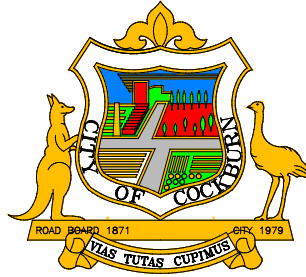


# **CITY OF COCKBURN**



## **ORDINARY COUNCIL**

## **AGENDA PAPER**

**FOR**

**THURSDAY, 14 NOVEMBER 2013**

# CITY OF COCKBURN

## SUMMARY OF AGENDA TO BE PRESENTED TO THE ORDINARY COUNCIL MEETING TO BE HELD ON THURSDAY, 14 NOVEMBER 2013 AT 7:00 PM

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**CITY OF COCKBURN****AGENDA TO BE PRESENTED TO THE ORDINARY  
COUNCIL MEETING TO BE HELD ON  
THURSDAY, 14 NOVEMBER 2013 AT 7:00 PM**

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

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

4. **ACKNOWLEDGEMENT OF RECEIPT OF WRITTEN DECLARATIONS OF FINANCIAL INTERESTS AND CONFLICT OF INTEREST (by Presiding Member)**
5. **APOLOGIES AND LEAVE OF ABSENCE**
6. **ACTION TAKEN ON PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE**
7. **PUBLIC QUESTION TIME**
8. **CONFIRMATION OF MINUTES**
  - 8.1 **(OCM 14/11/2013) - ORDINARY COUNCIL MEETING - 10 OCTOBER 2013**

**RECOMMENDATION**

That Council adopt the Minutes of the Ordinary Council Meeting held on Thursday, 10 October 2013, as a true and accurate record.

**COUNCIL DECISION**

**8.2 (OCM 14/11/2013) - SPECIAL COUNCIL MEETING - 21 OCTOBER 2013**

**RECOMMENDATION**

That Council adopt the Minutes of the Special Council Meeting held on Monday, 21 October 2013 as a true and accurate record.

**COUNCIL DECISION**

**8.3 (OCM 14/11/2013) - SPECIAL COUNCIL MEETING - 24 OCTOBER 2013**

**RECOMMENDATION**

That Council adopt the Minutes of the Special Council Meeting held on Thursday, 24 October 2013 as a true and accurate record.

**COUNCIL DECISION**

**9. WRITTEN REQUESTS FOR LEAVE OF ABSENCE**

**10. DEPUTATIONS AND PETITIONS**

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

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

**13. COUNCIL MATTERS**

**13.1 (OCM 14/11/2013) - MINUTES OF THE GRANTS AND DONATIONS COMMITTEE MEETING 15 OCTOBER 2013 (162/003) (R AVARD) (ATTACH)**

**RECOMMENDATION**

That Council receive the Minutes of the Grants and Donations Committee Meeting held on Tuesday, 15 October 2013 and adopt the recommendations contained therein.

**COUNCIL DECISION**

that

**Background**

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

**Submission**

N/A

**Report**

Council approved a budget for grants and donations for 2013/14 of \$1,013,164 to be distributed as grants, donations and sponsorship.

At its meeting of 16 July 2013 the Committee recommended a range of allocations of grants, donations and sponsorship which were duly adopted by Council on 8 August 2013.

The September 2013 round of grants, donations and sponsorship funding opportunities has now closed and the Committee at its meeting of 15 October 2013, considered revised allocations for the grants and

donations budget, as well as the following applications for donations and sponsorship.

A summary of the donations for general operating expenses recommended to Council are as follows:

Pets of Older Persons	\$600
St Vincent De Paul Yangebup Conference	\$5,000
Returned Services League – City of Cockburn	\$10,000
Cockburn Community and Cultural Centre	\$9,000
Yangebup Family Centre	\$9,500
Trainingship Cockburn Navy Cadets	\$2,000
Cockburn Central YouthCARE Council	\$9,000
Cockburn Toy Library	\$4,000
Halo Leadership Development College Inc.	\$8,000

A summary of the sponsorship recommended by the Committee is as follows:

Beeliar Primary School P&C	\$500
Coogee Jetty to Jetty	\$10,000
Southern Lions Rugby Union Football Club	\$12,500
Keep Australia Beautiful National Association (KABNA)	\$4,000

The KABNA Sustainable Cities 2013 Awards is scheduled for 18 November 2013, therefore KABNA required a decision on their application for sponsorship prior to the November Council Meeting. Due to the excellent opportunity to showcase the local area, the Manager Community Services sought the support of the Chair of the Grants and Donations Committee to approve this application prior to the Grants and Donation Committee meeting of 15 October 2013. The Chair of the Grants and Donations Committee provided support for this application to the value of \$4,000. The KABNA sponsorship application was also supported by the Grants and Donation Committee at its meeting of 15 October 2013.

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

#### **Community & Lifestyle**

- Community environments that are socially cohesive and embrace diversity.
- Communities that take pride and aspire to a greater sense of community.
- Promotion of active and healthy communities.

### Leading & Listening

- A responsive, accountable and sustainable organisation.

### Budget/Financial Implications

Council approved a budget for grants and donations for 2013/14 of \$1,013,164 to be distributed as grants, donations and sponsorship.

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

Description	Allocated 2013/14	Proposed Allocations Nov 2013	Balance remaining for next round
Committed/Contractual Donation	\$415,824	\$370,957	\$44,867
Specific Grant Programs*	\$414,340	\$414,340	N/A
Donations	\$138,000	\$ 54,100	\$83,900
Sponsorship	\$45,000	\$ 23,250	\$21,750
<b>Total</b>	<b>\$1,013,164</b>	<b>\$862,647</b>	<b>\$150,517</b>
<b>Balance 2013/14</b>			<b>\$150,517</b>

The next round of grants, donations and sponsorship funding will be advertised in February/March 2014.

\* *Specific Grant Programs include a range of funding programs with varying expenditure to date and committed future expenditure.*

### Legal Implications

N/A

### Community Consultation

In the lead up to the September 2013 round, grants, donations and sponsorship funding opportunities were promoted through the local media and Council networks. The promotional campaign has comprised of:

- Three advertisements running in the City of Cockburn Gazette's City update on 20/08/13, 03/09/13 and 17/09/13.
- Four advertisements running fortnightly in the City of Cockburn Email Newsletter.
- Half Page advertisement in the August 2013 Soundings.
- Promotion to community groups through the Community Development Service Unit email networks and contacts.

- All members of the Cockburn Community Development Group, Regional Parents Group and Regional Seniors Group have been encouraged to participate in the City's grants program.
- Additional Advertising through Community Development Promotional Channels:
  - Community Development Calender distributed to all NFP groups in Cockburn
  - Community Development ENews which goes out monthly

**Attachment(s)**

Minutes of the Grants and Donations Committee Meeting - 15 October 2013.

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

N/A

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

Nil.

**14. PLANNING AND DEVELOPMENT DIVISION ISSUES**

**14.1 (OCM 14/11/2013) - PROPOSED BARFIELD ROAD LOCAL STRUCTURE PLAN - LOCATION: LOTS 48, 49 & 50 FRANKLAND AVENUE, LOTS 14 & 18 BARFIELD ROAD AND LOTS 13 & 51 ROWLEY ROAD, HAMMOND PARK - OWNER: GOLD ESTATES HOLDINGS PTY LTD AND DEPARTMENT OF HOUSING - APPLICANT: ROBERTS DAY (110/074) (R COLALILLO) (ATTACH)**

**RECOMMENDATION**

That Council:

- (1) endorse the Schedule of Submissions prepared in respect of the Proposed Structure Plan;
- (2) pursuant to Clause 6.2.9.1 of City of Cockburn Town Planning Scheme No. 3 ("Scheme"), adopt the Structure Plan for Lots 48, 49 & 50 Frankland Avenue, Lots 14 & 18 Barfield Road and Lots 13 & 51 Rowley Road, Hammond Park (as shown within Attachment 3) subject to the following modifications:
  1. 'Figure 12: Movement Network Plan' being updated to include the Wattleup Road extension as a Neighbourhood Connector B.
  2. 'Section 9.0: Detailed Area Plan requirements' of Part One being updated to prescribe the requirement for a



- Detailed Area Plan for the Local Centre site.
3. 'Table 5: Public Open Space Calculations' being updated to include 1yr1h ARI events as 'restricted public open space' in lieu of 'dedicated drainage areas' in accordance with Element 4 of Liveable Neighbourhoods.
  4. 'Section 8.0 General Subdivision and Development Requirements' of Part One being modified to require that the associated Noise Assessment report be updated/finalised at the subdivision stage (once final levels and road designs are known) and any mitigation measures implanted via appropriate subdivision conditions.
  5. 'Section 3.4: Movement Networks' of Part Two being updated:
    - (a) to clarify that road connections to Rowley Road are short-medium term only and subject to rationalisation when Rowley Road is upgraded to a strategic freight route;
    - (b) to include provisions so that future landowners are aware that the above road connections are temporary. Implementation measures of which are to be determined at the subdivision stage and may include information packages during the sales process and notifications on title.
  6. Appendix 4 – Transport Impact Assessment being updated:
    - (a) to clarify that road connections to Rowley Road are short-medium term only and subject to rationalisation when Rowley Road is upgraded to a strategic freight route;
    - (b) to include future vehicle counts on major roads to 2023 and 2031.
  7. 'Plan 1: Barfield Road Local Structure Plan' being amended to include the Western Australian Planning Commission's ("WAPC") Planning Control Area 95 truncated area within the south west of the subject area.
- (3) subject to compliance with (2) above, in pursuance of Clause 6.2.10.1 of the Scheme, the proposed Structure Plan be sent to the WAPC for endorsement;
  - (4) advise the proponent and those persons who made a submission of Council's decision;
  - (5) advise the proponent that the site is subject to Development Contribution Area No. 13; and

- (6) advise the proponent that the WAPC is currently in the final processes of an amendment to the City's Scheme, which seeks to introduce new developer contribution arrangements for proposed Development Contribution Area 9 - Hammond Park. Landowners subdividing to create residential allotments will be required to make contributions in accordance with the new developer contribution arrangements once the Scheme Amendment becomes operational.

## COUNCIL DECISION

### Background

The subject land comprises seven lots with a total combined area of approximately 34 hectares. It is bound by undeveloped land parcels to the north, Barfield Road and Western Power easement to the east, Rowley Road to the south and Frankland Avenue to the west (as shown in Attachment 1).

The subject area is zoned 'Urban' under the Metropolitan Region Scheme ("MRS") and 'Development (DA9)' under the Scheme. Pursuant to Clause 6.2.4 and Schedule 11 of the Scheme, a Structure Plan is required to be prepared and adopted prior to any subdivision and development of land within a Development Area.

In accordance with the above, a Proposed Structure Plan has been submitted to the City by Roberts Day on behalf of the landowners (Gold Estates Pty Ltd and Department of Housing), to guide future residential subdivision for the subject land.

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

### Submission

N/A

## Report

### Southern Suburbs District Structure Plan - Stage 3

The subject land is located within the Southern Suburbs District Structure Plan - Stage 3 ("SSDSP3") as shown in Attachment 2. The SSDSP3 identifies that the subject area generally will be required to demonstrate the achievement of a minimum 15 dwellings per gross urban zoned hectare of land. This is in accordance with the WAPC's 'Directions 2031 and Beyond' Strategic Plan ("Directions 2031"). In addition, the SSDSP3 outlines the requirement for a 'Local Centre' (Neighbourhood Node) to be provided and the area adjacent to the centre generally being developed at a higher density of 25 dwellings per gross urban zoned hectare of land.

The Proposed Structure Plan has a density of approximately 13.2 dwellings per gross hectare which does not achieve the targets set by the SSDSP3 and Directions 2031. The reduced yield is attributed to the combination of the provision of Public Open Space ("POS") in excess of the standard requirement (based on functional and ecological reasons) and the accommodation of part of the future High School site. Despite this, the Proposed Structure Plan provides for 22.86 dwellings per site hectare of residential land which meets the 22 dwellings per site hectare target set by Liveable Neighbourhoods. In accordance with the SSDSP3, higher densities are provided adjacent to the Local Centre site.

In terms of traffic movement and road network, the SSDSP3 prescribes the following for the subject area:

- “1. *Future residential development shall not directly abut Rowley road. Future local structure planning is to demonstrate a suitable interface treatment (e.g. enlarged service road design with fronting residential development as a minimum) being provided to the future Rowley road freight access route.*
2. *Future access road to be provided as a full intersection until Rowley road is upgraded and constructed to a regional road at which time the intersection will be converted and maintained as left in/left out access only. (subject to Main Roads WA approval).*
3. *As part of the upgrading of Rowley road, grade separated pedestrian and vehicular access is to be provided as a continuation of Barfield road, in order to maintain connectivity between future developments to the south of Rowley road this may be further rationalised through subsequent local structure planning to determine how this specific access is created”*

In accordance with the above, the Proposed Structure Plan includes an internal road adjacent to Rowley Road so that residential lots do not directly abut Rowley Road. The Proposed Structure Plan ensures that lots front the internal road which has a nine metre landscape verge adjacent to Rowley Road which will effectively screen the future upgraded carriageway and associated noise wall whilst retaining existing vegetation.

In the short to medium term access from the south is proposed to be accommodated via three connections to Rowley Road. These connections will need to be reviewed and rationalised when Rowley Road is upgraded and constructed to a regional road. It is recommended that the structure plan text be updated to include provisions to enable future landowners to be aware that the connections are not expected to be maintained in perpetuity.

Future connection to development south of Rowley Road within the City of Kwinana is proposed to be facilitated through a future grade separated crossing along Barfield Road. This requirement is notated on the Proposed Structure Plan and is consistent with the views of Main Roads WA and the SSDSP3.

The SSDSP3 requires the extension of Wattleup Road through the subject area to Barfield Road. This has been facilitated by the Proposed Structure Plan. However it is recommended that the extended Wattleup Road be designated as a Neighbourhood Connector B with an approximate road reserve width of 20 metres as opposed to an Access Street C (16 metres wide). This will ensure consistency with development to the west of the subject area which includes the future Neighbourhood Centre site and provides for the Wattleup Road extension as a Neighbourhood Connector A with a 24.4 metre width.

### Proposed Structure Plan

The Proposed Structure Plan design provides for a diversity of lot sizes and housing types, with a potential total of 364 residential lots being proposed. The Proposed Structure Plan comprises a mix of 'R25', 'R30' and 'R40' coded lots, a 'Local Centre' site, portion of High School reservation, local roads and seven areas of POS (including drainage). A copy of the Proposed Structure Plan is shown in Attachment 3.

The Proposed Structure Plan is considered to respond well to requirements of the SSDSP3 and provides for suitable future integration with surrounding undeveloped land. In accordance with the locational criteria specified by the SSDSP3, higher densities have been located adjacent to areas of higher amenity including adjacent to POS and surrounding the Local Centre.

The Local Centre site is highlighted as having the potential to accommodate a child care centre. This proposed land use is generally supported noting the adjacent future high school site and lack of similar facilities within the locality. However, in order to provide greater flexibility and for the site to function as a true neighbourhood node, it is recommended that a Detailed Area Plan be required at the subdivision stage. This will allow for alternative forms of commercial development to be considered and encouraged on the site

### Public Open Space

The SSDSP3 requires all landowners to provide their 10 per cent POS requirement within their own landholding. Reflective of this requirement, approximately 4 hectares of POS is provided as part of the Proposed Structure Plan. The location and configuration of POS is largely consistent with the SSDSP3 and Liveable Neighbourhoods in that a variety of functions including passive and active recreation, drainage and tree retention is proposed. Approximately 11% of POS is provided which represents a notional 'oversupply' of POS in the context of Liveable Neighbourhoods. The increased area of POS is attributed to the City's desire of an east – west linkage to Frankland Reserve and retention of high quality remnant vegetation.

An anomaly exists within the submitted POS schedule whereby minor rain events (1 year 1 hour) are included as 'dedicated drainage areas'. This practice has been accepted in the past however recent advice from officers at the Department of Planning ("DoP") has confirmed that this is technically not in accordance with the requirements of Liveable Neighbourhoods. It is therefore recommended that the POS schedule be updated to include these events as 'restricted public open space'. The modification only results in a minor change to POS provision, with an overall 'surplus' still being provided.

### Local Water Management Strategy

In accordance with the requirements of the Department of Water ("DoW") and WAPC, a Local Water Management Strategy ("LWMS") has been prepared by Emerge associates, on behalf of the landowner. The LWMS has been assessed and approved by both the DoW and City.

### Consultation

The Proposed Structure Plan was referred to the WAPC for comment in accordance with Clause 6.2.7.2 of the Scheme as it proposes the subdivision of land. A number of technical comments and requests for modification were received. These were undertaken by the applicant to

the City's satisfaction and the proposal subsequently proceeded to formal advertising.

The Proposed Structure Plan was advertised for public comment for 21 days in accordance with the Scheme requirements. A total of 15 submissions were received, with 1 submission of support, 13 submissions of no objection subject to conditions or modifications and 1 submission objecting. The submissions that were received are set out and addressed in detail within the Schedule of Submissions (Attachment 4).

A number of modifications to the Proposed Structure Plan are recommended as a result of the formal advertising process as detailed below:

- *The Proposed Structure Plan map being amended to include the Planning Control Area 95 truncated area within the south west of the subject area.*

The WAPC's Planning Control Area 95 includes a small portion of land adjacent to the southern end of Frankland Avenue. Although largely inconsequential, this has not been reflected in the structure plan map. It is therefore recommend that the plan be updated to accord with the control area boundary.

- *The Proposed Structure Plan text being modified to require that the associated Noise Assessment report be updated/finalised at the subdivision stage (once final levels and road designs are known) and any mitigation measures implanted via appropriate subdivision conditions.*

The submitted noise assessment is considered a working draft given final lot levels and particulars relating to the design of the future Rowley Road are not yet available. It is recommended Part One of the structure plan document be updated to require that the Noise Assessment be updated and finalised at the subdivision stage where greater accuracy relating to design and mitigation measures will be available.

- *The Proposed Structure Plan text being updated to clarify that road connections to Rowley Road are short-medium term only and subject to rationalisation when Rowley Road is upgraded to a strategic freight route.*

Whilst the current document notes the short to medium term nature of these connections, additional clarification is required. This will ensure that there is no confusion associated with these connections and their role as short to medium term options are clear to all stakeholders.

- *The associated Transport Impact Assessment (Appendix 4 of Proposed Structure Plan) being updated:*
  - *to clarify that road connections to Rowley Road are short-medium term only and subject to rationalisation when Rowley Road is upgraded to a strategic freight route*
  - *to include future vehicle counts on major roads to 2023 and 2031.*

As per the previous modification above, the document needs to include additional wording to clearly stipulate that the connections to Rowley Road are not to be retained long term. The future vehicle counts update is consistent with the advice received from Main Roads WA and will ensure the Transport Impact Statement is consistent with state government requirements.

### Conclusion

The Proposed Structure Plan is consistent with the City's SSDSP3 and surrounding residential development. The design of the Proposed Structure Plan conforms to Liveable Neighbourhoods principles and integrates with the adjacent road network with street blocks and POS areas provided in a logical manner. Some modifications are required to ensure the proposal responds to future noise mitigation and transport requirements. It is therefore recommended that Council adopt the Proposed Structure Plan subject to the proposed modifications as outlined in this report.

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

#### **Growing City**

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

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

The Structure Plan fees for this proposal have been calculated in accordance with the *Planning and Development Regulations 2009*, including the cost of advertising and this has been paid by the applicant.

The Structure Plan falls within Draft Development Contribution Area 9 – Hammond Park which is the subject of Amendment No. 28 to the

Scheme which is yet to be formally approved by the WAPC. Although still technically draft at this stage, Amendment No. 28 is a seriously entertained proposal and as such its requirements have been implemented through the use of legal agreements with subdividers. Once adopted, all the subject landowners will be required to make a proportional contribution to land, infrastructure, works and all associated costs required as part of the development and subdivision of the Southern Suburbs Stage 3 Development Contribution Areas.

Subdivision and development of the subject land is also subject to the requirements of the City's Development Contribution Plan 13 – Community Infrastructure.

### **Legal Implications**

*Planning and Development Act 2005*  
City of Cockburn Town Planning Scheme No. 3  
*Town Planning Regulations 1967*

### **Community Consultation**

Community consultation was carried out for a period of 21 days. The proposal was advertised in the newspaper, on the City's website and letters were sent to affected landowners and government/servicing authorities in accordance with the Scheme requirements.

A total of 15 submissions were received. Analysis of the submissions has been undertaken within the 'Report' section above, as well as the attached Schedule of Submissions.

### **Attachment(s)**

1. Location Plan
2. Southern Suburbs District Structure Plan – Stage 3
3. Proposed Barfield Road Local Structure Plan
4. Schedule of Submissions

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

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 14 November 2013 Council Meeting.

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

Nil.



**14.2 (OCM 14/11/2013) - PROPOSED COCKBURN CENTRAL WEST STRUCTURE PLAN - LOCATION: LOTS 1, 53 & 55 NORTH LAKE ROAD, LOTS 804, 1001 & 9504 BEELIAR DRIVE AND LOT 54 POLETTI ROAD, COCKBURN CENTRAL - OWNER: WESTERN AUSTRALIAN PLANNING COMMISSION & CITY OF COCKBURN - APPLICANT: CARDNO WA PTY LTD (110/070) (R COLALILLO) (ATTACH)**

**RECOMMENDATION**

That Council

- (1) pursuant to Clause 6.2.9.1 of the City of Cockburn Town Planning Scheme No. 3 ("Scheme"), adopt the Cockburn Central West Structure Plan ("Proposed Structure Plan"), as shown in Attachment 4 subject to the following modification conditions:
1. The Proposed Structure Plan document and all associated technical appendices being updated to reflect the new Structure Plan to the satisfaction of the City of Cockburn ("City").
  2. The design and function of the retained wetland being to the satisfaction of Department of Parks and Wildlife and the City.
  3. The Cockburn Central West Local Water Management Strategy being approved by the Department of Water ("DoW") and the City of Cockburn ("CoC").
  4. Appendix E – Transport Assessment and Section 3.6 – Movement Network being revised to the satisfaction of the Department of Transport ("DoT"), Main Roads Western Australia ("MRWA") and the City in order to portray how traffic generated from the Structure Plan will be managed including upgrades required to the prevailing traffic network surrounding the Structure Plan area.
  5. Part 1 of the Structure Plan text being modified to the satisfaction of the City to specify (in accordance with Clause 6.2.6.1(f)(x) of the Scheme) the required developer contribution arrangements towards the upgrade of the following infrastructure items:
    - Poletti Road (including intersections with North Lake Road and Beeliar Drive); and
    - Signal Terrace intersection.

6. The preparation of a standalone Pedestrian Movement Plan including the analysis and investigation of a possible grade separated pedestrian connection to the Cockburn Central Town Centre, to the satisfaction of the City.
  7. Western Power providing its endorsement in relation to the use of the powerline easement for car parking purposes.
  8. Rewording Note 1 of Clause 5.2 and Clause 5.3.d of Part One to ensure that grouped dwellings are confined to specific areas within the Structure Plan.
  9. Modifying the Land Use Table within Clause 5.2 to include 'Veterinary Consulting Rooms' as an 'A' use, 'Market' as a 'D' use and 'Restricted Use' as an 'X' use.
  10. A notation being placed on the Structure Plan map relating to the requirement to upgrade Poletti Road and associated intersections, in accordance with the infrastructure contribution arrangements specific in Part 1 of the Structure Plan text.
  11. Modifying Clause 3.14 of Part Two by:
    - (a) deleting reference to the to the requirement for a future Scheme Amendment to modify Development Contribution Plan 13 ("DCP13"); and
    - (b) clarifying that approval of the Structure Plan would change the scope of the previously planned 'Cockburn Central Heritage Park' within DCP 13 to a memorial walk trail which maintains the general intent of the original proposal and provides for additional opportunities to recognise Australia's participation in various theatres of war.
- (2) subject to compliance with (1) above, in pursuance of Clause 6.2.10.1 of the Scheme, the Structure Plan be sent to the WAPC for endorsement;
  - (3) advise the proponent that the site is subject to Development Contribution Area No. 13; and
  - (4) advise the proponent and those parties that made a submission of Council's decision accordingly.

**COUNCIL DECISION****Background**

Cockburn Central West ("CCW") represents 32.5ha of land located within the heart of the southwest urban corridor. The strategic potential of this land is reflective of the foresight which was taken in reserving the broad land precinct by the State Government, in order to meet the future recreation needs of the region. Proposed to be located within the heart of the Cockburn Regional Centre, the precinct will comprise as its major component the City's new recreation facility and playing fields, providing for the community's regional sporting needs into the future.

In light of the above, a Proposed Structure Plan (as shown in Attachment 2) was lodged in June 2013 and subsequently advertised for public comment until early July 2013. Council at its Ordinary Meeting held 12 September 2013 considered the Proposed Structure Plan and resolved to:

- "(1) defer consideration of this item, and advise the applicant that Council will not be in a position to support the Proposed Structure Plan until it has been modified to demonstrate the suitable retention of the existing resource enhancement wetland located within the eastern portion of the subject land;*
- (2) advise the applicant that Council will be prepared to consider increased residential densities across the project to offset the impact of retaining the resource enhancement wetland;*
- (3) advise the applicant that retention of the resource enhancement wetland will require redesign of the movement system within the project area, particularly the location of connections to Cockburn Town Centre; and*
- (4) notify the proponent and those who made a submission on the proposal of Council's decision."*

Council's reason for the above resolution is as follows:

*"The resource enhancement wetland has and continues to be an essential aspect of this locality and in earlier considerations the wetland was to be retained and enhanced. The proposal to remove the wetland is unacceptable on environmental grounds, and the proponent*

*should revert to the existing scenario where it was to retain the wetland as an important part of the overall development. The densities of the mixed use component can be increased to offset the impact on dwelling yield that will result from retaining the wetland.”*

In view of the above resolution of Council, the proponent has now submitted a revised Proposed Structure Plan which aims to satisfy and address Council's requirements.

The purpose of this report is to consider for adoption the revised Proposed Structure Plan noting the updates and modifications undertaken in response to Council's previous resolution.

### **Submission**

The revised Proposed Structure Plan (as shown in Attachment 4) has been re-lodged by Cardno on behalf of LandCorp, who are managing the strategic planning for Cockburn Central West on behalf of the WAPC, who own the majority of the subject site.

### **Report**

#### Revised Cockburn Central West Structure Plan

In the time that has elapsed since Council's decision to defer the Proposed Structure Plan, the proponent/s has been actively working towards addressing Council's requirements. This work has progressed to a point whereby a revised Proposed Structure Plan has been developed. The revised plan seeks to retain the majority (approximately 81% - including 100% of 'wet' area) of the Resource Enhancement Wetland ("REW"), whilst maintaining the functional elements of the proposal including suitable development parcels and road linkages.

It is noted that the boundary of the REW is not fully contained within the subject site and technically extends into the existing Cockburn Town Centre Site (CCTC) and Midgegooroo Avenue road reserve. As such the current REW being considered for retention represents approximately half of the original mapped area given that the CCTC is already developed.

It should be noted that the proposed retention of the REW has been achieved noting the backdrop of considerable fixed constraints affecting the proposal. The fixed constraints include the location of the wetland itself, location/scale of the City's Integrated Recreation and Community Facility ("IRCF") and playing fields and the surrounding regional road network. The above constraints also have to be balanced

with the reality that appropriate net developable land needs to be provided in order for the site to function as a true 'Activity Centre'.

The major differences with the revised Proposed Structure Plan as opposed to the original proposal are outlined as follows.

### Design

As noted above, the revised Proposed Structure Plan includes the retention of the majority of the REW within the western portion of the subject site. The retention has led to the overall design being modified with the playing fields now located to the north of the City's IRCF site and road access from the existing town centre being reduced to two roads in lieu of the previous three. The location of the IRCF and associated AFL oval have not been altered however a greater development parcel is now located to the south west of the site. The overall intensity and type of development remains consistent.

A breakdown of land uses proposed by the revised Proposed Structure Plan is as follows:

Item	Responsible	Area	Proportion
Gross site area		32.5 ha	100%
Mixed Use development sites	WAPC/ LandCorp	10.4 ha	32%
Integrated Recreation and Community Facility and Primary AFL Oval (City)	City	5.6 ha	17%
Western Power easement (inc car parking)	WAPC/City	6.5 ha	20%
Public Open Space and Drainage (community playing fields and REW)	City	5.1 ha	16%
Road Reserves	City	4.9 ha	15%

As noted above, the revised design includes the retention of the majority of the REW. Although retention of such wetlands within an urban context is rare, there are examples within the Perth metropolitan area where such development has occurred. These include Claisebrook Lake in East Perth which is bordered by high density mixed use development and the recent Perry Lakes development undertaken by LandCorp. The Perry Lakes example is considered too closely to represent the current proposal whereby stormwater is captured from the urban area, treated in a swale system, overflow is controlled at particular points and then flows into an adjacent wetland.

## Public Open Space

The revised Proposed Structure Plan maintains a strong public open space (POS) focus within the central and northern portions of the site which is in keeping with previous planning for the site. The high level of POS proposed is also aimed at addressing the current POS shortfall within the Cockburn Central Town Centre (notionally 0.98 hectares). From a wider perspective the proposed POS importantly provides for the wider regional open space and recreational functions, which reflects the most senior of objectives that this land development must fulfil.

A total of 3.4 hectares of creditable POS is proposed for the subject area which is 1.67 hectares above the minimum requirement of 10% POS. When considered as a mutual development, there is an overall 'surplus' of POS of approximately 0.69 hectares across the Cockburn Central Town Centre and Cockburn Central West sites. The design and function of these open space areas are important given the urban context in which they are being developed. Therefore it is expected that the City will be actively involved at the detailed design stage to ensure objectives set out in the revised Proposed Structure Plan are delivered.

Noting approximately 80% of the REW is to be retained through the current proposal; theoretically potential exists for the development parcels to the north of the REW (parcels 14 & 15) to be retained as POS to enable 100% of the REW to be retained. In simple terms this could be achieved, however it needs to be recognised that further reducing the developable land parcels will compromise the overall viability of the project. Further erosion of net developable land will also mean that the proposal would not meet its stated 'Activity Centre' objectives.

Should retention of the parcels for POS purposes be pursued despite obvious reservations from the landowner/proponent, based on current market rates, retention would cost in the order of approximately \$10m. The potential benefits gained from this arrangement are considered to be disproportionate to the associated costs. In addition there would be an indicative loss of 256 dwellings or approximately 512 residents.

## Access

Access to the subject area from the north, west and south remains consistent with the original Proposed Structure Plan. The major revision relates to the former 'wishbone' design of the central road culminating at the intersection of Midgegooroo Avenue and Signal Terrace being removed. This has been proposed to be replaced with a horizontal 'H' design with Junction Boulevard and Stockton Bend notionally extending into the subject area.

The redesign is premised on the retention of the REW and has meant that the practicality of a four-way signalised intersection at Midgegooroo Avenue and Signal Terrace cannot be provided for vehicle and pedestrian movements. This places an even greater emphasis at the detailed design of intersection treatments to ensure a seamless transition between the existing Cockburn Central Town Centre and future Cockburn Central West development.

In noting this, there is also the issue of infrastructure upgrade responsibilities associated with the Structure Plan. The Scheme makes it clear that a Structure Plan must, in accordance with Clause 6.2.6.1(f)(x) that a Structure Plan must include details of the proposed method of implementation including any cost sharing arrangements. The City has previously identified cost sharing arrangements being required for Poletti Road upgrade, which as of yet haven't been reconciled by the Structure Plan. To deal with this it is recommended that Part 1 of the Structure Plan text be modified to the satisfaction of the City to specify (in accordance with Clause 6.2.6.1(f)(x) of the Scheme) the required developer contribution arrangements towards the upgrade of the following infrastructure items:

- Poletti Road (including intersections with North Lake Road and Beeliar Drive);
- Signal Terrace intersection.

While this doesn't yet specify the quantum or sharing of contributions, it does make the applicant clear that this issue must be finalised before referral of the Structure Plan to the WAPC for final approval.

#### Local Water Management Strategy

In accordance with the requirements of the DoW and WAPC, a draft Local Water Management Strategy ("LWMS") was been prepared by RPS Group. The LWMS had undergone a preliminary assessment by the DoW and the City. A number of issues were identified by DoW and the City in relation to the proposed LWMS including:

- proposed discharge of 100 year ARI event to Lake Yangebup via North Lake Road swale system;
- use of 'artificial' lined lakes; and
- public open space irrigation capacity.

Most of the above issues were addressed by the applicant and any outstanding matters relating to water management were to be addressed prior to approval of the Proposed Structure Plan. As the design of the structure plan has now changed, a revised LWMS is required. Preliminary modelling and designs undertaken by the applicant have notionally indicated that many of the previously

identified issues would now be obsolete or able to be suitably addressed.

As further work is required in this regard, it is recommended that approval of the Proposed Structure Plan proceed subject to a condition requiring the final endorsement of the LWMS by DoW and the City. As part of this, a further modification is also required to ensure the design and functionality of the wetland is to the satisfaction of the City, DoW and DPaW.

#### Previous Modification Foreshadowed

In the Council report of September 2013, a number of modifications were foreshadowed. As the Structure Plan has changed, there hasn't been sufficient time to integrate these modifications as previously foreshadowed. Accordingly the requirement to undertake these modifications remains. These include:

- The Proposed Structure Plan document and all associated technical appendices being updated to reflect the new Structure Plan to the satisfaction of the City.
- The design and function of the retained wetland being to the satisfaction of Department of Parks and Wildlife and the City.
- Appendix E – Transport Assessment and Section 3.6 – Movement Network being revised to the satisfaction of the Department of Transport (“DoT”), Main Roads Western Australia (“MRWA”) and the City in order to portray how traffic generated from the Structure Plan will be managed including upgrades required to the prevailing traffic network surrounding the Structure Plan area.
- Part 1 of the Structure Plan text being modified to the satisfaction of the City to specify (in accordance with Clause 6.2.6.1(f)(x) of the Scheme) the required developer contribution arrangements towards the upgrade of the following infrastructure items:
  1. The preparation of a standalone Pedestrian Movement Plan including the analysis and investigation of a possible grade separated pedestrian connection to the Cockburn Central Town Centre, to the satisfaction of the City.
  2. Western Power providing its endorsement in relation to the use of the power line easement for car parking purposes.
  3. Rewording Note 1 of Clause 5.2 and Clause 5.3.d of Part One to ensure that grouped dwellings are confined to specific areas within the Structure Plan.
  4. Modifying the Land Use Table within Clause 5.2 to include ‘Veterinary Consulting Rooms’ as an ‘A’ use, ‘Market’ as a ‘D’ use and ‘Restricted Use’ as an ‘X’ use.
  5. A notation being placed on the Structure Plan map relating to the requirement to upgrade Poletti Road and associated intersections, in accordance with the infrastructure



contribution arrangements specific in Part 1 of the Structure Plan text.

6. Modifying Clause 3.14 of Part Two by:
- (a) deleting reference to the to the requirement for a future Scheme Amendment to modify Development Contribution Plan 13 (“DCP13”); and
  - (b) clarifying that approval of the Structure Plan would change the scope of the previously planned ‘Cockburn Central Heritage Park’ within DCP 13 to a memorial walk trail which maintains the general intent of the original proposal and provides for additional opportunities to recognise Australia’s participation in various theatres of war.

### Conclusion

The revised Proposed Structure Plan is generally consistent with the requirements of the City and WAPC however relevant modifications and conditions are required prior to approval as outlined in this report. It is recommended that it be adopted on this basis.

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

#### **Growing City**

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

#### **Infrastructure**

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

### **Budget/Financial Implications**

The Structure Plan fees for this proposal have been calculated in accordance with the *Planning and Development Regulations 2009*, including the cost of advertising and this has been paid by the applicant.

Subdivision and development of the subject land is also subject to the requirements of the City’s Development Contribution Plan 13 – Community Infrastructure, together with the requirements identified as part of the Local Structure Plan.

### **Legal Implications**

*Planning and Development Act 2005*  
 City of Cockburn Town Planning Scheme No. 3  
*Town Planning Regulations 1967*

## Community Consultation

Community consultation was undertaken in relation to the previous iteration of the Proposed Structure Plan. A total of 21 submissions were received and detailed analysis of the submissions was undertaken as per the attached Schedule of Submissions. The issues and concerns raised within the submissions are the key factors in Council's decision to defer consideration of the item. Updates in relation to how the revised Proposed Structure Plan addresses the bulk of the matters raised during the advertising process are outlined with the 'Report' section above.

## Attachment(s)

1. Location Plan
2. Previous Cockburn Central West Structure Plan
3. Copy of 12 September 2013 Ordinary Council Meeting Minutes
4. Proposed Revised Cockburn Central West Structure Plan
5. Schedule of Submissions related to Previous CCWSP

## Advice to Proponent(s)/Submissioners

The Proponent(s) and those who have lodged a submission have been advised that this matter is to be considered at the 14 November 2013 Ordinary Council Meeting.

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

Nil.

### 14.3 (OCM 14/11/2013) - SIX (6) MULTIPLE DWELLINGS - LOCATION: 11 (LOT 5) BILOXI LOOP, SUCCESS - OWNER: GOLD ESTATES OF AUSTRALIA (1903) LTD - APPLICANT: BUILDING DEVELOPMENT GROUP PTY LTD (6015696) (C COGHLAN) (ATTACH)

#### RECOMMENDATION

That Council

- (1) grant Planning Approval for six (6) multiple dwellings at No. 11 (Lot 5) Biloxi Loop Success, in accordance with the attached plans and subject to the following conditions and advice notes:

#### Conditions

1. All stormwater being contained and disposed of on-site to the satisfaction of the City.

2. No construction or related activities causing noise and/or inconvenience to neighbours after 7.00pm or before 7.00am, Monday to Saturday, and not at all on Sunday or Public Holidays.
3. The landscaping installed in accordance with the approved detailed landscape plan, must be reticulated or irrigated and maintained to the satisfaction of the City.
4. All service related hardware (air conditioning condenser units, solar hot water units etc.) are to be positioned in locations where they are not visible from adjoining properties and the public realm, or effectively screened.
5. A detailed Waste Management Plan for the development must be submitted to and approved in writing by the City of Cockburn prior to lodging a Building Permit application. The plan must be in accordance with the City's Waste Management Policy and should be prepared in consultation with the City of Cockburn Manager Waste Services. The development must operate in accordance with the requirements of the approved Waste Management Plan, to the ongoing satisfaction of the City of Cockburn.
6. Prior to the lodgment of a Building Permit Application, a colour and materials schedule shall be submitted to and approved by the City. The schedule should include reference to the materials proposed and include their finish and colour. The development shall be constructed in accordance with the approved materials schedule.
7. Walls, fences and landscape areas are to be truncated within 1.5 metres of where they adjoin vehicle access points where a driveway and/or parking bay meets a public street or limited in height to 0.75 metres.
8. Prior to occupation of the building hereby approved, the parking bays, driveways and points of ingress and egress shall be sealed, kerbed, drained, line marked and made available for use in accordance with the approved plans.
9. All visitor bays are to be clearly marked and made available for use by visitors to the site at all times.
10. Prior to the occupation of the development hereby approved, 2 covered bicycle stands are to be provided in close proximity to the entrance of the building and thereafter maintained to the satisfaction of the City.

11. The proposed crossover must be located and constructed in accordance with the City's requirements.
12. The development site must be connected to the reticulated sewerage system of the Water Corporation prior to occupation.
13. Arrangements being made to the satisfaction of the Western Australian Planning Commission for the pro-rata subdivider contributions towards those items listed in the City of Cockburn Town Planning Scheme No. 3 for Development Contribution Area 13 – Community Infrastructure.
14. Prior to the lodgement of a building permit application, the applicant is to provide to the City's Manager, Environmental Health a written confirmation from a recognised acoustic consultant confirming that all recommendations made in the Noise Report prepared by Lloyd George Acoustics (Reference: 13082479-01) dated 30 August 2013 have been incorporated into the proposed development.

A final assessment of the completed development must be conducted by the acoustic consultant to certify that recommendations made in the Noise Report prepared by Lloyd George Acoustics (Reference: 13082479-01) and dated 30 August 2013 have been incorporated into the proposed development. A report confirming compliance with the requirements to the satisfaction of the Manager, Environmental Health must be provided prior to occupation of the development.

#### Advice Notes

1. This is a planning approval only and does not remove the responsibility of the applicant/owner to comply with all relevant building, health and engineering requirements of the City, with any requirements of the City of Cockburn Town Planning Scheme No. 3, or the requirements of any other external agency.
2. With regards to Condition No. 1, the on-site storage capacity shall be designed to contain a 1 in 20 year storm of a 5 minute duration. This is based on the requirements to contain surface water by Building Codes of Australia.
3. With regards to Condition No. 11, you are advised to contact the City's Engineering Services on 9411 3554 for a copy of the City's crossover requirements.

- (2) notify the applicant and those who made a submission of Council's decision.

## COUNCIL DECISION

### Background

The subject land is located at No. 11 (Lot 5) Biloxi Loop on the southern edge of the Magnolia gardens estate in Success. The site abuts a power line corridor to the west with the land to the south zoned 'railways' under the MRS and Scheme for future development as a train station. The proposal is for six multiple dwellings in a two storey building served by a central driveway. Each dwelling has two bedrooms and one bathroom.

The application is being referred to the Council for determination as it does not accord with the Detailed Area Plan which identifies the site as a 'triplex' development. This could be inferred that the site may be developed with up to three dwellings.

### Submission

The applicant seeks approval to construct six (6) multiple dwellings. The development comprises of one (1) building consisting of ground floor car parking for the residential units, three (3) ground floor units, three (3) first floor units with balconies, store rooms, bin storage and visitor parking.

The proposal is generally compliant with requirements of the *Residential Design Codes 2013*. However, due to the 'triplex' notation contained on the DAP, the proposal was advertised to nearby landowners. During advertising an objection was received meaning staff no longer has delegation to approve the application. The application is therefore being referred to Council for determination.

### Report

#### Statutory Framework

##### *Metropolitan Region Scheme (MRS)*

The subject site is zoned 'Urban' under the MRS and the proposal is consistent with this.

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

The subject site is zoned 'Development' under the City's Town Planning Scheme No. 3 (TPS No.3). As per the Magnolia Gardens Phase 2 & 3 structure plan, the designated zoning is Residential 'R40'. As per the requirements of TPS No. 3 Multiple Dwellings are a 'D' use which means that "*the use is not permitted unless the local government has exercised its discretion and has granted planning approval.*" Council therefore has the discretion to issue planning approval for the proposed development.

### *Detailed Area Plan*

The Detailed Area Plan (DAP) which was approved in June 2013 identifies the subject site as a 'triplex'. There are no specific design requirements specified in the DAP for the triplex site, nor are there any restrictions on how it may be developed. The DAP does not prevent the consideration of multiple dwellings as a land use on the site, rather is silent on the matter

### *State Planning Policy 3.1 (Residential Design Codes 2013)*

The proposal has been assessed under Part 6 of the *Residential Design Codes of Western Australia 2013* (R-Codes) which were modified in November 2010 to incorporate provisions for multiple dwellings in areas with a coding of R30 or greater. This part of the R-Codes provides development assessment criteria for multiple dwellings.

The proposal generally complies with the deemed-to-comply requirements. Two minor setback variations on the western side on the ground and first level of 1m in lieu of 1.5m and 1.2m in lieu of 1.182m respectively are proposed which comply with the design principles of the R-Codes.

The other variations are an excess of hard surface in the street setback area and the unconcealed visitor bays. These variations are also considered minor and are unavoidable due to the shape of the lot and small street frontage. Both of these minor variations are also considered to meet the design principles and therefore meet the requirements of the R-Codes.

### Neighbour Consultation

Advertising was carried out to three adjoining landowners to advise that a development application had been lodged that proposed multiple dwellings as an alternative to a triplex development which was shown

on the DAP. One response was received and the following planning issues were raised in the objection:

1. Land was purchased on the proviso that the DAP showed the subject land as a triplex block.
2. Inappropriate land use considering the nature of the development which is not in harmony with the neighbourhood.
3. Safety issues associated with a large number of vehicles accessing the development.
4. An increased risk of cars parking on verges.
5. Increase in the number of bins on the road for waste collection and the risk of bins being placed on the adjoining property's verge.
6. Concerns regarding overshadowing.

Whilst the DAP identifies the site as 'triplex', the R40 coding enables multiple dwellings to be considered. The issues relating to vehicle access, car parking, shadowing are fully compliant with the requirements of the R-Codes and Council Policy.

Traffic generated by the development is not considered excessive and will be adequately accommodated within the site. The bulk and scale of the building is appropriate and is a similar built form outcome to what could be proposed for three, two storey grouped dwellings in a terraced form. The building is two storeys which is as of right in residential areas is not considered to detract from the amenity of the locality.

The City's Waste Manager has reviewed the proposal and believes the development is capable of adequate waste disposal. If Council resolves to approve the application a condition should be imposed requiring the application to provide a Waste Management Plan for approval by the City prior to applying for a Building Permit.

## **Conclusion**

The proposal consisting of six multiple dwellings is considered to provide additional dwellings and housing diversity with close proximity to the future train station. The proposal is supported for the following reasons:

1. Whilst the DAP specified the subject site as 'triplex', under Part 6 of the R-Codes multiple dwellings are able to be considered.
2. The development complies with the requirements of the R-Codes and Council Policy.
3. The scale of the development is appropriate and does not impact negatively on the amenity of adjoining landowners.
4. The proposal is consistent with the State Government's Directions 2031 document which promotes density near transport corridors.

5. The proposal will provide a housing type (apartments) which is relatively uncommon in the area adding to a diversity of housing and residents within the area.
6. Whilst the DAP identifies the site as suitable for 'triplex' development it does not specifically restrict the site to a triplex development.

It is recommended that Council approve the application, subject to the conditions confirmed in the officer's recommendation.

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

#### **Growing City**

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

#### **Moving Around**

- Facilitate and promote healthy transport opportunities.

### **Budget/Financial Implications**

N/A

### **Legal Implications**

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

### **Community Consultation**

This was undertaken with three (3) adjoining landowners with one (1) objection being received. Further detail is contained in the Neighbour Consultation section of the report above.

### **Attachment(s)**

1. Location Plan
2. Site Plan
3. Landscape Plan
4. Ground Floor Plan
5. Upper Floor Plan
6. Elevations
7. Perspective



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

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 14 November 2013 Council Meeting.

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

Nil

**14.4 (OCM 14/11/2013) - REVITALISATION STRATEGY STAGING PLAN  
LOCATION: CITY OF COCKBURN OWNER: N/A (110/093) (R  
PLEASANT) (ATTACH)**

**RECOMMENDATION**

That Council supports the Revitalisation Strategy Staging Plan as follows:

Stage 1 – North Lake and Bibra Lake (2014/2015).

Stage 2 – South Lake (2015/2016).

Stage 3 – Yangebup (2016/2017).

Stage 4 – Southern portion of Spearwood and Munster (2018/2019).

**COUNCIL DECISION****Background**

The City is currently undertaking the Coolbellup Revitalisation Strategy of which is the third revitalisation strategy to be prepared within the City of Cockburn. This follows the Phoenix Revitalisation Strategy undertaken in 2009 and the Hamilton Hill Revitalisation Strategy in 2012.

The City is now proposing a program to undertake further strategies across the City. This aligns with the City's recently adopted Corporate Business Plan, which endorsed a specific action for a staging plan related to the 'grow sustainably' theme of the Strategic Community Plan.

The preparation of revitalisation strategies is predominantly driven through 1) the need to promote further housing choice options as suburbs and communities throughout the locality grow, change, and age and 2) to guide investment in the public realm to help support growing residential populations which may result as part of uplifting of residential densities.

The need to identify greater densities as a combat to urban sprawl is in part a response to “Directions 2031 and Beyond” – the Western Australian State Government’s strategic plan for the Perth metropolitan and Peel regions. The plan anticipates a population increase to 2.2 million by 2031, which will translate directly into the need for another 328,000 houses and 353,000 jobs. The City has been actively addressing this challenge through providing innovative planning responses via the revitalisation strategies.

It is recommended that Council endorse the staging plan as proposed by this report.

### **Submission**

N/A

### **Report**

#### Background

A key theme of the City of Cockburn Corporate Business Plan 2013/13-2016/17 is for the *City to grow sustainably – integrating social, economic, environment and cultural considerations, and ensuring that the City embraces the natural environment.* As a direct result of this vision, the Corporate Plan has identified the need to prepare a Revitalisation Strategy Staging Plan.

Revitalisation strategies present an opportunity to address a variety of suburb specific opportunities including:

- The upgrading of infrastructure and public open space.
- Guidelines and initiatives for the enhancement of local centres and activity centres.
- Streetscape and transport infrastructure improvements.
- Strategies to protect and enhance important local characteristics.
- Provide a coordinated approach in managing change relating to aging building stocks in older suburbs.

#### Proposed staging

Following the completion of the Coolbellup Revitalisation Strategy, the following stages are proposed for Council endorsement. This staging is

in partnership with the Preliminary Revitalisation Strategy Staging Plan Map which forms Attachment 1 to this report.

Stage 1: North Lake and Bibra Lake (2014/2015).

Stage 2: South Lake (2015/2016).

Stage 3: Yangebup (2016/2017).

Stage 4: Southern portion of Spearwood and Munster (2018/2019).

A key influence on the order of the three stages relates to the current quality and age of housing stock, centres and infrastructure. It is viewed that the Lakes area will require upgrading/redevelopment first, followed by Yangebup and finally south Spearwood/Munster.

This staging is considered to also provide for important positioning of the Lakes suburbs to leverage from the new Fiona Stanley Hospital Precinct which will begin operation in 2014. The location of these suburbs very close to the health precinct is considered a significant advantage and an important driver for revitalisation across the suburbs.

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

#### **Growing City**

- To grow our City in a sustainable way by: using land efficiently, protecting the natural environment and conserving biodiversity.
- Diversity of housing to respond to changing needs and expectations.

#### **Infrastructure**

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

### **Corporate Business Plan**

The Corporate Business Plan identified the need to develop and adopt a Revitalisation Staging Plan relating to the timing and progress of revitalisation strategies to be undertaken by the Strategic Planning Department in 2013/2014.

### **Budget/Financial Implications**

The project will be undertaken internally by Council staff with any minor costs associated with the project being funded from the town planning studies budget.

**Legal Implications**

N/A

**Community Consultation**

N/A

**Attachment(s)**

Preliminary Revitalisation Strategy Staging Plan Map

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

N/A

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

Nil.

**14.5 (OCM 14/11/2013) - PROPOSED STRUCTURE PLAN - LOCATION: LOTS 30, 31 & 32 ROCKINGHAM ROAD, MUNSTER - OWNER: VARIOUS - APPLICANT: URBIS (SM/M/087) (C HOSSEN) (ATTACH)**

**RECOMMENDATION**

That Council

- (1) pursuant to Clause 6.2.9.1 of City of Cockburn Town Planning Scheme No. 3 ("Scheme"), adopts the Proposed Structure Plan for Lots 30, 31 & 32 Rockingham Road, Munster (as shown in Attachment 2) subject to the following modifications:
  1. The Structure Plan map be modified in accordance with the plan shown in Attachment 3 of this report.
  2. An Acoustic Report be prepared to the satisfaction of the City and incorporated into the Structure Plan documentation.
  3. The Structure Plan text be updated to reflect the modifications to the Structure Plan map, as outlined in (a) above.
- (2) in pursuance of Clause 6.2.10.1 of the Scheme, send the Structure Plan once modified to the Western Australian Planning Commission for endorsement;
- (3) endorse the schedule of submissions prepared in respect of the Structure Plan;

- (4) advise the proponent and those persons who made a submission of the Council's decision; and
- (5) advise the proponent that the site is subject to both Development Contribution Areas No. 6 and No. 13.

## COUNCIL DECISION

### Background

The purpose of this report is to consider for adoption the Proposed Structure Plan for Lots 30, 31 and 32 Rockingham Road, Munster ("subject land"). The Proposed Structure Plan seeks to provide the development framework for the subject land incorporating a range of residential densities and associated road network.

The Proposed Structure Plan has been advertised for public comment and also referred to authorities for comment. This report now seeks to specifically consider the Proposed Structure Plan for adoption, in light of the advertising process and assessment by officers.

### Submission

N/A

### Report

#### Planning Background

The subject land is 1.21 ha in size and is located between Rockingham Road on its west, Stock Road on its east and Howe Street to the north. Existing residential development is to the immediate south. Undeveloped former market garden land, subject to endorsed Structure Plans, faces the site to the west. A location plan is shown in Attachment 1.

The subject area is zoned 'Urban' under the Metropolitan Region Scheme ('MRS') and 'Development' under the City of Cockburn Town Planning Scheme No. 3 ('Scheme'). The subject land is also located within Development Area 5 (DA5) and is subject to both Development Contribution Areas No. 6 (DCA6) and No. 13 (DCA13).

Pursuant to Clause 6.2.4 and Schedule 11 of the Scheme, a Structure Plan is required to be prepared and adopted prior to any subdivision and development of land within a Development Area. In accordance with this, a Proposed Structure Plan has been submitted to the City by Urbis on behalf of the landowner of Lot 31.

Lot 30 is in the ownership of the Department of Housing ('DoH'). The DoH has previously had approval for grouped dwellings, from the Western Australian Planning Commission, in accordance with the powers inferred to State Government authorities under the provisions of Section 5 and 6 of the *Planning and Development Act 2005* and the *Public Works Act 1902*. The DoH has been consulted throughout the Structure Plan process.

#### Proposed Structure Plan

The Proposed Structure Plan provides for a diversity of lot sizes and housing types with approximately 30 residential lots proposed with densities of R40 and R80. The remainder of the lot comprises of a single public access road, as indicated in Attachment 3.

#### Residential Density

The proposed densities of R40 and R80 will assist in the provision of a range of dwelling choices across the site. Directions 2031 and Beyond ("Directions 2031") and Liveable Neighbourhoods ("LN") promote 15 dwellings per gross hectare as the standard density for new greenfield development in urban areas. These densities are generally conducive to the densities found in surrounding residential area which are predominantly R40. The structure plan area is projected to achieve 18 dwellings per gross hectare. The higher densities are further supported by the sites proximity to the Munster Local Centre and the 920 high frequency bus route that runs past the site.

Higher density lots have been proposed at the rear of the site to take advantage of the views to the west as a direct result of the fall across the site from east to west. Detailed Area Plan will be required over all lots fronting POS, laneway lots and lots smaller than 350m<sup>2</sup>.

#### Public Open Space

As per Liveable Neighbourhoods the Proposed Structure Plan requires a total of 10% of the gross subdividable area to be ceded as Public Open Space ('POS') across the site.

The Structure Plan as recommended for adoption does not provide any land for public open space and proposes this to be provided for by way of a cash-in-lieu arrangement with the City. The advertised version of

the Structure Plan proposed a minor land component across Lot 31 and 32, as possible Public Open Space. It has become more apparent however through the assessment process that the POS is unlikely to be secured in a viable format due to the fragmented nature to which subdivision and development will proceed. With Lot 31 being the only lot which has indicated a likelihood for subdivision and development in the short term, this would leave the City with a POS area of only 350m<sup>2</sup>. This is also compounded by the inability to require the owner of Lot 30, the DoH, to provide a land component due to the City not being the approval authority of development on that land. For this reason it is accepted that cash in lieu of POS is appropriate for the implementation of this Structure Plan.

Considering the size, form and function of such a space and the direction given by Element 4 and A2 of Appendix 2 of Liveable Neighbourhoods, and in consultation with the City's Parks and Environment Department, it was deemed appropriate to allow for the removal of the POS in this instance.

It should be noted that the provision of 10% of the subdivisional area for POS remains the preferred and optimal position of the City within new residential developments. The allowance of cash-in-lieu in this instance does not set a precedent and all future proposals in the surrounding locality will each be judged on their planning merits.

