - 494 Purchase and install three bird waterers]	- 37,250		37,250	NIL	Project complete surplus funds able to be released
<b>512 - Civil Infrastructure</b> [CW9054 - 474 Alberod Street Milan to Bischoff]	12,705		- 12,705	NIL	Additional funding required to complete project. Project pending
<b>512 - Civil Infrastructure</b> [CW9062 - 482 Wattleup Road Rockingham to Moylan]	- 18,313		18,313	NIL	Project complete surplus funds able to be released
<b>512 - Civil Infrastructure</b> [CW9071 - 436 Hague Pass Cincotta to Peradini]	- 17,210		17,210	NIL	Project complete surplus funds able to be released
<b>512 - Civil Infrastructure</b> [CW9072 - 437 Hybanthus Loop #2 to # 38 red section]	21,168		- 21,168	NIL	Project complete additional funds required
<b>512 - Civil Infrastructure</b> [CW9078 - 443 Kalmia Road Cocos to Barberry]	- 44,608		44,608	NIL	Project complete surplus funds able to be released
<b>512 - Civil Infrastructure</b> [CW9079 - 444 Simons Street Williams to Hartley]	- 19,169		19,169	NIL	Project complete surplus funds able to be released\
<b>512 - Civil Infrastructure</b> [CW9086 - 451 Silkpod Gardens Boulderwood]	37,520		- 37,520	NIL	Project complete additional funds required

ERC MEETING - MARCH 2025

DESCRIPTION (SERVICE UNIT)	EXPEND \$	INCOME \$	RESERVES \$	BUDGET SURPLUS IMPACT \$	Budget Adjustment Comments
<b>512 - Civil Infrastructure</b> [CW9102 - 429 Rockingham Rd Marvell to Troode ]	- 66,061		66,061	NIL	Project complete surplus funds able to be released
<b>512 - Civil Infrastructure</b> [CW9103 - 430 Spearwood Avenue Sudlow to Cocos]	- 163,140		163,140	NIL	Project complete surplus funds able to be released
<b>512 - Civil Infrastructure</b> [CW9104 - North Lake Road - South Farrington]	- 73,752		73,752	NIL	Project complete surplus funds able to be released
<b>512 - Civil Infrastructure</b> [CW9105 - North Lake Road 100M South Farrington]	- 89,349		89,349	NIL	Project complete surplus funds able to be released
<b>521 - Landscape and Coastal Projects</b> [CW9111 - Desertpea Park Playground Renewal]	43,400		- 43,400	NIL	Project complete additional funds required
<b>521 - Landscape and Coastal Projects</b> [CW9114 - Orlando Park Playground Renewal]	37,000		- 37,000	NIL	Additional funds required to complete project
<b>521 - Landscape and Coastal Projects</b> [CW9115 - Sherbrooke Park Playground Renewal]	- 16,600		16,600	NIL	Project complete surplus funds able to be released
<b>521 - Landscape and Coastal Projects</b> [CW9116 - Grove Park Playground Renewal]	- 14,150		14,150	NIL	Project complete surplus funds able to be released
<b>521 - Landscape and Coastal Projects</b> [CW9117 - Barrow Park Playground & Soft Fall Replacement]	- 40,100		40,100	NIL	Project complete surplus funds able to be released
<b>521 - Landscape and Coastal Projects</b> [CW9119 - Lucretia Park Shade Sail]	17,400		- 17,400	NIL	Additional funds required to complete project
<b>521 - Landscape and Coastal Projects</b> [CW9120 - Jubilee Park South Exercise Equipment]	20,000		- 20,000	NIL	Additional funds required to complete project
<b>521 - Landscape and Coastal Projects</b> [CW9122 - 397 Wineberry Park Playground & Soft Fall]	33,900		- 33,900	NIL	Additional funds required to complete project
<b>521 - Landscape and Coastal Projects</b> [CW9123 - Shade Sail Extension Tapper Park]	22,200		- 22,200	NIL	Additional funds required to complete project
<b>521 - Landscape and Coastal Projects</b> [CW9129 - Wineberry Park New Shade Sail]	11,650		- 11,650	NIL	Additional funds required to complete project
<b>523 - Civil Projects</b> [CW9152 - 530 39 Mosman Loop & Charnley Bend - Design]	- 57,120		57,120	NIL	Project complete surplus funds able to be released
<b>532 - City Facilities</b> [CW9191 - Bibra Lake Adventure Park storage shed]	14,780		- 14,780	NIL	Additional funds required to complete project
<b>532 - City Facilities</b> [CW9201 - Cockburn Bowls Club soundproof pannelling]	47,000		- 47,000	NIL	Additional funds required to complete project