### Access

The Proposed Structure Plan features one public access road that straddles the boundary of Lots 30 and 31. This shared road will allow for the appropriate servicing of future lots. A cul-de-sac is proposed at the end of the road to the standard required by the City. The shared arrangement has been negotiated between the two affected landowners and in conjunction with the WAPC as part of their assessment of a lodged Public Works grouped dwelling development approval over Lot 30.

Howe Street to the north of the subject site will allow for access to future development on Lot 32.

### Community Consultation

The Proposed Structure Plan was advertised in the Cockburn Gazette for public comment for a period of 21 days from 3 September 2013 to 24 September 2013. The Proposed Structure Plan was advertised to nearby and affected landowners and also referred to relevant government authorities.

In total 7 submissions were received from government agencies for the Proposed Structure Plan, no objections were received. One submission was received from the owners of Lot 31 Rockingham Road noting their preference for no land being given up for POS and that a cash-in-lieu contribution being made instead. The Council recommendation supports this submission for the reasons outlined above and in the Schedule of Submissions.

All of the submissions received are set out and addressed in the Schedule of Submission (Attachment 4).

### Conclusion

It is recommended that the Council adopt the Structure Plan for Lots 30, 31 & 32 Rockingham Road, Munster, subject to modification and pursuant to Clause 6.2.10 of the Scheme refer it to the Western Australian Planning Commission for their endorsement.

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

#### **Growing City**

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

#### **Moving Around**

- Facilitate and promote healthy transport opportunities.

### **Budget/Financial Implications**

The required fee was calculated on receipt of the Proposed Structure Plan and has been paid by the proponent. The site is subject to both Development Contribution Areas No's 6 and 13. There aren't any other direct financial implications associated with the Proposed Structure Plan.

### **Legal Implications**

Clause 6.2.9.1 of the Scheme requires Council to make a decision on the application within 60 days from the end of the advertising period of such longer period as may be agreed by the applicant. The advertising period concluded on 24 September 2013.



## Community Consultation

In accordance with Clause 6.2.8 of the City's Scheme, the Proposed Structure Plan was advertised from 3 September 2013 to 24 September 2013. This included a notice in the Cockburn Gazette, letters to landowners within the Structure Plan area, adjoining landowners and State Government agencies.

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

## Attachment(s)

1. Location Plan
2. Structure Plan – as advertised
3. Structure Plan– for adoption
4. Schedule of Submissions

## Advice to Proponent(s)/Applicant

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 14 November 2013 Council Meeting.

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

Nil.

## 14.6 (OCM 14/11/2013) - LOCAL DEVELOPMENT PLANS FOR PORT COOGEE, NORTH COOGEE - PREPARED BY: TAYLOR BURRELL BARNETT AND MW URBAN - PROPONENT: TAYLOR BURRELL BARNETT AND MW URBAN (052/014) (L REDDELL) (ATTACH)

### RECOMMENDATION

That Council

- (1) approve the Local Development Plan (DAP13/13) presented for, Lot 123 Perlinte View, North Coogee pursuant to the provisions of Clause 6.2.15.5(a) of the City of Cockburn Town Planning Scheme No. 3;
- (2) approve the amended Local Development Plan and Jetty Design Guidelines (DAP13/14) presented for Stage 4C "Seaspray" lots, North Coogee pursuant to the provisions of Clause 6.2.15.5(a) of the City of Cockburn Town Planning Scheme No. 3; and
- (3) advise the applicant accordingly.

**COUNCIL DECISION**

**Background**

Two new Local Development Plans (LDP) for Port Coogee were recently submitted to the City for approval. The first, submitted by Taylor Burrell Barnett, comprises an amended LDP and Jetty Design Guidelines for Stage 4C “Seaspray” lots as a result of an approved revision to the subdivision layout. The second, submitted by MW Urban, seeks to have a new LDP approved for Lot 123 Perlinte View, located at the southern tip of the estate as required by the Local Structure Plan.

Previously Local Development Plans were known as Detailed Area Plans (DAPs). However the revised Residential Design Codes (R-Codes) published on August 2<sup>nd</sup> 2013 has changed the name of these plans to LDPs. The City’s digital recording systems and records however continue to identify these plans with the prefix DAP.

Lot 123 Perlinte View

Lot 123 Perlinte View, to which DAP13/13 relates, is located at the southern tip of the Port Coogee estate in the ‘dry land residential’ area and is identified for high density residential development (R80) and pursuant to Clause 6.4.2.1 of the Port Coogee Revised Local Structure Plan is also subject to additional use provisions. The additional use provisions require that a non-residential use of between 200-500sqm be provided with Fast Food, Convenience Store, Restaurant, Exhibition Centre and Shop uses able to be considered subject to specific requirements.

Stage 4C – Seaspray Lots

The ‘Stage 4C - Seaspray’ DAP was approved by Council on 11 December 2008. The proposed changes relate to Lots 24-27 on the revised plan which result from the subdivision of existing lots 300, 301, 880 and 881. Conditional subdivision approval to create revised lot areas but no additional lots was issued by the WAPC (Ref No.s 147286 and 147334) and included conditions requiring that the existing LDP

and the related Jetty Design Guidelines be modified to reflect the new lot areas.

### **Submission**

The attached LDPs address principally;

- Key elements to be considered in the design of dwellings
- Dwelling setback requirements
- The extent of permissible boundary walls
- Building height
- Access and parking requirements.

Where the LDPs do not refer to an alternate standard, the applicable standard is that prescribed in the Residential Design Codes (R-Codes) or the City's Town Planning Scheme No. 3 and /or policies where the R-Codes do not apply.

### **Report**

Approval is required in accordance with the provisions of section 6.2.15.5 of Town Planning Scheme No. 3.

TPS No. 3 Clause 6.2.15.8 provides the power for a DAP (now LDP) to be amended.

The proposed LDP's provide a site specific layer of planning information to be considered in the design and development of the lots covered by the respective documents. The information is to be considered within the framework of the Structure Plan adopted by Council for Port Coogee, as well as the R-Codes and the City's Planning Scheme and/or Policies.

Subsequent to an initial assessment of the proposed LDP's, a number of minor changes were made to the documents to assist all stakeholders in the interpretation of their content. No major changes to the technical content of the LDPs were required. In this regard, the technical content of these LDPs reflect the on-going refinement of the existing Port Coogee DAPs.

It is noted that DAP13/13 for Lot 123 Perlinte View does not designate a specific non-residential use (from those allowed by Clause 6.4.2.1 of the LSP) that should be applied but allows this to be considered on its merits as part of any development application made to the City. The proposed LDP only deals with design considerations for the site.

The proposed LDPs are consistent with the provisions of TPS No. 3, the current version of the R-Codes and the Port Coogee Revised Local

Structure Plan. No other issues are raised and it is recommended that they be approved.

Since the Port Coogee Local Structure Plan (LSP) was first endorsed by the Western Australian Planning Commission, 24 DAPs in the Port Coogee area have been approved by Council in accordance with the Officer's recommendations. The majority of the Port Coogee area is covered by approved DAPs/LDPs and therefore having Council to continue to determine the DAPs/LDPs, particularly where there are no changes to the officer's recommendations is an inefficient use of the City's resources. It is therefore, intended that an item be included for the next DAPPS meeting amending the delegated authority to include the ability for officer's to approved DAPs and LDPs for Port Coogee.

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

#### **Growing City**

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

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

Nil

#### **Legal Implications**

Planning and Development Act 2005  
Town Planning Scheme No. 3

#### **Community Consultation**

No advertising of the proposed LDPs was undertaken as the proposed provisions comply with the requirements of the LSP and will not adversely impact on the amenity of any privately owned residential properties. Therefore advertising is not required.

#### **Attachment(s)**

LDP and revised DAP Plans

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

The Proponents have been advised that this matter is to be considered at the 14 November 2013 Council Meeting.

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

Nil.

**14.7 (OCM 14/11/2013) - CITY OF COCKBURN PUBLIC HEALTH PLAN 2013-2018 (142/012) (N JONES) (ATTACH)****RECOMMENDATION**

That Council adopt the City of Cockburn Public Health Plan 2013 – 2018.

**COUNCIL DECISION****Background**What is a Public Health Plan

A Public Health Plan (PHP) is sometimes called a Health and Wellbeing Plan and it outlines actions necessary to ensure that the occupants of the city have an acceptable level of health today and into the future. This should help to reduce the predicted increase in the cost of providing health services for the aging population and minimise the number of people whose lifestyle is compromised by the symptoms of preventable diseases.

Why does the City need a Public Health Plan

All Councils have a role to play in Public Health. The State Government is proposing to introduce a new Act to replace the existing Health Act 1911. Using the State Public Health Plan as a guide, Local Governments will be required to develop a Public Health Plan to be reviewed annually and updated every three years. The first objective of the draft Public Health Act is *“to promote public health and wellbeing and to prevent disease, injury, disability and premature death”*. This new focus upon promoting health and wellbeing recognises that the traditional focus on health protection through regulations and compliance needs to be supplemented with services and initiatives to encourage healthy lifestyles. Local Government’s role in preventive health is being recognised as both essential and underutilized but the funding of an expanded role needs significant attention.

## **Submission**

N/A

## **Report**

The actions in the PHP are listed in the table in part five and are categorised as follows:-

1. General Health Promotion opportunities
2. Key preventive health priority areas
  - 2.1 Alcohol
  - 2.2 Smoking
  - 2.3 Physical activity and nutrition

In terms of Health Regulation and Health Protection Services there will be little change as these services will remain.

In terms of healthy lifestyles, it is proposed that the City will continue to focus upon existing programs for the life of this plan. Co-Health will be completed in mid-2014 when the Commonwealth funding ceases and following evaluation some of the most effective programs will be retained. The new "Your Move" behaviour-change project will combine Travelsmart and Sport and Recreation programs for about 20,000 households. A new Health Promotion Officer position has been created to coordinate most of the actions.

The City is to lobby the State and Commonwealth Government to improve the laws controlling the availability and marketing of unhealthy foods, sugary drinks and alcohol. The City is to audit all its suburbs and develop plans to create destinations for all residents to walk/cycle to and for safe accessible paths and public transport. The City's parks will be audited and facilities to attract all age groups identified. The City will review the success and failures of planning legislation to determine the potential for positive improvements to make healthy behaviours the default option for residents and workers. The City will focus on nutrition because 74% of our adults are currently overweight or obese.

There will be a continued focus upon the more vulnerable members of the community. The City will target its lower socio economic suburbs particularly focusing on mental health and suicide in young people. The City will play a more active role in liquor licencing to reduce harmful drinking. The City will look to partner with stakeholders in workplaces and schools to enhance their Healthy Lifestyle services. The City will maintain existing programs to "make smoking history". The City will actively participate in WA Local Government Association's Healthy Communities Working Group and seek to partner with a range of

agencies and stakeholders to attain the targets set out in the National Partnership Agreement on Preventative Health.

The table of actions nominates a predicted cost of each action. Where the cost is none or minimal then it will be absorbed into existing services or included in the \$25,000 allocated to Health Promotion. Where the action involves additional costs or is “to be costed”, these items will be subject to the normal Council budgetary approvals process.

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

#### **Infrastructure**

- Partnerships that help provide community infrastructure.

#### **Community & Lifestyle**

- Promotion of active and healthy communities.

#### **Environment & Sustainability**

- Identification and minimisation of impacts to human health risk.

#### **Moving Around**

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

### **Budget/Financial Implications**

The financial implications of the PHP do not involve significant additional expenditure. The cost of continuing to provide traditional focus on health protection through regulations and compliance is about \$1 million per year and will remain largely unchanged subject to the projected need for additional Environmental Health Officers as the City’s population grows. The Health Promotion Officer position represents an additional cost of about \$100,000 per year and reflects the need for the City to focus upon promoting health and wellbeing services and initiatives to encourage healthy lifestyles.

The PHP also includes a number of initiatives involving investigations of the value of providing infrastructure to make healthy lifestyles the default option for people in the City of Cockburn. These initiatives relating to infrastructure (facilities in parks, cycle paths etc.) could be extremely expensive therefore they must be carefully researched and evaluated to ensure that they are cost effective and evidence based. The City will look to trial some of these innovative initiatives wherever possible with external funding.

**Legal Implications**

N/A

**Community Consultation**

Targeted consultation was carried out with key stakeholders including several divisions within WA Department of Health (South Metropolitan Public Health Unit, Chronic Disease Prevention, and Environmental Health Directorate), Department of Sport and Recreation, Department of Transport, Medicare Local, and expert Council officers. Results from Community Surveys were also taken into account. No further community consultation is planned.

**Attachment(s)**

Public Health Plan

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

N/A

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

Nil.

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

**15.1 (OCM 14/11/2013) - LIST OF CREDITORS PAID - SEPTEMBER 2013 (076/001) (N MAURICIO) (ATTACH)**

**RECOMMENDATION**

That Council adopt the List of Creditors Paid for September 2013, as attached to the Agenda.

**COUNCIL DECISION**

**Background**

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



**Submission**

N/A

**Report**

The List of Accounts for September 2013 is attached to the Agenda for consideration. The list contains details of payments made by the City in relation to goods and services received by the City.

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

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

**Budget/Financial Implications**

N/A

**Legal Implications**

N/A

**Community Consultation**

N/A

**Attachment(s)**

List of Creditors Paid – September 2013.

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

N/A

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

Nil.

**15.2 (OCM 14/11/2013) - STATEMENT OF FINANCIAL ACTIVITY AND ASSOCIATED REPORTS - SEPTEMBER 2013 (071/001) (N MAURICIO) (ATTACH)**

**RECOMMENDATION**

That Council adopt the Statement of Financial Activity and associated reports for September 2013, as attached to the Agenda.

**COUNCIL DECISION**

**Background**

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

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

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

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

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

Financial Management Regulation 34(5) requires Council to annually set a materiality threshold for the purpose of disclosing budget variance details. Council adopted a materiality threshold variance of \$100,000 from the corresponding base amount for the 2013/14 financial year at the August meeting.

**Submission**

N/A

**Report**

Closing Funds

The City's opening funds of \$10.06M (unaudited) comprises municipal funding of \$6.57M for 2012/13 carried forward capital projects of

\$6.57M. The remaining balance constitutes the 2012/13 FY uncommitted closing municipal funds and both items are the subject of a separate agenda item at this month's Council meeting.

The City's closing funds of \$81.33M are \$7.60M higher than the YTD budget forecast. The main cause for this is under-spending in the capital program and to a lesser extent operating expenditure. These are detailed later in the report.

The revised budget currently shows end of year closing funds of \$0.13M (increased from a balanced budget position of nil). The budgeted closing funds will fluctuate throughout the year, due to the impact of Council decisions. Details on the composition of the budgeted closing funds are outlined in Note 3 to the financial report.

### Operating Revenue

Operating revenue of \$89.12M is just below the budget forecast of \$90.02M. However, several significant and compensating variances exist as detailed below:

- Revenue from rates is \$0.67M higher than the YTD budget target.
- Interest on investments exceed YTD budget by \$0.34M.
- Human Services operating grants are \$0.35M ahead of budget mainly due to an extra \$0.25M of surpluses carried forward from the previous year.
- Statutory Planning revenue is \$0.27M ahead of budget (development application fees by \$144K and fines by \$109K).
- Land administration income is \$0.42M ahead of budget due to the Naval Base fees being invoiced ahead of cash flow budget.
- Waste Collection levy is \$0.42M more than the YTD budget.
- Commercial income from the HWRP is \$0.94M behind the YTD budget target set.

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

### Operating Expenditure

Operating expenditure for August of \$25.95M was \$1.92M less than the budget target of \$27.87M (inclusive of depreciation).

\$1.66M of this variance is attributed to underspending in material and contracts with significant variances in the following units:

- Parks & Environmental Services - \$0.66M
- Waste Services - \$0.66M
- Community Services - \$0.25M

- Governance consultancy costs - \$0.21M

Insurance costs are \$0.15M over the YTD budget principally due to higher insurance costs for plant. Grants and donations is showing as \$0.84M underspent and the cash flow budget will be adjusted in October to better reflect the pattern of spending.

Salaries & direct on-costs are \$0.51M over YTD budget due to \$508k of long service and & annual leave net accruals. This is higher than the same period in 2012/13. The impact of these accruals on the salary budget will be reduced over the Christmas period, as leave is taken and booked against the provision. An active management approach is being undertaken to reduce the long service leave accrual by allowing staff to qualify earlier through the staff Enterprise Agreement, thus reducing the liability.

Depreciation on buildings is currently \$0.12M below YTD budget (13%) primarily due to the delay in commissioning of the GP Super Clinic & Integrated Health Facility.

The following table shows operating expenditure budget performance at a consolidated nature and type level:

Nature or Type Classification	Actual	Amended Budget	Variance to Budget
	M\$	M\$	M\$
Employee Costs	9.90	9.42	(0.48)
Materials and Contracts	6.89	8.55	1.66
Utilities	1.04	1.10	0.07
Insurances	1.29	1.13	(0.16)
Other Expenses	2.16	2.95	0.80
Depreciation (non-cash)	5.34	5.49	0.16

### Capital Expenditure

The City's budgeted capital spend to September was \$14.04M but actuals incurred were just \$4.05M. This underspend is heavily impacted by the disruption to the construction of the GP Super Clinic. The following table shows the underspend by asset class:

Asset Class	YTD Budget	YTD Actuals	YTD Variance	Annual Budget
	\$M	\$M	\$M	\$M
Buildings Infrastructure	8.25	1.07	7.19	39.42
Roads Infrastructure	3.43	1.76	1.68	15.96
Parks Landscaping & Infrastructure	0.72	0.39	0.33	6.24
Land Acquisition & Development	0.47	0.45	0.02	2.09
Landfill Infrastructure	0.13	0.01	0.12	1.69
Plant & Equipment	0.68	0.30	0.38	4.68

<b>Asset Class</b>	<b>YTD Budget</b>	<b>YTD Actuals</b>	<b>YTD Variance</b>	<b>Annual Budget</b>
	<b>\$M</b>	<b>\$M</b>	<b>\$M</b>	<b>\$M</b>
Information Technology	0.35	0.07	0.28	1.41
	<b>14.04</b>	<b>4.05</b>	<b>9.99</b>	<b>71.48</b>

The 2013/14 budgets for 2013.14 capital projects were cash flowed back in April, based on the best estimates at the time. Now that more detailed and accurate work schedules have been developed, budget cash flows can be updated to suit. A budget cash flow review of capital projects was completed in October, immediately reducing the magnitude of budget variances to be reported in next month's financial report. This review included the GP Super Clinic project.

The significant spending variances by project are disclosed in the attached CW Variance analysis report.

### Capital Funding

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

Significant variances include:

- Transfers from financial reserves were \$9.17M behind budget, this being consistent with the overall underspend in the capital budget for buildings and infrastructure. A primary reason is the disruption to the GP Super Clinic/Success Library project (\$4.7M).
- Developer contributions received under the Community Infrastructure plan (DCA13) were \$1.49M more than the YTD budget due to receipt of several significant contributions.

### Cash & Investments

Council's cash and current/non-current investment holding at September month end was \$140.49M, up significantly from \$122.33M in August. This result was attributable to the receipt of rates payments (both in full and first quarter instalments) due earlier in the month.

\$76.60M represents the balance held in the cash backed reserves and another \$5.39M represents funds held for other restricted purposes such as bonds, restricted grants and infrastructure contributions. The remaining \$58.50M represents the cash/financial investment component of the City's working capital available to fund existing operations and commitments.

The City's investment portfolio made a weighted annualised return of 4.19% in September, down from 4.33% the previous month. Whilst this compares favourably against the adopted benchmark UBS Bank Bill Index result of 2.31%, it does reflect the continued impact of the most recent cut to the official cash rate by the Reserve Bank of Australia (RBA) to 2.50%.

The majority of investments are held in term deposit (TD) products placed with highly rated APRA (Australian Prudential Regulation Authority) regulated Australian banks. These are predominantly invested for terms ranging between six and twelve months in order to lock in current market rates in a falling interest rate environment. Factors considered when investing include maximising the value offered within the current interest rate yield curve and mitigating cash flow liquidity risks. With the recent reduction of the cash rate by the RBA, the total reduction in rates over the latest round of quantitative easing equates to 225 basis points (2.25%). However, the City's longer horizon investment strategy to invest over terms towards the extent of statutory limits has served to moderate any negative impact on the City's overall interest earnings budget performance.

#### Description of Graphs and Charts

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

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

A liquidity graph shows the level of Council's net current position (adjusted for restricted assets) and trends this against previous years. This gives a good indication of Council's capacity to meet its financial commitments over the course of the year.

Council's overall cash and investments position is provided in a line graph with a comparison against the YTD budget and the previous year's position at the same time.

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

## **Strategic Plan/Policy Implications**

### **Leading & Listening**

- A responsive, accountable and sustainable organisation.
- Manage our financial and infrastructure assets to provide a sustainable future.
- A culture of risk management and compliance with relevant legislation, policy and guidelines

### **Budget/Financial Implications**

Any material variances identified that will impact on Council's closing budget position will be addressed in the mid-year budget review.

### **Legal Implications**

N/A

### **Community Consultation**

N/A

### **Attachment(s)**

Statement of Financial Activity and associated reports – September 2013.

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

N/A

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

Nil.

## **16. ENGINEERING AND WORKS DIVISION ISSUES**

### **16.1 (OCM 14/11/2013) - STATE OF SUSTAINABILITY REPORT 2012/13 (064/009) (H JESTRIBEK) (ATTACH)**

#### **RECOMMENDATION**

That Council adopt the State of Sustainability Report 2012/13.

**COUNCIL DECISION**

**Background**

In 2012, the City adopted its integrated reporting platform for sustainability. This culminates in an annual State of Sustainability report. This is the City's third annual report.

The report is aligned to the City's Strategic Community Plan and Sustainability Policy and Strategy.

This report enables the City to publicly track its progress towards sustainability across the key areas of focus: Governance, Economy, Environment and Society.

**Submission**

N/A

**Report**

In the 2012/13 Financial Year, the City had 65 indicators for sustainability across the organisation. The KPIs reported on in this financial year have remained much the same as in the 11/12 financial year. This is because most of the actions identified previously can be reported annually and/or have not as yet been completed.

The City's progress across governance and society has remained relatively constant. The biggest areas of improvement have occurred for the environment and economy. The City has doubled its completion rate for KPIs under environment and significantly improved those for the economy.

The report also uses the traffic light symbols to provide a visual snapshot of progress towards achieving a particular KPI.

Green indicates that the City is on track in achieving its stated KPI; Amber indicates that while the City is making progress, more work is needed; and Red indicates that the City is yet to make progress in achieving a particular KPI.

A summary of the KPIs under the four TBL+1 headings and main achievements are provided below.



**Governance:** The SoS reports on 19 KPIs that measure the City's current progress towards achieving Governance Excellence.

Highlights include:

- Council adoption of asset management plans, which cover an estimated 90% of all City assets, valued at approximately \$860million.
- Adoption of a Waste Management and Education Strategy, which will support a 2% reduction in municipal solid waste.
- Creation of new liveable, walkable and mixed use neighbourhoods.

**Environment:** The City has identified 14 KPIs to measure its current progress toward achieving best practice in Environmental Management.

- 66% of bushland managed by the City in good or better condition.
- Council achieving WaterWise Council status.
- The Council is on track to achieving its emissions reduction targets.

**Society:** The City has identified 16 KPIs to measure its current progress towards achieving a more socially equitable, diverse and inclusive community.

- 100% of actions within the Reconciliation Action Plan achieved.
- Over 150 diverse environmental education initiatives delivered to the community.
- 15 primary schools engaged in the TravelSmart to School Program.

**Economy:** The City has 16 identified key performance indicators (KPIs) to measure its current progress towards achieving Financial Management.

- Council adoption of an Economic Development Directions Report.
- Trails Master Plan adopted by Council.
- Several new vocational education providers opened in the City.

## **Strategic Plan/Policy Implications**

### **Growing City**

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

### **Infrastructure**

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

**Community & Lifestyle**

- Community environments that are socially cohesive and embrace diversity.

**Leading & Listening**

- A responsive, accountable and sustainable organisation.

**Environment & Sustainability**

- Greenhouse gas emission and energy management objectives set, achieved and reported.

**Budget/Financial Implications**

N/A

**Legal Implications**

N/A

**Community Consultation**

N/A

**Attachment(s)**

State of Sustainability Report 2012/13

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

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 14 November 2013 Council Meeting.

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

Nil.

**16.2 (OCM 14/11/2013) - PURCHASE OF A DUMP TRUCK FOR HENDERSON WASTE RECOVERY PARK (167/010) (L DAVIESON)**

**RECOMMENDATION**

That Council

- (1) amend the 2013/14 Adopted Municipal Budget by deleting Carry Forward Capital Plant Purchases:
  - CW7780 – Heavy Fleet Waste Serves Landfill Excavator (21Tonne – New) \$217,000.

- CW7781 - Heavy Fleet Waste Serves Landfill Excavator (14Tonne – New) \$180,000.
- (2) amend the 2013/14 adopted Municipal Budget by adding the following capital plant purchase.
- CW7782 – Heavy Fleet Waste Services Landfill Dump Truck (30 Tonne – second hand) - \$250,000.
- (3) return the net amount of \$147,000 to the Waste and Recycling Reserve.

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

### **COUNCIL DECISION**

### **Background**

For at least the last 10 years the City has managed its landfill using external machinery provided by the commercial sector. Council has experienced a litany of issues with this approach and the last 3 service providers have been unable to provide services to our satisfaction. This has resulted in Council officers engaging in lengthy contractual discussions and ultimately ending the relationship.

Compacting and handling waste is a requirement of our licence and relying on external contractors for this service has proved to be problematic.

Officers have been reluctant to undertake the service in-house in the past due to imposed planning restrictions. Over the past 5 years, Council officers have worked proactively with Landcorp and have obtained agreement to our long term operation at this facility.

As a consequence, the OCM 10 November 2011 (Minute 4673) approved in principle (Option 2 – CoC Service Purchase of all Plant) that the City undertake the waste handling service at the Henderson Waste Recovery Park using its own resources.

Typically the facility requires 7 fundamental plant items:

1. Landfill Compactor (Waste compaction).
2. Track/Loader Dozer (Application of cover and batter construction).

3. Wheeled Loader (Handling cover)
4. Water Truck (Dust control)
5. Hook Lift Truck (Waste bin transport).
6. Large Excavator (Recovery of steel).
7. Small Excavator (Recovery of small steel, plastic and wood).

These outsourced machines are augmented by the City's Volvo F90 loader, a hooklift truck, a water truck/fire control unit and 2 all-terrain 4WD vehicles (mules).

Plant items listed above 1 to 5 have been purchased, leaving the 2 excavators as the only outstanding plant items for the Facility.

In the period since this 2011 decision, the City has constructed Cell 7 and 2 leachate ponds, which resulted in 340,000m<sup>3</sup> of clean fill suitable for use as daily cover stockpiled at the rear of our facility. To use this material, the clean fill must be transported daily to the active cell. Prior to this, the City would accept subdivisional clean fill, free of charge, delivered direct to active face on the landfill by cartage contractors.

In a protracted dispute with the then Department of Environment and Conservation on whether the Landfill Levy is payable on clean fill, the DEC finally determined that "received" clean fill attracts the Levy and "site derived" does not.

As a result the Henderson Waste Recovery Park (HWRP) now uses exclusively "site derived" clean fill that was stockpiled as a result of the construction of Cell 7 and the leachate ponds. The transportation of this material from the stockpile to the active cell requires a dedicated dump truck.

### **Submission**

N/A

### **Report**

The 21 tonne excavator primarily removes steel from the active face. The intention is that the 14 tonne excavator will recover smaller steel objects, plastic, mattresses and wood as well as completing sundry tasks throughout the site.

RFT08/2013 Plant (Dry) Hire Services (yet to be awarded), was advertised to ensure that the addition of these two machines to the HWRP operations could not be sourced cheaper through outsourcing the plant. There were 14 tender submissions received and once evaluation was complete, the results were compared with the City's business case for the purchase of these machines. This determined

that there was a greater financial benefit to the City for hiring these 2 excavators. As a consequence, the funds allocated for these two machines will not be utilised.

RFT08/2013 also called for the dry hire of a back-up excavator for 18 months and a dump truck (transportation of daily cover) for 3 years. Upon comparison with the City's business case, it was determined advantageous for the City to purchase a second hand 30 tonne dump truck.

The purpose of this report is to obtain approval from Council to use the funds allocated for the purchase of the 2 excavators in the 13/14 budget from the Waste Reserve for the purchase of a second hand 30 tonne dump truck to the value of \$250,000.

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

#### **Environment & Sustainability**

- A community that uses resources in a sustainable manner.
- Community and businesses that are supported to reduce resource consumption recycle and manage waste.

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

The 21 tonne excavator (Capital Works Job No. (CW) 7780 for \$217,000) and the 14 tonne excavator (CW 7781 for \$180,000) were budgeted for purchase in 2013/14 financial year as a carry forward from the 2012/13 Budget. The funds were to be transferred from the Waste and Recycling Reserve. The total funds required were \$397,000.

Whilst at the Ordinary Council Meeting held 10 November 2011 Minute 4673, Council approved the purchase of the 14 and 21 tonne excavators, the financial and operational environment has changed, leading to the requirement to modify the budget to allow for the purchase of a dump truck only. A business case and financial analysis was undertaken to demonstrate that the purchase option was better than the lease/rent option.

It is recommended that a new CW be created for the dump truck and the net return to the Waste and Recycling Reserve will be \$147,000.

#### **Legal Implications**

N/A

**Community Consultation**

N/A

**Attachment(s)**

N/A

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

All tenderers have been advised of the amended scope to RFT08/2013.

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

Nil.

**16.3 (OCM 14/11/2013) - COCKBURN SOUND COASTAL ALLIANCE COASTAL VULNERABILITY STUDY REPORT & WEBSITE (064/010) (D VICKERY) (ATTACH)**

**RECOMMENDATION**

That Council

- (1) endorses the Cockburn Sound Coastal Alliance's Coastal Vulnerability Study Report and associated erosion and inundation hazard mapping;
- (2) endorses the Cockburn Sound Coastal Alliance launching a website to inform the public of the CSCA's activities; and
- (3) endorses the Cockburn Sound Coastal Alliance providing a link on its website and by whatever other means enable the public to access the Coastal Vulnerability Study Report and associated inundation and erosion hazard maps, on the basis that suitable disclaimers accompany the report and maps.

**COUNCIL DECISION**

## Background

The City of Cockburn joined with the adjacent Councils of Fremantle, Kwinana and Rockingham, the Department of Defence (Defence Support Group) and the Cockburn Sound Management Council to form the Cockburn Sound Coastal Alliance (CSCA) in 2011. The scope of the Alliance is to build and share knowledge concerning the vulnerability of the shared coastline of Cockburn Sound and Owen Anchorage to the effects of climate change including sea level rise and assist in the development of strategies to address those identified vulnerabilities.

A formal Terms of Reference and Memorandum of Understanding (MOU) for the CSCA were signed by the CEO's or Chairpersons of the member Councils and agencies in October 2011. Subsequently in August 2013 Perth Regional NRM also became a member of the Alliance and signatory to the MOU. Additionally representatives of the Department of Transport (Coastal Infrastructure Branch) and DEC (Climate Change Unit) actively assist the Alliance in its initiatives.

In June 2012 the City of Cockburn, on behalf of the CSCA, awarded a contract (RFT09/2012) to a consortia of Consultants headed up by Coastal Zone Management Pty Ltd to undertake a Cockburn Sound Coastal Vulnerability Study. This is the first of 4 stages of the Alliance's Cockburn Sound Coastal Vulnerability and Flexible Adaptation Pathways Project (refer Attachment 1 for a schematic of the project's stages).

The scope of the Coastal Vulnerability Study Stage 1 was to assess and model the ocean and sediment transfer processes occurring in Cockburn Sound and Owen Anchorage and project the potential erosion and inundation of the coast from Fremantle Fishing Boat Harbour down to Point Peron in Rockingham and the east coast of Garden Island through to the Year 2110 based on various storm event and sea level rise scenarios. The scenarios considered were various levels of storm intensity (measured in terms of Annual Recurrence Interval (ARI) including a 500 year intensity storm) and sea level rise (SLR) values of 0.0m (current day), 0.5m, 0.9m and 1.5m.

The Consultants completed and presented their Cockburn Sound Coastal Vulnerability Report and associated appendices and inundation and erosion maps to the CSCA's member representatives over the period February – March 2013. Subsequent to that various briefings have been provided to the various Local Government councils and other CSCA member agencies by their respective member representatives, including one to the City of Cockburn's elected members on the 28<sup>th</sup> February 2013 (refer to Attachment 2 for a Summary of the study and the Executive Summary of the report).

In July 2013 the City of Cockburn (on behalf of the CSCA) has subsequently awarded the Stage 2 contract RFT 03/2013 to a consortia of Consultants led by Oceanica BMT Pty Ltd.

This contract is to:

1. Undertake a value and risk assessment of those identified assets at risk, in consultation with the principal Stakeholders.
2. Develop “first pass” adaptation plans that would address those identified threats. Such plans may include planned retreat, modification or protection actions as outlined in State Planning Policy 2.6.

In parallel to the commissioning of the Stage 2 contract, a CSCA representative working group led by the City’s Coastal Project Coordinator developed a communication package including a website that outlines the CSCA’s membership and activities to date (refer to Attachment 3). Encompassed in the website is a proposed link to the Stage 1 Coastal Vulnerability Report and associated inundation and erosion hazard maps. The hazard maps have been integrated into each of the participating local authorities GIS Intramaps viewer for internal staff reference and it is proposed that the CSCA website and individual Council websites will enable the public to access the same hazard maps down to a reduced level of resolution and with embodied disclaimers (refer to Attachment 4). This item seeks Councils endorsement for the website and its general content.

### **Submission**

N/A

### **Report**

The Cockburn Sound Coastal Vulnerability Report and its Appendices and associated hazard maps prepared by the Consultants under the City of Cockburn’s Contract RFT 09/2012 detail in respect to various scenarios of storm event and sea level rise up to the year 2110:

1. Potential projected recession of the coastline from erosion.
2. Potential areas of inundation erosion related recession of the coastline.

The Coastal Vulnerability Study report and maps cover the full length of the coastline from the Fremantle fishing boat harbour down to Point Peron in the City of Rockingham, and the east side coast of Garden Island. Modelling associated with the more severe scenarios indicate some potential significant widths of shoreline retreat caused by erosion



and wide areas of projected inundation associated with sea level rise and storm surge.

As would be expected, the extent of projected potential coastline recession arising from erosion varies down the coast depending on the geomorphology of the area, being minimal in sections of coastline predominately of a rock nature, such as at Naval Base, whereas much more extensive in areas predominately comprising sand formation, such as south of Catherine Point groyne in North Coogee.

Similarly the extent of projected potential inundation from flooding from the sea varies down the coastline on account of the varying topography, being quite a bit more extensive in parts of the Cities of Fremantle and Rockingham as compared to within the City of Cockburn or Kwinana.

For the most part the projected erosion related coastline recession will impact upon Council or State or Federal Government administered land and assets, the main exception to this being industrial lots fronting the coast in the City of Kwinana. Separately areas of projected inundation include both Council and other government administered land and assets and privately owned property areas.

As articulated in the various riders and disclaimers within the report, the projected erosion and inundation hazard lines and areas are general in nature for any section of coastline and are based on various assumptions concerning retention of existing protection structures and such, and are not meant in themselves to be used for planning of setbacks or to take the place of more site specific coastal vulnerability assessments for a particular development.

Prior to launching the website and releasing the Stage 1 report and maps detailing projected potential erosion or inundation of coastal areas including private property it was thought prudent to seek legal advice concerning this release. Advice was sought from the City's legal advisers McLeods Pty Ltd in regard to the proposed content of the website, proposed wording of disclaimers and the proposed release of the Cockburn Sound Coastal Vulnerability Report and hazard maps to the public via the website or other means (refer to attachment under Confidential cover).

It is evident from the legal advice sought that prior to launching the CSCA website and before the CSCA or any of the participating local governments or other agencies release the Stage 1 Coastal Vulnerability Report and associated erosion and inundation hazard maps to the public, that each local authority passes a resolution to endorse the release of the report and hazard mapping subject to the limitations placed on the information through the various disclaimers

prepared (refer Attachment 4). Accordingly each of the participating local authorities (Fremantle, Cockburn, Kwinana and Rockingham) are being asked to present an item to their Council for this purpose.

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

#### **Leading & Listening**

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

#### **Environment & Sustainability**

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

### **Budget/Financial Implications**

N/A

### **Legal Implications**

The recommendations are in accord with the legal advice received and provide the appropriate legal protection to the City and its officers acting in good faith in use and referral to the Coastal Vulnerability Study and its associated documents.

### **Community Consultation**

None to date. Community consultation occurs in the CSCA's third stage of its Cockburn Sound Coastal Vulnerability & Flexible Adaptation Pathways Project, anticipated to occur mid-2014.

### **Attachment(s)**

1. CSCA's Cockburn Sound Coastal Vulnerability & Flexible Adaptation Pathways Project flowchart.
2. Coastal Vulnerability Study Report 2 Page Summary & Executive Summary.
3. Draft media release and website text/presentation.
4. Disclaimers for release of information

Under Separate Cover

5. Legal Advice from McLeods Barristers & Solicitors entitled 'Climate Change Issues' dated 4 October 2013 is confidential and supplied under separate cover.

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

N/A.

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

Nil.

**17. COMMUNITY SERVICES DIVISION ISSUES****17.1 (OCM 14/11/2013) - APPOINTMENT OF BUSH FIRE CONTROL OFFICER (028/027) (R AVARD)****RECOMMENDATION**

That Council:

- (1) request the Department of Fire and Emergency Services (DFES), under Section 38A of the Bush Fire Act 1954, appoint Mr Terry Wegwermer as the City of Cockburn Chief Bush Fire Control Officer;
- (2) revoke the appointment of Mr Leslie Woodcock as the City of Cockburn Chief Bushfire Control Officer; and
- (3) write to Mr Woodcock thanking him for his services to the Fire and Emergency Services in the City of Cockburn.

**COUNCIL DECISION****Background**

Council, at its meeting of 30 June, 2003, resolved to enter an arrangement with the Department of Fire and Emergency Services (DFES) for the employment of a jointly funded Community Emergency Services Manager. A significant role of this position is that of the Chief Bush Fire Control Officer.

DFES advertised the position of the Community Emergency Services Manager contract prior to a permanent position being advertised and filled. The interim contract position was filled by Mr Leslie Woodcock who has taken up a similar position with another authority.

### **Submission**

N/A

### **Report**

The Department of Fire and Emergency Services (DFES) advertised the permanent position of Community Emergency Services Manager and have selected Mr Terry Wegwermer for the position. This position also fulfils the role of Chief Bushfire Control Officer for the City of Cockburn. Under Section 38A of the Bush Fires Act 1954 (the Act) DFES is empowered, at the request of a Local Government, to appoint a member of its staff (as defined in the DFES Act) for the district of that Local Government for the purpose of the Act.

Accordingly, a Council decision is required to make a formal application to DFES to appoint a Chief Bush Fire Control Officer employed by DFES for the City of Cockburn.

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

#### **Community & Lifestyle**

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

#### **Environment & Sustainability**

- Identification and minimisation of impacts to human health risk.

### **Budget/Financial Implications**

Costs associated with the position are included in the 2013/14 Municipal Budget

### **Legal Implications**

Bush Fire Officers are required to be appointed by Council under the Bush Fires Act, 1954

### **Community Consultation**

N/A

**Attachment(s)**

N/A

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

N/A

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

Nil.

**17.2 (OCM 14/11/2013) - RECREATION TRADERS LICENCE - 2013/14 KITE SURFING LICENCES, WOODMAN POINT FORESHORE (111/006) (A LACQUIERE) (ATTACH)****RECOMMENDATION**

That Council

- (1) endorse the conditions applied for Recreation Traders Licences awarded to Elemental Surf, Kite Surf SUP and Perth Kite Surfing School; and
- (2) review the number of licences in a report to be presented to Council in July 2014 for further consideration of future licences for Kite Surfing at Woodman Point.

**COUNCIL DECISION****Background**

At its Ordinary meeting of Council of February 2013 it was resolved to prohibit kite surfing and other commercial operations at Woodman Point until a formal licencing process was formed to approve such activities on Council managed reserves and foreshores. The policy was initiated due to complaints received by the public and unauthorised commercial operators in relation to safety concerns at Woodman Point caused by the high number of Kite Surfing Schools operating in the area.

Council adopted a Recreation Traders License Policy (SC52) at its Ordinary meeting of June 2013. The purpose of the Recreation and

Leisure Traders policy is to provide guidelines to prospective applicants to operate on reserves and foreshores under the control of the City, to be issued under the City of Cockburn's Local Laws Part III, 3.4 (n) & (o) and Part VI. The Recreation and Leisure Traders Licence as defined under policy SC52 applies to a person or groups conducting recreational and leisure service for monetary gain on the City's reserves or foreshores. Types of operations may include, but are not limited to fitness classes, equipment hire businesses, tours, carnival rides and personal training.

The implementation of a Recreation Traders Licence ensures that:

- Traders do not negatively impact on the community.
- Traders have the relevant qualifications and insurances in place.
- Traders have appropriate risk and safety management plans in place.
- There is a process in place for assessment and authorisation by the City.
- The reserves and foreshores are managed appropriately and safely.

### **Submission**

The City recently forwarded a license and conditions to one of the successful operators (Elemental Surf) on 21 October 2013. The owner of Elemental Surf, Mrs. Caroline Bradley, has since written to the City (See attachment 1) requesting the Council to amend the conditions set within the license.

### **Report**

Following the adoption of the Recreation Traders Policy in June, the City's administration implemented a process for traders to formally seek approval from the City to conduct authorised activities on Council managed reserves and foreshores.

On 23 July 2013, expressions of interest were called for Kite Surfing Schools wishing to operate a commercial business at Woodman Point. The City advertised the expressions in the Cockburn Gazette, on the City's website and informed known operators in the area of the process to apply. Applications closed on 30 August at 5.00pm with six submissions received for evaluation as outlined below.

#### Applicant's Name:

Elemental Surf:

Kite Surf SUP:

Loose Kites:

Ocean Adventures:

Perth Kite Surfing School:  
Soulkite:

Following the closing of expressions of interest, a panel of members was formed to evaluate the submissions received. The panel was selected to ensure there was a wide range of experience from staff that had a broad understanding of specific aspects relevant to the licence. The following staff members appointed to the panel were:

Name and Position

Mr Adrian Lacquiere - Recreation Services Coordinator  
Mr Phillip Oorjitham - Environmental Health Coordinator  
Mr Bruce Mentz - Ranger & Community Safety Services Manager  
Mr Anton Lees - Manager Parks & Environment  
Mr Nathan Johnston - Recreation Development Officer

The City also invited Mr Darren Ellis (President) and Mr Drew Norton (Vice President) of the WA Kite Surfing Association (WAKSA) to provide a briefing to the panel prior to the panel making a decision. The representatives from WAKSA did not take part in the evaluation process and verbally confirmed they had no conflicting interests with any of the schools who had made a submission. WAKSA provided the panel with enough information for the members to comfortably make an informed decision on the number of licences and the conditions that should apply. The representatives from WAKSA recommended the following to be considered:

1. The best location to teach kite surfing is from the main beach that faces south.
2. Instructors must be accredited with the International Kite Boarding Organisation or British Kite Surfing Association.
3. Suggest maximum 2 instructors per school and no more than two clients per instructor.
4. No more than three schools operating at Woodman Point.
5. Schools to operate no closer than 100m and must allow room for other schools to operate.
6. When classes should not take place due to wind strength.

In assessing the 6 submissions the panel took into account the history of the schools, risk management, safety, environmental issues and overall operations. The decision to award licences to 3 schools was based on the information provided by WAKSA who confirmed that up to 3 schools could operate safely along a 1km stretch of beach on the southern side of Woodman Point subject to the considerations advised above.

On the completion of the panel's assessment of all applications the following operators were ranked as the top three and subsequently would be awarded licences up to May 2014, with extension subject to an internal review.

- Elemental Surf
- Kite Surf SUP
- Perth Kite Surfing School

The City wrote to above operators on Friday 11 October 2013, advising that they were the successful applicants for a Recreation Traders Licence to conduct kite surfing lessons at Woodman Point, subject to payment of the licence fee of \$1,500.

Prior to the official licence being sent to Elemental Surf, on 15 October the City received email correspondence from Elemental Surf owner Mrs Caroline Bradley in regards to her concerns on the restrictions being placed on the number of instructors and participants per school. The City responded on 17 October advising that the conditions on the number of instructors would remain for this season and reiterated that a review would occur in May 2014 on the licences issued. Mrs Bradley advised that she would seek to appeal the conditions set within the licence and was advised to write to the City to raise the matter for consideration. Mrs Bradley has since written to the City requesting the following matters as be formally considered by Council:

1. Limit the number of schools to 1 or 2 schools only, allowing Elemental Surf to keep their regular number of instructors.
2. Re-evaluate the commercial operating zone and decrease the size given the close proximity to the dog beach.

Under policy SC52 clause (n), Council reserves the right '*to withdraw permission for the use of the site, to alter the location of the site and/or vary conditions of use in relation to any Recreational Traders Licence issued*'.

The decision to allow up to three commercial operators was based on the advice received from WAKSA who were specifically asked how many licences the foreshore could accommodate. Over the past years there have been reports of up to 8 schools in operation at Woodman Point and therefore the panel restricted the number of operators to 3, in accordance with the WAKSA recommendation. The number of instructors was restricted to a maximum of 2 per school at any one time with a maximum of 2 participants per instructor. This was deemed fair and appropriate by the panel members and allowed a controlled maximum number of clients being taught within the area at any one time. The area allowed for the commercial operators stretches approximately 1km with a condition that the schools remain at least



100m apart. It was considered safe to allow up to 6 instructors with up to 2 students per instructor giving a total of 12 students on the beach at any one time.

Mrs Bradley has been operating Elemental Surf at the site without authority for a number of years and had requested between 4-5 instructors in her application. The condition set by the City to have a maximum of 2 instructors with a maximum of 2 students per instructor (Attachment 2) was based the maximum recommended number of schools operating at the same time allowing for a safe environment for lessons to be taught. If the request to reduce the number of licences to 2 instead of 3 is supported, the City could allow a maximum of 3 instructors per licence. That is maintaining the maximum of 12 students at any one time. Should Council resolve as such, a reassessment of the submissions received would be required and one licence withdrawn.

The Woodman Point location also has a stretch of approximately 450m as a gazetted dog exercise area as outlined on Attachment 3. Mrs Bradley considers that kite surfing should not be taught where there are dogs present due to the risk of dogs disrupting lessons. The City is unaware of any incidents and has received no reports to date in regards to conflict between dogs and kite surfers however as a matter of due diligence the City staff will monitor any potential conflicts between schools and the dog exercise area over the coming licence period. Should any conflicts of concern arise the City would reserve the right to alter conditions or reduce the number of licences according to the circumstances. The area is not a heavily used dog exercise area and tends to be even less popular when there are high wind conditions that suit kite surfing.

## **Strategic Plan/Policy Implications**

### **Growing City**

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

### **Community & Lifestyle**

- Promotion of active and healthy communities.

### **Leading & Listening**

- A responsive, accountable and sustainable organisation.
- A culture of risk management and compliance with relevant legislation, policy and guidelines

### **Budget/Financial Implications**

Licence Fees of \$1500 per annum income to the City.

### **Legal Implications**

The City of Cockburn Local Laws requires commercial operators to be licensed to regulate this activity. Licensees are required to have current Public Liability Insurance coverage of \$10 million.

### **Community Consultation**

Expressions of Interest were invited in the Cockburn Gazette and on Council's website from 23 July – 30 August 2013.

### **Attachment(s)**

1. Letter from Elemental Surf owner, Mrs Caroline Bradley.
2. Copy of Licence conditions.
3. Dog Exercise Area map.

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

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 14 November 2013 Council Meeting.

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

Nil.

## **18. EXECUTIVE DIVISION ISSUES**

## **19. MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN**

## **20. NOTICES OF MOTION GIVEN AT THE MEETING FOR CONSIDERATION AT NEXT MEETING**

## **21. NEW BUSINESS OF AN URGENT NATURE INTRODUCED BY COUNCILLORS OR OFFICERS**

## **22. MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE**

## **23. CONFIDENTIAL BUSINESS**

**23.1 (OCM 14/11/2013) - MINUTES OF THE CHIEF EXECUTIVE OFFICER PERFORMANCE & SENIOR STAFF KEY PROJECTS APPRAISAL COMMITTEE - 5 NOVEMBER 2013****RECOMMENDATION**

That Council receive the Minutes of the Chief Executive Officer Performance and Senior Staff Key Projects Appraisal Committee Meeting held 5 November 2013, as attached to the Agenda, and adopt the recommendations therein.

**COUNCIL DECISION****Background**

The Chief Executive Officer Performance and Senior Staff Key Projects Appraisal Committee met on 5 November 2013. The minutes of that meeting are required to be presented to Council and its recommendations considered by Council.

**Submission**

The minutes of the Committee meeting are attached to the Agenda. Items dealt with at the Committee meeting form the basis of the Minutes.

**Report**

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

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

- A skilled and engaged workforce.
- A culture of risk management and compliance with relevant legislation, policy and guidelines.

**Budget/Financial Implications**

Committee Minutes refer.

**Legal Implications**

Committee Minutes refer.

**Community Consultation**

N/A

**Attachment(s)**

Minutes of the Chief Executive Officer Performance and Senior Staff Key Projects Appraisal Committee 5 November 2013 are provided to the Elected Members as confidential attachments.

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

The CEO and Senior Staff have been advised that this item will be considered at the 14 November 2013 OCM.

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

Committee Minutes refer.

**24. (OCM 14/11/2013) - RESOLUTION OF COMPLIANCE (SECTION 3.18(3), LOCAL GOVERNMENT ACT 1995)**

**RECOMMENDATION**

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

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

**COUNCIL DECISION**

**25. CLOSURE OF MEETING**

## CITY OF COCKBURN

### SUMMARY OF MINUTES OF THE GRANTS & DONATIONS COMMITTEE MEETING HELD ON TUESDAY, 15 OCTOBER 2013 AT 6:00 PM

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## CITY OF COCKBURN

### MINUTES OF THE GRANTS & DONATIONS COMMITTEE MEETING HELD ON TUESDAY, 15 OCTOBER 2013 AT 6:00 PM

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#### PRESENT:

Mr K Allen	-	Deputy Mayor (Presiding Member)
Mr L Howlett	-	Mayor
Mr T Romano	-	Councillor
Mrs C Reeve-Fowkes	-	Councillor
Mrs V Oliver	-	Councillor
Ms L Smith	-	Councillor

#### IN ATTENDANCE:

Mr R. Avard	-	Manager, Community Services
Ms C. Robinson	-	Grants & Research Officer

#### 1. DECLARATION OF MEETING

6:18pm.

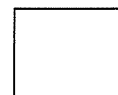
#### 2. APPOINTMENT OF PRESIDING MEMBER (If required)

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

No written declarations of interests were received. Cllr L Smith verbally declared a conflict of interest in a portion of Item 9.1 as Chief Executive Officer of Halo Leadership and Development College Inc. It was decided by the Committee that the portion of Item 9.1 relating to Halo Leadership and Development College be considered at the beginning of item 9.1 and that Cllr L Smith leave the room during this time. Cllr L Smith could then return to the room to debate and vote on the remainder of Item 9.1.

#### 4. APOLOGIES & LEAVE OF ABSENCE

Mr B Houwen	-	Councillor
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5. CONFIRMATION OF MINUTES

5.1 **(MINUTE NO 70) (GAD 15/10/2013) - MINUTES OF THE GRANTS AND DONATIONS COMMITTEE MEETING - 16/07/2013 (ATTACH)**

**RECOMMENDATION**

That the minutes of the Grants and Donations Committee meeting held on 16 July 2013 be adopted as a true and accurate record.

**COMMITTEE RECOMMENDATION**

MOVED Cllr T Romano SECONDED Mayor L Howlett that Council adopt the Minutes of the Grants and Donations Committee Meeting held 16 July 2013 as a true and accurate record.

**CARRIED 6/0**

**COUNCIL DECISION**

6. DEPUTATIONS & PETITIONS

Nil

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

Nil

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

Nil



9. COUNCIL MATTERS

9.1 **(MINUTE NO 71) (GAD 15/10/2013) - GRANTS AND DONATIONS COMMITTEE RECOMMENDED ALLOCATIONS 2013/2014 (162/003) (R AVARD)**

**RECOMMENDATION**

That Council adopt the grants, donations, and sponsorship allocations for 2013/14 as attached to the agenda.

**COMMITTEE RECOMMENDATION**

MOVED Clr C Reeve-Fowkes SECONDED Clr T Romano that Council adopt the grants, donations and sponsorship allocations for 2013/14 as attached to the agenda.

**CARRIED 6/0**

AT THIS POINT CLR L SMITH LEFT THE MEETING, THE TIME BEING 6:19PM.

CONFLICT OF INTEREST - THE NATURE OF INTEREST IS THAT CLR L SMITH IS THE CHIEF EXECUTIVE OFFICER OF HALO LEADERSHIP DEVELOPMENT COLLEGE INC.

AMENDMENT TO MOTION

MOVED Clr Reeves-Fowkes SECONDED Mayor L Howlett that the recommended donation of \$8,000 to Halo Leadership Development College Inc. be adopted.

**AMENDMENT CARRIED 5/0**

CLR L SMITH RETURNED TO THE MEETING, THE TIME BEING 6:21PM.

AMENDMENT TO MOTION

MOVED Mayor L Howlett SECONDED Clr L Smith that Council:

adopt the grants, donations and sponsorship allocations for 2013/14 as attached to the agenda with the below amendment:

- 1) An increase in the recommended donation to Returned Services League – City of Cockburn to \$10,000.

**AMENDMENT CARRIED 6/0**



AMENDMENT TO MOTION

MOVED Mayor L Howlett that Council:

adopt the grants, donations and sponsorship allocations for 2013/14 as attached to the agenda with the below amendment:

- 1) An increase in the recommended donation to Trainingship Cockburn Navy Cadets to \$3,000.

**AMENDED MOTION LAPSED FOR WANT OF A SECONDER**

AMENDMENT TO MOTION

MOVED Clr C Reeve-Fowkes SECONDED Clr L Smith that Council:

adopt the grants, donations and sponsorship allocations for 2013/14 as attached to the agenda with the below amendment:

- 1) An increase in the recommended donation to Trainingship Cockburn Navy Cadets to \$2,000.

**AMENDMENT CARRIED 6/0**

AMENDMENT TO MOTION

MOVED Mayor L Howlett SECONDED Clr L Smith that Council:

adopt the grants, donations and sponsorship allocations for 2013/14 as attached to the agenda with the below amendment:

- 1) An increase in the recommended donation to Cockburn Central YouthCARE Council to \$10,500.

**AMENDED MOTION LOST ON CASTING VOTE OF PRESIDING MEMBER 4/3**

AMENDMENT TO MOTION

MOVED Clr K Allen SECONDED Clr T Romano that Council:

adopt the Officer's recommended donation to Cockburn Central YouthCARE Council of \$9,000.

**AMENDMENT CARRIED BY CASTING VOTE OF PRESIDING MEMBER 4/3**



**AMENDMENT TO MOTION**

MOVED Mayor L Howlett SECONDED Cllr L Smith that Council:

adopt the grants, donations and sponsorship allocations for 2013/14 as attached to the agenda with the below amendment:

- 1) An increase in the recommended donation to the Southern Lions Rugby Union Football Club to \$12,500.

**AMENDMENT CARRIED 6/0**

**COUNCIL DECISION****Reason for Decision**

The Returned Services League – City of Cockburn have only received a relatively small increase in their donation from the City since 2007. The increase in the recommended donation from \$9,000 to the requested \$10,000 will support the group to continue their valuable service without being effected by price increases resulting from CPI increase.

The Committee noted that the Trainingship Cockburn Navy Cadets were a beneficial organisation in the community and therefore decided to support this application for \$2,000. Due to the donation received by the group in March 2013 to help them to increase their appeal to the community; the Committee would like to see the group achieve an increase in cadet numbers prior to receiving any further donations in the 2014/15 financial year. The Committee has also requested further detail on the use of the donated funds prior to any further consideration of funds in the 2014/15 financial year.

It was recommended to provide a donation of \$9,000 to Cockburn Central YouthCARE Council as per the officer's recommendation to keep in line with what is provided to other similar programs.

The Cockburn 7s Rugby Invitation Tournament 2014 will be a highly valuable event run in the City of Cockburn attracting over 2000 members of the public, therefore the increase in the recommended



donation from \$7,000 to the requested \$12,500 Naming Rights Sponsorship is recommended.

### **Background**

Council has approved a budget for Grants and Donations for 2013/14 of \$1,013,164. The Grants and Donations Committee is empowered to recommend to Council how these funds are to be distributed. At its meeting of 16 July 2013 the Committee recommended a range of allocations of grants, donations and sponsorship which were duly adopted by Council on 8 August 2013.

The September 2013 round of grants, donations and sponsorship funding opportunities has now closed and the Committee is to consider the following applications for donations and sponsorship.

### **Submission**

N/A

### **Report**

The September 2013 round of grants, donations and sponsorship funding opportunities was advertised to close on 30 September 2013. A total of 22 applications were received including 6 applications for Community Grants and 1 application for a Sustainable Events Grant which have been reviewed under the delegated authority of the Manager Community Services. The remainder include 10 applications for Donations and 5 applications for Sponsorship to be considered by the Committee.

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

### **Committed/Contractual Donations**

There are no new committed or contractual donations to consider.

### **Donations**

Applicant: Pets of Older Persons (POOPS)

Requested: \$600.00

Recommended: \$600.00

Pets of Older Persons Western Australia Inc (POOPsWA) was founded in 2010 and has 103 volunteers who provide support to elderly (or otherwise disabled) to enable them to sustain an ongoing relationship



with their pet. POOPS provides a range of services including home visits, animal feeding, dog walking and transport to/from vet clinics or boarding kennels. POOPS caters specifically for people over 65 years of age who have no relative/friend willing to take responsibility for the pet – or palliative care patients, of any age, in the same situation. Clients are referred by Aged Care Assessment Teams (ACAT), Brightwater, Silver Chain, Hospitals, Doctors and Vets.

In 2012 POOPsWA served 250 clients. This was enabled by 3,075 volunteer working hours including travelling 22,663 kilometres. Currently 5 of the POOPsWA volunteers are Cockburn residents who spent over 160 hours and nearly 3,000kms attending to clients in the Cockburn area in the first six months of 2013. This is expected to increase in the second half of 2013 as POOPsWA as recently launched their Coastal South Service reaching from Cockburn to Peel.

POOPsWA currently receives donations from City of Rockingham, Department of Families, Housing, Community Services and Indigenous Affairs, Sidney Myer Foundation and Private Donations. POOPsWA have requested a donation from the City of Cockburn to the value of \$600.00. It is recommended to support this application for the requested amount of \$600, subject to the organisation joining the City of Cockburn Volunteer Resource Centre and liaising with Cockburn Community Care for referrals.

Applicant: St Vincent De Paul Society Yangebup Conference

Requested: \$7,500.00

Recommended: \$5,000.00

St Vincent De Paul Society Yangebup Conference is a volunteer driven charitable organisation. Yangebup Conference helps out families in need in the Suburbs of Atwell, Success, Aubin Grove, Jandakot, Yangebup, Spearwood and Munster. Families in need are provided with assistance in times of emergency with food; help with bills and rent, furniture and clothing on the guiding principal: "A Hand Up, not a Hand Out". An average of 500 people of 162 families within the City of Cockburn received assistance from Yangebup Conference per year.

St Vincent De Paul Society Yangebup Conference receives an annual donation from Lottery West for the amount of \$5,000.00 and in 2012/3 received other fundraising and donations of just under \$5,000.00.



St Vincent De Paul Society Yangebup Conference has requested a \$7,500.00 donation towards their ongoing costs. It is recommended to support this application for the amount of \$5,000, in line with funding received from other organisations.

Applicant: Returned Services League – City of Cockburn

Requested: \$10,000.00

Recommended: \$9,000.00

The Cockburn branch of the Returned Services League provides service and welfare to the ex-military service community of Cockburn. The group conducts commemorative services on special days throughout the year including the ANZAC Youth Parade. The group also promotes the Anzac history and military service in schools. Previous funding received by the City of Cockburn includes:

March 2007	–	\$7,500
October 2007	–	\$8,000
September 2008	–	\$8,000
September 2009	–	\$8,000
September 2010	–	\$8,300
September 2011	–	\$8,000
September 2012	–	\$9,000

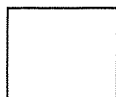
The Cockburn branch of the Returned Services League has requested a \$10,000 donation for its activities and operating costs. It is recommended to support this donation for \$9,000 to reflect the previous year's donation.

Applicant: Portuguese Cultural and Welfare Centre

Requested: \$5,000.00

Recommended: \$0.00

The Portuguese Cultural and Welfare Centre (PCWC) provide support to community members of Portuguese speaking background. Support



services include advocacy and interpretive services to those who need help in dealing with service providers such as Centrelink, Fremantle Hospital and Silverchain. The group provide vehicle/transport support and weekly lunches to the elderly whilst providing respite for their carers.

The PCWC relies heavily on the fundraising efforts of volunteers. The group has requested a \$5,000.00 donation to ease the burden on volunteers who are tired of constant fundraising efforts. The application stated that a contribution from the City would allow the centre to continue to operate and not be shut down due to lack of funds. Previous funding received by the City of Cockburn includes:

2007	-	\$10,000 (Kitchen Installation)
September 2012	-	\$2,000.00

The PCWC also receives significant support from the City through heavily subsidised operational costs including electricity and maintenance costs, via an annual donation provided to the Old Jandakot School Management Committee.

Given concerns raised in previous meetings regarding the governance and accountability of the PCWC, it is recommended to provide this group with the opportunity to submit an application for a Community Grant which will allow for more accountability through the acquittal process and additional officer support. This Community Grant may be submitted and assessed under Delegated Authority prior to the next funding round in March 2014.

Applicant: Cockburn Community & Cultural Council

Requested: \$9,000.00

Recommended: \$9,000.00

The Cockburn Community & Cultural Council supports, sponsors and promotes artistic, cultural and leisure activities within the City of Cockburn. This group has received an annual donation for several years to assist with operating costs. Previous funding by the City of Cockburn includes:

October 2006	-	\$7,500
October 2007	-	\$8,000





September 2008	-	\$8,000
September 2009	-	\$8,600
September 2010	-	\$9,000
September 2011	-	\$9,000
September 2012	-	\$9,000

The council has requested a donation of \$9,000, which is recommended for approval.

Applicant: Yangebup Family Centre Inc

Requested: \$9,500.00

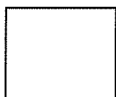
Recommended: \$9,500.00

The Yangebup Family Centre (YFC) is a community managed not-for-profit organisation committed to providing a diverse range of best value community services for families and individuals living in the Yangebup and surrounding area. Previous funding by the City includes:

October 2007	-	\$5,000
September 2008	-	\$5,000
September 2009	-	\$5,000
September 2010	-	\$5,000
September 2011	-	\$5,000
September 2012	-	\$7,000
September 2013	-	\$3,025 (Alcoa Projects Fund)

The group have also received \$7,000 in funding from the City through the Sustainable Event Grants Program in 2008, 2009, 2010 and 2011 which have been successfully acquitted.

The YFC crèche was established in 2002 to support the need for a craft group at the centre. Previous funding from the City has contributed to providing affordable crèche services to mothers that attend the craft groups. In 2014 the YFC would like to extend their crèche program to provide an additional session. The additional crèche will be available to



parents so they can attend PlayClub with children aged 2-3 years, while younger siblings attend crèche. This will provide an opportunity for parents to interact with their child and meet other families. YFC has therefore requested an increase of \$2,500 on their previous donation to allow them to provide extra crèche places.

The City's Children's Services Department have highlighted that there is a demand for PlayClub in the City of Cockburn that includes the availability of a crèche. It is therefore recommended to support this application for the increased amount of \$9,500.

Applicant: Trainingship Cockburn Navy Cadets

Requested: \$5,000.00

Recommended: \$0.00

Trainingship Cockburn Navy Cadets are a marine based youth development group for ages 12-19 years.

Trainingship Cockburn Navy Cadets offers cadets the opportunity to attain their Recreational Slippers ticket, Basic Sailing qualifications, and Bronze Medallion and Senior First Aid qualifications. Cadets attend several camps each year which are held at other Trainingship Cadets Units and Cadets from all over WA attend these together. Trainingship Cockburn has recently moved into the old SES Building, Kent St, Spearwood of which there is no rent payable by this group. The group also received a \$2,000 donation from the City of Cockburn in March this year to assist them in setting up in their new venue to increase their appeal and visibility to the community.

Trainingship Cockburn Navy Cadets have requested a donation of \$5,000. Due to their rental support and previous funding it is not recommended to support this application.

Applicant: Cockburn Central YouthCARE Council

Requested: \$10,500.00

Recommended: \$9,000.00

The Cockburn Central YouthCARE Council has requested a donation of \$10,500 towards operating costs of its chaplaincy service at



Lakeland Senior High School (LSHS). In previous years, the City has provided the Cockburn Central YouthCARE Council (formerly known as Lakeland District Council) the following:

October 2006	-	\$9,000 (Chaplaincy for LSHS)
October 2007	-	\$9,000 (Chaplaincy for LSHS)
September 2008	-	\$9,000 (Chaplaincy for LSHS)
March 2010	-	\$11,600 (\$9,000 for Chaplaincy LSHS and \$2,600 towards Chaplaincy at Atwell College)
March 2011	-	\$9000
March 2012	-	\$9,000
March 2013	-	\$24,000 (Chaplaincy in four needy primary schools in Cockburn)

It is recommended this chaplaincy program for LSHS is supported again for \$9,000 in line with what is given to other similar programs.

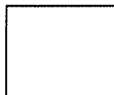
Applicant: Cockburn Toy Library

Requested: \$4,000.00

Recommended: \$4,000.00

The Cockburn Toy Library is a 100% volunteer run service that encourages the sharing of resources such as toys through a loan system to the community. Their membership base varies throughout the year; however this year has seen an increase in numbers from 35 to 52 members. Previous funding received by the City includes:

March 2003	-	\$1,283.00
March 2008	-	\$2,000.00
September 2011	-	\$4,000.00
September 2012	-	\$4,000.00



The Cockburn Toy Library has requested a \$4,000 donation to help with their rental expenses. The funding from the City allows the group to use their income to keep toy supplies in excellent condition and purchase new toys to meet needs within the community. The result is that they have an extensive, relevant and modern toy catalogue that will increase their membership base in the Cockburn community.

The application has the support of the Chief Executive Officer of the Meerilinga Young Children's Foundation Inc and the City's Children's Services Officers. The requested donation of \$4,000 is recommended for approval.

Applicant: Halo Leadership Development College Inc.

Requested: \$8,000.00

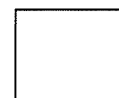
Recommended: \$8,000.0

Halo is a place of excellence that nurtures and inspires positive change. The purpose of Halo is to support and assist young Aboriginal people transform their lives through leadership, training and employment, cultural recovery and healing. Previous funding received by the City includes:

October 2007	-	\$10,000
September 2009	-	\$10,000
September 2010	-	\$15,000
September 2012	-	\$8,000

Halo also receives receive significant support from the City by way of in-kind use of the Joe Cooper Centre with an estimated value of \$39,000 which has been based on 50% occupancy of two offices and one trophy room; the group also have casual access to the main hall, dance floor and meeting rooms.

Halo has been delivering an award winning young men's program since 2009 of which they receive core funding towards. A recently completed community action plan completed by families from Cockburn, Kwinana and Fremantle identified the need to provide opportunities for young women. Halo have secured a new premises for the Halo women's program and have also secured \$8,000 in funding from the City of Fremantle and are in the final stages of securing \$25,000 in funding



from the Department of Education, Employment and Workplaces Relations to run the new women's program. Halo has requested a donation of \$8,000 from the City of Cockburn towards administration and running costs of the new women's program.

It is recommended to support this application for the total amount of \$8,000, on the condition that at least 50% of the program participants are residents of the City of Cockburn.

### **Sponsorships**

Applicant: Keep Australia Beautiful National Association

Requested: \$4,000.00

Recommended: \$4,000.00

The Keep Australia Beautiful National Association (KABNA) aims to lead, challenge and inspire all Australians to strive for a sustainable and litter free environment.

KABNA run the Australian Sustainable Cities Awards to encourage, motivate and celebrate the achievements of urban communities across Australia who foster sustainable behaviours and a litter-free environment.

The City was successful in winning the Keep Australia Beautiful Councils (KABC) National Sustainable Cities Award in 2012. The award was presented in Sydney. A number of dignitaries, Mayors and elected members from Council throughout Australia attended the event. The winner of the award traditionally hosts the event the following year, therefore the City have the honour of hosting the 2013 awards which will be at the Coogee Beach Surf Life Saving Club on the 18<sup>th</sup> of November 2013.

The 2013 awards are expected to generate significant media and awareness of the event and an opportunity for councils and other organisations from across Australia to share sustainability best practice. The event will attract up to 120 delegates representing all Australian States and Territories, including young people (U25) through a youth subsidy and the 'Young Legends' award category.

KABNA have requested a \$4,000 sponsorship from the City of Cockburn towards the total event costs of \$15,000.



The sponsorship will be widely promoted through e-News articles, pre event media across Australia, KABNA website and social media. The City will be given presenting rights to a selected category and recognition as an event sponsor, including branding on all event collateral.

Keep Australia Beautiful required a decision prior to the November Council meeting. Due to the excellent opportunity to showcase the local area, the Manager of Community Services sought the support of the Chair of the Grants and Donations Committee to approve this application prior to the October Grants and Donations Committee Meeting. The Chair of the Grants and Donations Committee has provided support for this application to the value of \$4,000, to be ratified by Council at the November 2013 Ordinary Council Meeting. The approval of this application is also supported by the City of Cockburn CEO and Manager of Environment Services.

Applicant: Beeliar Primary School P&C

Requested: \$500.00

Recommended: \$500.00

Beeliar Primary School P&C are planning to hold a community fete in April 2014. The aims of the fete are to raise money which will help the P&C reach its goal of providing extra resources for all students. The 2012 fete attracted 3000 people with the majority being families, however they are hoping to attract a wider audience than in previous years and are planning on promoting the event to all residents in Cockburn.

Beeliar P&C have requested a \$500 sponsorship from the City which will be used to cover all the printing, signage and marketing costs. In return for the Sponsorship the City of Cockburn will receive recognition via Facebook, the School's Newsletter, regular shout outs over PA and logo inclusion on the Sponsors board on fete day. In addition, on fete day, the City can display signage and hold a promotional stall.

It is recommended to support this application for the amount of \$500.



Applicant: Southern Lions Rugby Union Football Club

Requested: \$12,500.00

Recommended: \$7,000.00

The Southern Lions Rugby Union Football Club (SLRUFC) is a not-for-profit sporting club based at Success Regional Sports Facility. The Club has over 500 members ranging from representative teams in the Under 6s to Under 16s, Under 18s, Women's, Men's and the Golden Oldies Divisions, with the majority calling the City of Cockburn home.

The SLRUFC hosted the successful inaugural Cockburn 7s Rugby Invitation Tournament in 2013 which saw 18 teams from all over Perth come to Success Regional Sporting Facility along with 1500 fans. The SLRUFC is now seeking financial support from the City of Cockburn to assist with the costs of hosting the 2014 Cockburn 7s Rugby Invitation Tournament in February 2014. SLRUFC have already received confirmation of attendance from the Malaysian Team the Borneo Eagles and are sending official invitations to all Rugby WA Teams, including all Premier Teams, Schools, WA Police, Navy and Army, as well as all Sydney based Premier Grade Teams. SLRUFC are expected a minimum of 24 teams including International, National and WA based teams to participate in their 2014 tournament, attracting over 2000 members of the public.

The SLRUFC have requested a naming rights Sponsorship from the City of Cockburn, to the value of \$12,500. If successful the City's will benefit from inclusion on all event advertising including local media coverage via radio and newspapers, logo inclusion on event signage, opportunity to display signage at the event and logo inclusion and sponsor recognition on advertising and promotional material.

A report detailing the proposed naming right sponsorship outcomes of the 2014 event is attached. The SLRUFC are supported by Duchenne Foundation Australia and Act-Belong-Commit, Mentally Healthy WA. It is recommended to support this Sponsorship for the amount of \$7,000 to reflect 30% of the total cost of the event, in line with what has been given to similar naming rights sponsorships.

Applicant: Coogee Jetty to Jetty

Requested: \$13,000.00



Recommended: \$10,000.00

The Cockburn Masters Swimming Club Inc. and Rotary Club of Cockburn Inc. jointly organise the annual Coogee Jetty to Jetty Swim. The City of Cockburn has assisted this event in previous years:

October 2007	–	\$1,000
September 2008	–	\$2,000
September 2009	–	\$2,000
September 2010	–	\$3,500
September 2011	–	\$10,000 (Naming Rights Sponsor)
March 2012	–	\$10,000 (Naming Rights Sponsor)

The Coogee Jetty to Jetty Swim continues to grow and has become a well-known and well supported event within Cockburn attracting in excess of 500 entrants from across WA. This year the group has requested naming right sponsorship of \$13,000 for the 2014 event. A report detailing the proposed naming right sponsorship outcomes of the 2014 event is attached. This proposal is supported by Francis Logan. It is recommended to approve this sponsorship application for \$10,000 as per the last event, subject to the event being renamed to “City of Cockburn Jetty to Jetty” to reflect the naming rights sponsorship given.

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

#### **Community & Lifestyle**

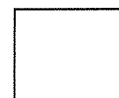
- Community environments that are socially cohesive and embrace diversity.
- Communities that take pride and aspire to a greater sense of community.
- Promotion of active and healthy communities.

#### **Leading & Listening**

- A responsive, accountable and sustainable organisation.

### **Budget/Financial Implications**

Council approved a budget for grants and donations for 2013/14 of \$1,013,164. Following is a summary of the proposed grants, donations and sponsorship allocations.





Committed/Contractual Donations	\$415,824
Specific Grant Programs	\$414,340
Donations	\$138,000
Sponsorship	\$45,000
Total	\$1,013,164

### **Legal Implications**

Nil.

### **Community Consultation**

In the lead up to the September 2013 round, grants, donations and sponsorship funding opportunities were promoted through the local media and Council networks. The promotional campaign has comprised of:

- Three advertisements running in the City of Cockburn Gazette's City update on 20/08/13, 03/09/13 and 17/09/13.
- Four advertisements running fortnightly in the City of Cockburn Email Newsletter.
- Half Page advertisement in the August 2013 Soundings.
- Promotion to community groups through the Community Development Service Unit email networks and contacts.
- All members of the Cockburn Community Development Group, Regional Parents Group and Regional Seniors Group have been encouraged to participate in the City's grants program.
- Additional Advertising through Community Development Promotional Channels:
  - Community Development Calender distributed to all NFP groups in Cockburn
  - Community Development ENews which goes out monthly

### **Attachment(s)**

1. Revised Summary of Grants, Donations & Sponsorship Recommended Allocations 2013/14.
2. Coogee Jetty to Jetty Swim Sponsorship Proposal 2014.
3. Southern Lions Rugby Union Football Club Sponsorship Proposal 2014.

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

Applicants have been advised that that will be notified of the outcome of their applications following the November 2013 Council Meeting.



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

Nil.

**10. MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN**

Nil

**11. NOTICES OF MOTION GIVEN AT THE MEETING FOR CONSIDERATION AT NEXT MEETING**

Nil

**12. NEW BUSINESS OF AN URGENT NATURE INTRODUCED BY DECISION OF MEETING BY COUNCILLORS OR OFFICERS**

Nil

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

Nil

**14. CONFIDENTIAL BUSINESS**

Nil

**15. CLOSURE OF MEETING**

6:56pm

**CONFIRMATION OF MINUTES**

I, ..... (Presiding Member) declare that these minutes have been confirmed as a true and accurate record of the meeting.

Signed: ..... Date: ...../...../.....



Figure 1: Location Plan

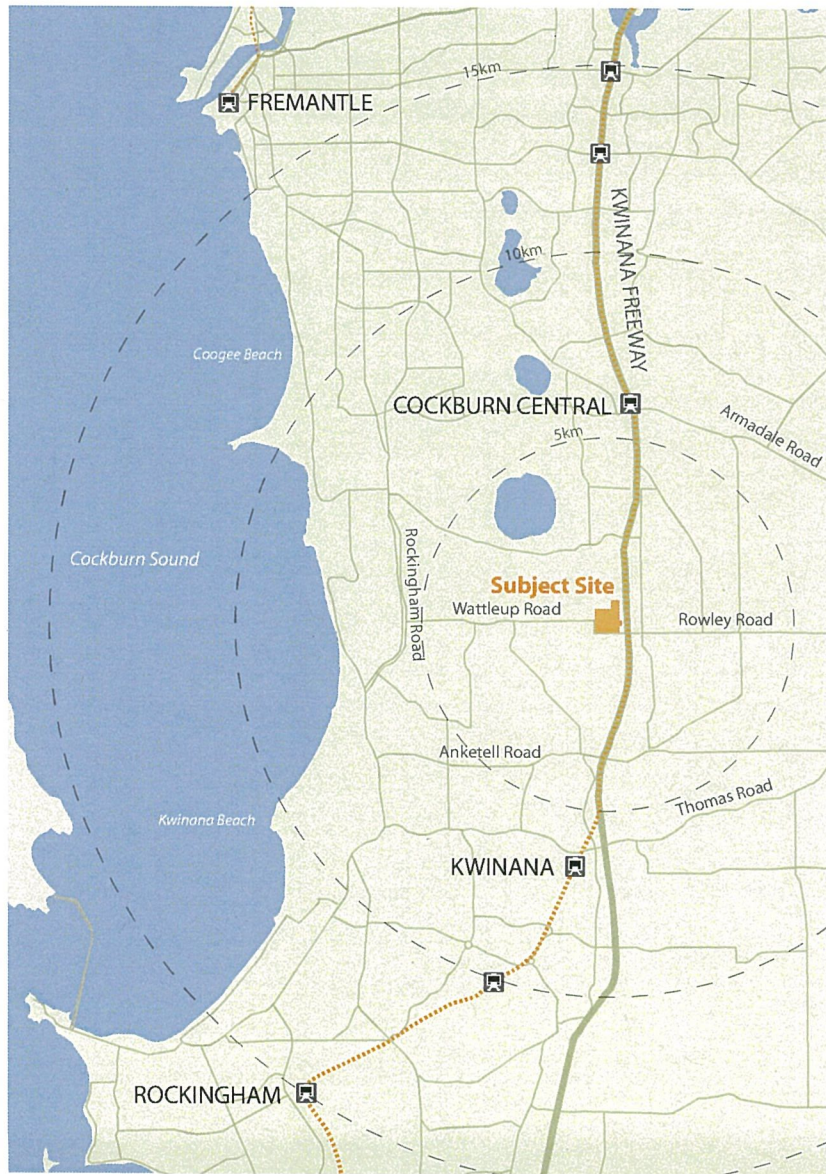


Figure 2: Context Plan

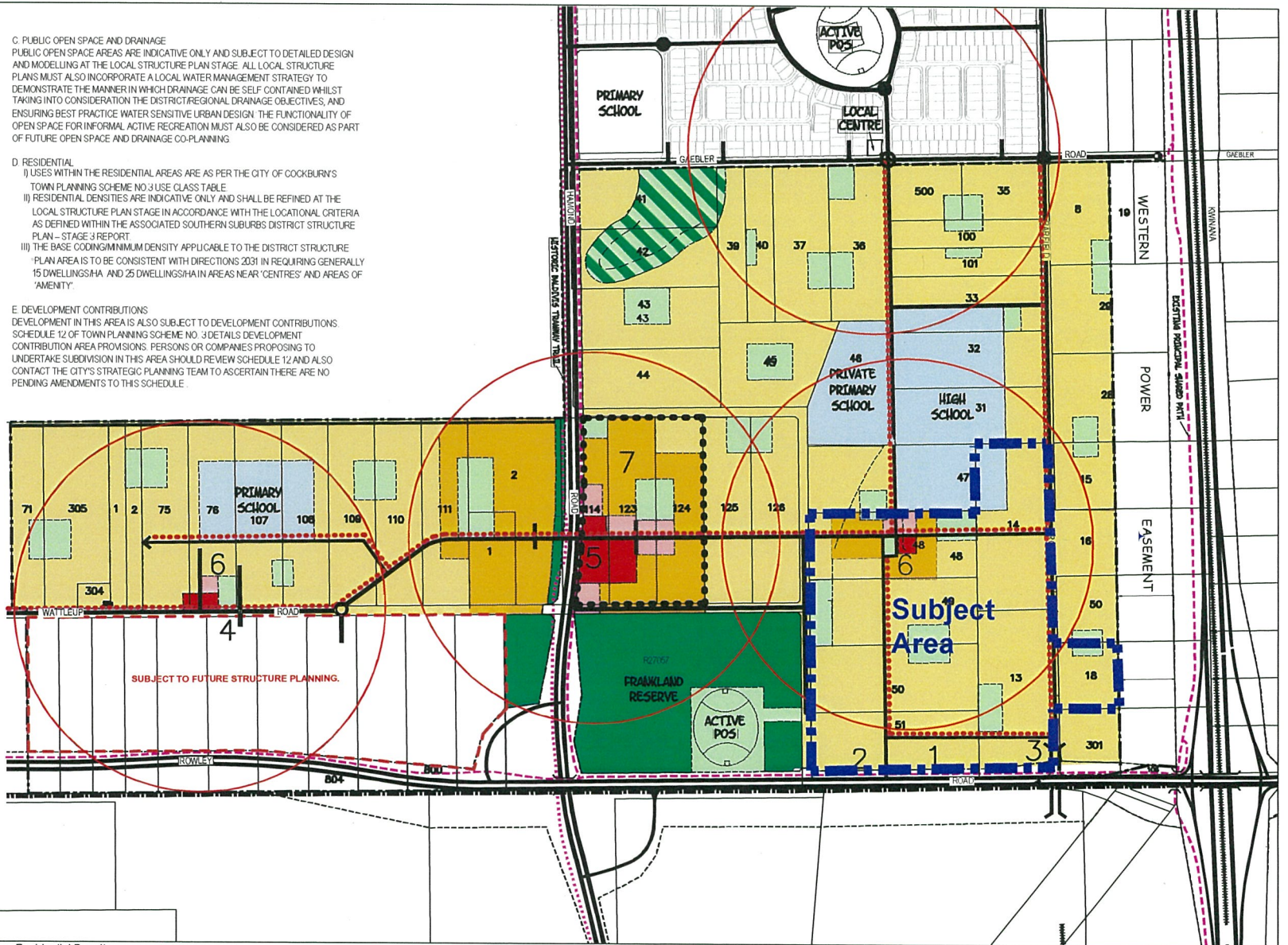




**PLAN NOTES**

- FUTURE RESIDENTIAL DEVELOPMENT SHALL NOT DIRECTLY ABUT ROWLEY ROAD. FUTURE LOCAL STRUCTURE PLANNING IS TO DEMONSTRATE A SUITABLE INTERFACE TREATMENT (E.G. ENLARGED SERVICE ROAD DESIGN WITH FRONTING RESIDENTIAL DEVELOPMENT AS A MINIMUM) BEING PROVIDED TO THE FUTURE ROWLEY ROAD FREIGHT ACCESS ROUTE.
  - FUTURE ACCESS ROAD TO BE PROVIDED AS A FULL INTERSECTION UNTIL ROWLEY ROAD IS UPGRADED AND CONSTRUCTED TO A REGIONAL ROAD AT WHICH TIME THE INTERSECTION WILL BE CONVERTED AND MAINTAINED AS LEFT INLET OUT ACCESS ONLY. (SUBJECT TO MAIN ROADS WA APPROVAL)
  - AS PART OF THE UPGRADE OF ROWLEY ROAD, GRADE SEPARATED PEDESTRIAN AND VEHICULAR ACCESS IS TO BE PROVIDED AS A CONTINUATION OF BARFIELD ROAD, IN ORDER TO MAINTAIN CONNECTIVITY BETWEEN FUTURE DEVELOPMENT TO THE SOUTH OF ROWLEY ROAD THIS MAY BE FURTHER RATIONALISED THROUGH SUBSEQUENT LOCAL STRUCTURE PLANNING TO DETERMINE HOW THIS SPECIFIC ACCESS IS CREATED.
  - 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 WITH THE FUTURE DEVELOPMENT OF NON-RESIDENTIAL LAND USES IN THE CELL SOUTH OF WATTLEUP ROAD MUST BE FULLY CONTAINED WITHIN THE CELL BOUNDARIES.
  - NEIGHBOURHOOD CENTRE - THE DESIGN AND FUNCTION OF THE PROPOSED NEIGHBOURHOOD CENTRE SHALL BE BASED ON MAIN STREET PRINCIPLES AND RELEVANT PROVISIONS OF LIVEABLE NEIGHBOURHOODS. ANY ASSOCIATED LOCAL STRUCTURE PLAN MUST ADEQUATELY DEMONSTRATE THROUGH CONCEPT PLANS AND/OR DETAILED AREA PLANS THE MANNER IN WHICH THE CENTRE ADDRESSES THE REQUIREMENTS OF THE RELEVANT SECTIONS OF THE SOUTHERN SUBURBS DISTRICT STRUCTURE PLAN - STAGE 3 REPORT, AND PARTICULARLY THE NEIGHBOURHOOD CENTRE CONCEPT PLAN PROVIDED WITHIN THE REPORT DOCUMENT.
  - NEIGHBOURHOOD NODES - THE DESIGN AND FUNCTIONALITY OF THE NEIGHBOURHOOD NODES SHALL BE DISTINCTLY DIFFERENT TO THE PRIMACY OF THE NEIGHBOURHOOD CENTRE. THESE LOCATIONS ARE TO PROVIDE FOR A RANGE OF MORE LOCALLY FOCUSED ACTIVITIES AND FUNCTIONS. WHERE RETAIL IS PROPOSED, THESE ARE TO NOT EXCEED A MAXIMUM RETAIL FUNCTION OF 300SQM, WITH SUCH FUNCTION BASED UPON A 'CONVENIENCE STORE' TYPE USE.
  - CENTRAL PRECINCT - A COMPREHENSIVE LOCAL STRUCTURE PLAN WILL BE REQUIRED FOR THE CENTRAL NEIGHBOURHOOD CENTRE AND ADJACENT DEVELOPMENT. THE CITY WILL NOT CONSIDER INDIVIDUAL STRUCTURE PLANS IN THIS LOCATION DUE TO THE NEED TO ENSURE THE SUITABLE INTEGRATION OF DEVELOPMENT.
- GENERAL NOTES**
- A. ALL LOCAL STRUCTURE PLANS MUST INCLUDE AND BE INFORMED BY:
- DETAILED LWMS BASED UPON REGIONAL DRAINAGE STUDY,
  - DETAILED NOISE MANAGEMENT STRATEGY WHERE LSP ADJOINS ROWLEY ROAD,
  - FIRE MANAGEMENT PLAN WHERE LSP IS LOCATED NEAR ROS OR SIGNIFICANT POS,
  - FLORA AND FAUNA MANAGEMENT PLAN,
  - TRAFFIC MANAGEMENT PLAN,
  - CONTAMINATED SITES & ACID SULPHATE SOILS MANAGEMENT PLAN WHERE REQUIRED,
  - HERITAGE STUDY WHERE LSP INCLUDES FORMER HISTORIC TRAMWAY,
  - TRANSITION AND/OR INTERFACE STRATEGY IN RESPECT OF EXISTING RURAL USES,
  - NEIGHBOURHOOD CENTRE CONCEPT PLAN AND DETAILED AREA PLAN WHERE INCLUDED WITHIN LSP AREA
  - NEIGHBOURHOOD NODE CONCEPT PLAN AND DETAILED AREA PLAN
- B. LOCAL STRUCTURE PLANS SUBDIVISION AND DEVELOPMENT OF THE SUBJECT AREA IS TO BE IN ACCORDANCE WITH AN ENDORSED APPLICABLE LOCAL STRUCTURE PLAN.

- C. PUBLIC OPEN SPACE AND DRAINAGE  
PUBLIC OPEN SPACE AREAS ARE INDICATIVE ONLY AND SUBJECT TO DETAILED DESIGN AND MODELLING AT THE LOCAL STRUCTURE PLAN STAGE. ALL LOCAL STRUCTURE PLANS MUST ALSO INCORPORATE A LOCAL WATER MANAGEMENT STRATEGY TO DEMONSTRATE THE MANNER IN WHICH DRAINAGE CAN BE SELF CONTAINED WHILST TAKING INTO CONSIDERATION THE DISTRICT/REGIONAL DRAINAGE OBJECTIVES, AND ENSURING BEST PRACTICE WATER SENSITIVE URBAN DESIGN. THE FUNCTIONALITY OF OPEN SPACE FOR INFORMAL ACTIVE RECREATION MUST ALSO BE CONSIDERED AS PART OF FUTURE OPEN SPACE AND DRAINAGE CO-PLANNING.
- D. RESIDENTIAL
- USES WITHIN THE RESIDENTIAL AREAS ARE AS PER THE CITY OF COCKBURN'S TOWN PLANNING SCHEME NO. 3 USE CLASS TABLE.
  - RESIDENTIAL DENSITIES ARE INDICATIVE ONLY AND SHALL BE REFINED AT THE LOCAL STRUCTURE PLAN STAGE IN ACCORDANCE WITH THE LOCALATIONAL CRITERIA AS DEFINED WITHIN THE ASSOCIATED SOUTHERN SUBURBS DISTRICT STRUCTURE PLAN - STAGE 3 REPORT.
  - THE BASE CODING/MINIMUM DENSITY APPLICABLE TO THE DISTRICT STRUCTURE PLAN AREA IS TO BE CONSISTENT WITH DIRECTIONS 2031 IN REQUIRING GENERALLY 15 DWELLINGS/HA AND 25 DWELLINGS/HA IN AREAS NEAR 'CENTRES' AND AREAS OF 'AMENITY'.
- E. DEVELOPMENT CONTRIBUTIONS  
DEVELOPMENT IN THIS AREA IS ALSO SUBJECT TO DEVELOPMENT CONTRIBUTIONS SCHEDULE 12 OF TOWN PLANNING SCHEME NO. 3 DETAILS DEVELOPMENT CONTRIBUTION AREA PROVISIONS. PERSONS OR COMPANIES PROPOSING TO UNDERTAKE SUBDIVISION IN THIS AREA SHOULD REVIEW SCHEDULE 12 AND ALSO CONTACT THE CITY'S STRATEGIC PLANNING TEAM TO ASCERTAIN THERE ARE NO PENDING AMENDMENTS TO THIS SCHEDULE.



**City of Cockburn**

GNA 2/05

0 250m  
SCALE 1:12,500

**Residential Density**

- High
- Medium

**Local Centre (Pedestrian Based Retail)**

- Mixed Business / Commercial / Home Based Business
- Community Facilities / Schools etc
- Conservation Category
- Wetland\* \* In accordance with DEC Geomorphic Wetlands Swan Coastal Plain dataset

**Key Open Space Areas:**

- Public Open Space
- Regional Open Space

**Key Road Structure (Existing and Proposed)**

- Major Shared Path
- Historic Baldiavis Tramway Trail
- 400m Walkable Catchment
- Central Precinct

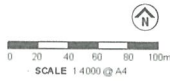
**SOUTHERN SUBURBS DISTRICT STRUCTURE PLAN**  
- STAGE 3, HAMMOND PARK / WATTLEUP



Plan 1: Barfield Road Local Structure Plan

LEGEND

- RESIDENTIAL
- R25 RESIDENTIAL DENSITY CODE
- PUBLIC OPEN SPACE
- LOCAL CENTRE
- HIGH SCHOOL
- PROPOSED BUS ROUTE
- PLANNING CONTROL AREA No. 95
- EXISTING CADASTRE
- INDICATIVE ROAD PAVEMENT
- STRUCTURE PLAN AREA



PART ONE: STATUTORY SECTION

**SCHEDULE OF SUBMISSIONS****PROPOSED LOCAL STRUCTURE PLAN - LOTS 48, 49 & 50 FRANKLAND AVENUE, LOTS 14 & 18 BARFIELD ROAD AND LOTS 13 & 51 ROWLEY ROAD,  
HAMMOND PARK**

No.	Name/address	Submission	Recommendation
1	Western Power GPO Box L921 PERTH WA 6842	<p><b>NO OBJECTION</b></p> <p>1. The planning advice you have provided has been noted in our planning database in advance of our next review of network capacity requirements. During this time, one of our planning officers may contact you to clarify development details.</p> <p>A key planning consideration is to determine whether forecast demand for network capacity, which is comprised mainly of firm network connection applications, is in line with long-term trends or represents a significant change to trend. Relatively large changes in forecast demand will receive close attention.</p> <p>Western Power strives to continually improve the accuracy and timeliness of its planning information. Toward this objective, Western Power presents its plans via the Annual Planning Report (APR) and the Network Capacity Mapping Tool (NCMT)</p> <p>In addition Western Power supplies its NCMT data to the Department of Planning for integration into cross-agency publications and planning tools.</p>	1. Noted. The submission relates to technical information required to be completed by the applicant at the detailed design and subdivision stage.
2	Department of Water PO Box 332 MANDURAH WA 6210	<p><b>NO OBJECTION</b></p> <p>The Department of Water (DoW) has reviewed the application and provides the following advice:</p> <p>1. <u>LWMS - Urban Water Management</u></p> <p>Consistent with Better Urban Water Management (BUWM) (WAPC, 2008) and policy measures outlined in State Planning Policy 2.9, Water Resources, the proposed Local Structure Plan should be supported by a Local Water Management Strategy (LWMS) consistent with the approved Barfield Road Various Lots District</p>	1. Noted.

No.	Name/address	Submission	Recommendation
		<p>Water Management Strategy prior to final approval of the Structure Plan.</p> <p>The LWMS should demonstrate how the subject area will address water use and management. It should contain a level of information that demonstrates the site constraints and the level of risk to the water resources.</p> <p>The DoW reviewed the supporting document, Barfield Road Local Water Management Strategy (LWMS) Revision F (Emerge Associates, June 2013) and it was deemed satisfactory to the DoW, as noted in correspondence to the City of Cockburn dated 2 July 2013. Accordingly, the DoW has no objections to the proposed LSP for the above mentioned lots.</p> <p>An Urban Water Management Plan (UWMP) will be required as a condition of subdivision in the future, in accordance with BUWM (WAPC, 2008) and shall describe and illustrate a greater level of information for storm water design principles and infrastructure to be implemented on site.</p>	
3	S & G Mondello 14 Turret Road WILLETTON WA 6155	<p><b>SUPPORT</b></p> <p>1. I, Salvatore Mondello and Gisella Mondello respond for and on behalf of ourselves and my mother Gina Mondello to the council's request for adjoining land owners comments for the above proposed structure plan.</p> <p>We hereby support the structure plan mentioned above as per the plans and details supplied by the City of Cockburn.</p>	1. Noted.
4	Telstra Locked Bag 2525 PERTH WA 6001	<p><b>NO OBJECTION</b></p> <p>1. At present, Telstra Corporation Limited has no objection.</p> <p>A network extension will be required for any development within the area concerned, the owner/developer will have to submit an application before construction is due to start to NBN Co. or the Telstra Smart Community website: <a href="http://www.telstra.com.au/smart-community/developers/">http://www.telstra.com.au/smart-community/developers/</a></p>	1. Noted. The submission relates to technical information required to be completed by the applicant at the detailed design and subdivision stage.

No.	Name/address	Submission	Recommendation
		<p>More information regarding NBN Co. can be found on their website <a href="http://www.nbnco.com.au/">http://www.nbnco.com.au/</a> . I add this information about NBN Co. as it is not known when services will be available from NBN Co. Telstra may provide services if NBN Co. cannot.</p>	
5	<p>State Heritage Office PO Box 7479, Cloisters Square PERTH WA 6850</p>	<p><b>NO OBJECTION</b></p> <p>1. Thank you for your referral received 20 August 2013 for the abovementioned proposal.</p> <p>I wish to advise that we have no comment in relation to the proposal, as it does not appear to impact upon any place of State cultural heritage significance.</p>	<p>1. Noted.</p>
6	<p>CLE Town Planning PO Box 796 SUBIACO WA 6904</p>	<p><b>NO OBJECTION</b></p> <p>1. CLE Town Planning + Design make the following submission on behalf of the Roman Catholic Archbishop of Perth, being the land owner of Lot 46 Woodrow Avenue, Hammond Park (Lot 46).</p> <p>Lot 46 is located north of the proposed structure plan area and is currently being developed as a private primary school, known as Hammond Park Catholic Primary School.</p> <p>We have reviewed the proposed Barfield Road Local Structure Plan and acknowledge its general consistency with the City of Cockburn Southern Suburbs District Structure Plan – Stage 3, Hammond Park (SSDSP3) in respect to zoning, location of public open space and key road networks.</p> <p>We have no objection to the design of the proposed structure plan and support the approach taken to development contributions outlined in Part 1, Section 10.0 (Operations and Implementation).</p>	<p>1. Noted.</p>
7	<p>City of Kwinana PO Box 21 Kwinana WA 6966</p>	<p><b>NO OBJECTION (subject to conditions)</b></p> <p>Please find below the City's general comments in relation to the proposed Local Structure Plan.</p> <p>1. In a general sense, the City supports the proposed Local Structure Plan as it provides a good balance between the built environment and areas of public open space, the latter being provided in excess of</p>	<p>1. Noted.</p>



No.	Name/address	Submission	Recommendation
		<p>State planning requirements. Furthermore, the configuration of proposed laneway lots enables passive surveillance across areas of public open space.</p> <p>2. The draft Bushfire Management Plan and Noise Impact Assessment provide a sound basis from which to assess the context of the future built environment, particularly the southern and western boundaries of the subject land. The importance of the Frankland Avenue road reserve, which acts as the separation zone between Frankland Park to the west and future dwellings to the east, cannot be understated (and in a similar sense, Rowley Road).</p> <p>3. Section 2.1.1.2 (Flora) – reference to retention of bushland in line with Perth Biodiversity conservation targets suggested.</p> <p>4. Section 2.1.1.3 (Fauna) – to further strengthen the statement regarding the retention of significant trees within road reserves (fourth paragraph), it is suggested that the proposed Local Structure Plan text make reference to AS4970 (Protection of Trees on Development Sites).</p> <p>5. Section 2.5.3 (Rowley Road) – agree with and support the appropriate interface treatment of Rowley Road in accordance with SPP5.4.</p> <p>6. Legend on page 23 (relating to Figure 8: Context and Constraints Plan) needs revising to match the information provided in the Figure.</p>	<p>2. Noted.</p> <p>3. Noted. The proposed Structure Plan provides in excess of the 10% minimum requirement of public open space and includes retention of remnant vegetation.</p> <p>4. Noted. The retention of significant trees will form part of a future subdivision condition in accordance with standard practice.</p> <p>5. Noted.</p> <p>6. Noted. It is considered that the existing legend within figure provides adequate articulation.</p>
8	<p>Gray &amp; Lewis Land Use Planners Suite 5, 2 Hardy Street SOUTH PERTH WA 6151</p>	<p><b>NO OBJECTION (subject to modifications)</b></p> <p>We act on behalf of the owners of Lot 47 Frankland Avenue, Hammond Park which directly abuts the proposed Barfield Road Local Structure Plan to the north.</p> <p>1. Lot 47 has not been included in the Barfield Road Local Structure Plan as the property was not in the same ownership or control as all the other lots contained in the Local Structure Plan. However, given that the land to the north has all been developed in accordance with an approved LSP, including a Catholic Primary School immediately to the north of Lot 47, it makes good sense to include Lot 47 in the</p>	<p>1. Not supported. It is acknowledged that the preparation of a structure plan is a lengthy process which is primarily due to the amount of supporting studies and strategies required to inform its ultimate design and configuration. Structure Plans are most commonly prepared for land which is under separate</p>

No.	Name/address	Submission	Recommendation
		<p>Barfield Road Local Structure Plan to 'round off' the land use proposals for the area.</p> <p>The length of time to prepare and finalise a separate LSP for Lot 47 alone could be up to two years and the absence of any LSP over Lot 47 could significantly impact upon the development of land immediately adjoining the southern and eastern boundaries of Lot 47. In particular, as the City is aware through the Bushfire Protection Policy requirements of the Western Australian Planning Commission in relation to adoption of the Local Structure Plan for Lot 39 Gaebler Road, the lack of structure planning over Lot 47 will result in the need to create a Bushfire Protection Zone of between 20 and 100 metres wide within the Barfield Road Local Structure Plan where it abuts Lot 47. This will effectively 'sterilize' part of the Barfield Road Local Structure Plan.</p> <p>There are other logical planning reasons for inclusion of Lot 47 in the Barfield Road Local Structure Plan now rather than going through a separate Local Structure Plan process, which include: the timely creation of the High School site and the construction of the north-south neighbourhood connector parallel to and east of Frankland Avenue.</p> <p>Furthermore, the City has already reviewed and assessed preliminary plans for Lot 47 and provided comments in respect to road structure and residential density. Therefore, it would not be a matter of just including Lot 47 without any previous evaluation by the City.</p> <p>Further explanation and justification is provided below.</p> <p>2. <u>Background</u></p> <p>Lot 47 Frankland Avenue is zoned Urban under the Metropolitan Region Scheme, and Development (Development Area 9) under the provisions of the City of Cockburn Town Planning Scheme No. 3.</p> <p>The site has direct frontage to Frankland Avenue and has an area of 5.1907 ha. Most of the land comprises native vegetation, with some clearing around the existing dwelling and associated outbuildings –</p>	<p>ownership as it facilitates coordinated development. It is therefore incumbent on landowners to work together in the preparation and submission of structure plans. There is no clear reason as to why Lot 47 could not have been included at an earlier time within the Barfield Road Structure Plan.</p> <p>Inclusion at this late stage would not be possible as all of the supporting studies and strategies used to inform the structure plan's overall design would be incomplete. Matters relating to drainage, environment, traffic and bushfire are site specific and ultimately determine what form structure plans take. In the absence of such supporting studies for Lot 47, the City would not be able to assess the sites suitability for development.</p> <p>There is no guarantee that the inclusion of Lot 47 would improve the timely delivery of the high school site and north-south connector road or northern stages of the Barfield Road Structure Plan. There are numerous lots still undeveloped and not structure planned which are required to cede land for the high school site. Additionally, an endorsed structure plan does not mean subdivision or development is guaranteed to be undertaken as Lot 47 could remain undeveloped for some time at the landowners discretion.</p> <p>The staging plan for the Barfield Road Structure Plan has been developed to take into account potential timeframes for adjoining development and the associated bushfire management plan reflects this reality. Whilst not desirable, there are examples within the SSDSP3 area where lots have remained undeveloped whilst adjoining lots have been subdivided and developed.</p> <p>The City has only viewed a notional plan for Lot 47</p>

No.	Name/address	Submission	Recommendation
		<p>refer Figure 1. The vegetation is no different to the vegetation over the Barfield Road Local Structure Plan area.</p> <p>In October 2012, Gray &amp; Lewis submitted a Draft Indicative Subdivision Plan for Lot 47 to the City in order to undertake preliminary consultation and to provide the City with the opportunity to have input at this early stage.</p> <p>In response, the City advised that "it appears to be generally consistent with the requirements of the City's Southern Suburbs District Structure Plan – Stage 3, and proposed development to the north and south of the site." In addition, the City provided a plan with some comments in relation to density codings. These comments have been used to formulate the Local Structure Plan for Lot 47.</p> <p>3. <u>Proposed Structure Plan For Lot 47 Frankland Avenue</u></p> <p><i>Structure Plan Design</i></p> <p>The proposed Structure Plan for Lot 47 Frankland Avenue, which we have 'inserted' into the Barfield Road Local Structure Plan, has been designed to integrate with the Barfield Road Local Structure Plan having regard for the existing and proposed road network, proposed primary and high school sites, topography, connectivity and surrounding structure plans, in addition to recognising the comments from the City of Cockburn in respect to residential density. The Proposed Structure Plan is included as Figure 3.</p> <p>Whilst the Southern Suburbs District Structure Plan 3 (SSDSP3) prescribes a base density of R30, the City's Planning Department is prepared to accept larger R25 type lots as long as the overall density targets are not compromised. A copy of SSDSP3 is included as Figure 4.</p> <p>Densities proposed in the Structure Plan for Lot 47 are compatible with the proposed Roberts Day Group Structure Plan for Barfield Road. The proposed Structure Plan design for Lot 47 seeks to:</p> <ul style="list-style-type: none"> <li>- Continue the general layout and subdivision pattern proposed in</li> </ul>	<p>sent via email with a request for comment on density and general design. This does not represent the level of assessment required for a structure plan. The City looks forward to receiving a formal structure plan for Lot 47 in due course.</p> <p>2. Noted. The City's initial advice only represents very preliminary views in relation to neighbourhood structure and proposed densities. These comments can therefore not be construed as any form of endorsement or approval for development of the site. It is advised that more comprehensive assessment of the proposal will be undertaken once a formal local structure plan is submitted for the site.</p> <p>3. Noted. As per responses (1.) and (2.) above, matters relating structure plan and subdivision design, public open space and land uses will need to be assessed and considered as part of future structure plan and subdivision applications lodged for the site. It is premature at this stage, in the absence of any formal plans and documents to be providing comment as to their suitability in view of the Southern Suburbs District Structure Plan - Stage 3 (SSDSP3) and adjoining development.</p>

No.	Name/address	Submission	Recommendation
		<p>the adjoining structure plan to the south;</p> <ul style="list-style-type: none"> <li>- Accommodate higher densities in proximity to the high school site and the area of POS;</li> <li>- Provide for a centrally located area of POS generally in accordance with the SSDSP3 with casual surveillance of the POS; and</li> <li>- Identify land for the High School site in accordance with SSDSP3.</li> </ul> <p><i>Indicative Subdivision Plan</i></p> <p>The Indicative Subdivision Plan formed the basis of the Local Structure Plan. The Plan will facilitate future subdivision of Lot 47 to create approximately 48 single residential lots.</p> <p>The Indicative Subdivision Plan has been designed with lot sizes compatible with those already approved in the Hammond Park area, and those proposed as part of the adjoining Barfield Road Structure Plan to the south. Densities will range from R25 to R40.</p> <p><i>Public Open Space</i></p> <p>A Public Open Space area of 3,001m<sup>2</sup> is proposed. This is centrally located as per the SSDSP3 and is opposite the high school site, and represents approximately 10% of the net developable area of Lot 47 (5.19ha – 2.32ha = 2.87ha).</p> <p><i>High School Site</i></p> <p>The eastern portion of Lot 47 Frankland Avenue has been identified for the future development of the high school. This is in accordance with the SSDSP3. The recently completed Hammond Park Catholic Primary School is located immediately to the north of Lot 47.</p> <p>4. <u>SUMMARY</u></p> <p>Whilst Lot 47 falls outside of the proposed Barfield Road Local Structure Plan, there are sound planning arguments for its inclusion within the structure plan area. It is logical to include Lot 47 within the</p>	<p>4. Not supported. As outlined in responses (1.) – (3.) above, the City cannot include Lot 47 as an extension of the current Barfield Road Structure Plan proposal. The applicants have stated that they would only facilitate the inclusion of Lot 47 if it could</p>

No.	Name/address	Submission	Recommendation
		<p>proposed Barfield Road Structure Plan as this will help to secure the creation of the entire high school site and the extension of the north-south neighbourhood road connector in a timely manner.</p> <p>The adoption of the Local Structure Plan including Lot 47 will “round off” the future development of the southern portion of Hammond Park and would recognise the suitability of the land for urban purposes. If subdivision of the adjoining land was to proceed in accordance with the proposed Barfield Road Structure Plan, Lot 47 would be left in “isolation” directly abutting both the primary school and high school sites to the north, and the proposed Barfield Road Structure Plan to the east and south.</p> <p>The inclusion of Lot 47 in the Barfield Road Local Structure Plan will avoid the need to duplicate detailed investigations that have already been undertaken for the Barfield Road Structure Plan area, where the site characteristics are the same as Lot 47.</p> <p>The preparation of a separate Local Structure Plan for Lot 47 could take several years and this will ultimately affect the future development of the high school site, construction of the neighbourhood road connector and the subdivision of land immediately abutting Lot 47 having regard to the Commission’s Planning for Bushfire Policies. The lack of structure planning over Lot 47 will result in the need to create a Bushfire Protection Zone of between 20 and 100 metres wide within the Barfield Road Local Structure Plan where it abuts Lot 47. This will effectively ‘sterilize’ part of the Barfield Road Local Structure Plan.</p> <p>We trust that Council will give due consideration to the inclusion of Lot 47 Frankland Avenue, Hammond Park within the proposed Barfield Road Local Structure Plan. There is a genuine opportunity to “round off” the planning for the area, rather than leaving one lot in isolation.</p>	<p>be guaranteed that there would be no delay in the finalisation of their structure plan and no additional conditions or restrictions being imposed. As the proposed inclusion would necessitate further consultation with government and servicing authorities in particular, additional time would be required to process and finalise the structure plan. This would therefore not be in accordance with the proponent’s conditional consent.</p> <p>It is not clear as to why the landowner did not seek to be included at an earlier date or undertake structure planning simultaneously. If this were the case then it would be likely that the overall design of the northern precinct may be different and a more optimal layout achieved.</p> <p>The City continues to encourage landowners to work together collaboratively in preparing structure plans. However to expect the City to insist on land to be included on a structure plan is considered highly inappropriate unless there were compelling planning reasons driving this. In this case there doesn't appear to be, with a broader district level guidance in place via SSDSP3 and the design of this proposal showing that it does not prejudice how surrounding land develops.</p>
9	Main Roads Western Australia PO Box 6202 EAST PERTH WA 6892	<p><b>OBJECTION</b></p> <p>Main Roads objects to the proposed LSP, the following shall be addressed to gain Main Roads support:</p>	