ERC MEETING - MARCH 2025

DESCRIPTION (SERVICE UNIT)	EXPEND \$	INCOME \$	RESERVES \$	BUDGET SURPLUS IMPACT \$	Budget Adjustment Comments
<b>SUBTOTAL</b>	- 868,323	49,037	831,786	12,500 Decrease	

<b>TRANSFER FROM RESERVE</b>	<b>\$</b>
Plant And Equipment Reserve	1,050,093
Commercial Landfill Reserve	110,177
Road Infrastructure Reserve	643,720
Building Infrastructure Reserve	-705,680
Technology Reserve	14,957
Waste Management Reserve	-120,000
Land Management Reserve	-17,813
Open Space Infrastructure Reserve	-230,240
Project Contingency Reserve	49,817
Port Coogee Marina Reserve	-27,645
<b>Sub-Total</b>	<b>767,386</b>
<b>TRANSFER TO RESERVE</b>	<b>\$</b>
Land Management Reserve	64,400
<b>Sub-Total</b>	<b>64,400</b>
<b>Net Increase to Reserves</b>	<b>831,786</b>

**15.2.2 Contract Variations - October 2024 to January 2025**

<b>Executive</b>	Director Corporate and System Services
<b>Author</b>	Service Manager Procurement and Contracts
<b>Attachments</b>	1. Contract Variations Report - October 2024 to January 2025 ( <b>Confidential</b> )

**Officer Recommendation/Committee Recommendation**

That Council ACCEPTS the Contract Variation Report provided under Confidential Attachments for contracts authorised under Delegated Authority or from an endorsed Council report for the period between October 2024 to January 2025.

**Background**

After a contract is established, it may become necessary to make changes. These changes are administrative in nature and necessary to fulfill the obligations of the contract.

Under the Functions and General Regulations 1996, a contract can be varied after it has been entered, provided it has been authorised either by Council or by its delegate.

In accordance with the Register of Delegations 1.2.21 - Variation to Contract, Council has imposed the following conditions for variations:

- Variations are necessary for the goods and services to be supplied
- Variations do not change the scope of the original contract
- Variations do not exceed the project allocation for the current financial year in the adopted Annual Budget, and/or future expenditure in the Corporate Business Plan or Long-Term Financial Plan
- For variations that exceed \$1,000,000, the approval of the CEO and one Director is required
- Variations are to be reported to the relevant committee.

When considering variations, the following assessments are conducted:

- Value for money benchmark on additional contract cost changes
- Compliance review against the initial procurement process
- Budget verification and allocation
- Review of the scope of work and specifications.

The report updates Council on changes to contracts that have been previously approved by authorised delegates.

**Submission**

N/A

## Report

The purpose of the Contract Variation Report is to inform Council about changes to contracts, including the current contract status, the new maximum contract value, and a general description of the reason for the variation.

While the Variation Reporting is a required condition of the specific delegation, it also provides oversight on contracts with unexpected changes.

The report serves as a lag indicator, highlighting costs that are not aligned with the City's budget projections and contract changes that impact contract duration, price and/or deliverables.

The attached report details 57 service-based and project contracts, which include 79 individual variations. These variations occurred due to the following reasons:

1. Extension options have been accepted where applicable for expiring contracts.
2. Addition or removal of sites and /or activities under a scope of work.
3. Adjustment of contract prices or rates as allowed under the contract, such as CPI.
4. Adjustment to the value of a contract as allowed by the approved budget, where the initial contract award was only an estimate.

Given the timing and nature of contracts, the above reasons have been allocated based on the level of the change. Variations can demonstrate one or more of the above combined reasons in determining the variation.

## Strategic Plans/Policy Implications

### 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

The administration of the City's tenders and contracts complies with section 3.57 of the *Local Government Act 1995* and regulation 21A of the Local Government (Functions and General) Regulations 1996.

## Community Consultation

N/A

**Risk Management Implications**

The report is required by the Register of Delegations established by Council.

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

N/A

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

Nil



**16. Committee Minutes**

**16.1 Audit Risk and Compliance Committee Meeting – 18/03/2025**

**Recommendation**

That Council RECEIVES the Minutes of the 18 March 2025 Audit Risk and Compliance Committee Meeting.

**16.2 Expenditure Review Committee Meeting – 18/03/2025**

**Recommendation**

That Council RECEIVES the Minutes of the 18 March 2025 Expenditure Review Committee Meeting.

**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**

**20. Matters to be Noted for Investigation Without Debate**

Nil

## 21. Confidential Business

### Audit Risk and Compliance Committee Meeting – 18 Mar 2025

#### 21.1 Confidential Audit Matter

This report and its attachments are **CONFIDENTIAL** in accordance with Section 5.23(2) (a) of the *Local Government Act 1995*, which permits the meeting to be closed to the public for business relating to the following:

- (a) *a matter affecting an employee or employees.*

## 22. Closure of Meeting