No.	Name/address	Submission	Recommendation
		<ol style="list-style-type: none"> <li>1. Rowley Road is planned as a major east-west freight route on either side of the Freeway, with a four lane divided carriageway, and Main Roads aims to ensure that this function is protected. The Barfield LSP proposes three access points onto Rowley Rd, only two of these access points are supported. Main Roads maintains its position that the Hammond Rd / Rowley Rd interchange will service the local area adequately, and that all internal road networks shall be configured and oriented around the future Hammond Rd.</li> <li>2. The Barfield LSP Transport Impact Assessment (TIA) proposes a full movement intersection at the junction of the future Road 22 / Rowley Rd / Road A (Mandogalup Station). The connection of Road 22 to Rowley Road is not supported by Main Roads and all access into the Barfield LSP shall be via Hammond Rd and the Left In-Left Out (LILO) roads (Barfield Road and Frankland Avenue). The developers of the Mandogalup Station have been informed that their proposed d finalise the structure plan. This would therefore not be in ce with the proponent's conditional consent.</li> <li>3. Main Roads carriageway design concept for Rowley Rd shows two access points onto Rowley Rd for the area covered by the Barfield LSP. These are Barfield Rd and Frankland Ave, both of which are currently full movement intersections. The ultimate Rowley Rd carriageway design requires that both Barfield Rd and Frankland Ave be limited to LILO only, this shall be reflected in the TIA.</li> <li>4. Main Roads letter in response to the Southern Suburbs District Structure Plan dated the 2th of July, 2012 supported the grade separation of Barfield Rd and Rowley Rd. The grade separation was to take the form of an underpass to enable Barfield Rd to connect with the future Mandogalup Station. This proposal has been omitted from the submitted TIA. The applicant shall be required to amend the TIA to justify why this measure has not been included.</li> <li>5. The road traffic volumes used by the applicant are modelled after 2012 recorded volumes. The Western Australian Planning Commission's Guidelines for Transport Impact Assessment (Structure Plans) states that future traffic modelling must align with either DoP's STEM model or MRWA's ROM model, in this case 2031 modelling</li> </ol>	<ol style="list-style-type: none"> <li>1. Supported (in part). The three road connections to Rowley Road proposed by the Barfield Road Structure Plan (two of which are existing) serve only a short to medium term function and prior to the upgrading of Rowley Road to a strategic freight route. The applicant is aware that the proposed connections will be required to be rationalised once the design and construction of Rowley Road is undertaken. The terminology used with the structure plan report and associated transport impact assessment (TIA) will be required to be updated to provide further clarity on this matter.</li> <li>2. Not supported. In order to achieve optimum traffic movement in the short to medium term (prior to Rowley Road upgrading) the proposed connections to Rowley Road are considered important. It is recognised that these connections will need to be rationalised once Rowley Road is upgraded. The City's preference is that Barfield Road link through to the City of Kwinana via an underpass across Rowley Road. As noted in response (1.) above, Part Two of the structure plan report and the associated TIA will require updating to clarify future arrangements.  In addition it is recommended that Part Two of the structure plan report be updated to include provisions so that future landowners are aware that these connections are temporary. This awareness may come in the form of information packages through the sales process and notifications on title.</li> <li>3. Supported (in part). As per responses (1.) and (2.) above, it is noted that connections to the future upgraded Rowley Road will need to be rationalised. The City reiterates its desire to have Barfield Road connect through to the City of Kwinana via an underpass scenario.</li> </ol>

No.	Name/address	Submission	Recommendation
		<p>would be most appropriate considering the projected time frame for full build out of the LSP. The applicant is required to revise their TIA and base all future traffic modelling on 2031 traffic volumes.</p> <p>6. The applicant is required to consult with Main Roads regarding the implementation and design of any noise mitigation measures as described by the Noise Assessment developed by Lloyd George Acoustics, ref 11061856-02. In particular the materials used to construct Rowley Road, the location of any barrier(s), timing and funding arrangements for any of the noise mitigation measures outlined within the report.</p> <p>7. The Barfield LSP is affected by the Planning Control Area 95 (attached) for the future upgrade of Rowley Road. The applicant is required to amend their LSP document to recognise the future requirement for the ultimate planning design concept of Rowley Road.</p> <p>Advice to the City and the Applicant:</p> <p>8. Further to the above conditions Main Roads comment shall be sought for any proposed connection to a Primary Regional Road. In order to obtain a favourable response from Main Roads consultation should occur at the earliest phase possible in the LSP design phase, this has not occurred for the Barfield LSP.</p> <p>9. In relation to the Noise Assessment developed by Lloyd George Acoustics, Main Roads does not endorse this version of the Assessment and requires further work be undertaken. Please see Condition 6 for more information.</p> <p>10. Further to Condition 6, Main Roads has supplied advice to subdivisions located further to the west of the Barfield LSP that the ultimate Rowley Rd shall be constructed from chip seal rather than open graded asphalt. As a component of Condition 6 it is likely that the applicant will need to amend their Noise Assessment to reflect this building material.</p>	<p>4. Supported. The TIA will be required to be updated to reflect this requirement which is currently shown on the structure plan map as a notation.</p> <p>5. Supported. The TIA will be required to be updated to include future vehicle counts on major roads to 2023 and 2031.</p> <p>6. Supported (in part). The applicant will be responsible for implementing noise mitigation measures within their development inclusive of noise barriers, quiet house design provisions and notifications on title. In accordance with SSDSP3 and SPP5.4, the City confirms its position that upgrading of Rowley Road remains a State Government responsibility. This includes the use of 'quiet grade' asphalt particular given the subject area was identified for urban purposes prior to Rowley Road being selected as a primary freight route.</p> <p>7. Supported (in part). The structure plan map and document adequately reference the existence and importance of Planning Control Area 95. However the map is required to be updated to include a truncation area within the south-west of the structure plan area. This is proposed to be included as an approval condition.</p> <p>8. Noted.</p> <p>9. Supported (in part). The Noise Assessment is considered a working draft given final lot levels and particulars relating to Rowley Road are not yet available. It is recommended Part One of the structure plan document be updated to require that the Noise Assessment be updated and finalised at the subdivision stage where greater accuracy relating to design and mitigation measures will be known.</p>

No.	Name/address	Submission	Recommendation
			<p>10. Not supported. SPP5.4 suggests a suite of mitigation measures which parties (including Main Roads WA and developers) can implement to address noise issues. It is considered reasonable that Main Roads WA consider the use of alternative aggregate or 'quiet grade' asphalt in this location similar to that used on the Kwinana Freeway. This is being planned for another growth corridor in Perth's northeast and should equally be employed for Rowley Road.</p>
10	<p>Department of Aboriginal Affairs PO Box 3153 EAST PERTH WA 6892</p>	<p><b>NO OBJECTION</b></p> <p>1. I can confirm that a review of the Department of Aboriginal Affairs (OM) databases has revealed that there are no sites under the Aboriginal Heritage Act, 1972 (AHA) currently mapped within the area defined for the LSP.</p> <p>The Register of Aboriginal Sites (the Register) does not include undiscovered or unregistered sites. Irrespective of a site being either known, or assessed by the OM, and/or on the Register, the AHA affords protection to all Aboriginal sites which can be determined to meet the section 5 definitions.</p> <p>The developer of the LSP land in the future can use the Aboriginal Heritage Inquiry System at the OM website to view survey areas lodged with the OM and this may help to determine whether the specific land area has been subject to heritage investigations. Please note that this is based on reports that have been submitted to OM and might not be a complete picture of all surveys conducted to date.</p> <p>Where proposals for the development of land are occurring we would like to suggest that developers are advised to use the Cultural Heritage Due Diligence Guidelines for assistance with identifying the risk that proposed activities may have in regard to the heritage values of any area and the AHA.</p>	<p>1. Noted.</p>
11	<p>Department of Health PO Box 8172 PBC WA 6849</p>	<p><b>NO OBJECTION (subject to conditions)</b></p> <p>Thank you for your letter requesting comment from the Department of</p>	



No.	Name/address	Submission	Recommendation
		<p>Health (DOH) on the above proposal.</p> <p>1. Water and Sewerage</p> <p>For the development density indicated in the proposed structure plan, the Government Sewerage Policy - Perth Metropolitan Region requires the provision of reticulated sewerage and scheme water to serve the developments.</p> <p>2. Public Health Impact</p> <p>The City of Cockburn should use this opportunity to minimise potential negative impacts of increased density development such as noise, odour, light and other lifestyle activities. Public health impacts draw attention to those issues and they should be appropriately and adequately addressed at this stage.</p> <p>To minimise adverse impacts on the residential component, the City of Cockburn could consider incorporation of additional sound proofing/insulation, double glazing on windows, or design aspects related to location of air conditioning units and other appropriate building/construction measures.</p>	<p>1. Noted. The submission relates to technical information required to be completed by the applicant at the detailed design and subdivision stage.</p> <p>2. Noted. Matters relating to public amenity have been addressed through the preparation of the structure plan and informed by studies specific to noise, bushfire etc.</p>
12	Department of Education 151 Royal Street East Perth WA 6004	<p><b>NO OBJECTION (subject to modifications)</b></p> <p>1. The Department of Education has reviewed the plan and wishes to make the following comments;</p> <ul style="list-style-type: none"> <li>• The Department notes the proposed local centre abuts the south west corner of the proposed high school site along with public open space (F). The location of these facilities will restrict access to the high school site.</li> <li>• The Department requests consideration be given to relocating the local centre south of the proposed road to where the public open space (D) is located and moving that north of the proposed road.</li> <li>• The Department envisages that the school oval would be placed in the south of its site therefore providing an interface with public</li> </ul>	<p>1. Not supported. The existing location of the Local Centre conforms to the City's SSDSP3. It is considered that the location of the centre will not restrict access to the High School site given it only has a frontage of 55 metres which is minor compared to the road network surrounding the high school site.</p> <p>The proposed use of the site for a child care facility represents a logical and complementary land use adjacent to the high school site and public open space area.</p>

No.	Name/address	Submission	Recommendation
		<p>open space.</p> <ul style="list-style-type: none"> <li>This configuration would allow greater access to the school from the adjoining roads.</li> </ul>	
13	<p>Bill Carmody, Ironbridge Property 114 Forrest Street Cottesloe WA 6011</p>	<p><b>NO OBJECTION (subject to modifications)</b></p> <ol style="list-style-type: none"> <li>On behalf of the owner of Lot 31 Barfield Road, Council is requested to give consideration to providing a connecting road reserve on the northern boundary of Lot 14 Barfield Road. The connection is to extend between Barfield Road, and the proposed parallel road extending to the north. The road reserve can be shared between Lot 14 and Lot 31.</li> </ol>	<ol style="list-style-type: none"> <li>Not supported. Given the absence of any concept or draft form of development over Lot 31, it is illogical to require a road connection at this point without suitable justification (e.g. traffic report). A road at this location may prejudice future development on the adjoining Lot 32 to the north of Lot 31 where it would be preferable for a shared road to be located. A shared road at this location would punctuate the street block and provide access for Lots 31 and 32.</li> </ol>
14	<p>Water Corporation PO Box 100 LEEDERVILLE WA 6902</p>	<p><b>NO OBJECTION</b></p> <ol style="list-style-type: none"> <li>The Corporation has no objections to the structure plan. The Corporation has adopted water and wastewater conveyance planning to guide the servicing of this and other surrounding land. This infrastructure planning is subject to ongoing review and can be modified as necessary by the developers' engineers in consultation with, and to the satisfaction of the Water Corporation. The servicing information summarised in the reports accompanying the local structure plan largely reflects the Corporation's current planning and servicing strategies for this area.</li> </ol> <p>The Corporation's sewer catchment planning has identified that some parts of the subject land will require substantial fill in order to achieve the required elevations for the operation of the gravity sewers. These areas are indicated on the sewer planning excerpts contained in the consultant's LSP servicing report.</p> <p>A large, steel water distribution main (610mm diameter) currently terminates in Hammond Road north of the intersection of Hammond Road and Russell Road approximately 2km north of the subject land. This distribution main supplies water through a network of smaller water reticulation pipes that are being incrementally extended southwards through the subdivisions in this area.</p>	<ol style="list-style-type: none"> <li>Noted. The submission relates to technical information required to be completed by the applicant at the detailed design and subdivision stage.</li> </ol>

No.	Name/address	Submission	Recommendation
		<p>The staging plan in the LSP report indicates that the initial subdivision stages (stages 1 to 3) will be focused at the southern end of the land fronting Rowley Rd, which is distant from the current development front. It is possible that the proposed water reticulation main extensions (DN200 and DN150) outlined in the proponent's servicing report may not be able to provide adequate pressure and capacity to service these areas that are remote from the existing development front.</p> <p>A further southward extension of the 610mm distribution main along Hammond Road may be necessary to provide adequate pressures if subdivision commences at the far end of the land near Rowley Road. If the distribution main extension is needed prior to the Corporation's ability to deliver this upgrade through its capital program, the developer may be required to fully fund the required section of the distribution main. At present there is no funding allocated on the Corporation's 5 year Capital Investment Program for the extension of the distribution main.</p>	
15	Department of Parks and Wildlife Locked Bag 104 BENTLEY DC WA 6983	<p><b>NO OBJECTION (subject to conditions)</b></p> <ol style="list-style-type: none"> <li>1. There is a lot of vegetation in good to very good or excellent condition. The Department of Parks and Wildlife (DPaW) have provided such advice in the attached letter on the Draft Southern Suburbs District Structure Plan – Stage 3. It is acknowledged that the size of the areas of POS have been increased and linkages strengthened however there is still a significant area of high quality bushland proposed to be cleared.</li> <li>2. The POS to be retained should be consolidated and should have appropriate interface (i.e. hard edge) with bushland areas.</li> <li>3. The area is known to be Carnaby's habitat, so the referral to the Commonwealth for the area as a whole should occur.</li> <li>4. Map 1 of the fauna assessment shows 39 habitat trees which appear to be mostly outside of the proposed POS areas. Ideally a large of these would be protected / retained within the POS.</li> </ol>	<ol style="list-style-type: none"> <li>1. Noted. The proposal includes in excess of the 10% minimum Public Open Space (POS) required by Liveable Neighbourhoods. Some of which will be remnant and largely undisturbed, The City has worked with the applicant to ensure that suitable public open space is provided and configured to ensure maximum benefit for the community.</li> <li>2. Supported. As discussed above the areas of POS have been configured to ensure suitable ecological linkages and areas of retained vegetation/bushland will be developed with appropriate interfaces.</li> <li>3. Noted. Matters relating to federal level Acts such as the EPBC Act fall outside the scope of the City's consideration of the Proposed Structure Plan. However it is noted that the proponent is required to ensure that the proposal is consistent with the EPBC</li> </ol>

No.	Name/address	Submission	Recommendation
		<p>5. DPaW would support the preparation of a Bushland salvage plan, as has previously occurred in nearby areas prior to proposed clearing.</p>	<p>Act</p> <p>4. Noted. As outlined in responses (1.) and (2.) above, the areas of POS have been selected based on a combination of factors including, vegetation quality, topography and with the overall aim of providing an east – west linkage to Frankland Reserve.</p> <p>5. Supported. The applicant will be encouraged to implement a bushland salvage plan at the subdivision and development stages.</p>





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LOCATION PLAN  
 COCKBURN CENTRAL WEST  
 LANDCORP



11 Harvest Terrace  
 P.O. Box 447  
 West Perth 6872  
 Telephone (08) 9273 3888  
 Facsimile (08) 9486 8664

DATE:	24.07.12	SCALE AT A1:	1:10,000
DESIGNED:	SB	CHECKED:	LVE
DRAWN:	DCD	APPROVED:	LVE
LOCAL AUTHORITY:	City of Cockburn		
PROJECT PHASE PLAN NUMBER:	P05002-002-FIG02		
REVISION:	A		







OCM 12/09/2013

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

Nil.

- 14.4 (MINUTE NO 5116) (OCM 12/09/2013) - PROPOSED COCKBURN CENTRAL WEST STRUCTURE PLAN - LOCATION: LOTS 1, 53 & 55 NORTH LAKE ROAD, LOTS 804, 1001 & 9504 BEELIAR DRIVE AND LOT 54 POLETTI ROAD, COCKBURN CENTRAL - OWNER: WESTERN AUSTRALIAN PLANNING COMMISSION & CITY OF COCKBURN - APPLICANT: CARDNO WA PTY LTD (110/070 )(R COLALILLO) (ATTACH)**

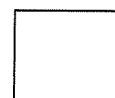
**RECOMMENDATION**

That Council :

- (1) endorse the Schedule of Submissions prepared in respect of the Proposed Cockburn Central West Structure Plan ("Proposed Structure Plan");
- (2) pursuant to Clause 6.2.9.1 of the City of Cockburn Town Planning Scheme No.3 ("Scheme"), adopt the Structure Plan (as shown in Attachment 3) subject to the following modification conditions and modifications:

Modification Conditions

1. The Cockburn Central West Local Water Management Strategy being approved by the Department of Water ("DoW") and the City of Cockburn ("CoC");
2. Appendix E – Transport Assessment and Section 3.6 – Movement Network being updated to the satisfaction of the Department of Transport ("DoT"), Main Roads Western Australia ("MRWA") and the City;
3. Preparation and implementation of a voluntary legal agreement between the landowner and the City covering the hard infrastructure items relating to the requirement for the developer to upgrade Poletti Road including contributions toward necessary upgrades to intersections with North Lake Road and Beeliar Drive and upgrading of the Midgegooroo and Signal Terrace intersection inclusive of traffic signals, pursuant to State Planning Policy 3.6 – Development Contributions for Infrastructure ("SPP3.6");
4. The preparation of a Pedestrian Movement Plan including the analysis and investigation of a possible grade separated pedestrian connection to the Cockburn Central Town Centre;
5. Western Power providing its endorsement in relation to



the use of the powerline easement for car parking purposes;

Modifications

6. Adding a clause within 'Section 7 - Other Requirements' within Part One requiring the finalisation of an appropriate environmental offset agreement in accordance with the Western Australian Government's Environmental Offsets Policy to the satisfaction of the Office of the Environmental Protection Authority ("OEPA"), Department of Parks and Wildlife ("DPaW"), Western Australian Planning Commission ("WAPC") and the City at the subdivision stage;
  7. Rewording Note 1 of Clause 5.2 and Clause 5.3.d of Part One to ensure that grouped dwellings are confined to specific areas within the Structure Plan and the minimum residential building height across the site is three storeys to the satisfaction of the City;
  8. Modifying the Land Use Table within Clause 5.2 to include 'Veterinary Consulting Rooms' as an 'A' use, 'Market' as a 'D' use and 'Restricted Use' as an 'X' use;
  9. A notation being placed on the Structure Plan map relating to the requirement to upgrade Poletti Road and associated intersections;
  10. Modifying Clause 3.14 of Part Two by:
    - (a) deleting reference to the to the requirement for a future Scheme Amendment to modify Development Contribution Plan 13 ("DCP13"); and
    - (b) clarifying that approval of the Structure Plan would change the scope of the previously planned 'Cockburn Central Heritage Park' within DCP 13 to a memorial walk trail which maintains the general intent of the original proposal and provides for additional opportunities to recognise Australia's participation in various theatres of war.
- (3) subject to compliance with (2) above, in pursuance of Clause 6.2.10.1 of the Scheme, the Structure Plan be sent to the WAPC for endorsement;
- (4) advise the proponent that the site is subject to Development Contribution Area No. 13; and
- (5) advise the proponent and those parties that made a submission of Council's decision accordingly.





**COUNCIL DECISION**

MOVED Mayor L Howlett SECONDED Cllr L Smith that :

- (1) defer consideration of this item, and advise the applicant that Council will not be in a position to support the Proposed Structure Plan until it has been modified to demonstrate the suitable retention of the existing resource enhancement wetland located within the eastern portion of the subject land;
- (2) advise the applicant that Council will be prepared to consider increased residential densities across the project to offset the impact of retaining the resource enhancement wetland;
- (3) advise the applicant that retention of the resource enhancement wetland will require redesign of the movement system within the project area, particularly the location of connections to Cockburn Town Centre; and
- (4) notify the proponent and those who made a submission on the proposal of Council's decision.

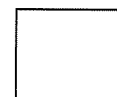
**CARRIED 10/0**

**Reason for Decision**

The resource enhancement wetland has and continues to be an essential aspect of this locality and in earlier considerations the wetland was to be retained and enhanced. The proposal to remove the wetland is unacceptable on environmental grounds, and the proponent should revert to the existing scenario where it was to retain the wetland as an important part of the overall development. The densities of the mixed use component can be increased to offset the impact on dwelling yield that will result from retaining the wetland.

**Background**

The subject land comprises seven lots with a total combined area of approximately 32.5 hectares. It is bound by North Lake Road to the north, Midgegooroo Road to the east, Beeliar Road to the south and Poletti Road to the west (as shown in Attachments 1 and 2).



The subject area is zoned 'Urban' under the Metropolitan Region Scheme ("MRS") and 'Regional Centre (DA23)' under the City's Scheme. Pursuant to Clause 6.2.4 and Schedule 11 of the Scheme, a Structure Plan is required to be prepared and adopted prior to any subdivision and development of land within a Development Area.

In accordance with the above, a Proposed Structure Plan has been submitted to the City by the applicant, to guide future development and subdivision for the subject area.

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

### **Submission**

The Proposed Structure Plan (as shown in Attachment 3) was lodged by Cardno on behalf of LandCorp, who are managing the strategic planning for Cockburn Central West on behalf of the WAPC, who own the majority of the subject site.

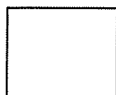
### **Report**

#### Background

Cockburn Central West ("CCW") represents 32.5ha of land located within the heart of the southwest urban corridor. The strategic potential of this land is reflective of the foresight which was taken in reserving the broad land precinct by the State Government, in order to meet the future recreation needs of the region. Proposed to be located within the heart of the Cockburn Regional Centre, the precinct will comprise as its major component the City's new recreation facility and playing fields, providing for the community's regional sporting needs into the future.

In terms of land assembly, the WAPC finalised its ownership of the land precinct in 1995, providing the opportunity for comprehensive planning of the precinct to begin. With the realisation of the strategic location of the land adjoining the Kwinana Freeway, commitments to extend passenger rail through the area and the rapid population growth of the surrounding region, careful planning took place to ensure that the right type of land configuration and mix of uses could occur for the whole regional centre. This led to the consideration for what additional uses could support the strategic land location, while preserving the key regional sport and recreation function.

This Proposed Structure Plan provides for a culmination in what has been a process of two decades of planning for the land, and represents a pivotal step to enabling subdivision and development to occur.



### Proposed Structure Plan

The Proposed Structure Plan provides open space, recreational and mixed use (residential, commercial and retail) development consistent with an activity centre aimed at facilitating a mixture of compatible land uses.

The following table summarises the key components of the Proposed Structure Plan:

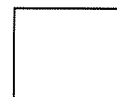
Total area covered by Structure Plan	32.53 hectares
Land area of specific land uses	
<ul style="list-style-type: none"> <li>• Mixed Use (Residential, Retail and Commercial)</li> <li>• Mixed Use (Residential/Commercial)</li> <li>• Mixed Use (Retail/Commercial)</li> <li>• Public Purposes (Community)</li> <li>• Public Purposes (Utilities/Infrastructure)</li> <li>• Parks &amp; Recreation – Public Open Space</li> <li>• Parks &amp; Recreation – Drainage</li> </ul>	<p>8.3 hectares</p> <p>3.5 hectares</p> <p>0.5 hectares</p> <p>2.6 hectares</p> <p>6.5 hectares</p> <p>5.8 hectares</p> <p>1.2 hectares</p>
Estimated number of dwellings	1 000 dwellings
Estimated population	2 000
Estimated retail/commercial floorspace	Approximately 20 000 square metres (GFA)
Integrated recreation facility	Approximately 15 000 square metres (GFA)

The applicant states that the Proposed Structure Plan is based on delivering the following project vision:

*“An innovative mixed use development integrating regional recreational aspirations into the existing landform and surrounds whilst extending the urban fabric of the highly successful Cockburn Central Town Centre.”*

### Directions 2031 and Beyond

The subject area forms part of the Cockburn Central Regional Centre, which is defined as a ‘secondary centre’ under the WAPC’s ‘Directions 2031 and Beyond’ (“Directions 2031”) and State Planning Policy 4.2 – Activity Centres for Perth and Peel (“SPP4.2”). Directions 2031 aims to reorientate Perth's growth towards urban containment focussed on activity centres. ‘Secondary centres’ are recognised as important suburban centres which offer a mix of goods and services and typically include office, housing, community, recreational and in some cases entertainment uses. Directions 2031 identifies that “opportunities exist



*to encourage more mixed use development in appropriately located secondary centres, especially those located along high frequency public transport routes”.*

Given the above, it is considered that the subject land represents a key opportunity to demonstrate the reorientation of growth to maximise the strategic capabilities of land. Particularly given its relationship to the existing Cockburn Central Town Centre and wider Cockburn Central Regional Centre (including Gateways Shopping Centre, Muriel Court Development Area etc.).

The Proposed Structure Plan has been developed with the above key themes in mind. However some aspects of the plan require modification or strengthening as discussed below, to ensure that future developments meet or exceed the expectations and aspirations set out by the Proposed Structure Plan.

#### Proposed Cockburn Central West Structure Plan

As previously described, the subject site is located within ‘Development Area 23’ (DA23) of the Scheme. Provision 2 of DA23 prescribes the following:

*“2. To facilitate the development of a multifunctional Town Centre which shall include a range of intensive residential and commercial development, shopping, entertainment, regional sport, bushland/wetland area and cultural facilities supported by a highly interconnected transport system.”*

This forms the basis from which the Proposed Structure Plan is to be prepared and sets out the appropriate objectives for the site. The submitted proposal is considered to generally meet the above provision given the diversity of uses and design framework being proposed.

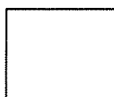
From a detailed assessment viewpoint, the following information is provided.

#### Design and Density

Provision 3 of DA23 outlines the following:

*“3. Unless otherwise provided for by an approved Structure Plan and Detailed Area Plan(s), the residential density applying to the area of the Town Centre Precinct is R160.”*

In lieu of a blanket R160 coding for the subject area, matters relating to density and design are proposed to be controlled by an overarching Detailed Area Plan (“DAP”). This is a similar approach to the existing



Cockburn Central Town Centre which to date has been a relatively successful way of delivering diversity and density.

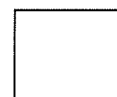
One area of concern for the City is the Proposed Structure Plan proposes a reduction in minimum building height from three storeys to two storeys to allow for the development of attached grouped dwellings. This is proposed to be permitted on the proviso that such development does not exceed 30% of the developable land area within any parcel of land. This form of development is generally not supported within an area of such high strategic value and importance as it has the potential to under-deliver in terms of density and activity.

It is therefore recommended that the provisions relating to grouped dwellings and building heights be modified to the City's satisfaction to ensure future development achieves the density and diversity objectives set by Directions 20131 and SPP4.2. This is further emphasised by the reality that the subject site already has a reduced developable area due to the presence of the City's Integrated Recreation and Community facility ("IRCF") and playing fields, powerline easement and drainage requirements.

The Proposed Structure Plan proposes the use of three distinct 'Mixed Use Zones' which aim to provide sufficient diversity in land uses, including medium and high density residential, retail and commercial development (as generally shown in Attachment 5). The objectives of these zones are set out as follows:

- Mixed Use – Residential, Retail and Commercial: To provide for the co-location and development of a wide range of compatible land uses that are residential, retail or commercial in nature to be developed within one lot or over a number of adjacent lots.
- Mixed Use – Residential/Commercial: To provide for the co-location and development of residential and commercial land uses to be developed within one lot or over a number of adjacent lots. Some retail development will be permitted in areas identified for active retail land uses on the Structure Plan.
- Mixed Use – Retail/Commercial: To provide for the co-location and development of retail and commercial land uses. Some residential development may be permitted at upper floor levels.

In the absence of a specific 'Mixed Use' zone within the Scheme, the above proposals are considered to provide enough flexibility to ensure development can be suitably integrated. The associated land use table which identifies the permissibility or otherwise of certain land uses is generally in keeping with the City's requirements however it is recommended that 'Veterinary Consulting Rooms' be classified as an 'A' (advertised discretionary) use and 'Restricted Use' as an 'X' (not



permitted) use within each zone. These modifications will ensure the amenity of future residents is maintained in a consistent manner.

### Public Open Space

The Proposed Structure Plan provides a strong public open space (POS) focus within the central and north-eastern portions of the site which is in keeping with previous planning for the site. The high level of POS proposed is also aimed at addressing the current POS shortfall within the Cockburn Central Town Centre (notionally 0.98 hectares). From a wider perspective the proposed POS importantly provides for the wider regional open space and recreational functions, which reflects the most senior of objectives that this land development must fulfil.

A total of 3.54 hectares of creditable POS is proposed for the subject area which is 1.45 hectares above the minimum requirement of 10% POS. When considered as a mutual development, there is an overall 'surplus' of POS of approximately 0.47 hectares across the Cockburn Central Town Centre and Cockburn Central West sites. The design and function of these open space areas are important given the urban context in which they are being developed. Therefore it is expected that the City will be actively involved at the detailed design stage to ensure objectives set out in the Proposed Structure Plan are delivered.

### Access

The subject site is surrounded by major arterial roads which are either currently or in the future being widened and upgraded to accommodate increasing traffic demands. It is for this reason that no direct vehicular access to any development parcels is proposed from North Lake Road, Midgegooroo Avenue or Beelias Drive. Given these constraints, the number of internal roads and access points to the surrounding network has also been limited by the Proposed Structure Plan.

The major east/west link is from the intersection of Poletti Road and Davison Road to the intersection of Midgegooroo Avenue and Signal Terrace. This main thoroughfare and vehicular link to the town centre is where the City's IRCF will be located and includes a 'Slow Speed Mixed Traffic Zone' to accommodate pedestrian and vehicular movements.

Access from the west is proposed via Poletti Road which is currently developed to an industrial standard. The Proposed Structure Plan does not include any provisions relating to the upgrade of Poletti Road to accommodate the increase in traffic volumes related to the subject site. This is considered a shortcoming of the Structure Plan, which forms the



basis of the recommended condition regarding the voluntary legal agreement as well as the redrafting of the transport plan.

While the City acknowledges that the IRCF will be an attractor and contributor to the requirement to upgrade Poletti Road, the other future residential and mixed use/commercial development likewise represents a contributor which directly drives the need for upgrading of Poletti Road. It is therefore considered appropriate that the City and LandCorp enter into a voluntary legal agreement covering the requirement for LandCorp to upgrade Poletti Road and related intersections and signalise the intersection of Midgegooroo Avenue and Signal Terrace in accordance with the provisions of SPP 3.6.

This will secure the upgrades plus appropriate contribution towards suitable intersection treatments at the intersections along Poletti Road. It is also recommended that a notation be placed on the Structure Plan map outlining these requirements. The signalisation of the Midgegooroo Avenue and Signal Terrace intersection is considered crucial to the movement network inclusive of pedestrian connections between the Town Centre.

The voluntary legal agreement approach will ensure that the roles, responsibilities and contribution amounts can be worked through prior to referral of the Structure Plan to the WAPC for final adoption. This enables a greater understanding of the impacts and upgrade requirements rather than trying to quantify these matters based on the current information provided.

The Proposed Structure Plan identifies land within the power lines transmission corridor as being proposed for car park purposes. The area is required to accommodate approximately 700 bays to service the City's IRCF. The land is encumbered by a Western Power easement which effectively restricts any development which may impact on the operation and maintenance of the transmission towers and conductors (power lines). As such the applicant and the City have been liaising with Western Power to secure agreement to permit the construction of car parking bays within the easement area.

Without this approval, additional unconstrained land within the subject area would be required for car parking purposes. This is particularly undesirable as it would further diminish the availability of developable land and further erode the potential of the site to develop a true activity centre. To date, discussions with Western Power have led to an 'in principle' agreement for the area to be utilised for car parking purposes with appropriate risk management measures being implemented. It is considered appropriate that a condition be placed on any approval of the Drat Structure Plan to require formal approval from Western Power as the project would be potentially compromised without it.



### Environment and Sustainability

The Proposed Structure Plan is considered to facilitate sustainability in accordance with the City's sustainability policy and strategy, particularly through the economic and social development of the site. This can be attributed to the following:

- The promotion of a mixed use, vibrant area with community facilities which will contribute to a sense of place;
- The co-location of higher density residential uses within a high frequency public transport node;
- The co-location of residential, commercial and recreational uses – which will support the City's TravelSmart objectives.

While the Proposed Structure Plan exhibits an overall or high level move towards sustainable development, there are concerns from the City and DPaW in relation to some aspects of the environmental integrity of the proposal. In particular, the proposed removal of the existing 'Resource Enhancement Wetland' (REW) - as defined by DPaW's *Geomorphic Wetlands Swan Coastal Plain* dataset. The justification provided in support of the removal on the wetland is predicated on the fact that given the existing constraints attributed to the site, retention of the wetland would mean the development would not be able to deliver its function as a true 'Activity Centre'.

The potential to retain and incorporate the wetland within the overall design of the proposal has been extensively explored by the proponent and the City. However, factors such as drainage invert levels, vehicular access/egress safety requirements and significance of regional recreational facilities lead to the current design. As described above, retention of the wetland would result in the viability of the implementation of Proposed Structure Plan being compromised.

Given the concerns raised by the City and DPaW in relation to the proposed removal of the REW, the proponents have liaised with the OEPA and DPaW to determine an appropriate offset arrangement. This approach is conditionally supported by the City subject to the location and quality of the offset arrangement meeting its requirements. Any proposal would need to demonstrate an overall net benefit to the community to effectively compensate for the proposed removal of the REW.

Overall, it is important to note the wide ranging influences and objectives which have underpinned the design of the Proposed Structure Plan. In particular, the State government's investment of public funds to build the southern suburbs rail system, in order to decrease traffic congestion and provide more sustainable transport options for residents within the City. In order to maximise this





investment, Directions 2031 encourages higher density development within 800m of rail stations. This is on the basis that every dwelling built within locations such as Cockburn Central, will ideally mean both a decrease in demand for motor vehicle use (which is the largest contributor to per capita greenhouse gas emissions) and less development being forced onto the urban fringes of the City. These two elements significantly contribute to the management of Perth's ecological footprint.

SPP4.2 requires activity centres to deliver sustainable forms of development which requires delivery of high density residential development and employment opportunities. This is to be achieved by providing sustainable forms of development through innovative building design that reduces energy and water as well as the efficient use of urban land. As mentioned above, extensive consideration has been given to the environmental values of the site. Given its urban and activity centre context, it was determined that the highest degrees utilisation of land for development would result in the proposal facilitating the most effective mix of social and sustainability benefits for the region.

The IRCF and playing fields will also provide important social benefits for the local and wider community. The scale of the City's future IRCF and adjacent playing fields is necessary to meet the sport and active recreation needs for the region – contributing importantly to the ability for residents to lead healthy lifestyles. The extent of land for the IRCF is appropriate to ensuring the most effective utilisation of the project area for its highest order objective which remains regional sport and recreation purposes.

#### Local Water Management Strategy

In accordance with the requirements of the DoW and WAPC, a draft Local Water Management Strategy ("LWMS") has been prepared by RPS Group. The LWMS has undergone a preliminary assessment by the DoW and the City. A number of issues have been identified by DoW and the City in relation to the proposed LWMS including:

- Proposed discharge of 100 year ARI event to Lake Yangebup via North Lake Road swale system;
- Use of 'artificial' lined lakes (as shown in Attachment 5); and
- Public open space irrigation capacity.

Most of the above issues have been addressed by the applicant however as there are some matters still outstanding relating to water management which need to be addressed prior to approval of the Proposed Structure Plan.



As such, it is recommended that approval of the Proposed Structure Plan proceed subject to a condition requiring the final endorsement of the LWMS by DoW and the City.

#### WAPC endorsement

The Proposed Structure Plan was referred to the WAPC for comment in accordance with Clause 6.2.7.2 of the Scheme as it proposes the subdivision of land. The WAPC advised that it was not prepared to endorse the Proposed Structure Plan until such time as:

- it has considered the City's response;
- it has also considered public submissions (including government agency advice on the proposed Structure Plan, and any required responses following the above consideration); and
- it gives further consideration to the land use framework as set out in the proposed SP.

Despite the above, the WAPC noted that the Proposed Structure Plan *"will provide for regional land uses that complement and augment the developing Cockburn Central activity node"*.

#### Community Consultation Outcomes

The Proposed Structure Plan was advertised for public comment for a period of 21 days. A total of 21 submissions were received, with 9 submissions objecting, 6 stating no objection with or without modifications and 6 providing support either unconditionally or subject to certain conditions or modifications.

All submissions have been outlined and addressed in detail in the Schedule of Submissions (Attachment 6). The key issues that have been raised are summarised below.

#### Environment

As described in the 'Environment and Sustainability' section of this report, many of the objecting submissions related to the proposed removal of the REW and quality of flora survey undertaken by the proponent. In addition to these issues, many of the submissions raised concerns in relation to the functionality and long term viability of the proposed LWMS.

The City recognises the significance of the above concerns and whilst the proponent is actively addressing these matters, it is considered appropriate that specific conditions be placed on any approval of the Proposed Structure Plan. The onus is then on the proponent to address these concerns to the satisfaction of the City and other agencies involved.



### Transport/Traffic

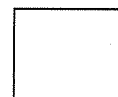
In keeping with the current issues being experienced within the Cockburn Central locality, many submissions outlined concerns with how the proposal will impact on traffic in the area. Some agencies and submissioners also raised concerns in relation to the level of future traffic generation assessment undertaken by the proponent. The City's technical review of the transport assessment provided shares some of these concerns.

A traffic consultants peer review of the Transport Assessment, arranged by the City, identified issues with the supporting transport assessment including:

- Overly optimistic trip rates used in the analysis for peak hour trip determination;
- 2031 background traffic volumes appear very low even in comparison to existing counts in the area; and
- A lack of consideration of the operation of the nearby freeway interchanges.

In addition to the above, the peer review of the transport assessment outlined a deficiency of detail to be addressed including:

- Provision of existing traffic volumes and fleet composition on key roads;
- More documentation regarding the determination of peak hour trip rates and the "externalisation" factor and the basis for these;
- In terms of development land uses;
  - Making clear the timings for the development – when build-out will occur;
  - Making clear the dwelling numbers associated with the development;
  - Clarifying the commercial / retail floor areas in light of discrepancies identified;
- In terms of the analysis itself
  - Discussion surrounding any calibration of the 24 hour ROM volumes and associated error adjustments
  - More discussion regarding what the "preferred ROM network" actually contains including mode factors adopted for the model runs
  - Consideration should be given to the directionality of peak hour flows and the impact this could have on network operation
  - Information regarding the calibration of the Linsig model with emphasis on the saturation flow rates adopted in light of pedestrian and heavy vehicle impacts
  - Provision of intersection and movement delay information and associated levels of service



- Provision of signal phasing layouts
- Inclusion of pedestrian demand impacts on signal operation
- Detail of heavy vehicle assumptions and inclusion of impacts on signal operation
- Some intersection layouts appear unconventional with a significant number of shared through and right lanes and double left (with a shared through and left) lanes. It is questionable how efficient these layouts will be into the future as these conditions lead to an invariable need to run split type phasing arrangements which tend to be inflexible and reduce opportunities for phase overlaps.

Given the above concerns, it is recommended that the submitted Transport Assessment and relevant sections of the Proposed Structure Plan be updated to address the above concerns and other related issues the satisfaction of the City and relevant agencies. In addition, the preparation of a separate pedestrian movement strategy/plan is recommended in order to ensure future pedestrian movements are optimised.

#### Heritage

The City's DCP13 includes the provision of a 'Cockburn Central Heritage Park'. An opportunity has been identified through assessment and advertising of the Proposed Structure Plan whereby the scope of the original concept will change in line with previous commitments by Council. In lieu of a 'Heritage Park' which is considered to concentrate matters of heritage into one area only, an alternative memorial walk trail is preferred. This would be in keeping with the overall recreation theme of the subject area and enables aspects of heritage to be present throughout the development rather than in one location only.

It is therefore recommended that the text of the Proposed Structure Plan be modified to delete reference to the requirement for a future Scheme Amendment to modify DCP13. Additional text is required to clarify that approval of the Proposed Structure Plan would instead change the scope of the previously planned 'Cockburn Central Heritage Park' within DCP 13 to a memorial walk trail. And that the trail would maintain the general intent of the original proposal and provide for additional opportunities to recognise Australia's participation in various theatres of war.

#### Conclusion

The Proposed Structure Plan is generally consistent with the requirements of the City and WAPC however relevant modifications and conditions are required prior to approval as outlined in this report.



It is therefore recommended that Council adopt the Proposed Structure Plan subject to conditions including the finalisation of the associated LWMS, environmental offsets agreement, voluntary legal agreement for road upgrades, and other land use and heritage related modifications within the report document.

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

#### **Growing City**

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

#### **Infrastructure**

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

### **Budget/Financial Implications**

The Structure Plan fees for this proposal have been calculated in accordance with the *Planning and Development Regulations 2009*, including the cost of advertising and this has been paid by the applicant.

Subdivision and development of the subject land is also subject to the requirements of the City's Development Contribution Plan 13 – Community Infrastructure.

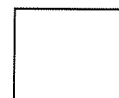
### **Legal Implications**

*Planning and Development Act 2005*  
City of Cockburn Town Planning Scheme No. 3  
*Town Planning Regulations 1967*

### **Community Consultation**

Community consultation was carried out for a period of 21 days. The proposal was advertised in the newspaper, on the City's website, signs placed in City of Cockburn libraries, Gateways Shopping Centre and on site and letters were sent to affected landowners and government/servicing authorities in accordance with the Scheme requirements.

A total of 21 submissions were received. Analysis of the submissions has been undertaken within the 'Report' section above, as well as the attached Schedule of Submissions.



**Attachment(s)**

1. Location Plan
2. Context and Constraints Plan
3. Proposed Cockburn Central West Structure Plan
4. Indicative Building Plan
5. Proposed LWMS Drainage Concept
6. Schedule of Submissions

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

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 12 September 2013 Ordinary Council Meeting.

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

Nil.

**14.5 (MINUTE NO 5117) (OCM 12/09/2013) - PHOENIX CENTRAL REVITALISATION STRATEGY - SCHEME AMENDMENT NO. 96 (COMMERCIAL REZONINGS) (109/029) (D DI RENZO) (ATTACH)**

**RECOMMENDATION**

That Council

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

1. Deleting the objective of the 'Business' zone, clause 4.2.1 (f), and replacing it with the following objective for a new 'Mixed Use' zone:

Mixed Use Zone

- (f) To provide for a mixed use environment that includes residential development and a range of compatible smaller scale commercial uses such as office, retail and eating establishments.

2. Renaming the 'Business' zone 'Mixed Use' in Table 1 (Zoning Table) of the Scheme, and modify the use class permissibility as follows:

Ancillary Accommodation (R-Code) – D to X  
Bed and Breakfast – X to A





- MIXED USE (RESIDENTIAL, RETAIL AND COMMERCIAL)
- MIXED USE (RESIDENTIAL/COMMERCIAL)
- MIXED USE (RETAIL/COMMERCIAL)

- Public Purposes
- COMMUNITY (INTEGRATED COMMUNITY FACILITY & PRIMARY AFL OVAL)
- UTILITIES/INFRASTRUCTURE (CAR PARK, ROADS AND POWER LINE INFRASTRUCTURE)

- Parks, Recreation and Conservation
- PUBLIC OPEN SPACE
- DRAINAGE

- GAS PIPELINE EASEMENT
- PREFERENCE FOR ACTIVE COMMERCIAL LAND USES AT GROUND/UPPER LEVELS
- PREFERENCE FOR ACTIVE RETAIL LAND USES AT GROUND LEVEL
- STRUCTURE PLAN BOUNDARY
- WIDE LOCAL ACCESS ROAD
- SLOW SPEED MIXED TRAFFIC ZONE
- SHARED PEDESTRIAN CYCLING PATH
- BUS ROUTE
- LANDMARK SITES



COCKBURN CENTRAL WEST STRUCTURE PLAN - PLAN 1  
 COCKBURN CENTRAL WEST  
 LANDCORP



**Cardno**  
 11 Harvey Terrace  
 P.O. Box 447  
 West Perth 6872  
 Telephone (08) 9273 3838  
 Facsimile (08) 9456 8664

DATE: 24/10/13  
 DESIGNED: LE  
 DRAWN: ZF  
 LOCAL AUTHORITY: CITY OF COCKBURN  
 PROJECT PHASE PLAN NUMBER: P5002 - STR02  
 SCALE AT A3: CHECKED APPROVED  
 1:2500  
 LVE  
 LVE  
 REVISION: H



File No. 110/070

**SCHEDULE OF SUBMISSIONS  
PROPOSED STRUCTURE PLAN – COCKBURN CENTRAL WEST**

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
1	Dr Felicity McGeorge 8 Annois Rd Bibra Lake WA 6163	<p><b>OBJECT</b></p> <p>1. I wish to address the protection and conservation of the natural areas within this development precinct. The area was part of Bush plan site 458, identified as an area of regionally significant bushland on the Swan Coastal Plain. Bushplan site 458 was belatedly removed from the Bushforever process due to requirements for the regional centre. There is now an opportunity to make good with part of the original conservation area by protecting the wetlands and bushland on this site.</p> <p>Further to this there are other considerations regarding the natural areas and development. In particular the watering and fertilizing regimes used to maintain turf are incompatible with the long term health of wetlands or upland vegetation. These conflicts will need to be carefully managed.</p> <p>Finally with the use of well-placed and managed access to the natural areas they can become a welcome focus for passive recreation and public education.</p> <p>The increasing population of the surrounding areas makes the protection and maintenance of these natural areas more important than ever.</p> <p><i>Further submission received 5 July 2013</i></p> <p>2. It was of some surprise to be made aware of this opportunity for public submission on this area of land given that we had very recently made submissions to council with regard to this land. It was even more surprising or should I say distressing to see that the plans presented previously had dramatically altered and the wetland in the area had been completely obliterated. Upon examination of the documentation supplied it became clear that the apparent</p>	<p>1. Noted. The site was zoned "Urban" as part of the Metropolitan Region Scheme (MRS) Amendment 1038/33 in 2002. In 2001, the EPA's assessment of the MRS Amendment included vegetation, flora and fauna and wetland. The EPA determined based on its assessment at the time that the environmental impacts from MRS Amendment 1038/33 did not warrant a formal assessment under Part IV of the Environmental Protection Act 1986.</p> <p>The proposed irrigation and nutrient programs for the open space and recreation areas will be subject to the provisions of the adopted Local Water Management Strategy and Urban Water Management Plans approved by the Department of Water and the City.</p> <p>2. Noted. In view of the matters raised by the submission, it is noted that the potential to retain and incorporate the Resource Enhancement wetland within the overall design of the proposal has been extensively explored by the proponent and the City. However, factors such as drainage invert levels, vehicular access/egress safety</p>



NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>justification for the removal of this wetland was arrived at by either extremely deficient execution of professional duties or calculated deliberate deceit.</p> <p>Several conservation groups have been working for the protection of this area since before the year 2000 and it is very disappointing to see our previous work undone and commitments disregarded.</p> <p>Given the very many deficiencies of this documentation I will address only a selection.</p> <ul style="list-style-type: none"> <li>- The description of the area and land use fails to mention the wetland which considering its status as an EPP wetland and importance to the site is rather remiss.</li> <li>- The following is a quote from the City's own Town Planning Scheme with regard to this area. <p><i>"To facilitate the development of a multifunctional Town Centre which shall include a range of intensive residential and commercial development, shopping, entertainment, regional sport, bushland/wetland area and cultural facilities supported by a highly interconnected transport system. There are also restrictions on supermarket uses within the Town Centre. (City of Cockburn Town Planning Scheme No. 3)"</i></p> <p>Why has this been blatantly ignored?</p> </li> <li>- It is not true to say the reserves of the Beelie Regional Park were spared from clearing for agriculture. Most of the reserves have had various levels of clearing with some extensive areas in some reserves. Fortunately with improved revegetation techniques devised by local groups there has been substantial improvement in these areas in the last few decades. Regrown vegetation should not be considered as inferior, especially as in the case of this wetland where the vegetation has regrown naturally and in a relatively weed free condition. This indicates the exceptional quality of the original vegetation.</li> <li>- There are multiple references to the degraded Resource</li> </ul>	<p>requirements, significance of regional recreational facilities and commitment to Directions 2031 objectives lead to the current design. As such, retention of the wetland would result in the viability of the implementation of Proposed Structure Plan being compromised.</p> <p>However, concerns similar to those raised within this submission have been raised by the City and DPaW, particularly in relation to the proposed removal of the REW. As such, the proponent has liaised with the OEPA and DPaW to determine an appropriate offset arrangement. This approach is conditionally supported by the City subject to the location and quality of the offset arrangement meeting its requirements. Any proposal would need to demonstrate an overall net benefit to the community to effectively compensate for the proposed removal of the REW.</p> <p>It was noted during assessment of the Proposed Structure Plan that the proponent indicated that a Level 2 Flora Survey was carried out to inform the preparation of the proposal. Both the City and DPaW were of the opinion that the submitted assessment was more in keeping with a Level 1 assessment and initially considered it appropriate to place a condition on any approval of the Proposed Structure Plan to require a Level 2 Flora Survey be undertaken at the subdivision stage. Since that time however DPaW have recommended that in order to maximise the benefit to the environment, a preferred outcome would be for the proponent to expend their funds on positive conservation outcomes such as management / offsets in lieu of a Level 2 survey, given the proposed development of the site.</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>Enhancement Wetland. It is rather alarming to think a large company has paid a so called professional to make this assessment. The wetland is not degraded. In fact the water quality is superior to most of the nearby Beeliar Wetlands and the diversity of wetland vegetation is the greatest of any wetlands we have worked in, throughout the South Metropolitan area. Destruction of this wetland would cause the loss of high quality functioning wetland and a unique resource for the restoration of other wetlands. I am not using the term unique loosely here. I mean, the only one.</p> <ul style="list-style-type: none"> <li>- There are repeated references to the excavation of the wetland. While there are obvious indications of some use for market gardening as seen by the rows of typha, we have no indication of excavation taking place. The presence of wetland macro invertebrates and the diverse wetland flora tends to support less severe disruption to the bed of the wetland.</li> <li>- <i>"As a result of the historical clearing and agricultural land uses the native vegetation has been largely replaced by weeds including Typha sp in particular surrounding the wetland."</i></li> </ul> <p>This does not concur with the species list of approaching 150 native species. Given the number of species missing from that list it would be fair to make a tally of 150 yet only the weed species typha is mentioned, which incidentally could not be surrounding the wetland as it is a wetland dependent species.</p> <ul style="list-style-type: none"> <li>- <i>"However, some limited wetland environmental attributes remain."</i></li> </ul> <p>This assessment is plainly incorrect. The wetland has many more environmental attributes than others in the vicinity and indeed is used as a resource for the regeneration of other wetlands.</p> <p>The division of the wetland from the eastern wetlands on Cockburn Central does not detract from the importance of protecting this wetland, in fact quite the opposite. As the remaining wetland of this suite and being in such good condition it is imperative it be protected.</p>	

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>The isolation of this area makes it an extremely important part of the regional ecology. Species that require moving between bushland and wetland areas do not always have the capacity to endure the journey across large developed areas between fragmented pockets of remaining habitat. This area provides an absolute classic stop over point for these species to recover and continue. Its' position between the Western and Eastern chain of the Beeliam Wetlands only heightens the importance of this function.</p> <p>It should be noted that acid sulphate soils were particularly problematic on the Cockburn Central sit. It would seem logical to leave the wetland undisturbed.</p> <ul style="list-style-type: none"> <li>- Geomorphic Wetlands of the Swan Coastal Plain - <i>"The wetland is currently in poor condition and heavily infested with invasive weeds in particular Typha sp., with some existing native wetland species."</i></li> </ul> <p>As previously described this is blatantly incorrect. One wonders if the person assessing the area actually attended the site.</p> <ul style="list-style-type: none"> <li>- <i>"Further, the wetland does not have the same environmental values, classification or regional significance compared with wetlands such as Yangebup Lake, Thompsons Lake, Bibra Lake, Kogolup Lake and Little Rush Lake"</i></li> </ul> <p>Again, this assertion is not true. As part of Bushplan site 458 the area was identified as Regionally significant. The removal of the area from the subsequent Bushforever documents occurred because of the planning requirements for the Regional Centre of Cockburn Central and was in no way related to environmental values or regional significance, which remain.</p> <ul style="list-style-type: none"> <li>- Environmental Protection (Swan Coastal Plain Lakes) Policy 1992 Sections of the RE wetland are identified in the Environmental Protection (Swan Coastal Plain Wetlands included within the Lakes EPP were based on areas of standing water on the record date, rather than environmental value.</li> </ul>	

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>The Swan Coastal Plain Wetlands Policy is an extensive policy developed over many years to help facilitate the protection of wetlands on the Swan Coastal Plain. It seems rather presumptuous of the author to dismiss the basis of this assessment process so the statutory obligations can be ignored.</p> <ul style="list-style-type: none"> <li>- Under previous Structure Plans, Cockburn Central West was intended to be an environmental and recreational precinct, however the current Structure Plan for the site has been prepared in accordance with the Urban zoning of the land. (1.3.2 Regional and Sub-Regional Structure Plan p33</li> <li>- Zoning of Urban under the MRS does not preclude the retention of the wetland and bushland; in fact there is of course a requirement for Public Open Space in every development.</li> </ul> <p>"In the context of the above, urban design, planning, built form, traffic and engineering considerations result in a scenario where it impracticable to retain the wetland" If your planners and engineers are truly incapable of incorporating the wetland into the design, you are being misled that you are employing competent consultants. Considering we were presented with a design incorporating the wetland less than 2 months ago I find this assertion very implausible.</p> <p>It is not correct to describe Bushforever or Regional Park sites as secure. There is very little protection for these sites as was recently seen with the development of a Bushforever site for housing just south of this area.</p> <p>It would seem prudent, given the mounting evidence to show the benefits of experiencing nature to the physical and mental well-being of the population, that the natural areas of this development be retained. This is even more crucial as we increase residential densities.</p>	
2	Cockburn Wetlands Education Centre 184 Hope Road BIBRA LAKE WA 6163	<p><b>OBJECT</b></p> <p>1. The Cockburn Wetlands Education Centre is a not-for-profit organisation providing information to the public on wetlands and their</p>	1. Noted.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>management with a particular focus on environmental education, training and land care. The organisation would like to submit the following comments on the plans for the Proposed Cockburn Central West Structure Plan. The Centre recently submitted a submission on the Regional Aquatic and Recreation Community Facility, dated 22/05/2013. Due to time constraints I have attached this and this also forms part of this submission and should also be read in conjunction.</p> <p>2. Whilst we were encouraged to read that the remnant wetland and bushland were being incorporated into the previous submission we are now concerned and confused as to how quickly this has changed in this proposal. We are totally opposed to the destruction of the banksia woodland and the resource enhancement wetland.</p> <p>3. Vegetation field survey is inaccurate and is inadequate.</p> <ul style="list-style-type: none"> <li>• I am not a botanist but the taxon name Triglochin linearis has not been current since 2010. Current family name should be Cycnogeton. This does not give me confidence in the botanical surveys.</li> <li>• The wetland condition assessment on the resource enhancement wetland has been assessed as degraded. How can this conclusion be reached from a trained botanist?</li> <li>• The required number of visits for a Level 2 Flora Survey have not been carried out in the non-flowering period.</li> <li>• The main flowering period for most species growing in the seasonally flooded zone is only just commencing in the September/ October period. Many of these species commence flowering during October and may continue through to November/ December or even February. Whilst the surveys were undertaken in the main flowering period for the dry land, they have not been undertaken during the main flowering period for the seasonally flooded zone of the wetland. The entire seasonally flooded zone is filled with a variety of emergent and submergent species including Myriophyllums, Ornduffias etc. Some of these plants are visible in the photographs in the attachment over many different</li> </ul>	<p>2. Noted. The design of the Proposed Structure Plan has been an iterative process and subject to many revisions over time. Factors such as drainage invert levels, vehicular access/egress safety requirements, significance of regional recreational facilities and commitment to Directions 2031 objectives are contributors to the current design.</p> <p>3. Noted. It was noted during assessment of the Proposed Structure Plan that the proponent indicated that a Level 2 Flora Survey was carried out to inform the preparation of the proposal. Both the City and DPaW were of the opinion that the submitted assessment was more in keeping with a Level 1 assessment and initially considered it appropriate to place a condition on any approval of the Proposed Structure Plan to require a Level 2 Flora Survey be undertaken at the subdivision stage. Since that time however DPaW have recommended that in order to maximise the benefit to the environment, a preferred outcome would be for the proponent to expend their funds on positive conservation outcomes such as management / offsets in lieu of a Level 2 survey, given the proposed development of the site.</p>

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		<p>years. Others cannot be seen in the photographs. One species (name unknown to us) dominates this zone alongside the <i>Cycnogeton</i> spp during November. This species was illegally harvested and is clearly evident in its cropped state as a dominant species in the photos dated 22/11/2012. Additional survey for the main flowering period for the wetland must be undertaken during November/December to provide a true species list.</p> <ul style="list-style-type: none"> <li>Documentation continues to justify the destruction of this wetland is feasible because it has been previously cleared. Firstly, even minus the vegetation it is still a wetland. Secondly, if the wetland was cleared, it has either resprouted or germinated from seed. The vegetation is just one component of the wetland and thus has never been cleared from the site. I would also question on what evidence the clearing was based. If purely from aerial photographs, how can you see plants such as <i>Cycnogetons</i> that survive as tubers when the wetland dries? Apart from some visible evidence that some form of market gardening occurred where there are row formations of <i>Typha</i> spp growing, the excellent state of the current wetland vegetation condition would refute this.</li> </ul> <p>4. The banksia woodland has been assessed as being in 'excellent condition'. This should not be cleared. Both the wetland and bushland will provide much needed natural amenity to the residents and other visitors to the site. The urban development on the other side of the road was about 'creating communities'. All natural assets were destroyed during this process. The remnant bushland and resource enhancement wetland should be considered an asset to compliment the site development not something to destroy.</p> <p>5. We are totally opposed to the wetland 'acting as a drainage catchment for the site and becoming part of an artificially created ecosystem' for the development.</p> <p>The wetland is in very good condition and is filled with a combination of submergent and emergent wetland plants not commonly found in</p>	<p>4. Noted. In view of the matters raised by the submissioner, it is noted that the potential to retain and incorporate the Resource Enhancement wetland within the overall design of the proposal has been extensively explored by the proponent and the City. However, factors such as drainage invert levels, vehicular access/egress safety requirements, significance of regional recreational facilities and commitment to Directions 2031 objectives lead to the current design. As such, retention of the wetland would result in the viability of the implementation of Proposed Structure Plan being compromised.</p> <p>However, concerns similar to those raised within</p>

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		<p>nearby wetlands. Many of these plants, for example submergents like Myriophyllums and Ornduffias, have disappeared from wetlands once drainage was incorporated due to subsequent increased nutrients, algal growth and reduced water visibility. Submergent plants require light penetration to support their growth beneath the water. A separate drainage catchment should be created for drainage purposes on this site. If it takes the form of an artificial wetland, which could have both community and environmental benefits, it should function separately to the existing wetland ensuring both runoff and groundwater flow (if any) should not contaminate this existing wetland. The artificially created ecosystem could value-add to the existing wetland system instead.</p> <p>The emergent and submergent plants are also highly valued for environmental and educational purposes and for sustainable seed supplies. The seed is so valued and concentrated in such a small area (a rarity), that sometime during spring 2012 (first noticed and reported on 22/11/2012) the 'entire' wetland was illegally harvested for two species of plants. As one of the seeds cannot be stored the quantity collected points towards commercial supply.</p> <p>We are totally opposed to the 'beautification of the wetland'</p> <p>This suggests that our natural-looking wetlands have no place and should be modified. This viewpoint is very reflective of the early European settlers who valued grassed edges and weeping willows. This viewpoint is very out-dated. In our opinion this wetland would rate as one of the most beautiful and natural-looking wetlands in the surrounding area because of the combination of emergent and submergent vegetation, fringing vegetation and connecting bushland. We use this wetland as an educational tool to show our work experience students, trainees and volunteers, that with good water quality, what many wetlands would have looked like before drainage was connected. Despite the wetland showing minor signs of past usage (evident rows in the wetland) it retains all the natural vegetation attributes of a healthy and good condition wetland. Frogs are good environmental indicators and the sound of the frog chorus during an evening visit of the frog breeding season is testimony to the wetland health. In addition, more than 70% of our wetlands have been lost or highly modified. The 'beautification' of the wetland will</p>	<p>this submission have been raised by the City and DPaW, particularly in relation to the proposed removal of the REW. As such, the proponent has liaised with the OEPA and DPaW to determine an appropriate offset arrangement. This approach is conditionally supported by the City subject to the location and quality of the offset arrangement meeting its requirements. Any proposal would need to demonstrate an overall net benefit to the community to effectively compensate for the proposed removal of the REW and associated vegetation.</p> <p>5. Noted. As per response (4.) above. In addition, the LWMS has undergone a preliminary assessment by the DoW and the City. A number of issues have been identified by DoW and the City in relation to the proposed LWMS including the use of 'artificial' lined lakes.</p> <p>Most of the issues have been addressed by the applicant however as there are some matters still outstanding relating to water management which need to be addressed prior to approval of the Proposed Structure Plan. As such, the City recommends that approval of the Proposed Structure Plan will be subject to a condition requiring the final endorsement of the LWMS by DoW and the City.</p>

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		<p>lead to wetland loss</p> <p><i>'The beautification of the wetlands will allow for the community to be passively engaged through the provision of community park infrastructure that compliments the wetland site'.</i></p> <p>The community park infrastructure should be concentrated around the artificial drainage site. Minimal infrastructure should be incorporated at the existing wetland to allow for passive wetland appreciation such as hard-scaping existing access tracks, minimal seating. The <i>Baumea juncea</i> sedge lands are particularly prone to trampling. Careful consultation with the City of Cockburn Environmental Department should be considered. Exercise equipment should not be incorporated in this passive zone.</p> <p><i>'The wetlands will become a prominent feature of the site that provides another focal point for the integrated network of boardwalks and pathways'.</i></p> <p>The drawings suggest a boardwalk crossing the existing wetland. Access should consider the fire access path that traverses through the bushland. The access path should not act as a barrier to movement of wildlife between the wetland and bushland areas. This connection should be retained or enhanced. A boardwalk could traverse a newly created drainage site rather than the existing wetland. Boardwalk installation methods through existing wetlands, has proven to be highly destructive and should be avoided.</p>	
3	Telstra Locked Bag 2525 Perth WA 6001	<p><b>NO OBJECTION</b></p> <p>1. Thank you for the above advice. At present, Telstra Corporation Limited has no objection. I have recorded it and look forward to further documentation as the development progresses.</p> <p>Any network extension that may be required for any development within the area concerned, the owner/developer will have to submit an application before construction is due to start to NBN Co. or the Telstra Smart Community website: <a href="http://www.telstra.com.au/smart-community/developers/">http://www.telstra.com.au/smart-community/developers/</a> .</p>	1. Noted.



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		<p>More information regarding NBN Co. can be found on their website <a href="http://www.nbnco.com.au/">http://www.nbnco.com.au/</a> . I add this information about NBN Co. as it is not known when services will be available from NBN Co. Telstra may provide services if NBN Co. cannot.</p>	
4	<p>Western Power GPO Box L921 PERTH WA 6842</p>	<p><b>NO OBJECTION</b></p> <p>1. Western Power wishes to advise there are no objections to the above proposal, however, as there are overhead powerlines and/or underground cables, adjacent to or traversing the property the following should be considered, prior to any works commencing at the above site/development/property or if any alignments, easements or clearances are encroached or breached.</p> <p>This has also been forwarded to our Transmission team for possible easements as there are transmission lines in the vicinity.</p> <p><i>Working in proximity to Western Power Distribution Lines</i></p> <p>All work must comply with Worksafe Regulation 3.64 - Guidelines for Work in the Vicinity of Overhead Power Lines. If any work is to breach the minimum safe working distances a Request to Work in Vicinity of Powerlines form must be submitted. For more information on this please visit the Western Power Website links below:</p> <p><a href="http://www.westernpower.eom.au/safety/WorkingAroundPowerlines/working%20near%20electricity.html">http://www.westernpower.eom.au/safety/WorkingAroundPowerlines/working near electricity.html</a></p> <p><a href="http://www.westernpower.eom.au/safety/DialBeforeYouDig.html">http://www.westernpower.eom.au/safety/DialBeforeYouDig.html</a> or <a href="http://www.1100.com.au">www.1100.com.au</a> or <a href="http://www.commerce.wa.gov.au/WorkSafe/">http://www.commerce.wa.gov.au/WorkSafe/</a></p> <p><i>Working in proximity to Western Power Transmission Lines</i></p> <p>All work must comply with Worksafe Regulation 3.64 - Guidelines for Work in the Vicinity of Overhead Power Lines.</p> <p>Our standard conditions for working in close proximity to overhead transmission lines are attached for your information. For more information on this please visit the Western Power Website link below:</p>	<p>1. Noted. The submission relates to technical information and studies required to be completed at the detailed design and subdivision stage. The LSP includes provisions which relate to the Western Power easement and measures to ensure subdivision and development is designed to appropriately interface with the easement.</p> <p>It is noted that the proposal identifies land within the power lines transmission corridor for car park purposes. The area is required to accommodate approximately 700 bays to service the City's Integrated Recreation and Community Facility ("IRCF") F. In this regard the proponent and the applicant and the City have been liaising with Western Power to secure agreement to permit the construction of car parking bays within the easement area.</p> <p>It is considered appropriate that a condition be placed on any approval of the Drat Structure Plan to require formal approval from Western Power as the project would be potentially compromised without it.</p>

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		<p><a href="http://www.westernpower.com.au/safety/Safety_Transmission_Lines.html">http://www.westernpower.com.au/safety/Safety_Transmission_Lines.html</a></p> <p>If you require further information on our infrastructure including plans, please complete a request for Digital Data Please note: Western Power must be contacted on 13 10 87, or complete the attached DQA form, if your proposed works involve:</p> <p>A) Any changes to existing ground levels around poles and structures. B) Working under overhead powerlines and/or over underground cables.</p> <p>Western Power is obliged to point out that any change to the existing (power) system, if required, is the responsibility of the individual developer.</p>	
5	Beau Woods Unit 7E, 817 Beelias Drive COCKBURN CENTRAL WA 6164	<p><b>SUPPORT (subject to conditions)</b></p> <p>1. A pedestrian bridge over Beelias drive is essential. This will link this new precinct with Gateways/GP Super Clinic/Youth Facilities. The traffic volumes will deter pedestrians and cyclists as this will eventually be busier than south street. Why spend so much on community recreation facilities and then force people to drive in a car to access those facilities. A bridge must be a priority!</p>	<p>1. Supported (in part). The requirement for high level pedestrian connectivity with adjacent precincts is recognised and the Proposed Structure Plan provides direct pedestrian/cycling links across Beelias Drive through the future Wentworth Parade signalised intersection. Connection with the existing town centre is proposed via the Midgegooroo Avenue and Signal Terrace intersection. In addition to these provisions, the City recommends the current level of pedestrian movement be updated as a condition of any approval to investigate additional features such as grade separated crossings to adjacent areas.</p>
6	Water Corporation PO BOX 100 LEEDERVILLE WA 6902	<p><b>NO OBJECTION</b></p> <p>1. The Water Corporation has no objections to the structure plan. The Corporation has adopted water and wastewater scheme planning for this area that will need to be revised to provide for the proposed high development densities.</p> <p><b>Wastewater planning</b></p>	<p>1. Noted. The submission relates to technical information and studies required to be completed at the detailed design and subdivision stage</p>

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		<p>The site is situated within the Corporation's Jandakot Sewer District. The land use which formed the basis for Corporation's adopted (2007) planning for the Jandakot Sewer District assumed that this land would be developed for "Public Purposes".</p> <p>The wastewater planning therefore assumes low flow rates from this site. The wastewater planning will therefore need to be revised once the structure plan has been finalized and when more detailed wastewater flow information becomes available from the proponents through the more detailed planning stages of the project.</p> <p>There is currently no wastewater infrastructure on the site and reticulation sized gravity sewers will therefore need to be planned and built as part of the future subdivision and development of the land. The Corporation's current wastewater planning for this part of the catchment indicates that wastewater flows from this land will need to be directed by gravity towards the north and north-west to discharge into the extension of the existing DN500 collector sewer on North Lake Road.</p> <p><b>Water planning</b></p> <p>The site is situated within the Corporation's Thompson's Lake Gravity water supply scheme. While this site is presently not directly serviced with water, the Corporation's long term water planning appears to have made allowances for servicing of this land from the surrounding distribution network.</p> <p>There are existing large water distribution mains on the southern side of Beeliar Drive / Yangebup Rd and on the western side of Poletti Rd that are likely to have sufficient capacity to provide services to the initial stages of development. If you have any further queries in this regard please contact me on Tel. 9420-3165. Please quote our reference number on any return correspondence.</p>	
7	Department of Water PO BOX 332 MANDURAH WA 6210	<p><b>OBJECT</b></p> <p>1. The Department of Water (DoW) has reviewed the information and wishes to provide the following advice:</p> <p><b>A. Urban Water Management</b></p>	<p>1. Noted.</p> <p>1A. Supported. Any approval of the Proposed Structure</p>

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		<p>Consistent with Better Urban Water Management (BUWM) (WAPC, 2008) and policy measures outlined in State Planning Policy 2.9, the proposed LSP should be supported by an approved Local Water Management Strategy (LWMS) prior to finalising and supporting the LSP</p> <p>A LWMS was not included with LSP documents referred to the Department. The proponent has since provided the Local Water Management Strategy Cockburn Central West (RPS, June 2013), which the DoW are currently reviewing. The LSP should not be finalised in the absence of an LWMS endorsed by the DoW and City of Cockburn.</p> <p><b>B. Wetland</b></p> <p>The proponent is to be advised that the proposed site contains a Resource Enhancement Wetland (REW). REWs may have been partially modified but still support substantial ecological attributes and functions. In addition, the wetland is also an EPP wetland that is protected under the Environmental Protection (Swan Coastal Lakes) Policy 1992. For these reasons, this proposal must be referred to the Land Use Planning section at the Department of Environment and Conservation's Swan Region (C/- Locked Bag 104, Bentley Delivery Centre, WA 6983).</p> <p>It should be noted that the proposed urban structure and subsequent drainage strategy within the LWMS are highly dependent on the proposed modification/development of the wetland. As a critical factor for the LSP the proposal should not be finalised until the wetland issue has been resolved.</p> <p><b>C. Acid Sulfate Soils</b></p> <p>It appears that there are high to moderate risk of ASS occurring within 3m of natural soil surface that could be disturbed by most land development activities on the subject land. For this reason, this proposal must be referred to the Land Use Planning section at the Department of Environment and Conservation's Swan Region (C/- Locked Bag 104, Bentley Delivery Centre, WA 6983).</p>	<p>Plan will be subject to the requirement for an associated LWMS to be approved by the DoW and the City.</p> <p>1B. Noted. The potential to retain and incorporate the REW within the overall design of the proposal has been extensively explored by the proponent and the City. However, factors including drainage invert levels, vehicular access/egress safety requirements and significance of regional recreational facilities lead to the current design.</p> <p>However in recognition of the concerns raised by the City and DPaW in relation to the proposed removal of the REW, the proponents have liaised with the OEPA and DPaW to determine an appropriate offset arrangement. This approach is conditionally supported by the City subject to the location and quality of the offset arrangement meeting its requirements. Any proposal would need to demonstrate an overall net benefit to the community to effectively compensate for the proposed removal of the REW. This will form part of any approval of the Proposed Structure Plan.</p> <p>1C. Supported. The proponent will be required to prepare and implement an Acid Sulfate Soil Management Plan in accordance with the requirements of the Department of Environmental Regulation.</p>

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		<p><b>D. Groundwater</b></p> <p>The subject area is located within the Jandakot Groundwater Area as proclaimed under the Rights in Water and Irrigation Act 1914. Any groundwater abstraction in this proclaimed area for purposes other than domestic and/or stock watering taken from the superficial aquifer is subject to licensing by the DoW. The issuing of a groundwater licence is not guaranteed but if issued will contain a number of conditions that are binding upon the licensee.</p> <p>2. The DoW will not be in a position to support the LSP until wetland issues regarding the REW and EPP have been resolved, and the LWMS has been finalised.</p>	<p>1D. Noted.</p> <p>2. Supported. Any approval of the Proposed Structure Plan will be subject to the resolution of the REW to satisfaction of the EPA, DPaW, WAPC and the City. In addition, approval of the Proposed Structure Plan will be subject to LWMS being approved by the DoW and the City.</p>
8	Landowner within Cockburn Central	<p><b>SUPPORT (subject to modifications)</b></p> <p>1. Having read extensively the documents provided I wish to put across my strong support for the Cockburn Central West Structure Plan. The creation of vibrant urban walkable communities with strong connections to public transport infrastructure is vital for the long-term liveability of residents of Perth.</p> <p>2. The following comments are provided in a positive light to attempt to further the proper and orderly planning of the district.</p> <p><b>A. LSP boundary</b></p> <p>The boundary of the Structure Plan is noted as being all land within the inner edge of Poletti Road, Beeliar Drive, North Lake Road and Midgegooroo Avenue. It is noted that the land within the current and proposed Midgegooroo Avenue road reserve is located within the Development Zone and DA area 23 of the City's Town Planning Scheme. Excluding the Midgegooroo Avenue Road Reserve from the Structure Plan will create a strip of un-structure planned (and therefore technically un-zoned) land between the Town Centre and Cockburn Central West.</p>	<p>1. Noted.</p> <p>2A. Noted but no modification required. The boundaries of Midgegooroo Avenue and the CCW site are not subject to modification under the provisions of the Proposed Structure Plan. It is acknowledged that Midgegooroo Avenue is currently zoned Regional Centre under TPS3 and this will provide flexibility should the form and function of Midgegooroo Avenue change in the future. It is therefore not considered necessary to extend the boundary of the Proposed Structure Plan given an underlying zoning already exists.</p>

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		<p>The Structure Plan makes considerable mention of the form and function of the future Midgegooroo Avenue. Particularly how it will function in the long term as a Wellington Street type; both in terms of traffic flow and also intensity of uses. The exclusion of this land is not orderly and proper planning and leaves the long-term future of the form and function of Midgegooroo Avenue in doubt.</p> <p>Recommendation –</p> <p>The land utilised as the Midgegooroo Avenue road reserve be included within the boundary of the Structure Plan where it is zoned Development under the City's Town Planning Scheme.</p> <p><b>B. Widening of Midgegooroo Avenue</b></p> <p>It is noted that it is intended to eventually widen Midgegooroo Avenue to a 4-lane dual carriageway. This will be undertaken as part of a long-term program to increase the road capacity of the surrounding road network.</p> <p>The widening of Midgegooroo Avenue would be in stark contrast to the comments throughout the Structure Plan for the Avenue to be an urban boulevard bound by intense development and in essence a main street environment. By widening Midgegooroo Avenue it creates a physical and possibly dangerous barrier to pedestrian movements between the town centre and the Structure Plan area.</p> <p>With the widening of Midgegooroo the road environment will have a feel very different to that of a slow speed main street that is part of a vibrant walkable town centre. It will act as simply an access Street to Gateways shopping centre. As such driver behaviour will be influenced by the environment they are in; this will most likely lead to increased speed, risk taking and inattention. All are a great risk to the pedestrian.</p> <p>Moreover, the Traffic Impact Assessment does not consider the impact of induced demand on the road network. Meta-analysis of road upgrades all over the world show that when roads are</p>	<p>2B. Noted however no modification required. The widening of Midgegooroo Avenue is not considered a direct result of the Proposed Structure Plan however the additional traffic generated by the proposal will contribute toward its use. Widening is currently underway and is the result of wider regional traffic movements, Cockburn Central Town Centre and the expansion of the Cockburn Central Gateway Shopping Centre.</p> <p>Based on the requirements of the City and Main Roads, the installation of two lanes in each direction (dual carriageway) is required to ensure that current and future traffic levels within the locality can be suitably managed. There is a possibility that once the North Lake Road extension is developed, Midgegooroo Avenue may be reverted to single carriageway.</p>

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		<p>widened base traffic volumes can increase up to 40% in the immediate months after the widening opens with the new capacity quickly filled within 2 years of opening. These factors are not assessed as part of the traffic impact assessment.</p> <p>Recommendation –</p> <ul style="list-style-type: none"> <li>- The Traffic Impact Assessment be updated to include the possibility of induced demand on the surrounding upgraded road network. Particularly as the timing of the North lake Road flyover is still unknown.</li> <li>- Council articulate that the long term purpose of Midgegooroo Avenue through the Structure Plan area is as a main street environment and that the form, width and engineering of the road should reflect that.</li> </ul> <p><b>C. Use Permissibility Table</b></p> <p>The Use permissibility table features three zones, which have identical use permissibility on all uses except as 'Health Studios' and 'Grouped Dwellings'. It seems unnecessarily complicated in its current format and adds additional confusion to the planning system.</p> <p>Recommendation - Simplify the use permissibility table by reformatting into a user-friendlier format.</p> <p><b>D. Grouped Dwellings</b></p> <p>It is noted that as Grouped Dwellings are a discretionary use within the Mixed Use as Residential, Retail and Commercial zone. This is capped at a maximum of 30% of developable land within a parcel. Considering the intent of the Structure Plan to create: An innovative mixed use development integrating regional recreational aspirations into the existing landform and surrounds whilst extending the urban fabric of the highly successful Cockburn Central Town Central. The inclusion of grouped dwellings within the Structure Plan area would not support the highly successful fabric of the Town Centre, which is punctuated by high density multiple dwellings within mixed use</p>	<p>1C. Noted however no modification required. Whilst it is noted that there are similarities between the zones, all three are aimed at providing greater development direction than a single zoning over the site. Given the absence of an appropriate 'mixed use' zoning within TPS3, the Draft Structure Plan clearly sets out the objectives of each of the three types of mixed use zones. It is considered that the Detailed Area Plan once prepared will largely guide development as per the existing Cockburn Central Town Centre.</p> <p>1D. Supported (in part). The inclusion of grouped dwellings as 'D' discretionary uses within the Proposed Structure Plan whilst not desirable, does provide greater flexibility in terms of future housing diversity. It is recognised that the Proposed Structure Plan is predicated on delivering a suitably dense and vibrant activity centre and for this reason grouped dwellings will be limited. It is recommended that the Proposed Structure Plan be further refined to clearly outline acceptable locations of grouped housing to provide greater certainty and alignment with Directions 2031</p>

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		<p>developments, and be against the design rationale as noted above.</p> <p>Recommendation -</p> <p>The use as Grouped Dwellings be an 'X' use within Mixed Use as Residential, Retail and Commercial zone. Should the above recommendation not be supported consideration be given to altering Note 1 of the land use permissibility table to limit individual lots or strata lots within grouped dwelling development to be no greater than 100 square metres. Nb. This recommendation should be read in conjunction with the section on height.</p> <p><b>E. Height</b></p> <p>The Structure Plan sets a height minimum of 3 stories for mixed-use developments and 2 stories for grouped dwellings. The allowance of 2 story developments would be out of keeping with the highly successful built form fabric of the town centre. The structure plan makes reference to any 2-story development being offset by other developments of higher heights. It does not however note a mechanism to enforce this.</p> <p>Recommendation –</p> <p>Remove all mentions of the ability of some development types to be able to build to 2-story; with the minimum required height for all development within the Structure Plan area to be set at 3-story. Nb. This recommendation should be read in conjunction with the section on grouped dwellings.</p> <p><b>F. Bicycle Parking Rate</b></p> <p>The Structure Plan makes no reference to minimum bicycle parking requirements. The Residential Design Codes and therefore the bicycle-parking standard for residential developments do not apply to the structure plan area.</p> <p>Recommendation –</p>	<p>density targets.</p> <p>1E. Supported. The proposal to allow limited opportunities for two storey development within the Proposed Structure Plan was based on responding to market conditions and development feasibility. The importance of these factors is acknowledged however given the site's aims and objectives within Directions 2031 it is considered appropriate to instead prescribe a minimum height of 3 storeys. This will ensure adequate continuity and appropriate urban scale throughout the project area.</p> <p>1F. Supported. In accordance with clause 6.5.1(c) of the Proposed Structure Plan, the provision of bicycle parking and end of trip facilities will be prescribed within the future detailed area plan/design guidelines</p>



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		<p>The inclusion of bicycle parking and end of trip facilities should be included within the parking standards of the Structure Plan; standards should exist for retail, commercial and residential components of developments. The inclusion of such facilities has a major impact on people choices to take alternative transport options.</p> <p><b>G. Public Open Space - Primary Oval Credit</b></p> <p>It is noted that the Primary AFL oval is to be ceded to the Crown free of cost for the purpose of public open space/recreation. The POS schedule notes that the 1.925 ha of land that makes up the AFL oval is credited as unrestricted Public Open Space. What is not clear is the leasing arrangement that will occur over that land once the future Integrated Sports precinct is partially occupied by the Fremantle Dockers.</p> <p>From experience of other such arrangements between Local Government and elite sporting teams is that the oval will be utilised by the Fremantle Dockers for vast periods of time and the public use of the land will be severely restricted; both in terms of time and activities that can occur on the oval. In light of such information it should be questioned if the oval should be fully credited as unrestricted public open space or if a proportional amount should be determined.</p> <p>Recommendation</p> <p>Clarification should be sought on the use arrangement of the Fremantle Dockers and how that will impact on the use by the public of the open space. Until such time the oval should not be allowed to be credited fully as unrestricted public open space.</p> <p><b>H. Slow Speed Mixed Traffic Zone</b></p> <p>The use of this form of road treatment is strongly supported. It has widely been used throughout the world to much success. Some minor additions to the zone are proposed below to increase the awareness of drivers entering the zone.</p>	<p>1G. Noted but no modification required. The Proposed Structure Plan identifies that public open space provision complies with the requirements of Liveable Neighbourhoods. The associated public open space schedule includes the 'Primary Oval' as 'restricted open space' noting the potential for the area to be used for AFL training purposes. It should be noted that this is not guaranteed at this stage and the Proposed Structure Plan demonstrates that regardless of the oval's potential usage and management, public open space is compliant across the subject site and wider Town Centre area.</p> <p>1H. Supported (in part). The existing 'Slow Speed Mixed Traffic Zone' within the Proposed Structure Plan is subject to further detailed planning and design. It is recommended as part of the updates to the traffic assessment that greater detail be provided as to the potential operation and</p>

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		<p>Recommendation –</p> <ul style="list-style-type: none"> <li>- Extend the southern extent of the Slow Speed Mixed Traffic Zone to the just beyond both legs of the 'T-Junction' at the northern corner of Parcel 7.</li> <li>- Extend the Slow Speed Mixed Traffic Zone northwards along the access street between Parcels 2 and 3 to at least the northern edge of the Active retail/commercial area on parcel 2 (shown as cross hatched on the structure plan map).</li> </ul>	<p>functionality of the slow speed environment.</p>
9	<p>Murdoch Branch of the Wildflower Society of WA 16 Eckersley Heights Winthrop WA 6150</p>	<p><b>OBJECT</b></p> <p>1. The Murdoch Branch of the Wildflower Society of WA makes the following comments on this plan.</p> <p><b>Executive Summary</b></p> <p>The Structure Plan is based on delivering the following project vision: <i>"An innovative mixed use development integrating regional recreational aspirations into the existing landform and surrounds whilst extending the urban fabric of the highly successful Cockburn Central Town Centre."</i></p> <p>How is altering the landscape, i.e. obliterating natural areas such as banksia woodland and the Resource Enhancement Wetland (REW), addressing this vision? An artificial wetland, or a re-created wetland, or the proposed drainage sump, can never replace a natural wetland.</p> <p>The Structure Plan states the following:</p> <p><i>"A wide range of technical reports have been prepared to support the CCW Structure Plan, including a flora and fauna survey, a transport assessment, local water management strategy and servicing strategy. The findings of these technical reports have influenced the final structure plan design for CCW."</i></p> <p>The validity of these reports is questionable as the flora condition of the wetland is said to be degraded despite the wetland retaining a variety of habitats due to the wetland assemblage. The advice from the drainage expert was overlooked.</p>	<p>1. Noted. In view of the matters raised by the submission, it is noted that the potential to retain and incorporate the Resource Enhancement wetland within the overall design of the proposal has been extensively explored by the proponent and the City. However, factors such as drainage invert levels, vehicular access/egress safety requirements, significance of regional recreational facilities and commitment to Directions 2031 objectives lead to the current design. As such, retention of the wetland would result in the viability of the implementation of Proposed Structure Plan being compromised.</p> <p>Concerns similar to those raised within this submission have been raised by the City and DPaW, particularly in relation to the proposed removal of the REW. As such, the proponent has liaised with the OEPA and DPaW to determine an appropriate offset arrangement. This approach is conditionally supported by the City subject to the location and quality of the offset arrangement meeting its requirements. Any proposal would need to demonstrate an overall net benefit to the community to effectively compensate for the proposed removal of the REW and associated vegetation.</p>

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		<p>2. <b>Part 1 - Statutory Section –</b></p> <p>6.5.2 <i>Open Space</i></p> <p>The Structure Plan states the following:</p> <p><i>“Open spaces should fit into a clear hierarchy that provides for a range of uses and users, from small pocket parks for quiet contemplation to large kick-about areas for active sport. A range of different open space typologies should be provided within the development.”</i></p> <p>Some people require natural areas that are not created sterile landscapes for their wellbeing. The retention of the REW and some of the excellent banksia woodland could provide this.</p> <p>3. <b>Part 2 - Explanatory Section</b></p> <p>A. 1.3.1.2 City of Cockburn Town Planning Scheme No. 3</p> <p>The Structure Plan states the following:</p> <p><i>“To facilitate the development of a multifunctional Town Centre which shall include a range of intensive residential and commercial development, shopping, entertainment, regional sport, bushland/wetland area and cultural facilities supported by a highly interconnected transport system. There are also restrictions on supermarket uses within the Town Centre.”</i></p> <p>Where in the Structure Plan is there provision for bush land and/or wetland? A revegetated, landscaped artificial drainage basin is a poor substitute for a natural wetland.</p> <p>The Structure Plan states the following:</p> <p><i>“In reference to Provision 2 and the bushland/wetland area, a detailed rationale is provided in Section 2 of this report justifying the removal of the remnant vegetation and the degraded Resource Enhancement Wetland.”</i></p>	<p>In regards to the LWMS, a number of issues have been identified by DoW and the City in relation to the proposal including the use of ‘artificial’ lined lakes. Most of the issues have been addressed by the applicant however as there are some matters still outstanding relating to water management which need to be addressed prior to approval of the Proposed Structure Plan. As such, the City recommends that approval of the Proposed Structure Plan will be subject to a condition requiring the final endorsement of the LWMS by DoW and the City.</p> <p>2. Noted. A mix of recreation opportunities is facilitated by the Proposed Structure Plan.</p> <p>3A. Noted. As per response (1.) above.</p>

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		<p>The detailed rationale for clearing is that this REW has been assessed as a degraded area as it has some weeds present and a fringing monoculture of <i>Astartea scoparia</i>. This is very common with small water bodies but does not mean it is degraded. Further, the REW is identified as supporting a number of fauna habitats. The environmental values of this REW have been underscored.</p> <p>None of the best bush land, i.e. that along the southern boundary of the site, and especially that in the south-eastern corner, is to be retained. This is not acceptable. Remnant bushland such as this provides habitat as well as linkages to other larger bushland areas, especially for the endangered Carnaby's cockatoos with young who forage on the flowers and cannot travel great distances.</p> <p>We are aware of some advice from the Office of the EPA and DEC in relation to the wetland and its protection. It appears the developers have totally ignored this advice. This is of major concern. LandCorp, the government development arm, should be setting an example to other developers. LandCorp supposedly has a sustainable development mantra and philosophy, but none of that is evident in this proposal.</p> <p><b>B. 2.3 Vegetation Complex</b></p> <p>Table 3 shows 2818 ha or 6% of Bassendean Vegetation Complex – Central and South in existing protection and concludes that there is sufficient banksia woodland of this complex remaining so clearing another 30 ha is acceptable.</p> <p>At 24% of its original area this vegetation complex is considered as vulnerable as it is below the 30% threshold at which species loss accelerates. As much as possible of this complex should be retained on site. The fauna survey also recommends the retention of as much Banksia woodland as possible within the landscape and streetscape.</p> <p>The Structure Plan states the following:</p>	<p>3B. Noted. It was noted during assessment of the Proposed Structure Plan that the proponent indicated that a Level 2 Flora Survey was carried out to inform the preparation of the proposal. Both the City and DPaW were of the opinion that the submitted assessment was more in keeping with a Level 1 assessment and initially considered it appropriate to place a condition on any approval of the Proposed Structure Plan to require a Level 2 Flora Survey be undertaken at the subdivision stage. Since that time however DPaW have recommended that in order to maximise the benefit to the environment, a preferred outcome would be for the proponent to expend their funds on positive conservation outcomes such as management /</p>

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		<p><i>"The extent of the vegetation proposed for clearing (which is mostly in Degraded to Completely Degraded' condition) is approximately 30 ha or 0.14% of the present regional extent remaining of this vegetation complex."</i></p> <p>This amount does not take into account the excellent banksia woodland at the south-eastern corner of Beeliar Drive and Midgegooroo Ave.</p> <p>The Structure Plan states the following:</p> <p><i>"The vegetation condition for over 71% of the site is mapped as 'Degraded to Completely Degraded'. The 'Degraded to Completely Degraded' area is inclusive of the wetland area."</i></p> <p>We dispute that assessment as based on our own assessment, undertaken several years ago when we were investigating this site as an alternative for the Fiona Stanley Hospital, and a review of the photos taken during the vegetation survey, we believe a much larger portion of the site, especially around the wetland, is in good to very good condition.</p> <p>C. 2.4.2.3 Key Wetland Outcomes &amp; 2.5 Environmentally Sensitive Areas</p> <p>The Structure Plan states the following:</p> <p><i>"In the context of the above, urban design, planning, built form, traffic and engineering considerations result in a scenario where it is impracticable to retain the wetland."</i></p> <p>Figure 10: Wetlands shows this lake as an EPP Lake (DEC, 18.12.92) in Geomorphic Wetland Management Category/21.11.2011. This is a priority wetland that should be retained. The REW has also been identified as an Environmentally Sensitive Area and therefore any clearing requires the approval of the DEC. If the REW is removed the wetland values could only be replicated in part, in other words they will be lost. It is very disappointing, and really unacceptable,</p>	<p>offsets in lieu of a Level 2 survey, given the proposed development of the site.</p> <p>3C. Noted. As per response (1.) above.</p>

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		<p>that more effort has not been taken by the developer to attempt to integrate this small but valuable REW into the design for the site thereby retaining the values, habitat, flora and fauna for the residents and visitors to appreciate. It would be so easy, and much more sensible and cost-effective, to flip the proposed drainage area around and utilise the existing wetland to the south of the proposed ovals rather than build a new wetland to the north of the proposed ovals.</p> <p>D. 2.8 Environment Protection and Biodiversity Conservation Act 1999</p> <p>The Structure Plan states the following:</p> <p><i>“Separate to the Structure Plan approval process and consistent with the EPBC Act, an assessment by qualified environmental professionals has concluded that the proposal is unlikely to have a significant impact on any Matters of National Environmental Significance.”</i></p> <p>We dispute this fact as in the Flora and Fauna Survey report, a number of significant trees are listed that are provide habitat for the Carnaby’s and Forest Red-Tailed Black Cockatoos which are Matters of National Environmental Significance.</p> <p>From a Western Australian Environment Protection Act perspective, the clearing and filling in of the wetland will be at variance with Clearing Principle F of the DEC’s 10 clearing principles. It would not be in variance to this principle if the wetland was retained. Has the DEC been consulted and have they given approval to clear this wetland? No work should commence without the appropriate DEC approvals.</p> <p>E. 3.1 Structure Plan Design Rationale</p> <p>The Structure Plan states the following:</p> <p><i>“Facilitating appropriate land uses in appropriate locations to take advantage of the natural diversity within the site; “</i></p>	<p>3D. Noted. Matters relating to federal level Acts such as the EPBC Act fall outside the scope of the City’s consideration of the Proposed Structure Plan. However it is noted that the proponent is required to ensure that the proposal is consistent with the EPBC Act.</p> <p>3E. Noted. As per response (1.) above.</p>

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		<p><i>"The Structure Plan also places a strong "sense of place" orientation and amenity around the Integrated Facility, which is recognised as the key central development and major attractor and therefore needs to be integrated with its immediate locality."</i></p> <p>There is an opportunity here to deliver a strong "sense of place" by retaining that which is already there, i.e. the banksia woodland and the REW. A contrived, landscaped community will look just like any other development in Perth, Subiaco, or the Eastern States? How will this be any different?</p> <p>The Structure Plan states the following:</p> <p><i>"A Local Water Management Strategy supporting the Structure Plan provides the proposed design and function of an integrated basin and details the wetland values to be replicated (in part) through landscaping, use of native vegetation in rehabilitation and engineering design."</i></p> <p>This section talks about habitat preservation when in fact the habitat that is provided by the existing wetland will be lost. This section also indicates that the detention basins to be utilised on site will include an unlined natural wetland. This is incorrect - it will actually be a lined created wetland. This should be changed to reflect the true nature of the detention basin.</p> <p>Why can't the existing REW act as the detention / drainage basin to treat storm water? Where is the logic in filling an existing REW wetland and attempting to create a wetland 200m further north? There is no provision for relocating the native fauna that inhabit the REW and its associated flora should the REW be destroyed. The environmental values of the REW will be lost once it is filled and replaced with an artificial feature lake.</p> <p>F. 3.4 Public Open Space</p> <p>The Structure Plan states the following:</p> <p><i>"The Structure Plan provides a strong open space focus within the central and north-eastern portions of the site and provides the</i></p>	<p>3F. Noted. The surplus of POS within the subject site will accommodate the existing shortfall within the Cockburn Central Town Centre. Limited POS was planned for within the Town Centre given its urban environment and the aim to establish critical population mass to take advantage of the principles</p>

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		<p><i>total public open space (POS) provision for Cockburn Central West, addresses the POS shortfall from the Town Centre and provides regional open space and recreational functions (refer to Figure 14). "</i></p> <p>POS, especially natural passive vegetated open space, which is as important as active recreational open space, is sadly lacking within the Cockburn Town Centre. Those residents living on the Western side of the Centre might appreciate the amenity of a water body to their west to cool the built environment during hot conditions as well as the option to enjoy looking down to a natural area instead of commercial buildings and apartments.</p> <p>G. 3.5 Place Making</p> <p>The Structure Plan states the following:</p> <p><i>"Place making involves the creation of public spaces and communities that respond to the needs of people living, working and recreating in these areas. It is critical that public spaces within CCW, such as the Integrated Facility and the multi-purpose open space area, are places that are diverse, accessible, interesting, positive, safe and useable to a wide range of people."</i></p> <p>Not everyone is active or young enough to enjoy the expanse of a football field. Many enjoy quiet contemplation and the natural environment. The REW and its surrounds could provide a special place for the less active to bird watch and enjoy nature.</p> <p>H. 4 Conclusion</p> <p>The Structure Plan states the following:</p> <p><i>"The Structure Plan design has been influenced by the outcome of numerous technical investigations including a flora and fauna survey, transport assessment, local water management strategy and a servicing strategy."</i></p> <p>It is noted that one of the recommendations of the flora and fauna survey is to retain some of the bushland. This recommendation</p>	<p>of Transit Orientated Development.</p> <p>3G. Noted. As per response (2.) above.</p> <p>3H. Noted. Vegetation retention will be determined in more detail at the subdivision stage.</p>



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		<p>has been ignored.</p> <p><b>4. Wetland Mitigation Report</b></p> <p>3.4 Wetland Attributes and Values</p> <p>Section 3.4.3 of the report states the following:</p> <p><i>"It is not considered likely that any significant fauna would use these habitats due to the degraded nature of the majority of vegetation within the wetland (habitat condition mapped in Figure 7)."</i></p> <p>The wetland retains a variety of habitats due to the wetland vegetation assemblage shown by the vegetation assessment, which although it may be degraded, would support a number of fauna species.</p> <p>However, the report clearly states that the wetland has the potential to be restored to conservation category and protection is recommended, which is apparently the advice from the OEPA and DEC. There is no real reason given as to why this wetland needs to be removed, and cannot be retained and enhanced (as is the intent of the designation Resource "Enhancement" Wetland.)</p> <p><b>5. APPENDIX 2 - Cockburn Central and Solomon Road Development Areas Arterial Drainage Scheme Review (David Wills and Associates 2004)</b></p> <p>Appendix D: PROPOSED ARTERIAL DRAINAGE SCHEME</p> <p>This report shows the REW as a potential infiltration drainage basin but this has been ignored in the Structure Plan in favour of attempting to re-create an artificial lined wetland further north. The artificial wetland will probably not require a 50 m buffer, which the natural wetland would. Is this a case of economic considerations overriding environmental and social imperatives?</p> <p><b>6. APPENDIX 3 - Flora and Fauna Survey</b></p> <p>The report indicates that a Level 2 flora survey and vegetation survey</p>	<p>4. Noted. As per response (1.) above.</p> <p>5. Noted. The regional level drainage scheme is subject to further detailed analysis at the detailed design stage.</p> <p>6. Noted. As per response (3B.) above.</p>

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		<p>was conducted. This is incorrect as only two field visits during the main flowering period (September and October 2011) were conducted. As per EPA guidelines, a further survey is required during the non-flowering season if this is to be considered a Level 2 Flora Survey. It is interesting to note that the consultant is aware that the Flora Survey was not completed as per the guidelines. They have acknowledged this as a limitation in Table 4 and even suggest that species may have been overlooked yet they still state the survey was completed as per guidelines. It is strongly recommended that a Level 2 Flora Survey be completed as per the guidelines so as to give a true and accurate indication of the flora species on site. The development should not proceed until this has been completed because the information in relation to flora is incomplete and cannot be relied upon.</p> <p>The vegetation condition as described in the report is misleading. For some areas, particularly in and around the wetland, the consultant has given the vegetation a rating of degraded on the grounds that species diversity is limited. However limited species diversity is common in Swan Coastal Plain wetland fringes, and especially underneath canopies of healthy and ecologically functioning <i>Melaleuca preissiana</i> and <i>Banksia littoralis</i> such as found on the site.</p> <p>It is stated that a Level 1 Fauna Survey was conducted on the site. Given that much of the site contains good quality vegetation, a Level 2 Fauna Survey conducted by qualified staff would have been more appropriate. Why has only a Level 1 survey carried out?</p> <p>This survey does not support the notion that the wetland is degraded. It seems to indicate that the wetland provides an assortment of habitat types for native species.</p> <p><b>7. SUMMARY</b></p> <p>In summary, this project should not proceed as proposed in the draft Structure Plan.</p> <p>The existing REW should not be cleared and filled in solely to create for developable land. Rather, it should be retained and enhanced</p>	<p>7. Not supported. As per response (1.) above.</p>

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		<p>and used to provide the natural infrastructure and habitat. Some of the best remnant native vegetation, especially that containing habitat trees for Carnaby's and Forest Red-Tailed Black cockatoos.</p> <p>There is no recognition of the value of the bushland being impacted both directly through clearing and indirectly through fragmentation. It has been calculated that vegetation is worth between \$3,000 and \$700,000/ha depending upon what ecological services are included, such as oxygen generation, excess nutrient removal, cooling and warming, air cleansing, Black Cockatoo nesting/food, and pest control (see attached document entitled "Trees have an economic value").</p>	
10	Department of Transport GPO Box C102 PERTH WA 6839	<p><b>OBJECT</b></p> <p>1. Unfortunately, we will be unable to provide you with detailed comments by your deadline, however I can advise that at present DoT cannot support the current application due to a number of issues.</p> <p>Primarily these concerns arise from the following:</p> <ul style="list-style-type: none"> <li>• Consideration of the proposed future bus rapid transit corridor identified in the Public Transport Plan 2031 and running along Beeliar Drive</li> <li>• Concerns regarding pedestrian permeability and crossing facilities adjacent to the site</li> <li>• The reliability and accuracy of traffic modelling undertaken in support of the structure plan application</li> </ul> <p>Apologies for the outline response, however I will endeavour to provide you with detailed comments regarding each of the above issues early next week.</p> <p><b>Further submission received 30 July 2013</b></p> <p>2. Please find below additional comments provided by the Department of Transport (DoT) in relation to the above Local Structure Plan (LSP).</p>	<p>1. Noted. The City's review of the associated transport assessment shares some of these concerns. It is recommended that the submitted Transport Assessment and relevant sections of the Proposed Structure Plan be updated to address these issues to the satisfaction of the City and relevant agencies.</p> <p>2. Supported. As per (1.) above, an updated transport assessment and pedestrian movement plan are recommended as conditions of approval of the Proposed Structure Plan.</p>

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		<p>As noted in my previous e-mail, DoT has identified some issues with the LSP submission that require further clarification in order for DoT to support the proposals. These are primarily related to the following issues:</p> <ul style="list-style-type: none"> <li>• The lack of consideration for the future Bus Rapid Transit (BRT) corridor proposed along Beeliar Drive and identified in the Public Transport Plan</li> <li>• Concerns regarding the pedestrian permeability and crossing facilities adjacent to the site</li> <li>• The reliability and accuracy of traffic modelling provided in support of the application</li> </ul> <p>The Public Transport Plan for Perth in 2031 identifies Beeliar Drive as a future BRT route. The provision of this service is not considered within the accompanying documentation supporting the proposals. As the proposed route has not been subject to detailed planning, DoT cannot provide details relating to the specific carriageway pattern requirements likely to arise from the provision of BRT infrastructure. However, DoT requires that the structure plan proposal considers this future requirement and confirms that development will have no impact on the current Regional Road reservation.</p> <p>In addition, the intersection assessments carried out for Beeliar Drive Midgegooroo do not account for the provision of Bus Priority measures which are likely to result in reduced capacity for general traffic.</p> <p>It is not clear whether pedestrian crossing facilities have been included in the intersection assessments. Given that relatively short cycle times of 100 seconds are shown to provide exceptionally high levels of service for traffic, it is assumed that pedestrian movements have not been accommodated within the LINSIG Models. As no phasing diagrams have been provided to accompany the traffic analysis, this cannot be confirmed by DoT.</p> <p>Furthermore it is not clear how pedestrian movements are proposed to operate. It is not clear what the term 'Wellington Street Style'</p>	

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		<p>crossings is intended to mean. It is assumed that this refers to parallel walks as introduced in Perth CBD. DoT would not support this type of crossing, particularly at the Beeliar Drive   Midgegooroo Avenue intersection where effectively pedestrians will need to cross up to 8 lanes of traffic without protection.</p> <p>In general, the LINSIG assessments undertaken appear to indicate that unrealistic performance can be expected at the key intersections around the site. The lack of a base case model, i.e. 2013 model based on current traffic volumes means that a simple comparison between current and future operation based on existing delay and queuing cannot be undertaken to confirm whether LINSIG is providing a reasonable estimation of performance in 2031. Therefore, DoT requires that Main Roads are given the opportunity to review the modelling and comment on its reliability.</p> <p>In addition to the above, it is noted that a Travel Smart Action Plan is to be developed however; little detail is provided to support this statement. DoT requires that further detail is provided, including but not limited to the following:</p> <ul style="list-style-type: none"> <li>• Who should be responsible for developing, administering and monitoring/enforcing the TravelSmart Action Plan (governance framework).</li> <li>• The regulatory/policy framework for the TravelSmart Action Plan.</li> <li>• More guidance on the types of issues that the action plan would address and the tools employed to bring about positive outcomes.</li> </ul> <p>In summary, DoT cannot support the current proposals until the items outlined above have been addressed.</p>	
11	Main Roads WA PO Box 6202 EAST PERTH WA 6892	<p><b>SUPPORT (subject to conditions)</b></p> <p>1. Thank you for your letter dated 14 June 2013 requesting Main Roads comments on the above proposal. It is noted that in some aspects of GHD's Transport Assessment report it is not consistent to what has been agreed to in recent discussions between Main Roads, City of Cockburn and LandCorp and not reflective of the agreed ultimate</p>	1. Noted.

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		<p>planning design concepts for the various intersection treatments.</p> <p>However, Main Roads has reviewed the proposed Cockburn Central West Structure Plan (CCWSP) which is acceptable subject to the following conditions being imposed by Main Roads:</p> <p>A. Midgegooroo Avenue is to be designed and constructed to its ultimate configuration as a 4 lane dual carriageway whilst retaining all dedicated turning pockets into signalised intersections. This may require additional land on the western side of Midgegooroo Drive.</p> <p>In recent discussions between Main Roads, the City of Cockburn and LandCorp, Main Roads emphasised that these works should be undertaken sooner rather than later as part of the adjacent Cockburn Central Gateway road upgrading requirements with its anticipated increases in traffic volumes and congestion generated by this precinct.</p> <p>B. Buffer Lane should be shown as a cul-de-sac rather than a left in/left out access arrangement due to safety concerns. A left in access within the braking area at the intersection of Midgegooroo Avenue/Beeliar Drive would create confusion for motorists travelling behind a vehicle indicating left as a driver may not be able to tell if the motorist was indicating to turn left into Buffer Lane or at Beeliar Drive. Main Roads can foresee that this would lead to an increase in rear end crashes.</p> <p>Furthermore, Buffer Lane will be located directly opposite a right turn pocket that may result in right angle crashes as vehicles will try and exit Buffer Lane and access the right turn pocket. In addition, there may be a requirement to lengthen the left turn pocket at this signalised intersection due to significant congestion based on the growth in this area</p> <p>C. At the intersections of Junction Boulevard and Stockton Bend on both sides of Midgegooroo Avenue these should be shown as left in/left out movements only. However, the access arrangement for Stockton Bend may need to be reviewed at a later stage with respect to the intersection performance of Midgegooroo</p>	<p>1A. Supported (in part). It is accepted that Midgegooroo Avenue will be widened to a 4 lane dual carriageway road in the near future. However further widening of the road reserve is not supported as it will create an inappropriate separation between the existing Cockburn Central Town Centre and the Proposed Structure Plan area. It is also preferable that flexibility be applied to the design to allow for future conversion back to a 2 lane single carriageway design more in keeping with an urban environment.</p> <p>1B. Not supported. Buffer Lane falls outside the boundary of the Proposed Structure Plan and any future modifications to this road reserve will be at the discretion of the City.</p> <p>1C. Not supported. As per response (1B.) above.</p>

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		<p>Drive/Beeliar Drive and access into the Cockburn Central Gateway shopping Centre precinct for similar reasons outlined in point 2 and may result in becoming a cul-de-sac arrangement.</p> <p>D. The internal subdivision road which travels contiguous with the northern boundary of Parcel 3 is to be redesigned so that it does not terminate at the T Junction opposite Parcel 1 as there are safety concerns with its proximity to the left in/left out access onto North Lake Road.</p> <p>E. No access will be permitted onto Beeliar Drive and all roads between Parcels 10 &amp; 11 shall be internal subdivision roads only.</p> <p>F. Main Roads requires the current detailed geometric design for North Lake Road from Poletti Road to the Kwinana Freeway.</p> <p>In addition to the above, Main Roads also requires both the vertical and horizontal profiles for the intersection of North Lake Road/Midgegooroo Drive/Kentucky Court to ensure that it does not compromise the ultimate grade separation concepts for North Lake Road on both sides of the Kwinana Freeway. To date Main Roads has not received these plans electronically for review to ensure that compatibility exists between the two designs.</p> <p>G. Splitter islands on both sides of Signal Terrace and the Eastern Access Road should be shown as part of the intersection layout in Figure 23 in GHD's Transport Assessment report.</p> <p>H. Main Roads Road Network Services suggests that when a significant increase in vehicle numbers warrant an upgrade to the Poletti Road/Davidson Road intersection, a roundabout treatment should be explored in the first instance and signals should be viewed as a last resort to controlling the increased traffic volumes.</p> <p>I. The verge space appears inadequate for the slow speed zones as indicated in Figures 18, 19 &amp; 20 of GHD's Transport Assessment report.</p> <p>J. The developer is to ensure that there is an adequate reservation set aside to cater for all truncations required on internal</p>	<p>1D. Supported (in part). The design and operation of this road will be subject to further detailed design at the subdivision stage.</p> <p>1E. Noted.</p> <p>1F. Noted. This requirement relates to detailed design matters to be confirmed at the subdivision/development stage.</p> <p>1G. As per (1F.) above</p> <p>1H. Noted. The Proposed Structure Plan does not include any provisions relating to the upgrade of Poletti Road or other roads to accommodate the increase in traffic volumes related to the subject site. This is considered a shortcoming of the Structure Plan, which forms the basis of the recommended condition regarding the voluntary legal agreement as well as the updating of the transport plan. This will deal with any traffic management measures to be implemented.</p> <p>1I. Noted. The existing 'Slow Speed Mixed Traffic</p>

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		<p>subdivision roads for street corners.</p> <p>K. The developer shall be responsible for all costs associated with the various road and intersection upgrades including all costs associated with the installation of traffic signals. This includes signing, road markings, relocation of services, street lighting and Main Roads costs involved in the checking of the design and constructions drawings and any site inspections. Any services, infrastructure or roadside furniture that requires relocation as a result of the applicant's works will be at the applicant's cost.</p> <p>L. The applicant is required to undertake a transport noise assessment in accordance with the guidelines of the WAPC State Planning Policy 5.4 "Road and Rail Transport Noise and Freight Considerations in Land Use Planning" and implement those recommendations as specified in the acoustic noise report.</p>	<p>Zone' within the Proposed Structure Plan is subject to further detailed planning and design. It is recommended as part of the updates to the traffic assessment that greater detail be provided as to the potential operation and functionality of the slow speed environment.</p> <p>1J. As per (1F.) above</p> <p>1K. As per (1H.) above.</p> <p>1L. Supported (in part). The associated Detailed Area Plan/Design Guidelines will outline the requirement for noise assessments and mitigation measures in accordance with SPP5.4 where applicable.</p>
12	<p>Cultural Development Coordinator City of Cockburn 9 Coleville Crescent SPEARWOOD WA 6163</p>	<p><b>NO OBJECTION (subject to modification)</b></p> <p>1. I wish to make comment on the Draft Cockburn Central West Structure Plan for the City's consideration.</p> <p>At the Ordinary Council Meeting of May 2011 (Minute 4516) it was recommended that the City establish a Memorial Walk Trail. The recommendation from that meeting is as follows,</p> <p><i>"That Council:</i></p> <p><i>(1) provide in principle support to the establishment of a Memorial Walk Trail;</i></p> <p><i>(2) identify the Cockburn Central Recreational reserve as the preferred location for the establishment of a Memorial Walk; and</i></p> <p><i>(3) include the creation of a Memorial Walk into the detailed planning for the site."</i></p> <p>This submission discusses the how a Memorial Walk Trail within the Cockburn Central West location could be included into the ongoing planning of the site.</p> <p>The main points of this submission can be summarised as follows:</p>	<p>1. Supported. The City's DCP13 includes the provision of a 'Cockburn Central Heritage Park'. In lieu of a 'Heritage Park' which is considered to concentrate matters of heritage into one area only, an alternative memorial walk trail would be preferred. This would be in keeping with the overall recreation theme of the subject area and enables aspects of heritage to be present throughout the development rather than in one location only.</p> <p>It is therefore recommended that the text of the Proposed Structure Plan be modified to delete reference to the requirement for a future Scheme Amendment to modify DCP13. Additional text is required to clarify that approval of the Proposed Structure Plan would instead change the scope of the previously planned 'Cockburn Central Heritage Park' within DCP 13 to a memorial walk trail. And that the trail would maintain the general intent of the original proposal and provide for additional opportunities to recognise Australia's participation in various theatres of war.</p>



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		<ul style="list-style-type: none"> <li>• Naming the main thoroughfare ANZAC Way / Road / Boulevard / Drive. The construction of this road will time with the 2015 Centenary of ANZAC – Preliminary research shows this name will not clash with other names in the area. Other roads in the development could then be named in a similar vein e.g. Digger Drive, Remembrance Road.</li> <li>• Installation of a significant artwork to honour Indigenous Veterans. POS at the site will be adjacent to Midgegooroo Drive, (Midgegooroo was an Indigenous Leader at time of European arrival) and ANZAC roads.</li> <li>• Installing interpretative seating/paving or similar around the POS / lake to recognise veterans of other conflicts.</li> <li>• Using further artwork with small footprint such as columns and banner poles across the site to pick up other relevant themes.</li> </ul> <p>This submission will require LandCorp, the City and community representatives to work together to finalise the details of the attached Memorial Walk Concept document and embed it into the Cockburn Central West Structure Plan.</p> <p><i>*Proposed Cockburn Central West Memorial Walk booklet enclosed</i></p>	
13	Neil Goldsborough Wildflower Society	<p><b>OBJECT</b></p> <p>As a concerned citizen and member of the Wildflower Society I would like to make the following comments on this Draft Structure Plan.</p> <p>1. <b>2.8 Environment Protection and Biodiversity Conservation Act 1999</b></p> <p>Flora and fauna of national conservation significance are protected by the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act).</p> <p>The clearing of the wetland will be at variance with Clearing Principle</p>	<p>1. Matters relating to federal level Acts such as the EPBC Act fall outside the scope of the City's consideration of the Proposed Structure Plan. However it is noted that the proponent is required to ensure that the proposal is consistent with the EPBC Act.</p> <p>In line with the matters raised by the submissioner,</p>

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		<p>F of the DEC's 10 clearing principles. Has the DEC been consulted and have they given approval to clear this wetland? No work should commence without the appropriate DEC approvals, or the EPBC act</p> <p>It is important to note a Structure Plan is not the tool for determining whether an action requires referral to the Commonwealth government under the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act).</p> <p>All recommendations should be in accordance with statutory regulations, when clearing is to occur. Then the correct procedures must be followed, this is obviously not occurring in this proposal and there should not be considered.</p> <p>The determination for either undertaking a referral and/or determining the significance of an impact on a threatened species is the responsibility of the proponent.</p> <p>If the proponent is ignoring the advice of the EPA and DEC in developing this area, why should they bother to refer this proposal to a Department that could place stringent requires on the project?</p> <p>Separate to the Structure Plan approval process and consistent with the EPBC Act, an assessment by qualified environmental professionals has concluded that the proposal is unlikely to have a significant impact on any Matters of National Environmental Significance.</p> <p>Banksia Woodlands are the feeding grounds for the Endangered Carnaby's Black Cockatoo as these areas are cleared the numbers of cockatoo's declines. This has been shown in the last few years of Cocky monitoring by Birdlife Australia and DEC over the past few years.</p> <p><b>2. 2.3 Vegetation Complex</b></p> <p>Table 3 shows 2818 ha or 6% of Bassendean Vegetation Complex – Central and South in existing protection and concludes that there is sufficient Banksia Woodland of this complex remaining so clearing another 30 ha is acceptable.</p>	<p>it is noted that the potential to retain and incorporate the Resource Enhancement wetland within the overall design of the proposal has been extensively explored by the proponent and the City. However, factors such as drainage invert levels, vehicular access/egress safety requirements, significance of regional recreational facilities and commitment to Directions 2031 objectives lead to the current design. As such, retention of the wetland would result in the viability of the implementation of Proposed Structure Plan being compromised.</p> <p>Concerns similar to those raised within this submission have been raised by the City and DPaW, particularly in relation to the proposed removal of the REW. As such, the proponent has liaised with the OEPA and DPaW to determine an appropriate offset arrangement. This approach is conditionally supported by the City subject to the location and quality of the offset arrangement meeting its requirements. Any proposal would need to demonstrate an overall net benefit to the community to effectively compensate for the proposed removal of the REW and associated vegetation.</p> <p>2. The site was zoned "Urban" as part of MRS Amendment 1038/33 in 2002. In 2001, the EPA's assessment of the MRS Amendment included vegetation, flora and fauna and wetland. The EPA determined based on its assessment at the time that the environmental impacts from MRS</p>

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		<p><i>"The extent of the vegetation proposed for clearing (which is mostly in Degraded to Completely Degraded' condition) is approximately 30 ha or 0.14% of the present regional extent remaining of this vegetation complex."</i></p> <p>This is death by a thousand cuts, as these areas of bushland are cleared as they are deemed unimportant for wildlife because they are classified DEGRADED. At 24% of its original area this vegetation complex is considered as vulnerable as it is below the 30% threshold at which species loss accelerates. As much as possible of this complex should be retained on site and rehabilitated. Remnant bushland such as this provides linkages to other larger bushland areas, especially for the Endangered Carnaby's Black Cockatoos with young who forage on the fruits and cannot travel great distances. It is quite easy to destroy an area, but next to impossible to replace this vegetation when it is lost.</p> <p><b>3. Executive Summary</b></p> <p>The Structure Plan for Cockburn Central West is based on delivering the following project vision:</p> <p><i>"An innovative mixed use development integrating regional recreational aspirations into the existing landform and surrounds whilst extending the urban fabric of the highly successful Cockburn Central Town Centre."</i></p> <p>How is altering the landscape i.e. Obliterating the natural areas such as banksia woodland and the ER wetland addressing this vision?</p> <p><i>"A wide range of technical reports have been prepared to support the CCW Structure Plan, including a flora and fauna survey, a transport assessment, local water management strategy and servicing strategy. The findings of these technical reports have influenced the final structure plan design for CCW."</i></p> <p>The validity of these reports is to be questioned as the flora condition of the wetland is said to be degraded despite the wetland retaining a variety of habitats due to the wetland assemblage growth. The</p>	<p>Amendment 1038/33 did not warrant a formal assessment under Part IV of the Environmental Protection Act 1986.</p> <p>Despite this, the retention of existing vegetation as far as practicable will be investigated at the subdivision stage.</p> <p>3. Noted. As per response (1.) above.</p>

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		<p>advice from the drainage expert was overlooked.</p> <p><b>4. Part One Statutory Section - 6.5.2 Variety In Size And Use –</b></p> <p><i>“Open spaces should fit into a clear hierarchy that provides for a range of uses and users, from small pocket parks for quiet contemplation to large kick-about areas for active sport. A range of different open space typologies should be provided within the development.”</i></p> <p>Some people require natural areas that are not created sterile landscapes for their wellbeing. The retention of the Resource Enhancement Wetland and some of the excellent Banksia Woodland could provide this.</p> <p><b>5. Part Two Explanatory Section - 1.3.1.2 City of Cockburn Town Planning Scheme No. 3</b></p> <p><i>“2. To facilitate the development of a multifunctional Town Centre which shall include a range of intensive residential and commercial development, shopping, entertainment, regional sport, bushland/wetland area and cultural facilities supported by a highly interconnected transport system. There are also restrictions on supermarket uses within the Town Centre. “</i></p> <p>Where in the draft is there provision for bushland and/or wetland? A revegetated, landscaped artificial drainage basin is a poor substitute for this.</p> <p><i>“In reference to Provision 2 and the bushland/wetland area, a detailed rationale is provided in Section 2 of this report justifying the removal of the remnant vegetation and the degraded Resource Enhancement Wetland.”</i></p> <p>The detailed rationale for clearing is that this Resource Enhancement Wetland has been assessed as a degraded area as it has some weeds present and a fringing monoculture of <i>Astartea scoparia</i>. This is very common with small water bodies but does not result in it being degraded and it is identified as supporting a number of fauna habitats. The environmental values of this Resource Enhancement</p>	<p>4. Noted. A mix of recreation opportunities is facilitated by the Proposed Structure Plan through the varying types of POS provided.</p> <p>5. Noted. As per response (1.) above.</p>

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		<p>Wetland have been underscored. Wetlands form zones in the way that plant communities grow, plants need the correct conditions to thrive in. Therefore when a plant community is established it will dominate an area, this is not degraded it is natural.</p> <p><b>6. Site Conditions and Environment - 2.4.2.3 Key Wetland Outcomes &amp; 2.5 Environmentally Sensitive Areas</b></p> <p><i>"In the context of the above, urban design, planning, built form, traffic and engineering considerations result in a scenario where it impracticable to retain the wetland."</i></p> <p>Figure 10: Wetlands shows this lake as an EPP Lake boundary (DEC, 18.12.92) Geomorphic Wetland Management Category/21.11.2011. This is a priority wetland that should be retained. The Resource Enhancement Wetland has also been identified as an Environmentally Sensitive Area and therefore any clearing requires the approval of the DEC. If the Resource Enhancement Wetland is removed the wetland values could only be replicated in part, in other words they will be lost. It is very disappointing that more effort is not taken by the developer to attempt to integrate this small but valuable Resource Enhancement Wetland into the design for the site thereby retaining the values, habitat, flora and fauna for the residents and visitors to appreciate.</p> <p><b>7. 3.1 Structure Plan Design Rationale</b></p> <p><i>"Facilitating appropriate land uses in appropriate locations to take advantage of the natural diversity within the site; "</i></p> <p><i>"The Structure Plan also places a strong "sense of place" orientation and amenity around the Integrated Facility, which is recognised as the key central development and major attractor and therefore needs to be integrated with its immediate locality."</i></p> <p>There is an opportunity here to deliver a strong "sense of place" by retaining that which is already there, i.e. the Banksia Woodland and the Resource Enhancement Wetland. A contrived, landscaped community will look just like any other development in Perth, Subiaco, and Eastern States? How will this be any different?</p>	<p>6. Noted. As per response (1.) above.</p> <p>7. Noted. As per response (1.) above.</p>

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		<p><i>"A Local Water Management Strategy supporting the Structure Plan provides the proposed design and function of an integrated basin and details the wetland values to be replicated (in part) through landscaping, use of native vegetation in rehabilitation and engineering design."</i></p> <p>Why can't the Resource Enhancement Wetland also act as the drainage basin? There is no provision for relocating the native fauna that inhabit the Resource Enhancement Wetland and its associated flora should the Resource Enhancement Wetland be destroyed. The environmental values of the Resource Enhancement Wetland will be lost once it is filled and replaced with an artificial feature lake.</p> <p><b>8. 3.4 Public Open Space</b></p> <p><i>"The Structure Plan provides a strong open space focus within the central and north-eastern portions of the site and provides the total public open space (POS) provision for Cockburn Central West, addresses the POS shortfall from the Town Centre and provides regional open space and recreational functions (refer to Figure 14)."</i></p> <p>The POS is sadly lacking within the Cockburn Town Centre. Those residents living on the Western side of the Centre might appreciate the amenity of a water body to their west to cool the built environment during heat conditions as well as the option to enjoy looking down to a natural area instead of commercial buildings and apartments.</p> <p><b>9. 3.5 Place Making</b></p> <p><i>"Place making involves the creation of public spaces and communities that respond to the needs of people living, working and recreating in these areas. It is critical that public spaces within CCW, such as the Integrated Facility and the multi-purpose open space area, are places that are diverse, accessible, interesting, positive, safe and useable to a wide range of people."</i></p> <p>Not everyone is active or young enough to enjoy the expanse of a</p>	<p>8. Noted. The surplus of POS within the subject site will accommodate the existing shortfall within the Cockburn Central Town Centre. Limited POS was planned for within the Town Centre given its urban environment and the aim to establish critical population mass to take advantage of the principles of Transit Orientated Development.</p> <p>9. Noted. As per response (4.) above.</p>

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		<p>football field. Many enjoy quiet contemplation and the natural environment. The ERW and its surrounds could provide a special place for the less active to bird watch and enjoy nature.</p>	
14	<p>Dr Vincent Cusack 2 Renegade Way Kingsley WA 6026</p>	<p><b>OBJECT</b></p> <p>1. The draft Cockburn Central West Structure Plan requires significant change and should not be supported in its current form. As you are aware once the Structure Plan is adopted by Council, and the Western Australian Planning Commission, the community will have little opportunity to influence the development.</p> <p>Having had the privilege to work at the City of Cockburn as Sustainability Officer for a year, I am aware of the enormous talent and expertise of the staff there in the various service areas. I would encourage drawing upon that expertise and recommend further consultation with them to significantly improve the Structure Plan. My submission is therefore not intended to be lengthy document but one I trust will be considered.</p> <p>2. The draft Structure Plan should be assessed using the sustainability principles that Cockburn portrays. My contention is supported by the following State legislation and the City of Cockburn's Sustainability Policy and Strategy.</p> <p><i>2004 - Western Australian Local Government Act 1995</i></p> <p>In 2004 the <i>Local Government Act 1995</i> was amended to deal with a range of matters including provisions to incorporate the sustainability themes into the content and intent of legislation. Section 1.3 (3) of the Act now states that:</p> <p><i>"In carrying out its functions a local government is to use its best endeavours to meet the needs of current and future generations through integration of environmental protection, social advancement and economic prosperity."</i></p> <p><i>2005 – Planning and Development Act 2005</i></p> <p>The <i>Planning and Development Act 2005</i> introduced a specific purpose of the Act regarding sustainability. Section 3 (1) (c) states:</p>	<p>1. Noted.</p> <p>2. Noted. The Proposed Structure Plan is considered to facilitate sustainability in accordance with the City's sustainability policy and strategy, particularly through the economic and social development of the site. This can be attributed to the following:</p> <ul style="list-style-type: none"> <li>- The promotion of a mixed use, vibrant area with community facilities which will contribute to a sense of place;</li> <li>- The co-location of higher density residential uses within a high frequency public transport node;</li> <li>- The co-location of residential, commercial and recreational uses – which will support the City's TravelSmart objectives.</li> </ul> <p>While the Proposed Structure Plan exhibits an overall or high level move towards sustainable development, there are concerns from the City and DPaW in relation to some aspects of the environmental integrity of the proposal.</p>

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		<p><i>"To promote the sustainable use and development of land in the State."</i></p> <p>The emphasis on sustainability within the principal legislation governing planning practice in WA is an important reflection of the role for promoting sustainable development through planning.</p> <p><i>2006 – City of Cockburn Adopts Definition of Sustainability</i></p> <p>In 2006, the City of Cockburn adopted its first definition of sustainability and in 2011 this was expanded to include governance. Sustainability in Cockburn is defined as:  <i>"Pursuing governance excellence to meet the needs of current and future generations through integration of environmental protection, social advancement and economic prosperity."</i></p> <p>The sections of the state legislation above and the City of Cockburn's Sustainability Policy SC37 and Sustainability Strategy provides the framework that enables private enterprise, the community and government to maximise the social, environmental and economic benefits while limiting negative impacts. In other words all three areas need to be considered equally when assessing Structure Plans for subdivisions and development.</p> <p>The Draft Structure Plan fails this basic sustainability check by seemingly placing the economic considerations over and above adequate environmental assessment.</p> <p>3. Below are just some of the environmental concerns.</p> <p>A. <u>Flora Survey</u>: Indicates that a Level 2 Flora Survey has been undertaken but has not been done in line with the EPA guidelines. A survey in the non-flowering period was not undertaken and is recommended.</p> <p>B. <u>Fauna Survey</u>: The fauna survey was rudimentary and not undertaken by an appropriately qualified professional. Given the quality of the bushland and wetland on site a Level 2 Fauna survey should have been undertaken.</p>	<p>3A. Noted. It was noted during assessment of the Proposed Structure Plan that the proponent indicated that a Level 2 Flora Survey was carried out to inform the preparation of the proposal. Both the City and DPaW were of the opinion that the submitted assessment was more in keeping with a Level 1 assessment and initially considered it appropriate to place a condition on any approval of the Proposed Structure Plan to require a Level 2 Flora Survey be undertaken at the subdivision</p>



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		<p>C. The practice of clear-felling land in order to provide developers with a level site is not supported because of the enormous environmental destruction and hydrological change. In fact the role of vegetation for soil stability and preventing erosion appears to not even be considered.</p> <p>It is recommended to limit site disturbance when excavating, and preserve as much vegetation on site as possible, as plant roots stabilise the land keeping the soil in place.</p> <p>The role of trees and vegetation in capturing stormwater has not been considered nor has the many benefits of trees in terms of habitat and in reducing the heat island effect.</p> <p>D. <u>The Wetland Mitigation Report</u>: The surveys undertaken and detailed within this report do not support the conclusion of the document that the wetland is degraded. These surveys actually indicate that the wetland should be classified as in good to very good condition. The Wetland Mitigation Report is inadequate and the City of Cockburn should require an alternative professional assessment.</p> <p>E. <u>Local Water Management Plan</u>: This document does not provide enough detail in relation to how the stormwater on site is to be managed. It indicates that in events greater than a 1 in 10 that storm water will be directed to the drain on North Lake Road and thus channelled to Yangebup Lake. There are no details about how this can be achieved or if indeed it is even possible. It is recommended that the Local Water Management Plan be thoroughly assessed by the City's Engineers.</p> <p>It is most surprising that the proponent, LandCorp, intends to fill a Resource Enhancement Wetland. These wetlands have been identified by the EPA as being wetlands that can be enhanced to conservation category and wetlands that are considered Environmentally Sensitive Areas by the EPA. Why, in 2013 are LandCorp proposing to fill a wetland when more than 80% of the wetlands on the Swan Coastal Plain have been lost.</p> <p>The intent is to fill the wetland and create an artificial</p>	<p>stage. Since that time however DPaW have recommended that in order to maximise the benefit to the environment, a preferred outcome would be for the proponent to expend their funds on positive conservation outcomes such as management / offsets in lieu of a Level 2 survey, given the proposed development of the site.</p> <p>3B. Noted. The level of fauna survey undertaken to inform the Proposed Structure Plan was Level 1 and generally accords with requirements of the EPA's Guidance Statement No. 56 and Position Statement No. 3. In addition, the proponents will be required to undertake more detailed assessments at the subdivision stage to the satisfaction of DPaW and WAPC.</p> <p>3C. Noted. The Proposed Structure Plan outlines a desire for cut and fill to be equal across the site resulting in no requirement for import or export to achieve desired levels.</p> <p>3D. Noted. The potential to retain and incorporate the Resource Enhancement wetland within the overall design of the proposal has been extensively explored by the proponent and the City. However, factors such as drainage invert levels, vehicular access/egress safety requirements, significance of regional recreational facilities and commitment to Directions 2031 objectives lead to the current design. As such, retention of the wetland would result in the viability of the implementation of Proposed Structure Plan being compromised.</p> <p>However, concerns similar to those raised within this submission have been raised by the City and DPaW, particularly in relation to the proposed removal of the REW. As such, the proponent has liaised with the OEPA and DPaW to determine an appropriate offset arrangement. This approach is</p>

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		<p>wetland/drainage basin 200m north. The City of Cockburn should incorporate setbacks or buffer distances around the wetland in the Structure Plan and work towards enhancing the wetland. Adequate buffer distances around areas of potential acid sulphate soils (ASS) have proven to be the best management tool for reducing the ASS risk.</p> <p>Thank you for the opportunity to provide a submission on the Draft Cockburn Central West Structure Plan.</p>	<p>conditionally supported by the City subject to the location and quality of the offset arrangement meeting its requirements. Any proposal would need to demonstrate an overall net benefit to the community to effectively compensate for the proposed removal of the REW.</p> <p>3E. Noted. In regards to the LWMS, a number of issues have been identified by DoW and the City in relation to the proposal including the use of 'artificial' lined lakes. Most of the issues have been addressed by the applicant however as there are some matters still outstanding relating to water management which need to be addressed prior to approval of the Proposed Structure Plan. As such, the City recommends that approval of the Proposed Structure Plan will be subject to a condition requiring the final endorsement of the LWMS by DoW and the City.</p>
15	<p>Urban Bushland Council WA Inc. PO Box 326 West Perth WA 6872</p>	<p><b>OBJECT</b></p> <p>1. Please find attached our comment on the Proposed Cockburn Central West Structure Plan.</p> <p>Our objection to the proposed Structure Plan is based on the clearing of wetland vegetation and filling of a Resource Enhancement Wetland.</p> <p>There are a number of justifications made in the supporting documents for the Structure Plan providing reasons why the area should be cleared and developed. While we agree that Transport Orientated Hubs and medium/high density dwellings are an important way to reduce the impact on developing greenfield sites to address population growth, we strongly disagree that these developments should come at the cost of clearing existing remnant urban bushland and destroying wetlands.</p> <p>The area proposed to be cleared has been identified by the City of Cockburn as an actively managed conservation area in the City of Cockburn Natural Area Management Strategy 2012 – 2020. In the</p>	<p>1. Noted. In view of the matters raised by the submission, it is noted that the potential to retain and incorporate the Resource Enhancement wetland within the overall design of the proposal has been extensively explored by the proponent and the City. However, factors such as drainage invert levels, vehicular access/egress safety requirements, significance of regional recreational facilities and commitment to Directions 2031 objectives lead to the current design. As such, retention of the wetland would result in the viability of the implementation of Proposed Structure Plan being compromised.</p> <p>However, concerns similar to those raised within this submission have been raised by the City and DPaW, particularly in relation to the proposed removal of the REW. As such, the proponent has liaised with the OEPA and DPaW to determine an</p>

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		<p>guiding document Directions 2031 and Beyond the population growth expected must be “planned carefully to ensure we preserve the qualities and characteristics we most value”, including “wetlands”. Even the Urban Stormwater: Best Practice Environmental Management Guidelines, referred to in the proposal, list as the number one objective of water sensitive urban design as “Protect and enhance natural water systems within urban developments”.</p> <p>The proposal is to clear and fill the natural water system (wetland), in complete denial of best practice management. The proposal documents go to extreme lengths to downplay the importance and significance of the environmental values of the area. Descriptions of past land clearing and excavation of the wetland appear to describe a completely artificial wetland, which is far from the reality of the area. Descriptions of it being in a completely degraded condition and it being of lesser value as it has been dissected by a road are statements designed to devalue the habitat and ecological role the wetland currently plays and results from flora surveys.</p> <p>Planning for sustainable urban developments must identify and protect environmentally values including Resource Enhancement Wetlands irrespective of the zoning. To propose filling a natural wetland and subsequently constructing an artificial wetland in an adjacent area is nothing less than bad planning, reckless environmental vandalism and a waste of public money.</p> <p><b>2. Background</b></p> <p>The City of Cockburn is seeking comments in respect of a proposed structure plan for the area known as 'Cockburn Central West' which is bounded by North Lake Road, Midgegooroo Avenue, Beeliar Drive and Poletti Road, Cockburn Central.</p> <p>The Cockburn Central West Structure Plan proposes open space, recreational and mixed use (residential, commercial and retail) development consistent with an activity centre that promotes a mixture of compatible land uses. The proposed structure plan forms the basis for considering future subdivision and development applications over the subject land.</p>	<p>appropriate offset arrangement. This approach is conditionally supported by the City subject to the location and quality of the offset arrangement meeting its requirements. Any proposal would need to demonstrate an overall net benefit to the community to effectively compensate for the proposed removal of the REW.</p> <p>2. Noted.</p>

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		<p>The urban Bushland Council WA Inc. is opposed to this draft structure plan in its current form due to the proposed clearing of remnant native vegetation and the out-dated idea of filling-in a natural wetland.</p> <p><b>3. The Proposal</b></p> <p>The Proposal will involve:</p> <ul style="list-style-type: none"> <li>• Clear and remove a REW wetland (which is at least 4 ha); and</li> <li>• Clear and remove all 13 ha of native vegetation on site, of which 5.5 ha is in Very Good or Excellent condition (from RPS Environmental Report). Total site area is 32.5 ha.</li> </ul> <p><i>A. Section 6.5 Principles for the Design Guidelines</i></p> <p>Unfortunately there is no mention of protection or enhancement of the natural environment in the Principles for the Design Guidelines, even though wetlands are specifically mentioned in "Directions 2031 and beyond - metropolitan planning beyond the horizon" August 2010:</p> <p>"What should we plan for? By 2031 the population of Perth and Peel is expected to have grown by between 35 and 40 per cent. This has significant implications for the city which must be planned carefully to ensure we preserve the qualities and characteristics we most value - the beaches, parks and bushland, the Swan River, lakes and wetland habitats, and the Darling Escarpment."</p> <p><i>B. Section 1.2.2 Area and Land Use</i></p> <p>This short section describes the area and land use thus: "The Cockburn Central West Structure Plan Area comprises 32.5ha. It is currently vacant of any built structures and comprises remnant vegetation of varying quality."</p> <p>Disturbingly this brief description does not include the acknowledgement of the site containing a natural wetland which has been identified and recognised by its intrinsic environmental</p>	<p>3. Noted. The site was zoned "Urban" as part of MRS Amendment 1038/33 in 2002. In 2001, the EPA's assessment of the MRS Amendment included vegetation, flora and fauna and wetland. The EPA determined based on its assessment at the time that the environmental impacts from MRS Amendment 1038/33 did not warrant a formal assessment under Part IV of the Environmental Protection Act 1986.</p> <p>3A. As per response (1.) above.</p> <p>3B. As per response (1.) above.</p>

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		<p>values by the local and state government. The wetland area is listed as:</p> <ul style="list-style-type: none"> <li>• A Resource Enhancement Wetland (REW);</li> <li>• An EPP Wetland (Protected under an Environmental Protection Policy); and</li> <li>• An Environmentally Significant site by the EPA.</li> </ul> <p>The City and State Government should not accept the loss of a REW wetland, and a large portion of the native veg in Very Good or better condition should be retained in the development.</p> <p>The City of Cockburn expects other developers to retain, protect and rehabilitate REW wetlands. The City of Cockburn should be setting an example to other developers of best practice urban development, especially as stated in Section 2.4.2.3:  “Cockburn Central West is a key demonstration site for the delivery of the State Planning Policy 4.2 Activity Centres and the State Government’s Directions 2031 and Beyond planning framework”.</p> <p>The State Planning Policy 4.2 Activity Centres does not state that environmental considerations should be dismissed, rather the principle of environmental sustainability is referenced in Section 6.0 (my emphasis):</p> <p>6.0 Resource conservation - Activity centre structure plans should ensure environmentally sustainable outcomes by incorporating innovative design, construction and management principles.</p> <p>We strongly recommend that the wetland and areas of remnant native vegetation be integrated into the Structure Plan, as expected under SPP 4.2. Innovative design to incorporate these features will ensure the project becomes a demonstration site of best practice.</p> <p>C. <i>Section 2.4.2.3 Key Wetland Outcomes</i></p> <p>This section lists a number of irrelevant points to justify the filling-in of the existing natural wetland on the site. There can be no</p>	<p>3C. Noted. The City recognises the significance of the concerns raised by the submissioner and whilst the proponent is actively addressing these matters, it is considered appropriate that specific conditions be</p>

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		<p>justification for filling-in natural wetlands on the Swan Coastal Plain. The text in italics is from Section 2.4.2.3:</p> <p>The Structure Plan proposes to utilise the wetland area for development, based on the following factors:</p> <p>Cockburn Central West is a key demonstration site for the delivery of the State Planning Policy 4.2 Activity Centres and the State Government's Directions 2031 and Beyond planning framework</p> <p>The previous point details how the SPP 4.2 specifically refers to Environmentally Sustainable outcomes making this point mute.</p> <p>Given the site's proximity to the Cockburn Central train station, the site is a logical choice for consolidating higher density urban development in accordance with Transit Orientated Development Principles</p> <p>TOD Best Practice Principles do not advocate the destruction of wetlands. Rather they advocate the preservation of significant environmental features.</p> <p><a href="http://www.ppt.asn.au/pubdocs/TOD%20presentation_People%20for%20Public%20Transport%20AGM.pdf">http://www.ppt.asn.au/pubdocs/TOD%20presentation_People%20for%20Public%20Transport%20AGM.pdf</a></p> <p>In the context of the above, urban design, planning, built form, traffic and engineering considerations result in a scenario where it impracticable to retain the wetland</p> <p>Innovative design and planning is required to ensure best practice outcomes, as specified in SPP 4.2 "Activity centre structure plans should ensure environmentally sustainable outcomes by incorporating innovative design, construction and management principles." It is a sad day when natural features such as wetlands cannot be protected and conserved by local governments and state agencies as it is simply deemed "impracticable".</p> <p>The RE wetland has been historically cleared and excavated, is in poor condition and already severed from its original extent by</p>	<p>placed on any approval of the Proposed Structure Plan. The onus is then on the proponent to address these concerns to the satisfaction of the City and other agencies involved.</p>

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		<p data-bbox="663 256 884 282">Midgegooroo Road</p> <p data-bbox="663 318 1409 605">Remnant bushland on the Swan Coastal Plain has been impacted by numerous pressures, which do not automatically deem these areas as worthless. The area has been identified as an actively managed conservation area by the City of Cockburn and has been given the priority classification of "Medium" (City of Cockburn Natural Area Management Strategy 2012 – 2020.). For this proposal to now dismiss this natural area as being suitable for filling-in is not justified by the fact that a significant natural wetland currently exists on the site and is being actively managed by the City of Cockburn.</p> <p data-bbox="663 641 1409 781">We would like to assume that as an RE wetland this area would be protected from development. Further we would like to assume that it is not the place of the public to inform the local government of the importance of this habitat to the City, as described in its own Management Strategy.</p> <p data-bbox="663 816 1409 899">City of Cockburn Natural Area Management Strategy 2012 – 2020. Area 25 is the Cockburn Central Bushland reserve proposed to be cleared and the wetland filled-in.</p> <p data-bbox="663 902 1409 1019">From:  <a href="http://www.cockburn.wa.gov.au/Your_Council/Acts_and_Information/Public_Documents/3049-natural_area_management_strategy_2012-20_version_4.3.pdf">http://www.cockburn.wa.gov.au/Your Council/Acts and Information/Public Documents/3049-natural area management strategy 2012-20 version 4.3.pdf</a></p> <p data-bbox="663 1052 1409 1135">The site's proximity to a significant area of securely reserved and managed environmental assets within the Beelihar Regional Park and other reserves.</p> <p data-bbox="663 1170 1409 1435">The fact that other wetlands are preserved in the area does not delete the fact that a significant natural wetland exists on this site. Many wetlands have been filled-in across the Swan Coastal Plain in the past and this is universally regarded by scientists as a planning mistake that has caused significant environmental harm. The SW WA region is an internationally recognised Biodiversity Hotspot, a classification given to areas of outstanding natural biodiversity that are also at risk due to impacts of human development. It is everybody's responsibility to ensure that the</p>	

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		<p>biodiversity of an area is adequately protected and enhanced. The wetland proposed to be filled-in not only has its own inherent environmental values but it also contributes to the ecological linkages across the region, which are an essential component of environmental sustainability.</p> <p>Notwithstanding that the RE wetland cannot be retained, the Structure Plan proposes to provide a site drainage strategy based on Best Water Sensitive Urban Design principles (my emphasis).</p> <p>As there has been no credible justification in Section 2.4.2.3 for the filling-in of a natural wetland as proposed by the development, the final point above is an insult as it refers to the Best Water Sensitive Urban Design Principles. These Principles list as the number one objective to "Protect and enhance natural water systems within urban development" (see extract below).</p> <p>The City of Cockburn has blatantly disregarded the first principle of the Best Water Sensitive Urban Design Principles that they have quoted by proposing not to protect and enhance the natural water system, but rather to clear native vegetation and fill-in a natural wetland. The complete opposite of the best practice guidelines they have the audacity to quote. (Quote enclosed)</p> <p>Above: Urban Stormwater: Best Practice Environmental Management Guidelines, CSIRO 1999. Chapter 5 Water Sensitive Urban Design.</p> <p>From:  <a href="http://www.publish.csiro.au/?act=view_file&amp;file_id=SA0601047.pdf">http://www.publish.csiro.au/?act=view_file&amp;file_id=SA0601047.pdf</a></p> <p>D. <i>Section 2.5 Acid Sulfate Soils</i></p> <p>The low lying site has areas of moderate acid sulphate risk which should not be disturbed. Excavation of these areas will produce acid and pollute soil, surface and ground water. Any mitigation works specified in an Acid Sulfate Soil and Dewatering Management Plan will be expensive and environmentally harmful. Disturbance of these acid sulphate soils is not best practice.</p>	<p>3D. Noted. The proponent will be required to prepare and implement an Acid Sulfate Soil Management Plan in accordance with the requirements of the Department of Environmental Regulation.</p>



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		<p><b>4. Flora and Fauna Survey Report</b></p> <p><i>A. Section 2.8.2 Native Vegetation and Extent.</i></p> <p>The vegetation complex, Bassendean Complex Central and South is considered as vulnerable as it is below the 30% threshold at which species loss accelerates. As much of this complex as possible should be retained on site.</p> <p><i>B. Section 3.2 Vegetation Field Survey</i></p> <p>The report indicates that a Level 2 flora survey and vegetation survey was conducted. This is incorrect as only two field visits during the main flowering period (September and October 2011) were conducted. The information in relation to flora data is incomplete and cannot be relied upon.</p> <p>As per the EPA guidelines a Level 2 Flora Survey requires further visits to be carried out in the non-flowering season. A further survey is required during the non-flowering season if this is to be considered a Level 2 Flora Survey. It is interesting to note that the consultant is aware that the Flora Survey was not completed as per the guidelines. They have acknowledged this as a limitation in Table 4 and even suggest that species may have been overlooked yet they still state the survey was completed as per guidelines. It is strongly recommended that a Level 2 Flora Survey be completed as per the guidelines so as to give a true and accurate indication of the flora species on site. The development should proceed until this has been completed.</p> <p><i>C. Section 4. Fauna Survey</i></p> <p>This Section indicates that a Level 1 Fauna Survey to be conducted on the site. Given that much of the site contains good quality vegetation a Level 2 Fauna Survey conducted by qualified staff would have been more appropriate. A Level 1 Fauna Survey is inadequate for a development proposing the destruction of a wetland ecosystem of this level of significance.</p>	<p>4A. Noted. Potential retention of existing vegetation will be explored at the subdivision stage in accordance with standard practice.</p> <p>4B. Noted. It was noted during assessment of the Proposed Structure Plan that the proponent indicated that a Level 2 Flora Survey was carried out to inform the preparation of the proposal. Both the City and DPaW were of the opinion that the submitted assessment was more in keeping with a Level 1 assessment and initially considered it appropriate to place a condition on any approval of the Proposed Structure Plan to require a Level 2 Flora Survey be undertaken at the subdivision stage. Since that time however DPaW have recommended that in order to maximise the benefit to the environment, a preferred outcome would be for the proponent to expend their funds on positive conservation outcomes such as management / offsets in lieu of a Level 2 survey, given the proposed development of the site.</p> <p>4C. Noted. The level of fauna survey undertaken to inform the Proposed Structure Plan was Level 1 and generally accords with requirements of the EPA's Guidance Statement No. 56 and Position Statement No. 3. In addition, the proponents will be required to undertake more detailed assessments at the subdivision stage to the satisfaction of DPaW and WAPC.</p>

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		<p>D. <i>Section 7. Assessment Against The 10 Clearing Principles.</i></p> <p>The proposal is at variance to principle F of the DEC 10 clearing principles as it is proposing to clear and fill the REW. It would not be in variance to this principle if the wetland was retained.</p> <p>E. <i>Section 8 Recommendations and Conclusions</i></p> <p>A recommendation of the flora and fauna survey is to retain some of the bushland. This recommendation has been ignored.</p> <p>The City of Cockburn should consider best practice planning guidelines for Urban Design and TOD's as quotes in this submission and retain, protect and enhance the identified environmentally sensitive areas. Anything less would be a disservice to the environment the council has been given the responsibility to sustainably manage and to the ratepayers who will be left with an inferior development.</p> <p>F. <i>Section 8.2 Fauna Conclusions</i></p> <p>This section states "The Resource Enhancement management category wetland at the site was cleared prior to 1965. Although mostly degraded, it contains a variety of habitats due to wetland vegetation assemblage regrowth".</p> <p>Although suggesting the wetland is degraded (which based of the vegetation assessment, it clearly is not) this section indicates that the wetland retains a variety of habits to due the wetland assemblage growth. This alone is reason enough for it to be retained.</p> <p>Note that although it may have been cleared in the past the Rights in Water and Irrigation Act 1914 still define this area as a wetland.</p> <p>The Rights in Water and Irrigation Act 1914 (WA) ("RIWI Act") defines a wetland as a natural collection of water (permanent or temporary) on the surface of any land and includes any lake, lagoon, swamp or marsh; and a natural collection of water that</p>	<p>4D. As per response (1.) above.</p> <p>4E. As per responses (1.) and (4A.) above.</p> <p>4F. Noted. Matters relating to federal level Acts such as the EPBC Act fall outside the scope of the City's consideration of the Proposed Structure Plan. However it is noted that the proponent is required to ensure that the proposal is consistent with the EPBC Act.</p>

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		<p>has been artificially altered. A wetland is not a watercourse (i.e. any river, creek, stream, brook or reservoir in which water flows into, through or out of; or any place where water flows that is prescribed by local by-laws to be a watercourse).</p> <p>Given the potential for Carnaby's Black Cockatoo, this structure plan proposal should be referred to the Department of Sustainability, Environment, Water Population and Communities (DSEWPC). Evidence to show that this has occurred should be provided within the structure plan documentation. The plan should not be finalised until the outcome of the assessment by DSEWPC is known. The Rainbow Bee Eater was noted during the flora survey and it is listed as a conservation significant species under the EPBC Act. What has been done to determine if this species will be impacted by the development and how will these impacts be mitigated?</p> <p><b>5. Wetland Mitigation Report</b></p> <p>This document appears biased and designed to mislead, particularly in relation to the wetland vegetation condition (Section 5.3).</p> <p><i>Section 2.2 Evaluation of Wetlands</i></p> <p>The existing wetland is classified as a Resource Enhancement Wetland. Table B clearly states that these wetlands have the potential to be restored to conservation category and protection is recommended. This supports recent advice from the OEPA and DEC in relation to this wetland. What reason is given being given as to why this wetland is to be removed? City of Cockburn vegetation surveys indicate that the wetland vegetation condition ranges from Very Good to Excellent.</p> <p>Has permission been given by both DEC and the Minister for Training and Workforce Development; Water; and Forestry to impact this wetland? Under the RIWI Act, a person intending to do anything that causes obstruction of or interference to a wetland or its bed or banks must first obtain a permit from the Minister for Training and Workforce Development; Water; and Forestry. It is an offence for a person, unless authorised, to obstruct, destroy, or interfere with a</p>	<p>5. Noted. As per responses (1.), (4A.) and (4B.) above. In addition, the proposal to provide car parking is subject to approval from Western Power and it is anticipated that some vegetation will be retained as not all of the easement area is required or able to be developed for car parking purposes.</p>

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		<p>wetland that is wholly or partly on Crown land, and offenders may be liable to a penalty of \$10,000, or \$50,000 for a company.</p> <p><i>Section 3.2.4 Vegetation and Flora</i></p> <p>This section indicates that a Level 2 Flora Survey was conducted in October 2011. This is incorrect as the EPA guidelines for a Level 2 Flora Survey were not met. Thus the information in relation to flora data is incomplete and cannot be relied upon.</p> <p><i>Section 3.4.6 Revised Wetland Boundary</i></p> <p>The wetland Boundary has only been revised by the proponent. It has not formerly been revised by the DEC thus this information is irrelevant.</p> <p><i>Section 4.2 Current Proposal</i></p> <p>This section and the entire document provides no evidence as to why the existing wetland cannot be retained and enhanced.</p> <p><i>Section 5.3 Wetland Vegetation</i></p> <p>The information provided in relation to the wetland condition is contrary to the City of Cockburn vegetation data. The City of Cockburn completed its own independent assessment of the vegetation within the wetland in 2009. The survey indicated that the vegetation ranges from good to excellent within and around the wetland.</p> <p><i>Section 5.4 Fauna Habitat</i></p> <p>It does not appear that a detailed fauna survey was undertaken. This section does not support the notion that the wetland is degraded. It seems to indicate that the wetland provides an assortment of habitat types for native species.</p> <p><i>Structure Plan Map</i></p> <p>The area under the power lines has been identified for car parking.</p>	

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		<p>This City of Cockburn Natural Area Management Strategy, which was endorsed by Council in November 2012, identifies this area as an important ecological corridor. Clearing of this area is at odds with the City of Cockburn Natural Area Management Strategy.</p> <p><b>6. Local Water Management Strategy</b></p> <p><i>Section 2.4.2. Wetlands</i></p> <p>The EPA has not given approval to fill the existing Resource Enhancement Wetland (REW) and EPP wetland. The OEPA has in fact indicated in a number of letters to WALA, LandCorp and LandCorp's environmental consultants, RPS that the environmental values of the REW should be maintained as part of the Draft Activity Structure Plan.</p> <p>It is never acceptable to fill-in wetlands and this proposal is no exception.</p> <p><i>Section 3.3. POS Irrigation</i></p> <p>This section indicates that the feature lake will be lined and topped up with groundwater. Has approval been sought from DoW to use groundwater to top up an ornamental lake? Will the bore have capacity to also service the AFL and rugby playing fields?</p> <p><i>Section 5.2.2 Major Events</i></p> <p>Events greater than 1 in 10 ARI are to be directed to Yangebup Lake via the North Lake Road drain. There needs to be some detail provided that this drain has the capacity to deal with the additional drainage. This drain has also been identified as taking additional drainage from the Muriel Court redevelopment.</p> <p>Yangebup Lake is already described as hyper eutrophic and experiences frequent algal blooms and is a source of nuisance midge. Adding additional stormwater without treatment to remove nutrients will only exacerbate the problem which will have further detrimental impacts on local residents and business. Stormwater entering this drain will need to be treated to remove nutrients. Details</p>	<p>6. Noted. Consistent with the submissioners concerns, a number of issues have been identified by DoW and the City in relation to the proposed LWMS including:</p> <ul style="list-style-type: none"> <li>- Proposed discharge of 100 year ARI event to Lake Yangebup via North Lake Road swale system;</li> <li>- Use of 'artificial' lined lakes (as shown in Attachment 5); and</li> <li>- Public open space irrigation capacity.</li> </ul> <p>Most of the above issues have been addressed by the applicant however as there are some matters still outstanding relating to water management which need to be addressed prior to approval of the Proposed Structure Plan.</p> <p>As such, it is recommended that approval of the Proposed Structure Plan proceed subject to a condition requiring the final endorsement of the LWMS by DoW and the City.</p>

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		<p>on how this is to be achieved should be included in the LWMS. Note that North Lake Road may also be widened in the future which may impact on the existing drain.</p> <p><i>5.2.3 Detention Basin (Feature Lake) Design</i></p> <p>The Proposal to fill in the REW and create an artificial wetland north of the REW is counterintuitive. Land for development should not come at the cost of clearing significant remnant vegetation.</p> <p>This section talks about habitat preservation when in fact the habitat that is provided by the existing wetland will be lost. This should be reworded and the term habitat preservation removed. A preferred term could be habitat recreation to offset loss.</p> <p>This section indicates that the detention basins will include an unlined natural wetland. This is incorrect. It will actually be a lined created wetland. This should be changed to reflect the true nature of the detention basin.</p> <p>I fail to see the logic in filling an existing REW wetland and attempting to create a wetland 200m further north. Why has this been done when the exiting wetland could be utilised to treat storm water. Has this been done to negate the need to provide a 50 metre buffer around the existing wetland and thus create more developable land?</p> <p>How much power will be used to pump water through the designed lakes? Have the costs been considered both in terms of maintenance and ongoing power charges?</p> <p><i>Section 5.4</i></p> <p>Table 1 indicates that the existing natural wetland will be used to help control groundwater levels post development. How will this be achieved if the wetland is to be filled?</p> <p>Thank you for your consideration of our comments. We are very concerned about out-dated notion of filling-in wetlands on the Swan Coastal Plain and look forward to this wetland being incorporated into</p>	

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16	Fremantle Dockers PO Box 381 FREMANTLE WA 6959	<p>the Structure Plan.</p> <p><b>SUPPORT</b></p> <ol style="list-style-type: none"> <li>1. The Fremantle Football Club fully supports the Draft Structure Plan for Cockburn Central West on the basis that it will provide for the recreational needs of the local and broader community. The diversity of proposed land uses and recreational opportunities provided for by the Draft Structure Plan are considered integral to ensuring the long term success of the Cockburn Central Activity Centre.</li> <li>2. The Fremantle Football Club considers that the objectives of the Draft Structure Plan are clear and the associated framework provides for the 'on the ground' delivery of the overall project. The site is well serviced in terms of infrastructure and therefore able to support such a mix and intensity of activities and functions.</li> <li>3. The Fremantle Football Club believes that the implementation of the Draft Structure Plan will go a long way in addressing the existing shortfalls in regional sporting and recreation facilities within the City of Cockburn.</li> </ol>	<ol style="list-style-type: none"> <li>1. Noted.</li> <li>2. Noted</li> <li>3. Noted.</li> </ol>
17	Ironbark Environmental PO Box 945 Mt Lawley WA 6929	<p><b>OBJECT</b></p> <p>I am a professional environmental consultant concerned that the proposed structure plan is based on incorrect and incomplete environmental information.</p> <ol style="list-style-type: none"> <li>1. <b>Incorrect vegetation condition assessment of the site's wetland</b> <p>Firstly, the wetland that is proposed to be cleared and filled as part of eventual development is likely to contain vegetation which in Good to Very Good<sup>1</sup> condition, if not in parts in Excellent condition. The proposal's environmental report states that this vegetation is in Degraded condition (Quadrat Q8) and extrapolated in Figure 4 of the RPS Environmental Report (RPS, 2013).</p> <p>From the species composition and coverage's included in the report, a condition rating of Degraded is not technically possible. Whilst condition rating is a complex and technically challenging task, an assessment which describes bushland as Degraded where it has</p> </li> </ol>	<ol style="list-style-type: none"> <li>1. Noted. It was noted during assessment of the Proposed Structure Plan that the proponent indicated that a Level 2 Flora Survey was carried out to inform the preparation of the proposal. Both the City and DPaW were of the opinion that the submitted assessment was more in keeping with a Level 1 assessment and initially considered it appropriate to place a condition on any approval of the Proposed Structure Plan to require a Level 2 Flora Survey be undertaken at the subdivision stage. Since that time however DPaW have recommended that in order to maximise the benefit to the environment, a preferred outcome would be</li> </ol>

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		<p>less than 16% exotic species cover and more than 100% native species cover is clearly incorrect (Quadrat Q8).<sup>2</sup></p> <p>The implication of this incorrect assessment is that the environmental and social value of the wetland is significantly under-estimated. Even if the wetland is accurately assessed as a Resource Enhancement Wetland REW) (and that should be subject to professional review) the State Government's policy for REW wetlands is that they are:</p> <p><i>"Priority wetlands. Ultimate objective is for management, restoration and protection towards improving their conservation value. These wetlands have the potential to be restored to conservation category. This can be achieved by restoring wetland structure, function and biodiversity. Protection is recommended through a number of mechanisms."</i><sup>3</sup></p> <p>The City should not be support the clearing and filling of a wetland which is in such a high condition, let alone specifically protected under the Environmental Protection (Swan Coastal Plain Lakes) Policy 1992.</p> <hr/> <p><sup>1</sup> These condition ratings are based on the Keighery (1994) Vegetation Condition Scale, published in "Bushland Plant Survey: A guide to Plant Community Survey for the Community.</p> <p><sup>2</sup> RPS (2013) Flora and Fauna Survey Report Lots 1, 53 and 55 North Lake Road, Lot 54 Poletti Road and Lots 54, 804 and 9504 Beelihar Drive Cockburn Central, This report forms Appendix C of the Draft Cockburn Central West Structure Plan. Notes: Most of the technical information in Appendix C, is in appendices to the Flora and Fauna Report (pages unnumbered). It is unclear why the report includes vegetation coverage's that do not aggregate to 100%.</p> <p><sup>3</sup> (Water and Rivers Commission, 2001) Water and Rivers Commission Position Statement: Wetlands.</p> <p><b>2. Wetland's environmental values are misrepresented in the proposed structure plan report</b></p> <p>The incorrect information on the wetland's values has flowed through to the draft structure plan and is exacerbated by an incomplete description of the wetland's values.</p>	<p>for the proponent to expend their funds on positive conservation outcomes such as management / offsets in lieu of a Level 2 survey, given the proposed development of the site.</p> <p>2. Noted. The potential to retain and incorporate the Resource Enhancement wetland within the overall design of the proposal has been extensively explored by the proponent and the City. However, factors such as drainage invert levels, vehicular access/egress safety requirements, significance of regional recreational facilities and commitment to</p>



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		<p>Section 2.4.2.1 of the structure plan main report focuses on wetlands and presents not one of the wetland's positive environmental values. These positive values include:</p> <ul style="list-style-type: none"> <li>• A natural open water body with fringing native vegetation;</li> <li>• Habitat for waterbirds and native fauna;</li> <li>• Major landscape amenity feature on the Site.</li> </ul> <p>The fact that the proposal has selectively presented environmental information to Council on which the merits of the proposal are assessed completely 'null and voids' any sustainability assessment or trade-offs that decision-makers are asked to consider.</p> <p><b>3. Proponent's flora survey is mis-represented</b></p> <p>The proponent has stated that a Level 2 flora and vegetation survey has been carried out. This is not correct. A Level 2 flora survey is expected for such a proposal under state government process/Environmental Protection Authority policy and is more comprehensive than a Level 1 survey. A Level 2 survey requires visits in the flowering and non-flowering periods to identify the widest range of plant species present on the site.</p> <p>This did not occur and hence the consultant has not met the requirements of a Level 2 survey (See Table 4 of Appendix C). Given that a Level 2 flora survey did not occur the assessment of the proposal should stop until an additional survey is conducted.</p> <p><b>4. Conclusions and other advice</b></p> <ul style="list-style-type: none"> <li>- I suggest that the City has at least two choices: it either asks the proponent to re-submit the proposal with full and accurate environmental information and modify the structure plan design and layout accordingly, or the City can engage independent environmental professionals to critique the proponent's professional environmental reports.<sup>4</sup></li> <li>- The proponent should be required to conduct the necessary work to comply with a Level 2 flora and vegetation survey, as the proponent's documentation has intimated.</li> <li>- The Site's vegetation in Excellent to Very Good condition is</li> </ul>	<p>Directions 2031 objectives lead to the current design. As such, retention of the wetland would result in the viability of the implementation of Proposed Structure Plan being compromised.</p> <p>However, concerns similar to those raised within this submission have been raised by the City and DPaW, particularly in relation to the proposed removal of the REW. As such, the proponent has liaised with the OEPA and DPaW to determine an appropriate offset arrangement. This approach is conditionally supported by the City subject to the location and quality of the offset arrangement meeting its requirements. Any proposal would need to demonstrate an overall net benefit to the community to effectively compensate for the proposed removal of the REW.</p> <p>3. Noted. As per response (1.) above.</p> <p>4. Noted. As per responses (1.) to (3.) above. In addition, potential retention of existing vegetation will be explored at the subdivision stage in accordance with standard practice.</p>

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		<p>worthy of consideration for retention, at least in part, as part of the overall design. It is an asset to the Site and City of Cockburn community and an effort should be made to protect at least a 4 hectare area as part of the Site's development.</p> <p>-----  <sup>4</sup> I am not soliciting professional opportunities for myself.</p>	
18	<p>Australand Holdings Limited  Level 2, 115 Cambridge  Street  WEST LEEDERVILLE WA  6007</p>	<p><b>SUPPORT (subject to modifications)</b></p> <ol style="list-style-type: none"> <li>1. Whilst we are generally satisfied with what is proposed we do have a few concerns which are highlighted in detail below. The main issues we would like to raise are as follows; <ul style="list-style-type: none"> <li>• The centralising of the Integrated Community Facility within CCW;</li> <li>• Issues around traffic and parking associated with the Midgegooroo Avenue widening;</li> <li>• The densities called for at CCW are very low for a transit orientated location.</li> </ul> </li> <li>2. As a preface to the following comments it is our view that the role of Cockburn Central West (CCW) be carefully considered and very clearly understood in the context of the broader regional centre location, specifically Cockburn Central Town Centre (CCTC) and the Gateway shopping centre. As presented, the Local Structure Plan (LSP) is considered to lack clarity in terms of what this part of the regional centre is destined to be. Is it a part of the regional centre that is to be principally residential supported by commercial/retail at ground floor (Junction Blvd / Signal Tce) creating a new urban character &amp; linkage to the train station around the development of an Integrated Community Facility (ICF) and the relocated Fremantle Football Club (FFC)? Or on the basis of the proposed LSP, is the location seen as a bona-fide mixed-use precinct with a greater emphasis on non-residential development (retail and commercial in particular)? With this fundamental proposition better understood, the planning framework and controls necessary to guide development can be more easily identified and better resolved.</li> <li>3. <b>LANDUSE</b></li> </ol>	<ol style="list-style-type: none"> <li>1. Noted.</li> <li>2. Noted. The Proposed Structure Plan proposes open space, regional recreation and mixed use (residential, commercial and retail) development consistent with an activity centre that promotes a mixture of compatible land uses. Given the site's various constraints including the western power easement, adjacent regional roads and varying topography the design response is aimed at facilitating innovative mixed use developments integrated with regional recreational uses whilst extending the urban fabric of the existing Cockburn Central Town Centre. Matters relating to design and integration will be subject to further assessment and approval through the development of the associated design guidelines.</li> <li>3. Noted. The Proposed Structure Plan provides guidance in relation to the delineation of</li> </ol>

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		<p>The LSP Summary Table suggests that 70-80% of the Mixed Use zones will be developed for residential purposes. Recognising this, it is recommended the land use terminology and colours on the LSP be changed to provide a true reflection on what the predominant land use is intended to be across the various development parcels that make up the LSP area. If a commercial edge or sleeve is required to a particular street frontage, this can be illustrated or notated on the plan and separately referred to in the document. If a development parcel is identified or intended to be developed for more than 50% commercial/retail i.e. non-residential, designation for mixed use development could remain.</p> <p>Expanding on the introductory preface, it is recommended the extent of frontage identified for non-residential development be reconsidered and refined downwards. Approximate distances of over 400 metres for retail and 600 metres for commercial frontage are depicted on the LSP for non-residential development. The approach is fragmenting and watered-down to the extent that there is no concentration of commercial activity. This together with the low densities and the distance from the train station is likely to affect the viability and success of what is proposed. The preference for commercial development or convertible residential across certain frontages is also questioned.</p> <p>The future viability of the Beeliar Drive frontage for commercial development is highly questionable. Direct access is not possible understandably. This in turn, however, affects viability. The use class table refers to 'Showroom' as being an 'X' use (not permitted), the most likely and suitable form of commercial use across such a frontage. This leaves office use as the most likely prospect in terms of future development. If this is expressly intended, the vision for this frontage should be more precisely explained. If not, the frontage should be accepted as being residential.</p> <p>The same concern regarding non-residential frontage applies to Midgegooroo Avenue. Single sided retail strips are rarely successful. Knowing this and the development of the eastern side of Midgegooroo Avenue is for predominantly residential land use, it is strongly recommended this aspect to the LSP be reconsidered. The LSP for CCW, including the western side of Midgegooroo Avenue,</p>	<p>recommended uses and frontages. It is noted however that these are notional only and the final machinations of the various land parcels will be determined through the development of the associated design guidelines. It is at this stage that matters relating to optimum layouts, active frontages etc will be implemented.</p> <p>The location of the IRCF has been the subject of much review and the position outlined within the Proposed Structure Plan is based on optimising access and parking opportunities, existing topography and association with adjoining playing fields.</p> <p>The inclusion of Grouped Dwellings as 'D' within all zones is not supported given the City's expectation that densities be maximised within residential parcels. Educational Establishments are recommended to be retained as 'D' uses in order to give ample consideration of their potential wider impacts. Retaining Place of Public Worship does not preclude advertising however these types of uses are consistent with vibrant activity centres. The modification of Market use from 'X' to 'D' is supported noting the benefits such a use may provide to the community. The restriction of Showroom uses is based on the subject areas access limitations and the potential size and scale of showrooms which would detract from the urban fabric of the development. Fast Food Outlet is consistent with development within an activity centre and is to be retained as a 'P' use. Given the potential amenity issues associated Reception Centre, this is to be retained as an 'A' use.</p>

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		<p>needs to very carefully consider its role and place relative to the CCTC and Gateways. This is particularly the case should the LSP be contemplating or promoting the spread of retail beyond the ICF central to the Precinct.</p> <p>With respect to the focal point of CCW, it is also recommended strong consideration be given to moving this in an easterly direction towards the CCTC. An intensive, centralised precinct within CCW is recommended between Parcel 6 and the Ovals situated on the west side of Midgegooroo Avenue. This precinct would straddle the north-south stretch of the 'Slow Speed Mixed Traffic Zone'. The benefits of this would be several and include:-</p> <ul style="list-style-type: none"> <li>• A reduced (pedestrian) distance to the CCTC and Cockburn Central train station;</li> <li>• A more centralised focus within CCW;</li> <li>• A focus that would address both FFC's oval and the ovals extending to Midgegooroo Avenue;</li> <li>• A more prevalent visual connectedness to Midgegooroo Avenue and the Town Centre; and</li> <li>• The development of a centralised focus more removed from the power line infrastructure that extends along the western side of CCW.</li> </ul> <p>It is appreciated that the proximity of parking beneath the power line infrastructure is likely to have influenced the siting of the ICF. Shifting the focus for CCW in an easterly direction, however, is considered to be advantageous to the extent that it will result in more foot traffic to and from the parking beneath the power lines, contributing to street activation and the viability of non-residential land uses at street level.</p> <p><i>Notes:</i></p> <p>The following points are offered in respect of 'use' classifications in the Use Class Table:-</p> <ul style="list-style-type: none"> <li>• The 'D' classification for 'Grouped Dwellings' should apply across all zones;</li> </ul>	

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		<ul style="list-style-type: none"> <li>• If tertiary education is being promoted as integral to the development of the ICF and FFC, 'Educational Establishment' should be a 'P' use;</li> <li>• Typically, a 'Place of Public Worship' is classified as an 'A' use given the potential impact of such on residential amenity;</li> <li>• Discounting the prospect of a suitably located and managed 'Market' by identifying the use as 'X' precludes what could be an excellent community activity;</li> <li>• 'Showrooms' should not be classified 'X' if the extent of commercial frontage proposed remains as presented. Showrooms and offices, indicative of what has happened in the Town Centre, are considered to be the two primarily viable commercial uses;</li> <li>• 'Fast Food Outlets' should be classified as 'D', providing a higher degree of control in terms of where this use might be established within CCW;</li> <li>• A Reception Centre should be classified 'D', noting such is likely to be integral to the development of the ICF and FFC.</li> </ul> <p><b>3. DENSITY</b></p> <p>The document refers to an overall dwelling density of R30. R30 would amount to a medium density yield. Given the very valuable nature of the land, both in a monetary and geographical sense as part of an emerging regional centre, a much higher density should be targeted. A suitable reference in this regard could be the south-eastern quarter of the Muriel Court precinct where high density residential development is required by the applicable planning controls. Generally speaking proposed density is driven by the requirement for car parking, particular note should be made of the possibility to put car parking below the ground rather than limit the outcome of a proposed development to parking on grade which could also have negative visual outcomes. We would recommend that a car parking study be undertaken to ascertain the potential for parking on each site and the proposed finish ground levels for each development site to provide an option to not have lots with fill provided at street level as opposed to 2 - 3 metres below street level</p>	<p>3. Supported (in part). The Proposed Structure Plan does not specifically designate an R-code density for the development and the projected yield (i.e. 1000 dwellings) does not equate to an R30 density based on net subdividable area. It is noted that the subject area encompasses 7 hectares of POS, 6.5 hectares of Western Power Easement and 2.6 hectares for the IRCF site. As such only a third of the site is zoned for Mixed Use purposes and section 3.3 of the Structure Plan outlines how the proposal generally satisfies the density for secondary activity centres as recommended in SPP 4.2.</p> <p>Despite the above, the City recommends that the provisions relating to grouped dwellings and building heights be modified to the City's</p>

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		<p>saving the requirement for imported fill.</p> <p><b>4. TRAFFIC</b></p> <p>The LSP refers to Midgegooroo Avenue as becoming a pedestrian friendly trafficable environment, allowing pedestrians to more easily navigate and traverse between Cockburn Central West and the Town Centre. At the same time, the LSP refers to Midgegooroo being a four lane road. This aspect to the LSP is not supported.</p> <p>It is counterintuitive to suggest that Midgegooroo Avenue can be a four lane road and pedestrian friendly at the same time. To this end, reference to the potential future upgrade of Poletti Road to carry a more significant proportion of north-south traffic viz a viz Midgegooroo Avenue should be committed as part of the LSP rather than be offered as a prospect. If Midgegooroo Avenue proceeds to be developed in the first instance as a four lane road, the likelihood of it being downgraded in the future to a two lane road is highly unlikely. The advantages to Midgegooroo Avenue being developed as a pedestrian friendly two lane road under the LSP include:-</p> <ul style="list-style-type: none"> <li>• A genuine commitment to the seamless integration of CCTC with CCW. The most significant issue facing the on-going development and prosperity of this regional centre is the division of the various precincts comprising the location by major traffic corridors. Beeliar Drive is currently a significant impediment to the integration of the CCTC and Gateways. The development of Midgegooroo Avenue as a four lane road stands to have the same impact on delivering a genuine connection between CCTC and CCW;</li> <li>• The predominant land use either side of Midgegooroo Avenue both now and into the future will be residential. In this knowledge, and recognising a viable alternative to traffic flow (Poletti Road), every possible effort should be made to ensure Midgegooroo Avenue is developed as a friendly pedestrian environment and suitable to amenity based residential development. The impact of two lanes of traffic on residential</li> </ul>	<p>satisfaction to ensure future development fully achieves the density and diversity objectives set by Directions 20131 and SPP4.2</p> <p>4. Supported (in part). The widening of Midgegooroo Avenue is not considered a direct result of the Proposed Structure Plan however the additional traffic generated by the proposal will contribute toward its use. Widening is currently underway and is the result of wider regional traffic movements, Cockburn Central Town Centre and the expansion of the Cockburn Central Gateway Shopping Centre.</p> <p>Based on the requirements of the City and Main Roads, the installation of two lanes in each direction (dual carriageway) is required to ensure that current and future traffic levels within the locality can be suitably managed. There is a possibility that once the North Lake Road extension is developed, Midgegooroo Avenue may be reverted to single carriageway.</p> <p>The Proposed Structure Plan does not include any provisions relating to the upgrade of Poletti Road to accommodate the increase in traffic volumes related to the subject site. This is considered a shortcoming of the Proposed Structure Plan, which forms the basis of the City's recommended condition regarding the preparation of a voluntary legal agreement relating to the upgrade of Poletti Road as well as the updating of the transport plan.</p>

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		<p>development stands to be considerably less than four lanes of traffic. In this regard, the LSP in essence acknowledges a less than desirable residential setting by requiring an acoustic assessment to be undertaken in respect of all new residential development;</p> <ul style="list-style-type: none"> <li>• Poletti Road widened to four (4) lanes as suggested in the LSP could perform the same role as Midgegooroo in a setting that is far more appropriate to larger volumes of traffic. Poletti Road is flanked by power line infrastructure on its eastern side and industrial development for the most part on its western side. Accordingly, the development of this as a four lane road would be considered orderly and proper compared to Midgegooroo Avenue. It is also noted that if parking for CCW is to take place under the power line infrastructure, a widened Poletti Road would be the logical pathway into and out of the location. This approach to the development of the CCW traffic network would also stand to significantly reduce the amount of 'through-traffic' that would otherwise impact residential amenity within CCW.</li> </ul> <p>5. <b>PARKING</b></p> <p>The parking standards proposed for CCW in the LSP are supported as presented. They are considered fair and reasonable for the uses referred to in a location that forms an extension of a fully planned and integrated Transit Orientated Development ('TOD'). The support for the standards as presented include the '0' parking provision for dwellings. The Perth property market has matured over the past decade to a point where a small number of dwellings in 4/5 locations like Cockburn Central can be developed and successfully sold without dedicated parking. This approach represents a significant step in addressing the issue of car overdependence in a location supported by a high level of service and comprehensive public transport.</p> <p>6. <b>PRINCIPLES FOR DESIGN GUIDELINES</b></p> <ul style="list-style-type: none"> <li>• <u>Built form (pedestrian scale)</u>. Reference to weather protection</li> </ul>	<p>5. Noted.</p> <p>6. Noted. Matters relating to urban design and built form are only notional at this stage given the role of</p>

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		<p>should be included.</p> <ul style="list-style-type: none"> <li>• <u>Height and Setbacks</u>. The reference to tall buildings and proximity to Cockburn Central Train Station requires clarification. The height of development should take place in a coordinated manner taking into account a range of considerations.</li> <li>• <u>Fine Grain Development</u>. To avoid the development of large monolithic buildings, a larger number of smaller lots are recommended in the subdivision of CCW.</li> <li>• <u>Materials and Articulation</u>. All designs should be "required" to use high quality design details, materials and finishes (as against being "encouraged").</li> <li>• The location and placement of transformers and power related infrastructure should be determined at the time of subdivision.</li> <li>• <u>Landmark Sites/Corners</u>. landmark corners should accord with those required under the CCTC ISP along Midgegooroo Avenue. This includes four on the western side of Midgegooroo Avenue (where it intersects with North Lake Road, Junction Boulevard, Signal Terrace - south side, and Beeliar Drive).</li> <li>• <u>Climate Response</u>. Building envelopes should contain significant amounts of insulation to slow thermal transfer through walls. This comment is not clearly understood. Clarity where sustainable built form is required should include reference to the requirement for compliance with the relevant provisions of the BCA and/or applicable Australian Standards.</li> <li>• <u>Public Art</u>. A significant opportunity for the erection of a landmark piece of public art on the corner Signal Terrace and Midgegooroo Avenue should be realised. This art could be used to signify the entrance to CCW, and would be located in the south eastern corner of the 'Ovals' space. It is recommended the opportunity in this regard be notated on the LSP in much the same way as landmark Sites are identified.</li> <li>• <u>Pedestrian Access to Buildings</u>. This section should include reference to the requirement for direct access between ground level residential courtyards and the abutting road reserve/street</li> </ul>	<p>the Proposed Structure Plan in establishing a framework for future development. The matters raised in this submission will be considered during the preparation of the associated design guidelines.</p>



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		<p>frontage.</p> <ul style="list-style-type: none"> <li>• <u>Noise Assessments</u>. These would not be required for development on Midgegooroo Avenue if this road reserve is more appropriately developed as a two lane road (as per comments above).</li> </ul> <p>We are prepared for our submission to be viewed publicly as part of a council agenda report or on the City's website if required.</p>	
19	<p>TPG Town Planning and Urban Design PO BOX 7375 Cloisters Square PERTH WA 6850</p>	<p><b>SUPPORT (subject to conditions/modifications)</b></p> <p><i>TPG Town Planning, Urban Design and Heritage (TPG) have prepared the preliminary submission as set out below on behalf of Perron in relation to the draft Cockburn Central West Structure Plan (CCWSP) prepared by Cardno (and others) on behalf of LandCorp. Perron and TPG reserve the right to provide supplementary information to support this preliminary submission.</i></p> <p>In general terms, the CCWSP is supported in terms of the proposed land use composition and distribution as it will support the ongoing development and evolution of the broader Cockburn Central Secondary Centre. However, there are a number of concerns in relation to the suitability of the transport assessment prepared by GHD and how this has influenced the structure planning process and outcomes.</p> <p>Uloth and Associates have undertaken a preliminary review of the transport assessment with a copy provided at Appendix A.</p> <p>The primary issues and concerns are identified in detail below.</p> <p><b>Road Upgrades General</b></p> <p>The CCWSP identifies and relies upon various road upgrade initiatives. Many of these formed part of the structure planning process and outcome for Stage 3 of the Gateways Precinct and were specifically included within Part 1 of the Gateways Precinct Local Structure Plan as 'Developer Contributions to Infrastructure'.</p> <p>The CCWSP also identifies that Main Roads WA and/or the City are undertaking the identified road upgrade works. As the City is aware,</p>	<p>1. Supported (in part). The subject site is surrounded by major arterial roads which are either currently or in the future being widened and upgraded to accommodate increasing traffic demands. It is for this reason that no direct vehicular access to any development parcels is proposed from North Lake Road, Midgegooroo Avenue or Beeliar Drive. Given these constraints, the number of internal roads and access points to the surrounding network has also been limited by the Proposed Structure Plan.</p> <p>Access from the west is proposed via Poletti Road which is currently developed to an industrial standard. The Proposed Structure Plan does not include any provisions relating to the upgrade of Poletti Road to accommodate the increase in traffic volumes related to the subject site. This is considered a shortcoming of the Structure Plan, which forms the basis of the City's recommended condition regarding the preparation of a voluntary legal agreement as well as the updating of the associated Transport Assessment.</p> <p>While the City acknowledges that the IRCF will be an attractor and contributor to the requirement to upgrade Poletti Road, the other future residential and mixed use/commercial development likewise represents a contributor which directly drives the need for upgrading of Poletti Road.</p>

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		<p>Perron as a development application requirement is undertaking many of these works on the basis that both the City and Main Roads WA at the time of structure planning did not consider they were responsible, irrespective of the wider improvements to the sub-regional transport network that would result.</p> <p>Given that the CCWSP outcomes rely on road upgrade works being undertaken by and at the total cost of Perron it would seem appropriate that the CCWSP contain provisions to ensure that fair and equitable contributions are made to the upgrading of these infrastructure items in accordance with prevailing State level planning policy.</p> <p>For those infrastructure upgrades identified in the CCWSP not being undertaken by Perron the responsibility for any developer contributions for infrastructure and in particular any future road upgrading have not been adequately resolved. Part 1 of the CCWSP does not include a section dealing with developer contributions or obligations as would ordinarily be expected. We note that this was a key consideration that held up the City's consent to advertise the Gateways Precinct Local Structure Plan until such time as relevant structure plan provisions and obligations were specifically included in Part 1.</p> <p>We are concerned that the City's position on both the advertising and the actual content of the CCWSP appears on face value to be contradictory to and inconsistent with the position taken by the City on the Gateways Precinct Structure Plan. This specifically relates to the application of Clause 6.2.6.1 (f)(x) of TPS3 (Details of Proposed Structure Plan) which states the following:</p> <p>'The proposed method of implementation including any cost sharing arrangements and details of any staging of subdivision and development'</p> <p><b>Midgegooroo Avenue Upgrades</b></p> <p>The future form and any required upgrading of Midgegooroo Avenue does not appear to have been adequately resolved as part of the structure planning process. Part 2 of the CCWSP under 'Movement Network' identifies that the road is proposed to be a dual lane carriageway in both directions but with reduced speeds [50km/hr) to</p>	<p>It is therefore considered appropriate that the City and LandCorp enter into a voluntary legal agreement covering the requirement for LandCorp to upgrade Poletti Road and related intersections and signalise the intersection of Midgegooroo Avenue and Signal Terrace in accordance with the provisions of SPP 3.6. This will secure the upgrades plus light traffic controlled intersections at North Lake Road and Beeliar Drive. The signalisation of the Midgegooroo Avenue and Signal Terrace intersection is considered crucial to the movement network inclusive of pedestrian connections between the Town Centre.</p> <p>The voluntary legal agreement approach will ensure that the roles, responsibilities and contribution amounts can be worked through prior to referral of the Structure Plan to the WAPC for final adoption. This enables a greater understanding of the impacts and upgrade requirements rather than trying to quantify these matters based on the current information provided.</p> <p>It is considered that the requirement for the proponent to update the Transport Assessment, be party to an appropriate voluntary legal agreement and prepare pedestrian movement plan will address many if not all of the concerns raised in this submission.</p>

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		<p>provide a strong pedestrian link between the site and Cockburn Central Town Centre and the Train Station.</p> <p>The transport assessment on the other hand supports Midgegooroo Avenue being retained as a two-lane boulevard (one lane in each direction) for as long as possible rather than being upgraded to the dual carriageway identified under the CCWSP.</p> <p>The one lane in each direction proposition is in direct contrast to the traffic modelling carried out for Stage 3 of the Gateways Precinct which was based on Midgegooroo Avenue being upgraded to four lanes divided as part of the various LandCorp developments to the north of Beeliar Drive. Modelling undertaken at that time in fact showed that this widening to four lanes is required as a matter of urgency as an extension of the works about to commence on Beeliar Drive.</p> <p><b>Main Roads WA Traffic Modelling</b></p> <p>It is apparent from the transport assessment that background traffic flows were obtained from the Main Roads WA ROM traffic model. It is also apparent that the ROM model was adjusted specifically for this development to reflect the proposed retention of Midgegooroo Avenue as a two-lane road. It is therefore suggested that the traffic model has been forced to reduce traffic flows on Midgegooroo Avenue in order to achieve an acceptable outcome. The report even goes so far as recommending signage within North Lake Road to encourage traffic on its way to the Gateways Precinct to use Poletti Road rather than continue along North Lake Road to Midgegooroo Avenue.</p> <p>It is also important to note that the traffic modelling has only been carried out for 2031, with significant upgrades to the existing road network in order to achieve anything close to acceptable traffic volumes. However, there is no modelling of any interim scenarios prior to these major infrastructure works when traffic flows will be higher. This is a major flaw in the transport assessment.</p> <p>Interestingly the daily traffic volumes on Beeliar Drive in the vicinity of Midgegooroo Avenue are just 23,000 vehicles per day west of Midgegooroo Avenue and 34,000 vehicles per day east of Midgegooroo Avenue. These traffic volumes are significantly understated even in</p>	

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		<p>comparison to existing 120121 traffic flows reported in the Cockburn Gateway Shopping Centre Transport Assessment Report, which showed in excess of 40,000 vehicles per day on Beeliar Drive east of Midgegooroo Avenue even prior to the current expansion of development underway within the Gateways Precinct.</p> <p>Once the current Gateways Precinct expansion is complete it is expected that traffic volumes on Beeliar Drive will increase to beyond 48,000 vehicles per day which is well beyond the traffic volumes modelled for the CCWSP assessment.</p> <p><b>Structure Plan Trip Generation and Assignment</b></p> <p>The CCWSP identifies land uses including 1,000 residential dwellings, an integrated community facility and approximately 20,000 square metres of retail/commercial development.</p> <p>Table 8 in Section 7.5.1 of the transport assessment identifies the corresponding trip generation to be 7,518 vehicle trips per day for the residential development, 12,204 vehicle trips per day for the retail/commercial development and 6,480 vehicle trips per day for the community facility. The overall trip generation for the proposed structure plan is therefore 26, 160 vehicle trips per day, based on trip generation rates that were reportedly agreed to by City and Main Roads WA representatives.</p> <p>However, Table 8 of the transport assessment then suggests that only 20 percent of this trip generation 15,232 vehicles per day will travel external to the proposed structure plan area and therefore provides peak hour trip generation of just 419 vehicle trips per hour in the AM Peak and 472 vehicle trips per hour in the PM Peak. These peak hour traffic flows added onto the adjacent road network represent just 1.6 and 1.8 percent respectively of the overall daily traffic generation. This figure is extremely low and considered to be a gross understatement of the true traffic impact onto the adjacent roads.</p> <p>If the residential dwellings are considered to be trip producers and the retail/commercial and community facility are deemed to be trip attractors within the structure plan area then internal trips will only be those trips from the residential areas travelling to and from the non-residential</p>	

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		<p>developments. Even if 100 percent of the residential trips 17,518 vpd) were all contained within the structure plan area there would still be a requirement for over 11, 100 vehicle trips per day to travel in and out of the structure plan area to satisfy the expected trip generation of the non-residential uses. This is twice as high as the daily traffic volumes modelled within the current assessment.</p> <p>However, it would be more realistic to assume that an upper limit of 40 percent of residential trips would be contained within the structure plan area. This would result in over 20,000 vehicles per day accessing the structure plan area from the external road network. This is almost four times as high as the figures utilised within the transport assessment.</p> <p>It is also important to note that the transport assessment doesn't provide any detail regarding the trip assignment/distribution but simply refers to Zone 774 in the ROM Model as the basis for such distribution. However, by analysing the traffic volume plots in Figures 29 and 30, it is clear that 65 percent of the assumed external trip generation is expected to access the structure plan area via Midgegooroo Avenue.</p> <p>If the external traffic flow generated by the structure plan area is in fact 20,000 vehicles per day instead of the current figure of 5,000 vehicles per day, this would add almost 10,000 vehicles per day onto Midgegooroo Avenue alone, resulting in significantly different intersection operational characteristics than those documented.</p> <p><b>Intersection Analysis</b></p> <p>A detailed review of the intersection operational analysis in the transport assessment is not practical at this time. However, the summarised analysis results suggest that the proposed intersection of Beeliar Drive - Midgegooroo Avenue will operate at a high Level of service with minimal traffic queues. In comparison to the detailed traffic modelling carried out as part of the structure planning for Stage 3 of the Gateways Precinct, it is inconceivable to think that significant queuing and congestion will not continue to occur along Beeliar Drive, particularly within the short to medium term prior to major infrastructure upgrades being fully implemented.</p> <p><b>Uloth and Associates Conclusions</b></p>	

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		<p>The following conclusions are drawn on the basis of the above comments.</p> <p>The transport assessment grossly under-states the expected traffic impact of the proposed structure plan by assuming that just 20 percent of the total trip generation will travel externally to the development.</p> <p>Utilising the same [agreed) trip generation rates, it is suggested that out of the overall trip generation of 26,160 vehicles per day approximately 20,000 vehicles per day will travel externally, with approximately 1,600 vehicles per hour in the AM peak and 1,800 vehicles per hour in the PM peak. The true traffic impact is therefore expected to be almost four times the impact reported in the transport assessment.</p> <p>Traffic modelling only reflects the 2031 scenario, when major infrastructure upgrades are hoped to relieve congestion by dispersing the current traffic flows. No analysis has been carried out to support any Level of development prior to the ultimate road network being fully implemented.</p> <p>The road network upgrades relied upon to show that this current structure plan is acceptable is unfunded and uncommitted works. It is unacceptable that LandCorp not be expected to contribute to these upgrades as part of this proposal.</p> <p>In Line with the requirements for the Gateways Precinct Structure Plan, it is reasonable to expect a commitment from LandCorp to upgrade Midgegooroo Avenue to four Lanes divided in the short term, and to also make a commitment to other road upgrades that will be required as part of the planned development. However further detailed modelling and assessment will be required in order to identify the required staging and timing of such upgrades.</p> <p><b>Summary</b></p> <p>Having regard to the outcomes of the Uloth and Associate preliminary assessment as detailed above, we are concerned that the City has put the draft CCWSP out to public exhibition without applying the same degree of rigor to the initial assessment of the transport assessment and</p>	

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		<p>developer contribution components as was applied to the Gateways Precinct Local Structure Plan. Specifically, we have significant doubts that the CCWSP in its present form would meet the orderly and proper planning prerequisites as set out under Clause 6.2.6.4 of TPS3 that would even allow public exhibition to take place at all. Nevertheless, we acknowledge that this has now occurred and on this basis the resolution of the issues raised above become critical in terms of achieving an appropriate structure planning outcome for the Cockburn Central West Precinct and to deliver the wider benefits to the locality.</p> <p>Relevantly, TPG and Perron are also in the process of preparing a local structure plan for the Stage 4 expansion of the Gateways Precinct. As was the case with the Stage 3 structure plan, transport issues are anticipated to be a major consideration that will need to be addressed as part of the structure plan preparation process. On this basis it is pivotal that the transport assessment for the CCWSP be a robust and appropriate document that allocates responsibilities and requirements fairly and responsibly, as it will need to be considered both in terms of technical recommendations and as a precedent for its suitability to support an equivalent structure planning process within the Gateways Precinct of the Cockburn Central Secondary Centre. It would not be acceptable for the CCWSP to inadequately resolve associated transport issues (including fair and equitable development contributions) and for this burden to be passed on to the developers of other precincts within the locality.</p> <p>We look forward to your consideration of this submission and would be pleased to provide further assistance to resolve the issues identified above.</p> <p><i>Appendix A – Uloth and Associates Review (2 July 2013) and response to Appendix E also enclosed as attachment to above submission.</i></p>	
20	<p>Wildflower Society of Western Australia PO BOX 519 FLOREAT WA 6014</p>	<p><b>OBJECT</b></p> <p>The Wildflower Society of Western Australia (Inc.) (WSWA) is a non-profit community organisation that was established in 1958 for the purpose of encouraging the conservation and preservation of Western Australia's unique flora. The organisation's member base currently stands at over 700 members. The Society is writing to you today to</p>	

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		<p>provide comment on the Draft Cockburn Central West Structure Plan (hereafter referred to as the proposal) that was recently released for comment by the City of Cockburn.</p> <p>The Society would like to express its concern in regards to the following issues:</p> <ul style="list-style-type: none"> <li>• Flora Survey undertaken by RPS</li> <li>• Fauna Survey undertaken by RPS</li> <li>• Wetland Assessment</li> <li>• Local Water Management Strategy</li> </ul> <p>1. <b>Flora Survey</b></p> <p>The Society is concerned that referral to the vegetation condition of the proposal site as generally 'Degraded' is misleading. The proposal states:</p> <p>"The vegetation condition for over 71 % of the site is mapped as 'Degraded to Completely Degraded'. The 'Degraded to Completely Degraded' area is inclusive of the wetland area."</p> <p>This statement suggests that the degraded condition of vegetation on site provides leverage for its clearing. However the proposal fails to acknowledge that the Bassendean Complex Central and South has been classified as "Vulnerable" by the Environmental Protection Authority (EPA) (p. 8, RPS 2013), due to the fact that less than 10% of this vegetation type has been protected through reservation. Although it has been stated that the majority of this complex in in 'Degraded' condition the proposal also fails to acknowledge that 30% of this Complex still remains within 'Good to Excellent' condition and therefore should be retained. The Society does not approve clearing 30% of 'Good to Excellent' condition Bassendean Complex-Central and South and instead supports the retaining of 'Good to Excellent' condition vegetation.</p> <p>In addition to retaining vegetation in 'Good to Excellent' condition, the Society also supports the rehabilitation of 'Degraded' vegetation that forms part of the previously planned ecological corridor. In 2012, the City of Cockburn council endorsed the identification of part of the</p>	<p>1. Noted. It was noted during assessment of the Proposed Structure Plan that the proponent indicated that a Level 2 Flora Survey was carried out to inform the preparation of the proposal. Both the City and DPaW were of the opinion that the submitted assessment was more in keeping with a Level 1 assessment and initially considered it appropriate to place a condition on any approval of the Proposed Structure Plan to require a Level 2 Flora Survey be undertaken at the subdivision stage. Since that time however DPaW have recommended that in order to maximise the benefit to the environment, a preferred outcome would be for the proponent to expend their funds on positive conservation outcomes such as management / offsets in lieu of a Level 2 survey, given the proposed development of the site.</p> <p>In view of the matters raised by the submissioner, it is noted that the potential to retain and incorporate the Resource Enhancement wetland within the overall design of the proposal has been extensively explored by the proponent and the City. However, factors such as drainage invert levels, vehicular access/egress safety requirements, significance of regional recreational facilities and commitment to Directions 2031 objectives lead to the current design. As such, retention of the wetland would</p>



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		<p>proposal area as an ecological corridor in the City of Cockburn Natural Area</p> <p><i>Management Strategy</i></p> <p>The previous identification of the proposal area as an ecological corridor has also been omitted from the proposal and in doing this; LandCorp misleads stakeholders and the community on the environmental values of the area. Part of the area that has been identified as an ecological corridor is planned to be developed into a car park as part of the proposal. The Society does not approve the development of the car park and instead supports the retaining and rehabilitation of 'Degraded' Bassendean Complex-Central and South vegetation that forms the ecological corridor previously endorsed by the City of Cockburn.</p> <p>The Society also believes that assessment of riparian vegetation surrounding the Resource Enhancement Wetland (REW) in the Flora and Vegetation survey is inadequate. The assessment of Quadrat 8 (Appendix 4, RPS 2013) states that the riparian vegetation is 'Degraded' due to low floristic diversity. The results of Quadrat 8 form the basis for representing the condition of Vegetation Type V5 - Scattered Melaleuca preissiana over closed tall scrub of Astartea scoparia and sedges. Vegetation type V 5 covers the entire wetland and its fringing vegetation. This classification of Quadrat 8 as 'Degraded' is incorrect due to the fact that floristic diversity is not an adequate indicator of condition in riparian vegetation. Riparian vegetation throughout much of Australia is dominated by a relatively small number of plant species (Cole 1986) and can be characterised as having low species diversity but with locally high individual species abundance (Fielding &amp; Alexander 1996). In this case, other vegetation condition indicators should have been used to make an assessment such as vegetation structure, recruitment, health, soil stability, or weeds. The assessment of wetland riparian vegetation as 'Degraded' is also hard to substantiate when just two years previously (RPS Level 2 Flora Survey was conducted in October 2011), wetland riparian vegetation has been mapped and classed as 'Excellent to Very Good condition' by independent vegetation condition mapping of the proposal area undertaken by the City of Cockburn.</p>	<p>result in the viability of the implementation of Proposed Structure Plan being compromised.</p> <p>Concerns similar to those raised within this submission have been raised by the City and DPaW, particularly in relation to the proposed removal of the REW. As such, the proponent has liaised with the OEPA and DPaW to determine an appropriate offset arrangement. This approach is conditionally supported by the City subject to the location and quality of the offset arrangement meeting its requirements. Any proposal would need to demonstrate an overall net benefit to the community to effectively compensate for the proposed removal of the REW and associated vegetation.</p>

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		<p>Since Quadrat 8 represents Vegetation Type V5, the condition of the wetland and its fringing vegetation has subsequently been mapped as 'Degraded' (Figure 4, RPS 2013). However this is misleading and incorrect due to the fact that Vegetation Type V5 is also represented by Releve 4 (p.19, RPS 2013) whereby vegetation was classified as being in 'Good' condition (Appendix 4, RPS 2013). It is therefore hard to substantiate how Vegetation Type V5 can be mapped as 'Degraded' when vegetation has been classified as both 'Degraded' and 'Good'.</p> <p>The same process has also been used in regards to Vegetation Type V2 which is represented by the survey results of Quadrat 2 (p.19, RPS 2013) whereby the condition of vegetation was classified as 'Good to Degraded' (p. Appendix 4, RPS 2013). Vegetation condition of V2 is then mapped as 'Degraded' in Figure 4. Inadequate mapping and classification of vegetation condition, differing results of previous vegetation condition mapping and omission of previously identified environmental values leads the Society to believe that RPS and LandCorp have together provided misleading information on the condition of native vegetation in order to provide leverage for vegetation clearing. The Society believes that this type of behaviour disrepute's the validity of results provided in the Vegetation and Flora Survey and the proposal. The Society therefore supports a second Vegetation and Flora Survey be undertaken by an independent consultant to verify results of the vegetation condition mapping prior to development. The Society will not support the proposal without a second independent vegetation and Flora Survey being undertaken.</p> <p><b>2. Fauna Survey</b></p> <p>Carnaby's Cockatoo provides important ecological functions to vegetation as a pollinator and seed disperser. Conservation of the species is therefore considered important to the Society. Three vegetation types recorded in the Vegetation and Flora Assessment were identified as containing Banksia woodland in 'Excellent to Good' condition. Since Banksia woodland provides important foraging habitat for the species, the Society agrees with and supports the recommendation of RPS to retain Banksia woodland within the development wherever possible (p. 49, RPS 2013).</p>	<p>2. Noted. Further detailed flora and fauna studies will be undertaken at the subdivision stage in accordance with standard practice. Mitigation measures including fauna relocation programs will be implemented at this stage.</p>

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		<p><b>3. Wetland Assessment</b></p> <p>The referral to the REW as 'Degraded' in the proposal (p.32) once again is misleading and incorrect. The REW is identified by the EP A as an Environmentally Sensitive Area and has been identified as supporting a variety of fauna habitats (RPS, 2013). The condition of riparian vegetation of the REW has also been incorrectly mapped and therefore the REW cannot be considered 'Degraded'. It is evident that the REW is still in 'Good' condition and performs a variety of ecological functions and habitats for fauna. The Society subsequently does not approve filling of the REW and highly recommends the REW be retained.</p> <p>LandCorp proposes to create another wetland to the North of the REW for the purpose of performing functions such as amenity, managed stormwater detention and infiltration functions. The Society fails to understand why the REW cannot be retained to perform the same functions. The OEP A has also recommended the REW be retained via correspondence with WALA, LandCorp and RPS. The advice provided in relation to wetland and its values has to date been ignored by LandCorp and the Society would like to receive an explanation from LandCorp as to why the OEP As recommendations have failed to be implemented.</p> <p>In summary the Society does not approve the Draft Cockburn Central West Structure Plan due to the following factors:</p> <ul style="list-style-type: none"> <li>• Information presented in the RPS Flora Survey and proposal on condition of the REW is misleading and incorrect;</li> <li>• LandCorp has chosen to omit environmental values of the proposal site from the proposal for the purpose of leveraging clearing of native vegetation;</li> <li>• The proposal will potentially clear Carnaby's Cockatoo foraging habitat; and</li> <li>• The proposal will clear a Resource Enhancement Wetland.</li> </ul> <p>The Society highly recommends that vegetation in 'Excellent to Good' condition, Banksia woodland, the ecological corridor and the</p>	<p>3. Noted. As per response (1.) above. In addition, with regards to the LWMS, a number of issues have been identified by DoW and the City in relation to the proposal including the use of 'artificial' lined lakes. Most of the issues have been addressed by the applicant however as there are some matters still outstanding relating to water management which need to be addressed prior to approval of the Proposed Structure Plan. As such, the City recommends that approval of the Proposed Structure Plan will be subject to a condition requiring the final endorsement of the LWMS by DoW and the City.</p>

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21	Department of Parks and Wildlife Locked Bag 104 BENTLEY DC WA 6983	<p>REW be retained.</p> <p><b>OBJECT</b></p> <p>In summary, DPaW is unable to support the Cockburn Central West Structure Plan in its current form due to the proposed loss of the wetland.</p> <p><b>1. Background</b></p> <p>As you are aware, the subject land contains a wetland identified in the Geomorphic Wetlands Swan Coastal Plain dataset (UFI 6659) as a Resource Enhancement category wetland (REW). REW's are priority wetlands that have been partially modified but still support substantial ecological attributes and functions. More detailed information on the values of the wetland are provided as an attachment (see Appendix 1).</p> <p>The Environmental Protection Authority (EPA) recommends that all reasonable measures are taken to minimise the potential impacts on REW's and their buffers, and states that their rehabilitation should be encouraged as they have the potential to be restored to Conservation category.</p> <p>State Planning Policy 2.9 Water Resources recommends that REW's are managed, conserved and where possible restored.</p> <p><b>2. Previous Advice</b></p> <p>The values of the wetland have been recognised in numerous reports and correspondence including:</p> <ul style="list-style-type: none"> <li>• Metropolitan Region Scheme Amendment 1038/33 - EPA advice 16 July 2001</li> <li>• Vegetation Condition Mapping commissioned by the City of Cockburn 2009</li> <li>• Stage 2 Cockburn Central Drainage and Wetland Management Plan, 16 May 2012</li> <li>• Stage 2 Cockburn Central Drainage and Wetland Management Plan - Department of Environment and Conservation (DEC)</li> </ul>	<p>1. Noted. The City is aware of the importance and values associated with REW's. Given the significance of the wetland in this case, any proposal to remove the wetland would be subject to relevant approval's being obtained from the EPA, DPaW, WAPC and the City. It is for this reason that removal will not be 'as of right' and instead approval of the Proposed Structure Plan will be subject to an appropriate environmental offset agreement being finalised and approved by the abovementioned agencies.</p> <p>2. Noted. The site was zoned "Urban" as part of the Metropolitan Region Scheme (MRS) Amendment 1038/33 in 2002. In 2001, the EPA's assessment of the MRS Amendment included vegetation, flora and fauna and wetland. The EPA determined based on its assessment at the time that the environmental impacts from MRS Amendment 1038/33 did not warrant a formal assessment under Part IV of the Environmental Protection Act 1986.</p> <p>In view of the matters raised in various correspondence as listed by the submissioner since that time, the potential to retain and incorporate the wetland within the overall design of the proposal</p>

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		<p>advice to the Office of the Environmental Protection Authority (OEPA) 4 July 2012</p> <ul style="list-style-type: none"> <li>• Stage 2 Cockburn Central Drainage Infrastructure - DEC advice to City of Cockburn 6 July 2012</li> <li>• Stage 2 Cockburn Central Drainage and Wetland Management – OEPA correspondence dated 16 July 2012</li> <li>• Stage 2 Cockburn Central Drainage and Wetland Management Plan - Department of Water (DoW) advice to RPS 30 May 2012</li> <li>• Cockburn Central West Recreation Precinct Draft Activity Centre Structure Plan, OEPA correspondence dated 19 February 2013</li> </ul> <p>The 2012 Cockburn Central Drainage and Wetland Management Plan proposed to retain the wetland and utilise it for drainage purposes. The plan stated " ...the RE wetland has been identified for retention and enhancement as part of the drainage design within the development" (RPS 201 2, page 13).</p> <p>Advice in the various items of correspondence listed above states that the environmental values of the REW should be maintained including its potential to be rehabilitated or restored, and that land uses should be managed to minimise impacts to the wetland.</p> <p><b>3. The Current Proposal</b></p> <p>The 2013 Proposed Cockburn Central West Structure Plan proposes to fill and develop the REW. This is contrary to previous proposals, and is not supported by DPaW. Correspondence of 19 February 2013 from OEPA stated that "the environmental values of the REW should still be maintained as part of the Draft Activity Centre Structure Plan". Note that the OEPA have advised that development within the REW does not require authorisation under the Environmental Protection Act 1986 as the Urban zoning of the site now prevails over the Environmental Protection (Swan Coastal Plain Lakes) Policy 1992.</p> <p>Adequate justification has not provided for the current proposal. That is, it is not demonstrated that there has been an attempt to avoid or adequately mitigate the loss of the wetland. There is no explanation</p>	<p>has been extensively explored by the proponent and the City. However, factors such as drainage invert levels, vehicular access/egress safety requirements, significance of regional recreational facilities and commitment to Directions 2031 objectives lead to the current design. As such, retention of the wetland would result in the viability of the implementation of Proposed Structure Plan being compromised.</p> <p>3. Noted. As discussed in response (2.) above, the City recognises the significance of DPaW's concerns and whilst the proponent is actively addressing these matters, it is considered appropriate that specific conditions be placed on any approval of the Proposed Structure Plan. The onus is then on the proponent to address these concerns to the satisfaction of the City and other agencies involved.</p>

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		<p>for the reversal of the previous position that included a commitment to protect and enhance the REW. The document does not present appropriate mitigation measures and does not consider the use of environmental offsets to offset the potential loss of the wetland.</p> <p>The Western Australian Government's Environmental Offsets Policy seeks to protect and conserve environmental and biodiversity values. Within this decision-making framework consideration of avoidance and mitigation measures is essential. As discussed above, insufficient information has been provided regarding the proposed avoidance and mitigation measures.</p> <p><b>4. Clearing of Native Vegetation</b></p> <p>The excavation and drainage works proposed as part of this development will result in clearing of native vegetation. It should be noted that clearing of native vegetation is prohibited in Western Australia, unless the clearing is authorised by a clearing permit obtained from the Department of Environment Regulation, or is of a kind that is exempt in accordance with Schedule 6 of the Environmental Protection Act 1986 or Environmental Protection (Clearing of Native Vegetation) Regulations 2004. Please note that exemptions in the Regulations do not apply in areas that are considered to be environmentally sensitive. A portion of the area is classified as environmentally sensitive due to the presence of the wetland. The proponent should be made aware that in accordance with the Clearing of Native Vegetation Regulations, no clearing of vegetation to facilitate the development can proceed unless authorised by an appropriate permit, irrespective of any development approvals received.</p> <p><b>5. Matters of National Environmental Significance</b></p> <p>The native vegetation within the subject site may provide suitable foraging habitat for Carnaby's cockatoo (<i>Calyptorhynchus latirostris</i>) and the forest red-tailed cockatoo (<i>Calyptorhynchus banksii naso</i>), both listed under the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) and Western Australia's Wildlife Conservation Act 1950. Regardless of any decision under Western Australian planning or environmental approvals processes, the</p>	<p>4. Noted. The proponent will be required to obtain the necessary approvals from relevant agencies prior to undertaking any development on the site.</p> <p>5. Noted. Matters relating to federal level Acts such as the EPBC Act fall outside the scope of the City's consideration of the Proposed Structure Plan. However it is noted that the proponent is required to ensure that the proposal is consistent with the EPBC Act.</p>

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		<p>proponent should contact the Commonwealth Department of Sustainability, Environment, Water, Population and Communities to determine what responsibilities they have under the EPBC Act.</p> <p>6. <b>Appendix 1 - Technical Comments from the Department of Parks and Wildlife (DPaW) on the Cockburn Central West - Structure Plan, Local Water Management Strategy and Wetland Mitigation Report.</b></p> <p>The proposal, if implemented will result in the development and loss of a Resource Enhancement category sumpland that the proponent had previously committed for protection and enhancement. In addition, the proposal is not in accordance with various State Government policies.</p> <p><i>Background information</i></p> <p>The former Department of Environment and Conservation provided advice to the Office of Environmental Protection Authority (OEPA) in July 2012 regarding the Stage 2 Cockburn Central - Drainage and Wetland Management Plan (RPS 2012). RPS (2012, page 13) stated ' ... the RE wetland has been identified for retention and enhancement as part of the drainage design within the development.' The Draft Cockburn Central West Structure Plan (Cardno 2013) is significantly different from RPS (2012) in that the Structure Plan is now proposing that the Resource Enhancement category sumpland will be developed and lost.</p> <p>It is acknowledged that the OEPA have advised the proponent that development within the Resource Enhancement category sumpland does not require authorisation under the Environmental Protection Act 1986 as the Urban zoning of the site now prevails over the Environmental Protection (Swan Coastal Plain Lakes) Policy 1992. However, the OEPA have also advised that the environmental values of the wetland should still be maintained as part of the Structure Plan.</p> <p><i>Wetland values</i></p> <p>The wetland area within Lot 9504 is identified in the Geomorphic</p>	<p>6. Supported. The City shares the majority of the concerns raised by DPaW in relation to the REW and LWMS. In particular, the proposed removal of the existing 'Resource Enhancement Wetland' (REW) - as defined by DPaW's Geomorphic Wetlands Swan Coastal Plain dataset. The justification provided in support of the removal on the wetland is predicated on the fact that given the existing constraints attributed to the site, retention of the wetland would mean the development would not be able to deliver its function as a true 'Activity Centre'.</p> <p>The potential to retain and incorporate the wetland within the overall design of the proposal has been extensively explored by the proponent and the City. However, factors such as drainage invert levels, vehicular access/egress safety requirements and significance of regional recreational facilities lead to the current design. As described above, retention of the wetland would result in the viability of the implementation of Proposed Structure Plan being compromised.</p> <p>Given the concerns raised by the City and DPaW in relation to the proposed removal of the REW, the proponents have liaised with the OEPA and DPaW to determine an appropriate offset arrangement. This approach is conditionally supported by the City subject to the location and quality of the offset arrangement meeting its requirements. Any proposal would need to demonstrate an overall net benefit to the community to effectively compensate for the proposed removal of the REW.</p> <p>It was noted during assessment of the Proposed</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>Wetlands Swan Coastal Plain dataset as a Resource Enhancement category sumpland (seasonally inundated basin) (UFI 6659). The eastern half of the original wetland has been filled and developed. The remaining wetland area was historically disturbed for agricultural purposes; however, aerial imagery indicates that regeneration has been occurring since the mid 1970's (Landgate 2013). DPaW considers that Resource Enhancement category wetlands are priority wetlands that have been partially modified but still support substantial ecological attributes and functions. Resource Enhancement category wetlands have the potential to be restored to Conservation category and require a minimum 50 metre buffer in order to protect their values.</p> <p>It is noted that a revised wetland boundary has been provided in the Wetland Mitigation Report. While a formal review of the wetland mapping has not been conducted, in a preliminary sense the proposed boundary does appear to more accurately define the wetland boundary in that it is consistent with the topography and better reflects the extent of wetland vegetation.</p> <p>The Wetland Mitigation Report indicates that the vegetation condition of the majority (approximately 85 per cent) of the wetland is Very Good/Good to Degraded. The wetland also supports a variety of habitat types in Very Good/Good to Degraded condition. It was previously understood that the wetland was to be protected and enhanced and therefore a formal review of the values of the wetland was not undertaken. However, given the information on wetland values recently provided in the Wetland Mitigation Report it should be noted that the wetland may meet the requirements for Conservation category.</p> <p>The Wetland Mitigation Report describes the wetland in a manner that is not consistent with the information provided and is dismissive of the existing and potential values. This misrepresentation has been continued in the Structure Plan and the LWMS. For example, the wetland is consistently referred to as in poor condition or degraded with limited values and heavily infested with weeds. This is not consistent with the vegetation condition mapping undertaken on behalf of the City of Cockburn in 2009. The vegetation condition and habitat type condition information indicates that the wetland</p>	<p>Structure Plan that the proponent indicated that a Level 2 Flora Survey was carried out to inform the preparation of the proposal. Both the City and DPaW were of the opinion that the submitted assessment was more in keeping with a Level 1 assessment and initially considered it appropriate to place a condition on any approval of the Proposed Structure Plan to require a Level 2 Flora Survey be undertaken at the subdivision stage. Since that time however DPaW have recommended that in order to maximise the benefit to the environment, a preferred outcome would be for the proponent to expend their funds on positive conservation outcomes such as management / offsets in lieu of a Level 2 survey, given the proposed development of the site.</p>

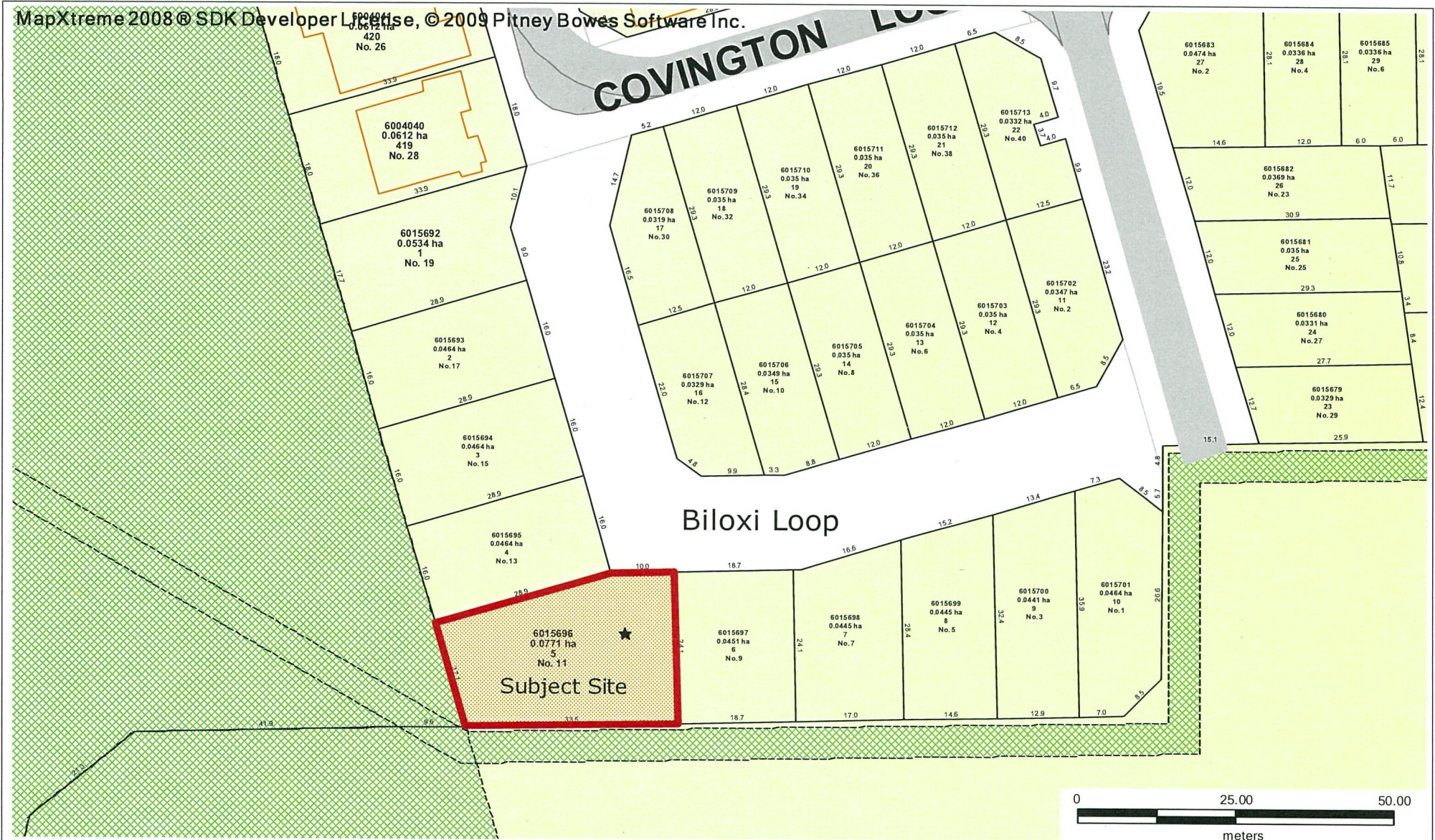


NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p data-bbox="625 238 1407 472">maintains high values and supports substantial ecological attributes and functions. Quadrat data from the three wetland sites described in the Flora and Fauna Survey Report (RPS 2013) suggests that weeds are not extensive at these sites (weed coverage 02=7%, 08=16%, R4=5%). The assertion that <i>Typha orientalis</i> is a particular problem within the wetland (Wetland Mitigation Report page 4) is not reflected in the data, as the one quadrat site that recorded <i>Typha orientalis</i> indicated that it covered only 5 per cent of the quadrat area.</p> <p data-bbox="625 505 1407 678">An interesting feature of this wetland is that it still supports healthy aquatic vegetation, in particular <i>Cycnogeton lineare</i> (previously <i>Triglochin linearis</i>). In consideration of the historical disturbances and the setting, the retention of aquatic vegetation in this wetland is an important value that will be assisting in the maintenance of water quality.</p> <p data-bbox="625 711 1407 885">It is noted in Table 4 of the Flora and Fauna Survey Report (RPS 2013) that the flora survey was limited and some annual and ephemeral species may be present that were not recorded. The Wetland Mitigation Report should acknowledge that flora species, including species of conservation significance, may be supported by the wetland.</p> <p data-bbox="625 917 1407 1091">The potential fauna habitat values of the wetland have been dismissed in the Wetland Mitigation Report. It is understood that only a limited fauna survey has been undertaken and in consideration of the variety of habitat types present, there is the potential for the wetland to be supporting a variety of fauna species, including species of conservation significance.</p> <p data-bbox="625 1123 793 1149"><i>General advice</i></p> <p data-bbox="625 1182 1407 1411">The Wetland Mitigation Report has not justified why the Resource Enhancement category sumpland cannot be protected and enhanced as previously committed. Section 4.2 does not provide a strong argument in support of development of the wetland and no alternative options have been proposed. For example, there appears no clear and strong reasoning as to why the proposed lot configuration cannot be redesigned to retain the wetland. Further, it is expected that the decision framework for the use of environmental</p>	

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>offsets and the mitigation process (avoidance, minimisation, rectification, reduction, offsets) (Environmental Protection Authority 2006) would be discussed.</p> <p>It is understood that the proposed detention basin will be located approximately 100 metres north of the existing wetland and will consist of two lined ponds, a lined wetland area and an unlined wetland area that will be a surface expression of the groundwater. It is difficult to understand why a functioning priority natural wetland would be filled and developed and a detention basin constructed in close proximity that will attempt to replicate the lost wetland values and functions.</p> <p>Revegetation of the detention basin is proposed to be based on the six vegetation units found within the Resource Enhancement category sumpland. There is no guarantee that revegetation of the detention basin based on the wetland vegetation communities will be successful. For example, the wetland flora species proposed for revegetation will require wetland (hydic) soils for survival and regeneration. Replicating the ecological values and functions of the Resource Enhancement category sumpland will be difficult to achieve. It is noted that 0.85 hectares of created wetland habitat is proposed to be created to offset the loss of 2.22 hectares of natural priority wetland. In consideration of the uncertainty involved in replicating the ecological values and functions of the natural wetland, and the overall loss in wetland habitat area (1.37 hectares), the detention basin is not considered to compensate for the loss of the Resource Enhancement category sumpland.</p> <p>The Department of Water will need to provide substantial technical advice in regard to the design and function of the detention basin as the LWMS is currently not in accordance with the Decision process for stormwater management in WA (Department of Water 2009) or Interim Position Statement: Constructed Lakes (Department of Water 2007). It is understood that the unlined created wetland area is intended to be a permanent water body and an expression of the groundwater. The Decision process for stormwater management in WA (Department of Water 2009) does not support the creation of permanent open water bodies when they involve the artificial exposure of groundwater. It is noted in the LWMS that the pre-</p>	

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>development groundwater quality is high in nutrients, particularly nitrogen. The Interim Position Statement: Constructed Lakes (Department of Water 2007) states that 'Constructed lakes should not be connected to groundwater that has existing or potential for high nutrient levels'.</p> <p>The Structure Plan is not in accordance with State Planning Policy 2.9 Water Resources which recommends that Resource Enhancement category wetlands are managed, conserved and where possible restored. It is disappointing that the Structure Plan and supporting documents have ignored various State Government policies.</p> <p>Confirmation is required that the City of Cockburn have agreed to undertake the on-going management of the detention basin once responsibility has been transferred.</p> <p><i>References</i></p> <ul style="list-style-type: none"> <li>• Department of Water 2007, Interim Position Statement: Constructed Lakes, Department of Water, Perth.</li> <li>• Department of Water 2009, Decision process for stormwater management in WA, Department of Water, Perth.</li> <li>• Environmental Protection Authority 2006, Environmental Offsets: Position Statement No. 9, Environmental Protection Authority, Perth.</li> <li>• NatureMap 2013, NatureMap database - <a href="http://naturemap.dec.wa.gov.au/default.aspx">http://naturemap.dec.wa.gov.au/default.aspx</a></li> </ul>	





**City of Cockburn**  
G.I.S Services Department

PRINTED ON:  
Friday, 25 October 2013

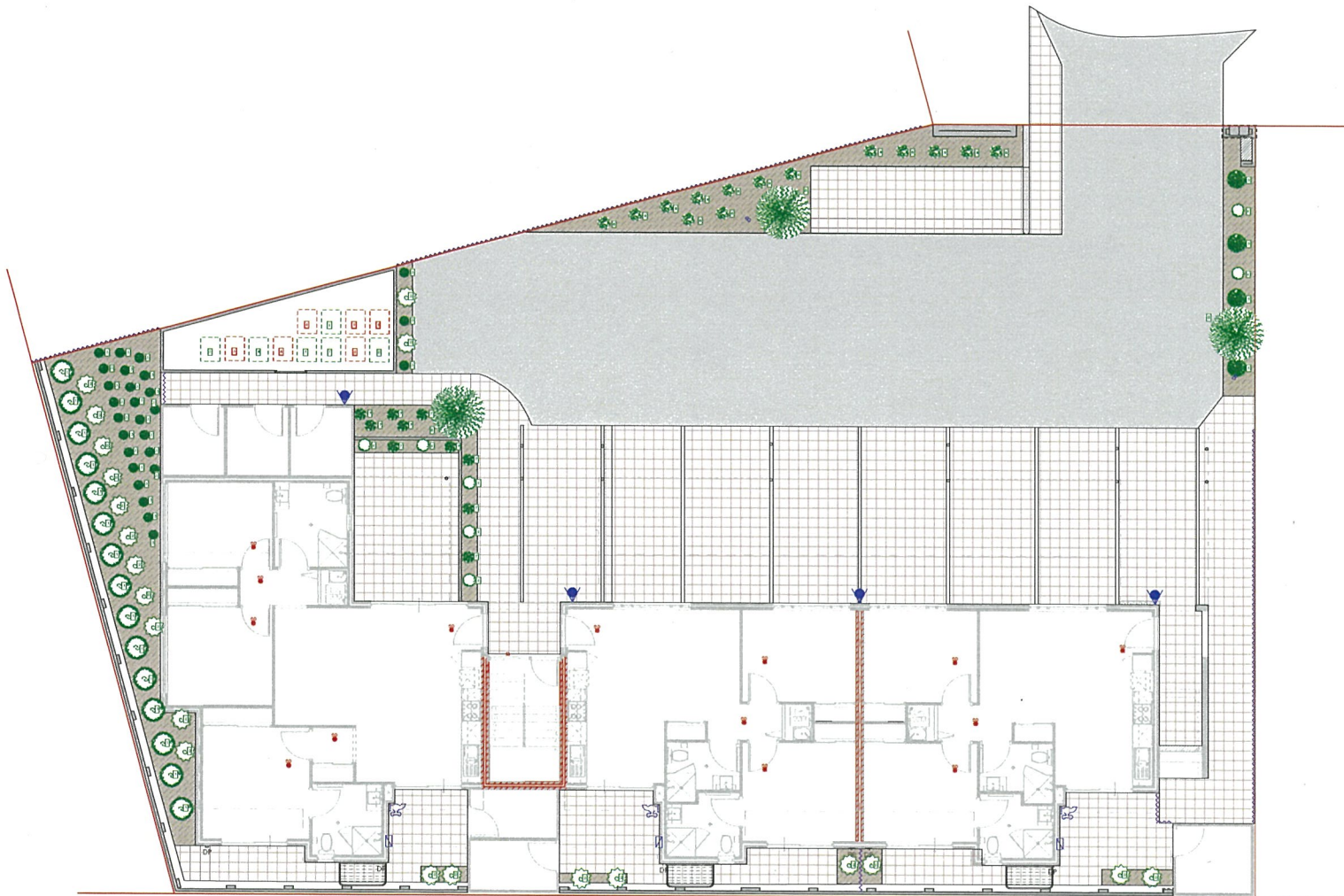
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DISCLAIMER - The City of Cockburn provides the information contained herein and bears no responsibility or liability whatsoever for any errors, faults, defects or omissions of information contained in this document.









**LANDSCAPING LEGEND**

	BOTANICAL NAME	COMMON NAME	QTY
1.	ROSMARINUS OFFICINALIS	ROSEMARY	15
2.	THYMUS VULGARIS CITRIODORUS	LEMON THYME	21
3.	ORIGANUM VULGARE	OREGANO	27
4.	DIANELLA CAERULEA	DIANELLAS	14
5.	THYMUS VULGARIS	THYME	4
6.	SALVIA OFFICINALIS	SAGE	7
7.	LAVENDULA ANGSTIFOLIA	LAVENDER	10
8.	PYRUS USSURENSIS	MANCHURIAN PEAR	3
			<b>TOTAL # = 101</b>
MULCH CONCRETE PAVEMENT			

**LANDSCAPING NOTES**

- GARDEN BEDS & VERGES TO BE MULCHED TO A DEPTH OF NO LESS THAN 100mm.
- TREES ARE TO BE SEMI-MATURE AT A MINIMUM OF 1.5M HIGH AND ALL OTHER PLANTS TO HAVE A MINIMUM POT SIZE OF 200mm.
- SHOULD THE ABOVE SELECTED SPECIES NOT BE AVAILABLE, OTHER SPECIES MAY BE SELECTED FROM THE RECOMMENDED PLANT LIST.



**LANDSCAPING NOTES**

ABOVE SPECIES HAVE BEEN SELECTED TO SUIT THE LOCAL AREA SOIL TYPE AND CONDITIONS. DESIGNATED SPECIES HAVE BEEN SELECTED AS TO BE DROUGHT RESISTANT AND TO BE IN CONSIDERATION OF LIMITED STATE WATER RESOURCES.

LANDSCAPING PLAN  
1:100



STAGE: PLANNING APPROVAL	SHEET: LANDSCAPING PLAN		SHEET NO: 5 OF 5	
CLIENT: BUILDING DEVELOPMENT GROUP	DATE: 29/05/13		REV: 01	DESCRIPTION: ISSUED FOR PLANNING APPROVAL
PROJECT: PROPOSED DEVELOPMENT	DATE: 11/06/13		REV: 02	DESCRIPTION: RE ISSUED FOR PLANNING APPROVAL
LOT 5 #11 BILOX LOOP SUCCESS WA 6164	DATE: 20/07/13		REV: 03	DESCRIPTION: RE ISSUED FOR PLANNING APPROVAL
	DATE: 24/09/13	REV: 04	DESCRIPTION: AMENDED LANDSCAPING PLAN	
DATE PRINTED: Tuesday, 24 September 2013		TIME PRINTED: 4:17 PM		
		DRAWING NO: 5.04		

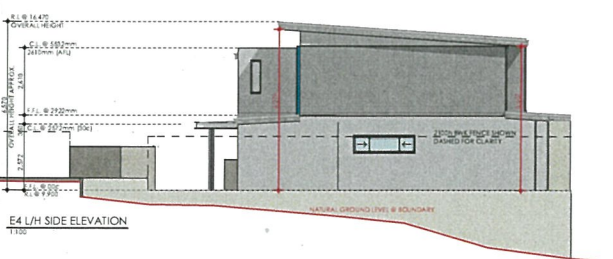
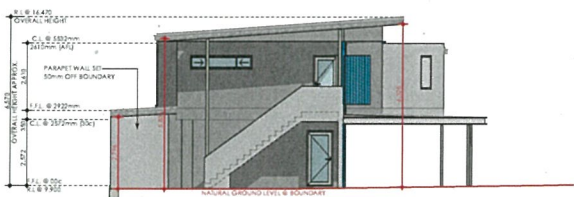
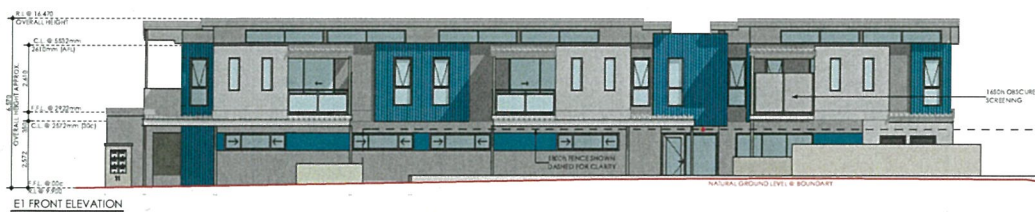
Attach 3











PAGE		SHEET	
PLANNING APPROVAL		ELEVATIONS	
CLIENT	BUILDING DEVELOPMENT GROUP	DATE	12/10/13
PROJECT	PROPOSED DEVELOPMENT LOT 2 & #11 BLOX LOOP SUCCESSE WA 4144	REVISION	01
		02	ADDED FOR PLANNING APPROVAL
		03	RE SUB FOR PLANNING APPROVAL
		04	RE SUB FOR PLANNING APPROVAL
		05	RE SUB FOR PLANNING APPROVAL
DATE PRINTED	Wednesday, 12/10/2013 10:44 AM	THE PRINTED	12/10/13


**SHEET 4**  
 OF 5  
 JOB NO: P2213-014-04  
 BUSINESS ASSOCIATION OF WA  
 DRAWING NO: 4-02

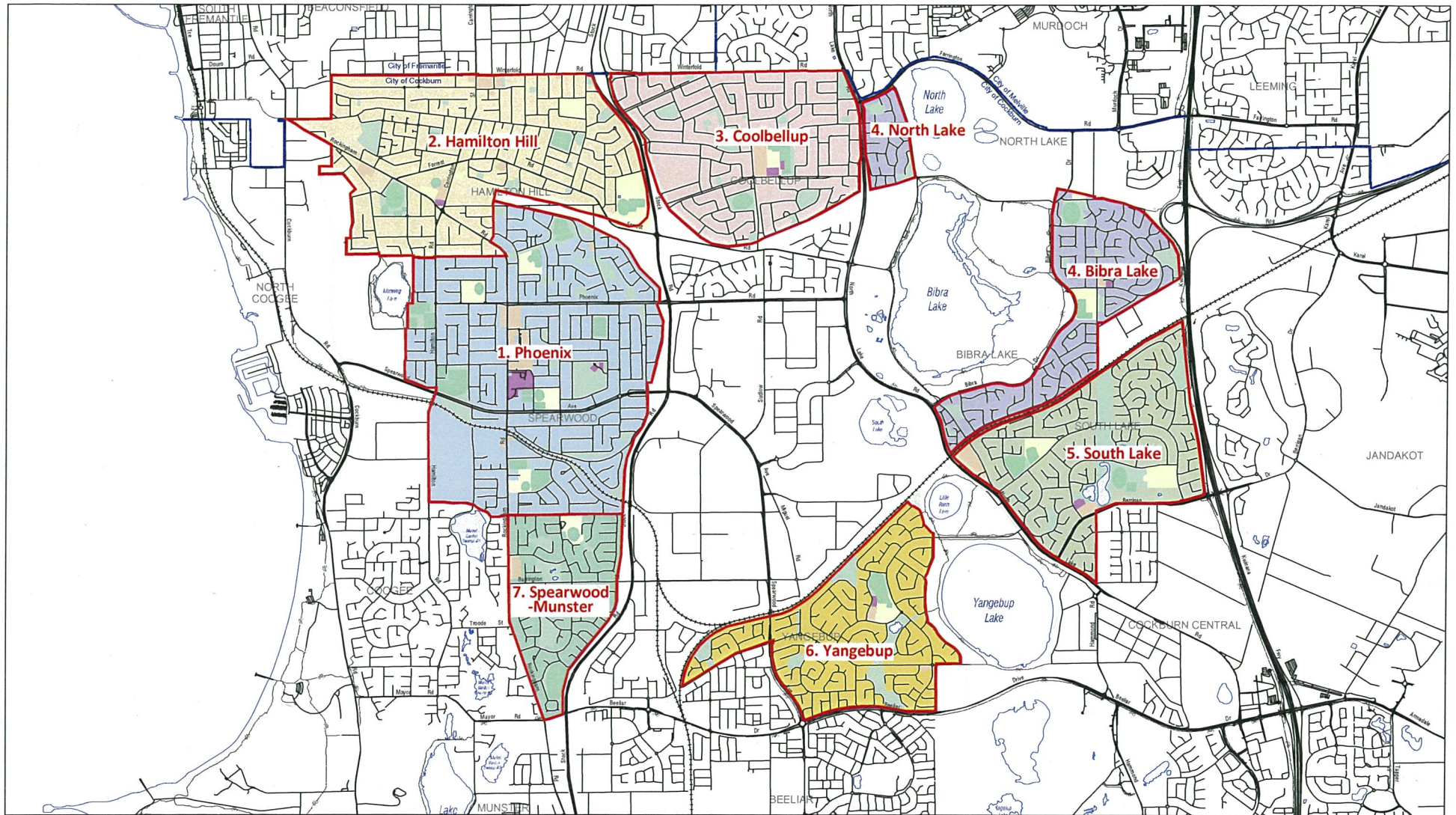


BUILDING DEVELOPMENT GROUP  
 PROPOSED DEVELOPMENT  
 LOT 5 #11 BILOXI LOOP  
 SUCCESS WA 6164



Layout Index			
Layout No:	Layout Name	Rev	Date
1	STRATA / SITE PLAN	05	11/09/13
2	GROUND FLOOR PLAN	05	11/09/13
3	UPPER FLOOR PLAN	05	11/09/13
4	ELEVATIONS	05	11/09/13
5	LANDSCAPING PLAN	05	11/09/13







City of  
**Cockburn**

wetlands to waves



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SCALE







REVITALISATION STUDY AREAS

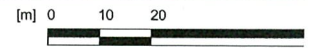






**LEGEND**

-  STRUCTURE PLAN BOUNDARY
- ZONES**
-  RESIDENTIAL R40
-  RESIDENTIAL R80
- RESERVES**
-  PUBLIC OPEN SPACE/DRAINAGE
- DRAINAGE**
-  1:1 YEAR EVENT
-  1:5 YEAR EVENT



# LOCAL STRUCTURE PLAN

LOTS 30, 31 AND 32 ROCKINGHAM ROAD, MUNSTER

PROJECT NO: PD0887  
 CLIENT: RAPID STREAM PTY LTD  
 TF THE KUNA FAMILY TRUST  
 DATE: 29/08/13  
 DRAWING NO: STP-01  
 REV: 1  
 SCALE: 1:000@A3  
 DRAWN: SLL  
 CHECKED: ET



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 Projection: MGA 94 Zone 50  
 Positional accuracy: +/- 1m

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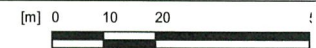
**LEGEND**

--- STRUCTURE PLAN BOUNDARY

ZONES

RESIDENTIAL R40

RESIDENTIAL R80



# LOCAL STRUCTURE PLAN

LOTS 30, 31 AND 32 ROCKINGHAM ROAD, MUNSTER

PROJECT NO: PD0987  
 CLIENT: RAPID STREAM PTY LTD  
 TF THE KUNA FAMILY TRUST  
 DATE: 15/10/13  
 DRAWING NO: STP-01  
 REV: 3  
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**SCHEDULE OF SUBMISSIONS**

**STRUCTURE PLAN PROPOSAL – LOTS 30 – 32 ROCKINGHAM ROAD MUNSTER**

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
1	Western Power, Land Administration GPO Box L921 PERTH WA 6842	<p><b>Support</b></p> <p>Western Power does not have any specific comments at this time to the above proposal, however we would appreciate being kept informed of developments. As there are overhead power lines and/or underground cables, adjacent to or traversing the property the following should be considered, prior to any works commencing at the above site/development/property or if any alignments, easements or clearances are encroached or breached.</p> <p><b>Working in proximity to Western Power Distribution Lines</b></p> <p>All work must comply with Worksafe Regulation 3.64 - Guidelines for Work in the Vicinity of Overhead Power Lines. If any work is to breach the minimum safe working distances a Request to Work in Vicinity of Power lines form must be submitted. For more information on this please visit the Western Power Website links below: <a href="http://www.westernpower.com.au">http://www.westernpower.com.au</a></p> <p>If you require further information on our infrastructure including plans, please complete a request for Digital Data</p> <p>Please note: Western Power must be contacted on 13 10 87, or complete the attached DQA form, if your proposed works involve:</p> <p>A) Any changes to existing ground levels around poles and structures. B) Working under overhead power lines and/or over underground cables.</p> <p>Western Power is obliged to point out that any change to the existing (power) system; if required, is the responsibility of the individual developer.</p>	Noted

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
2	Mr and Mrs Mihalj Lot 31 Rockingham Road Munster WA 6163	<p>This submission is prepared on behalf of: Mr and Mrs Mihalj of 26 Marvell Avenue, Spearwood, owners of Lot 31 Rockingham Road Spearwood.</p> <p>In general, we are in support of the proposed structure plan and the opportunity this provides for the development of Lot 31 Rockingham Road. We do however have concerns regarding the provision public open space (POS) and object to the requirement to include this within the structure plan.</p> <p>By way of background, the provision of POS in a lineal form along the edge of Rockingham Road has been guided by the requirements of the City of Cockburn. The City has indicated that it is intended that the lineal POS is extended from Lot 31 to the intersection of Rockingham Road and Mayor Drive as development occurs to the north. This is in conflict with the views of the owner, who would prefer to see cash in lieu approach taken to ensure the appropriate provision of public open space in the wider locality, and maintain the feasibility of developing Lot 31 Rockingham Road.</p> <p><b>Submission Reasoning</b> It is our position however that the size and location of the POS restricts the functionality and usability of the space. Further, there is uncertainty associated with the timing of development for Lot 32, meaning the total portion of open space is un likely to be fully developed anytime in the near future. Moreover, the intention of the City to provide a linear POS to the north is acknowledged, however the achievement of this is questioned given the fragmented ownership, size of the properties and likelihood of development occurring.</p> <p>In addition, it should be noted that this has not been an enforced requirement for other development previously undertaken adjacent to this development on Rockingham Road (including the current Lot 30 Rockingham Road development by Department of Housing), and as such is viewed as inequitable by the owners of Lot 31, Rockingham Road. Given a yield loss of at least one residential Lot, the owners are at a large financial disadvantage, with the probable current yield being 10 Lots.</p> <p><b>Supporting Planning Principle</b></p>	<p><b>Noted. Supported</b></p> <p><b>The situation with the timing of development of Lot 32 is noted and acknowledged. The City in discussions with the applicant, the WAPC and internal Staff note the difficulty in servicing such a small area of POS and the questionable useability of such a space.</b></p> <p><b>The Council resolution recommends modifying the LSP map and text to remove the land component of the POS provision.</b></p>



NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>A2 of Appendix 4 of Liveable Neighbourhoods states that  <i>"Having regard to AI (Section 153 of the P and D Act 2005), the WAPC may impose a condition seeking the provision of a cash-in-lieu equivalent of the public open space, where: The other required 10 percent area of open space would yield an area of unsuitable size/s and dimension/s to be of practicable use."</i></p> <p><b>Conclusion</b>  A cash-in-lieu approach to support a larger and more usable portion of open space is considered to achieve a better outcome and provide POS which is consistent with state requirements. We understand this is also the position of the Department of Planning.</p> <p>To this end, we are firmly of the position that the resultant 10% required for the structure plan area will result in a compromised portion of open space that will lack functionality and be difficult to maintain.</p> <p>We therefore request that the requirement for Public Open Space be reconsidered to allow the provision of a cash-in-lieu contribution.</p>	
3	Christine Lewis, Department of Aboriginal Affairs PO box 3153 EAST PERTH WA 6892	<p>I refer to the letter from the City of Cockburn, dated 3 September 2013, inviting the Department of Aboriginal Affairs (OM) to comment upon the proposed local structure plan relating to Lots 30 - 32 Rockingham Road, Munster.</p> <p>I can confirm that the area of land to which the structure plan relates does not intersect with any known Aboriginal heritage values. While no targeted Aboriginal heritage survey has been undertaken over this land, OM acknowledges that the land has been subject to past ground disturbing activities and could be considered as a 'Significantly Altered Landscape'.</p> <p>Prior to development related to the structure plan occurring the prospective developer should be encouraged to refer to the State's Aboriginal Heritage Due Diligence Guidelines in order to assess the risk that proposed developments hold with respect to its potential to impact upon Aboriginal heritage sites. The Guidelines can be located at <a href="http://www.daa.wa.gov.au/Documents">http://www.daa.wa.gov.au/Documents</a></p>	Noted.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>Please do not hesitate to contact Simon Keenan on 6551 8118 or via email at <a href="mailto:simon.keenan@daa.wa.gov.au">simon.keenan@daa.wa.gov.au</a> should you wish to discuss the contents of this letter.</p>	
4	<p>Brett Dunn, Department of Water PO Box 332 MANDURAH WA 6210</p>	<p>No objections</p> <p>Thank you for referring the proposed Local Structure Plan (LSP) received with correspondence dated 3 September 2013. The Department of Water (DoW) has reviewed the information and wishes to provide the following advice:</p> <p><u>Urban Water Management</u> Consistent with Better Urban Water Management (BUWM) (WAPC, 2008) and policy measures outlined in State Planning Policy 2.9 Water Resources, the proposed LSP should be supported by an approved Local Water Management Strategy (LWMS) prior to finalising and supporting the LSP.</p> <p>The LWMS should demonstrate how the subject area will address water use and management. It should contain a level of information that demonstrates the site constraints and the level of risk to the water resources. Further guidance is contained in Interim: Developing a local water management strategy (DoW 2008) available at <a href="http://www.water.wa.gov.au">www.water.wa.gov.au</a></p> <p><u>Groundwater</u> The subject area is located within the Cockburn Groundwater Area as proclaimed under the Rights in Water and Irrigation Act 1914. Any groundwater abstraction in this proclaimed area for purposes other than domestic and/or stock watering taken from the superficial aquifer is subject to licensing by the DoW. The issuing of a groundwater licence is not guaranteed but if issued will contain a number of conditions that are binding upon the licensee.</p> <p>If you wish to discuss the above further please contact Jane Sturgess at the DoW's Mandurah Office on (08) 9550 4222.</p>	<p><b>Noted. The applicant has had previous correspondence with the DoW which notes that a LWMS would not be required due to the size of the LSP area.</b></p>
5	<p>Stephen Muldoon, Department of Education 151 Royal Street East Perth WA 6004</p>	<p>No objection</p> <p>Thank you for your letter dated 3 September 2013 regarding the Structure Plan Proposal for Lot 30 - 32 Rockingham Road, Munster.</p>	<p><b>Noted.</b></p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>The Department of Education has reviewed the document and advises that it has no objection to this Proposal.</p>	
6	<p>Lindsay Broardhurst, Main Roads Western Australia PO Box 6202 EAST PERTH WA 6892</p>	<p>No objections</p> <p>Thank you for your letter received on the 4th of September, 2013 requesting Main Roads comment on the above proposed Structure Plan.</p> <p>Main Roads has no objections to the proposed Structure Plan (SP), subject to the following conditions being imposed:</p> <ol style="list-style-type: none"> <li>1. No earthworks are to encroach onto the Stock Road reserve.</li> <li>2. No stormwater drainage shall be discharged onto the Stock Road reserve.</li> <li>3. No vehicle access shall be permitted to or from the Stock Road reserve from the proposed SP. This shall ultimately be noted on the deposited plan in accordance with Section 150 of the Planning and Development Act 2005 as a restrictive covenant for the benefit of Main Roads WA at the expense of the applicant.</li> <li>4. The applicant is required to undertake a transport noise assessment in accordance with the guidelines of the WAPC State Planning Policy 5.4 "Road and Rail Transport Noise and Freight Considerations in Land Use Planning". Main Roads considers that the most opportune time to conduct a noise assessment is during the SP planning phase as further subdivision can then be informed by the results of the noise assessment.</li> </ol> <p>The noise report shall pay special consideration in addressing noise amelioration measures for two-storey dwellings.</p> <p>The applicant shall be responsible for all costs in implementing all the recommendations of the approved report.</p> <p>Could the City of Cockburn please forward Main Roads a copy of its determination for record keeping purposes.</p>	<p><b>Noted.</b></p> <p><b>A Noise Assessment forms part of the recommendation to Council. The applicant will be required to complete an assessment to the satisfaction of the City and incorporate it into the Structure Plan documentation.</b></p>



NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>If you require any further information please contact James Mccallum on (08) 9323 4214. In reply please quote reference number 04/11588-10 (013#496159).</p>	
7	<p>Vic Andrich, Department of Health PO Box 8172 Perth Business Centre WA 6849</p>	<p>Thank you for your letter dated 3 September 2013 requesting comment from the Department of Health (DOH) on the above proposal.</p> <p>1. Water and Sewerage Developments to the density of R40-R80 proposed in the Structure Plan are required to connect to scheme water and reticulated sewerage as required by the Government Sewerage Policy - Perth Metropolitan Region.</p> <p>2. Increased Density - Public Health Impacts The City of Cockburn should also use this opportunity to minimise potential negative impacts of increased density development such as noise (e.g: traffic noise from Stock Road), odour, light and other lifestyle activities. Potential public health impacts should be appropriately and adequately addressed at this stage.</p> <p>To minimise adverse impacts on the residential component, the City of Cockburn could consider incorporation of additional sound proofing / insulation, double glazing on windows, or design aspects related to location of air conditioning units and other appropriate building/construction measures.</p> <p>Should you have queries or require further information please contact Vic Andrich on 93884978 or <a href="mailto:vic.andrich@health.wa.gov.au">vic.andrich@health.wa.gov.au</a></p>	<p><b>Noted</b></p>
8	<p>Brett Coombes, Water Corporation PO Box 100 LEEDERVILLE WA 6007</p>	<p>No objections</p> <p>Thank you for your letter of 3 September 2013 inviting comments from the Water Corporation regarding the above local structure plan.</p> <p>The Corporation has no objections to the structure plan.</p> <p>The Corporation has adopted water and wastewater conveyance planning to guide the servicing of this and other surrounding land. This</p>	<p><b>Noted</b></p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>infrastructure planning is subject to ongoing review and can be modified as necessary by the developers' engineers in consultation with, and to the satisfaction of the Water Corporation.</p> <p>The servicing report attached to the LSP indicates a preference to extend a sewer to this site from the existing DN150 sewer reticulation on Rockingham Road immediately to the south of the land. However, the Corporation's adopted sewer planning for this part of the Wattelup Sewer District indicates that the development of this and other land to the north will need to be served by an additional DN150 gravity sewer heading north along Rockingham Road to discharge into the Bibra Lake Main Sewer approximately 350m to the north of this land. The proponent's engineers should be advised to liaise with the Corporation's Land Servicing Branch prior to subdivision to determine the most appropriate method of extending sewer reticulation to the site.</p> <p>Water services can be provided to the proposed lots by the developer undertaking reticulation main extensions off the existing water mains on the western side of Rockingham Road or the 200P water main in Yindi Way to the northeast. At the subdivision stage, further consideration will be given to the size of the required reticulation mains and points of connection.</p> <p>A large, steel water distribution main (760mm diameter) runs along the eastern side of Rockingham Road along the frontage of the subject land. The developer should be advised to take due care when undertaking site works on, over or adjacent to the main and to consult the Corporation's Perth Region Asset Management Branch regarding the protection of this main during site works.</p> <p>If you have any further queries in relation to this advice, please contact me. It would be appreciated if you would quote our reference number on any return correspondence.</p>	

**LOCAL DEVELOPMENT PLAN - R-CODE VARIATIONS**

**R-CODE**

The subject land has a density Code of R80.  
 The City of Cockburn's Town Planning Scheme No:3 and the R-Codes are varied below.  
 It is not necessary to consult with adjoining landowners where the design complies with the following:-

**BUILDING SETBACKS**

**Perlinte View**

- a. Ground floor awnings and upper level balconies (i.e. above a lower level alfresco dining space or similar) can extend to the Perlinte View street boundary where beyond 5.0m from the boundary with Lot 122 to the north.

**Cockburn Road**

- b. Nil permissible (no blank walls).

**North Side Boundary**

- c. Nil setback to all levels permissible. Any exposed section(s) of parapet wall to be suitably treated.

**DESIGN ELEMENTS**

- d. Development must address the Perlinte View and Cockburn Road frontages by way of design, articulation and fenestration.
- e. Clearly identifiable and distinctive building entrance required.
- f. The 10m<sup>2</sup> (minimum) balconies required by the R-Codes shall address the Perlinte View frontage. Secondary balconies may front Cockburn Road if desired.
- g. Building to address Cockburn Road as a prominent frontage and to provide a suitable level of articulation and activity so that it does not present as the rear of the building.
- h. The southern end of the building is to be designed to address the southern tip of Port Coogee by way of design, articulation and fenestration.
- i. On-site parking to be screened where interfacing with the public domain.
- j. Fencing adjacent to Cockburn Road to be no greater than 2.0m in height and integral to the design and finish of the building.
- k. All service and related hardware to be suitably screened from public view.

**PLOT RATIO**

Balconies that include operable louvres or sliding panels to provide for weather protection may be excluded from the plot ratio calculation.

**OPEN SPACE**

No minimum open space requirement.

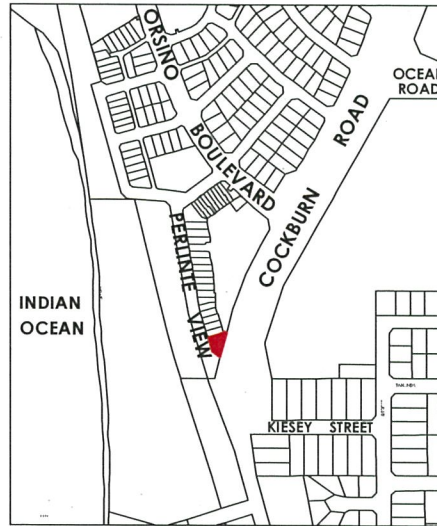
**BUILDING HEIGHT**

Maximum building height as covenanted on DP 71435. FFL of ground floor no greater than 1.2m above the natural ground level around the lot frontage on Perlinte View.

**ADVICE NOTE:**

**NOISE ATTENUATION**

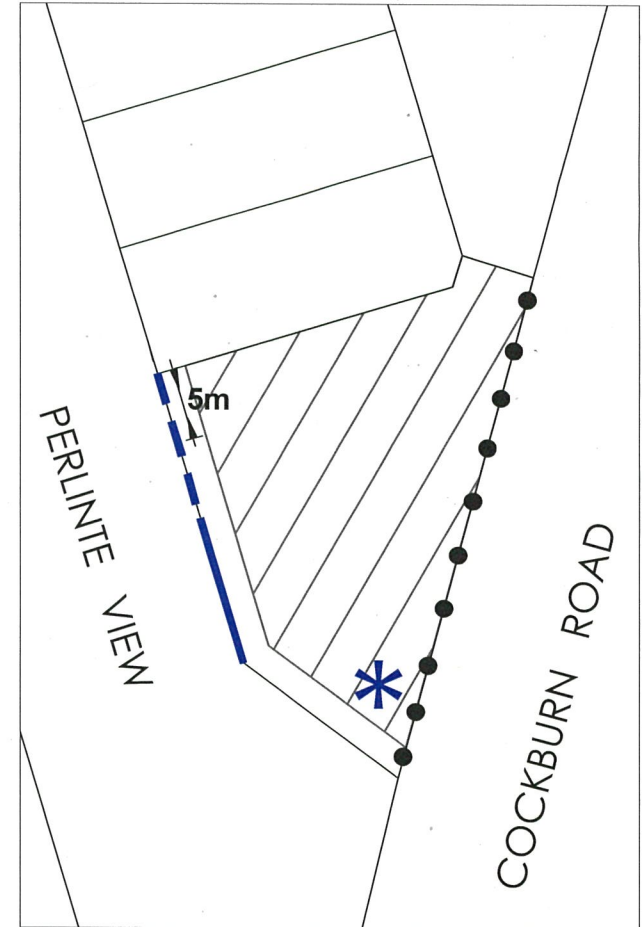
An acoustic report is required at the time of development application, addressing noise adjacent to Cockburn Road (for any residential component), and a mix of land-use where food and beverage is proposed at the ground floor level.



LOCATION PLAN LOT 123

**LEGEND**

- Building envelope
- (See point 'a')
- No vehicular access
- Alternate vehicular access
- No blank walls
- Building to address southern tip

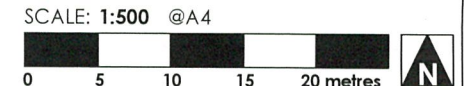


APPROVED  
 This Local Development Plan has been adopted by the Council and signed by an authorised planner under delegation.  
 Authorised Planner: \_\_\_\_\_  
 Date: \_\_\_\_\_  
 Ordinary Council Meeting Date: \_\_\_\_\_  
 LDP Ref. No. \_\_\_\_\_

**LOCAL DEVELOPMENT PLAN**  
 LOT 123 Perlinte View, North Coogee



PLAN: KUC-1 001C  
 DATE: 131027  
 PROJECT: LOT 123 PERLINTE VIEW  
 DESIGNED: TW





**Detailed Area Plan R-Code Variation**

The District Town Planning Scheme and R-Codes are varied as described below:

**R-CODING**  
Density Coding is R2

**SCHEME AND RESIDENTIAL DESIGN CODE VARIATIONS**

The requirements to consult with adjoining or other land owners to achieve a variation to the R Codes is not required where the design complies with the following standards

**DESIGN ELEMENTS**

- All dwellings must be located within the building envelopes depicted on the DAP
- Only non-habitable lightweight shadecover and gazebos structures are permitted within the rear setback (refer Dwelling Setbacks section to determine required setback). Structures shall not exceed a maximum height of 2m above finished lot level. Building materials form and colour palette shall be complementary to the design of the dwelling.
- No sheds or storage structures are permitted in the rear setback. All storage areas shall be within the designated building envelope and incorporated into the main dwelling.
- Dwellings shall address the Primary Street (Road 38) and the waterway by way of design, fenestration, entry and must contain major opening(s) to a living area and/or bedroom.
- All dwellings overlooking POS shall be suitably designed and orientated to ensure passive surveillance (namely Lots 24 and 27). Dwellings shall have one or more major opening(s) to a habitable room (being a lounge or living room and not to include bedrooms) and an outdoor living area facing the Public Open Space.
- Any exposed parapet wall on a common boundary shall be suitably finished to match the external walls of the dwelling, unless otherwise agreed with the adjoining property owner.
- At least one balcony greater than 10 m<sup>2</sup> is to be provided to the Primary Street elevation of each dwelling.
- Balconies with an area of 10 m<sup>2</sup> or greater may be included as part of the minimum open space requirement equal to the area of that balcony.
- A maximum site cover measuring 70% of the dry lot area is permitted.
- Part 5.4.1 of the R Codes applies to major openings facing side boundaries outside the rear setback area only. Rear setback areas (abutting the waterway) are exempted from the requirements of Part 5.4.1 of the R Codes, which relates to visual privacy.

**DWELLING SETBACKS**

- Setbacks for development shall be in accordance with the following (Except where specified below all other setbacks shall be in accordance with the R-Codes)
  - The dwelling setback from the Primary Street shall be a minimum of 1.5m and maximum of 3m
  - A balcony (complying with the specified Design Elements criteria) is permitted to project over the dwelling/garage to within 0.5m of the front lot boundary.
  - The minimum rear dwelling setback shall be 4m from the dry lot boundary (as defined on the DAP). Any lightweight structure (as described under Design Elements) shall be setback a minimum of 2m from the rear dry lot boundary.
  - On lots 24, 27, 892 and 895 the minimum side dwelling setback to the waterway shall be 4m from the dry lot boundary (as defined on the DAP). Any lightweight structure (as described under Design Elements) shall be setback a minimum of 2m from the dry lot boundary.
- North-South generally orientated lots (Lots 24-27, 882-891 & 896-905)**
  - Dwelling upper levels shall be setback 2.0m from the western lot boundary beyond 15m of the front boundary (where indicated on the DAP).
  - For Lots 25 and 26 only, dwelling upper levels shall be setback 2.0m from one side boundary only (where indicated on the DAP) for a length of 15m from the front boundary less the required setback.
  - A nil setback is permitted for walls on the western lot side boundary (where indicated on the DAP) for a maximum length determined by the required front and rear setbacks.
  - A nil setback is permitted for walls on the eastern lot side boundary (where indicated on the DAP) for a length of 15m from the front boundary less the required front setback.
- East-West generally orientated lots (Lots 892-895)**
  - Dwelling upper levels shall be setback 2.0m from the southern lot boundary beyond 15m of the front boundary (where indicated on the DAP).
  - A nil setback is permitted for walls on the southern lot side boundary (where indicated on the DAP) for a maximum length determined by the required front and rear setbacks.
  - A nil setback is permitted for walls on the northern lot side boundary (where indicated on the DAP) for a length of 15m from the front boundary less the required front setback.
- A nil setback will be permitted for one side boundary only, this may be nominated from the options displayed on the DAP, and described below. No combination of nil setbacks will be permitted except for lots 25-26, 892 and 895 (as defined on the DAP).

**DWELLING HEIGHT**

- A maximum building height of 2 storeys (4.0m) with top of roof pitch at 16m above the finished lot level is permitted. Roof terraces and all lightweight structures (highest point) are excluded from the height calculation.
- Non-habitable levels, partially or wholly below finished lot level shall not be deemed storeys for the purpose of the height calculation.

**GARAGES AND VEHICULAR ACCESS**

- Designated garage locations on the DAP are mandatory.
- The garage shall not dominate the front elevation of the dwelling. To comply with this requirement, the garage shall be setback a minimum of 0.5m behind the proposed dwelling setback. Consideration may be given to other means by which the requirement for garages not to dominate the front elevation can be achieved.
- Garages for lots 893 and 894 shall be located and integrated into the dwelling design to minimise dominance of their appearance at the end of Road 38.
- Designated garage location for lot 893 may be permitted to relocate along the south-western / southern lot boundary provided it remains a minimum 0.5m behind the proposed dwelling setback.
- Designated garage location for lot 894 may be permitted to relocate along the north-western / northern lot boundary provided it remains a minimum 0.5m behind the proposed dwelling setback.
- For lots 25 and 26, a garage setback of 4.5m from the Primary Street is encouraged to provide off street visitor parking.
- Development above garages may overhang the garage front setback requirements and extend out to the dwelling setback.
- Garage openings shall be limited to total maximum width of 6m in total.
- Carports are not permitted.

**FENCING**

- Fence height to the dry lot boundary (as defined on the DAP) shall be a maximum of 1.2m above the rear/side setback lot level (RL+1.25m). The fence must be visually permeable and incorporate elements such as glass panels, battens, screens, shutters or louvers.
- The side boundary fence within the rear/side setback (4m) shall be a maximum height of 1.2m above the rear setback lot level (RL+1.25m).
- All other fencing to lot boundaries shall be in accordance with specifications detailed in Port Coogee Guidelines - Appendix C.

**FINISHED LOT LEVELS**

- Finished ground floor levels shall be no greater than 0.5m above the finished lot level, no brick build up or additional fill is permitted for dwelling construction.
- All habitable rooms shall have a minimum floor level of RL2.6m AHD.
- The sewer system is designed for a gravity sewer connection from a lot level of RL3.3m AHD. Construction below this service level may require a private sewerage pump station, which includes the lower water edge level.
- The finished lot level of RL1.25m AHD within the 4m rear building setback exclusion area shall be maintained, except for the specific purpose of access steps where earthworks shall be within 0.5m of the finished lot level (RL1.25m AHD).
- All works proposed within the 4m rear building setback area (building exclusion zone) combined with potential pedestrian loading allowances, shall not exceed a total loading of 5kPa (0.5 Tonne/m<sup>2</sup>). As such, the total combined outcome (including, but not limited to, any proposed lightweight structure, landscaping works and pedestrian loading) within this area must be considered to enable engineering certification of final loading.
- No excavation (including for the purposes of access steps or landscaping) within the 4m rear building setback area shall be below RL0.75m AHD to preserve the geogrid soil reinforcement.
- All applications to Council are to include a site feature survey with levels shown relative to AHD.

**RETAINING WALLS**

- Construction including load bearing walls on a nil setback must comply with engineering requirements associated with any retaining/feature walls present.
- Dwellings are generally to be setback 1.0m from retaining/feature walls for single storey dwellings and 1.5m to double storey dwellings. Certification for load bearing walls must be obtained from an independent practicing Structural Engineer in relation to final dwelling proximity to retaining/feature wall.

**DRAINAGE**

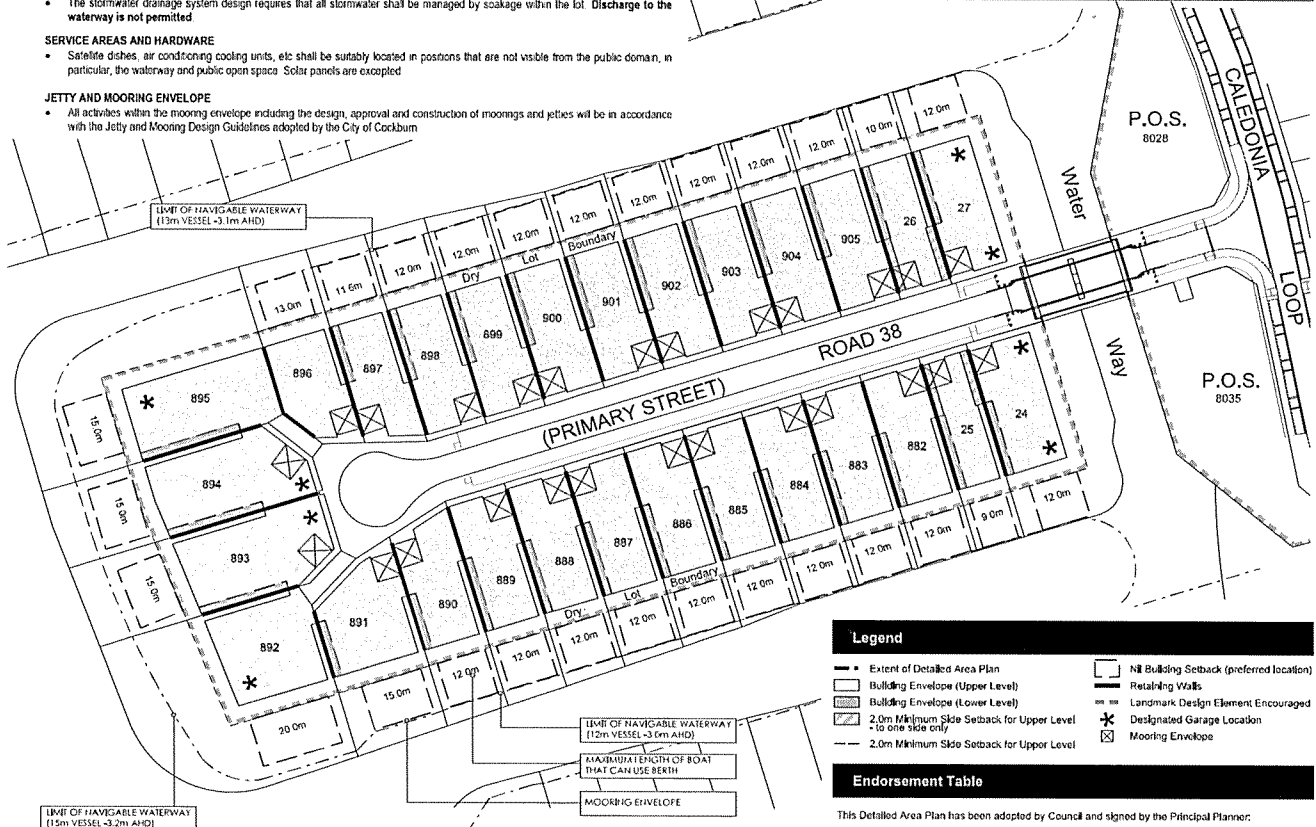
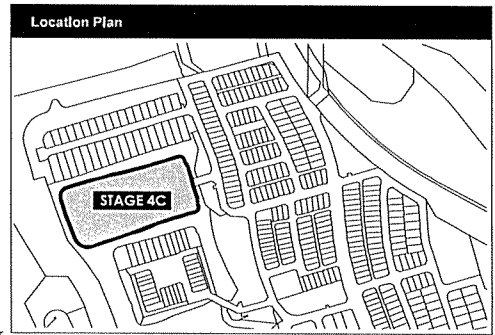
- The stormwater drainage system design requires that all stormwater shall be managed by soakage within the lot. Discharge to the waterway is not permitted.

**SERVICE AREAS AND HARDWARE**

- Satellite dishes, air conditioning cooling units, etc shall be suitably located in positions that are not visible from the public domain, in particular, the waterway and public open space. Solar panels are exempted.

**JETTY AND MOORING ENVELOPE**

- All activities within the mooring envelope including the design, approval and construction of moorings and jetties will be in accordance with the Jetty and Mooring Design Guidelines adopted by the City of Cockburn.



**Legend**

- Extent of Detailed Area Plan
- Building Envelope (Upper Level)
- Building Envelope (Lower Level)
- 2.0m Minimum Side Setback for Upper Level - to one side only
- 2.0m Minimum Side Setback for Upper Level
- Nil Building Setback (preferred location)
- Retaining Walls
- Landscape Design Element Encouraged
- Designated Garage Location
- Moorings Envelope

**Endorsement Table**

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

Principal Planner: \_\_\_\_\_

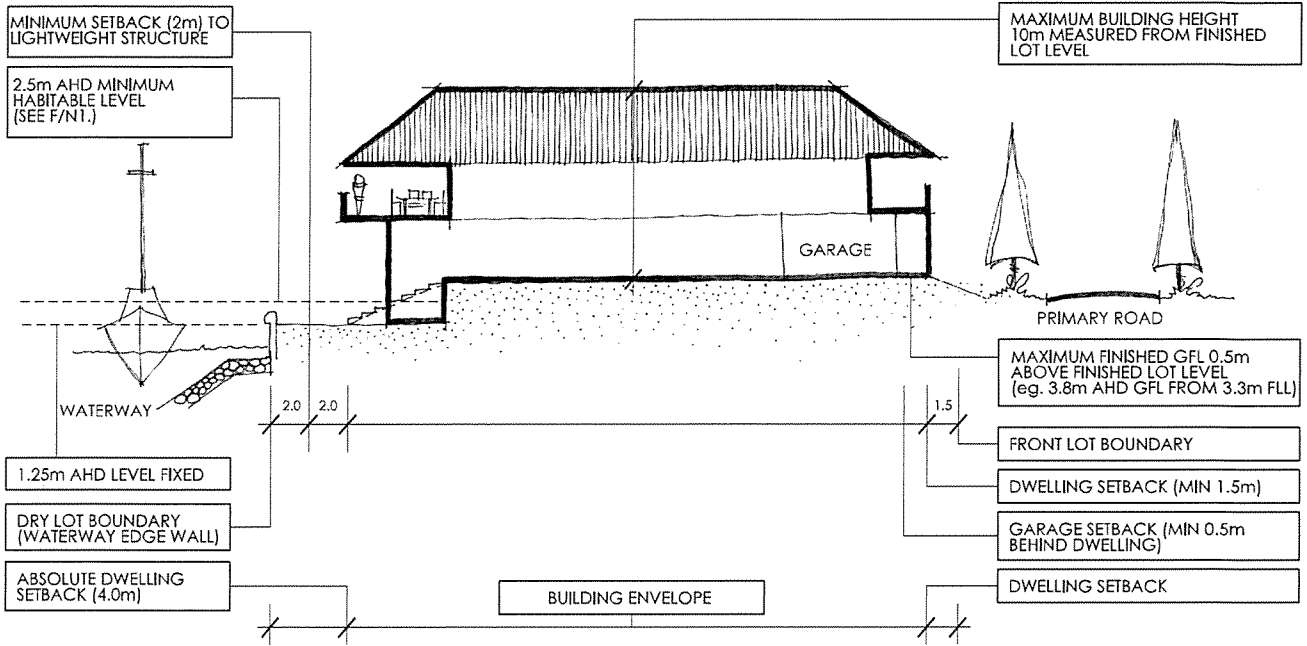
Date: \_\_\_\_\_

DAP Reference: \_\_\_\_\_

OCM Date: \_\_\_\_\_

**Revised Detailed Area Plan - Stage 4C "Seaspray" - (Sheet 1 of 2)**  
PORT COOGEE

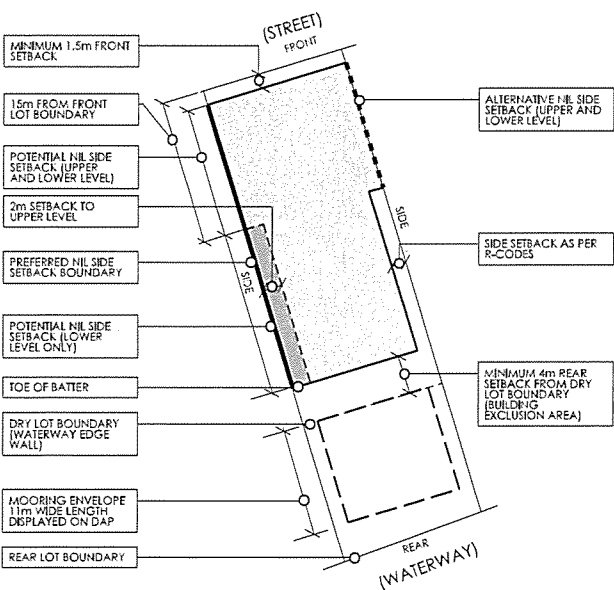
### Indicative Section - Canal Lot Setbacks



FOOTNOTE 1: CONSTRUCTION BELOW RL3.3mAHD MAY REQUIRE A PRIVATE SEWERAGE PUMP STATION.

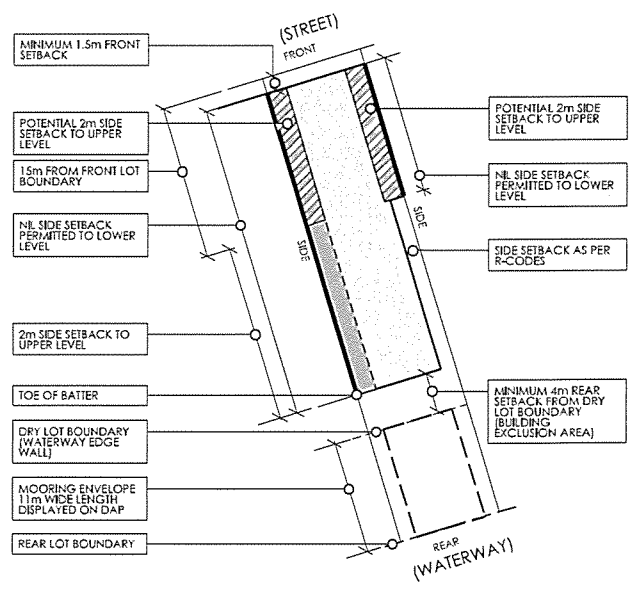
NOT TO SCALE

### Typical Setback Requirements Lots 24, 27, 882-905



NOT TO SCALE

### Typical Setback Requirements Lots 25 & 26



NOT TO SCALE

### Endorsement Table

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

Principal Planner \_\_\_\_\_

Date \_\_\_\_\_

DAP Reference \_\_\_\_\_

OCM Date \_\_\_\_\_

Revised Detailed Area Plan Stage 4C "Seaspray"  
(Sheet 2 of 2)  
PORT COOGEE

PLAN	1370537002	DATE	1/12/2013	SCALE	NIS
DATE	01/12/2013	BY	DA	CHECKED	DA
PROJECT	PORT COOGEE	CLIENT	PORT COOGEE	DESIGNED BY	DA

Taylor Bennell Barnett Town Planning & Design  
54 R. Ashby Road, Sydney, New South Wales, Australia 2008  
P.O. Box 904, 2011 Eastwood, New South Wales, Australia



**PORT COOGEE  
JETTY DESIGN GUIDELINES**

**for**

**SEASPRAY LOTS**

**STAGE 4C  
OCTOBER 2013**

# PORT COOGEE – JETTY DESIGN GUIDELINES

## 1. Purpose

The purpose of these guidelines is to provide Lot Owners with sufficient information such that Jetties can be built adjacent to waterfront Lots in accordance with the Developer's requirements. These guidelines shall be adhered to by all Lot owners that propose to construct a Jetty and/or moor a vessel within their allotted Mooring Envelope. The construction and use of any Jetty or Pontoon and Lot Owners activities upon a Lot shall also be in accordance with City of Cockburn Jetties, Waterways and Marina Local Law.

## 2. Approval Process

All proposed Pontoon and Jetty arrangements must conform to these guidelines and all relevant Australian Standards. The following items are required:

- A planning application shall be prepared and submitted to the City of Cockburn for approval prior to construction/erection of any Pontoon or Jetty within the Mooring Envelope of a Lot.
- A building permit application shall be prepared and submitted to the City of Cockburn for approval prior to the construction of any Pontoon or Jetty. All applications must be supported by certified structural engineering details for the proposed construction.
- All Jetties and Pontoons require a jetty licence from the Department of Planning and Infrastructure (DPI) before construction. Lot Owners shall be responsible for obtaining and paying for the jetty licence and any associated fees.
- Any modification to constructed Jetties or Pontoons requires approval from the City of Cockburn and the DPI prior to the proposed modification being undertaken.
- A building permit must be obtained prior to the construction of Mooring Piles.
- Waterway Edge Walls shall not be altered, extended or removed without the prior written approval of the Developer or the Waterways Manager.
- Pontoons and Jetties shall be constructed in accordance with the design guidelines and requirements set out herewith.
- Limits apply on the size of boats that may enter the waterways and be moored at a Lot. Maximum permitted vessel sizes through the navigable areas of Port Coogee Marina are shown on the attached layout plan in Appendix A.
- The Waterways Manager reserves the right to install navigational aids and/or signage within or adjacent to individual Mooring Envelopes. In this case the Lot will contain an easement to allow access for these to be installed and maintained by the Waterways Manager.
- Proposed Pontoons and Jetties shall not interfere with or obstruct any existing or proposed navigation aids and/or signage. All Jetty designs shall be suitably certified by structural engineers or recognised suppliers.
- Submissions for approvals shall include details of proposed materials and colour schemes.

## 3. Definitions

**AHD** means Australian Height Datum.

## PORT COOGEE – JETTY DESIGN GUIDELINES

**Bank Seat** means a structure installed behind the Waterway Edge Wall on a Lot which provides a foundation for fixing Gangways to the shore.

**Beam** means the greatest width of the vessel including all permanent attachments.

**Boat Draft** means the vertical distance from the deepest part of the boat hull to the waterline.

**Boat Length** means the length overall measured between extremes, including bowsprits and stern davits/marlin boards.

**Developer** means Port Catherine Developments Pty Ltd and such other entity or authority that is from time to time charged with responsibility for managing the waterways adjacent to or near the Lots.

**Gangway** means a structure that provides pedestrian access between a fixed jetty or shore and a Jetty or Pontoon.

**Jetty** means a structure providing landing, docking or mooring facilities whether fixed or floating.

**Jetty/Pontoon Envelope** is the area within which a Jetty or Pontoon and associated Gangway may be constructed and wholly contained.

**Lot** means lots 900 to 905 on Deposited Plan 61723, lots 894 to 899 on Deposited Plan 64272, lots 884 to 893 on Deposited Plan 61725, lots 882 to 883 on Deposited Plan 61726, lots 24 to 25 on Deposited Plan 76509 and lots 26 to 27 on Deposited Plan 76510.

**Lot Owner** means the registered proprietor from time to time of a Lot.

**Mooring Envelope** means the area of a Lot designated for the mooring of vessels. The Mooring Envelope includes both the Jetty/Pontoon Envelope and the vessel (including all fenders).

**Mooring Pile** means piles used to secure a vessel by attaching the vessel to the piles, ensuring that the vessel does not drift from the Mooring Envelope.

**Pontoon** means a floating platform or similar structure providing landing, docking or mooring facilities.

**Waterway Edge Wall** means the revetment wall separating the land filled part of a Lot from the submerged part of the Lot together with any associated retaining wall constructed within the Lot.

**Waterways Manager** means the party charged with responsibility for managing the waterways adjacent to or near the Lots.

**LAT** is the lowest astronomical tide.

**HAT** is the highest astronomical tide.

#### 4. Restrictions

- Jetties or Pontoons placed perpendicular to the Lot are **not** permitted.
- Jetties or Pontoons (including gangways) shall **not** damage or impose any additional load on the waterway edge wall.
- Gangways shall be a minimum of 0.9 metres and a maximum of 2.0 metres wide and Lot Owners are **not** permitted to deck the area between the vertical edge of the Revetment Wall and the Pontoon or Jetty.

## PORT COOGEE – JETTY DESIGN GUIDELINES

- Dry storage of vessels is **not** permitted on Jetties or Pontoons or on those parts of the Lots immediately adjacent to the waterway.
- Boat lifting devices or structures shall not be installed on or adjacent to Jetties or Pontoons or on those parts of the Lots which are adjacent to a waterway.
- Jetties shall not be roofed (permanently or temporarily) or have structures built upon them (including, but not limited to, patios, pergolas, shade sails and tarpaulins).
- Installation of sewage pump-out or refuelling systems is **not** permitted on Jetties or Pontoons constructed within Lots.
- Lighting is permissible (subject to approval by City of Cockburn) and shall be in full accordance with the latest publication of AS1158.
- Lot Owners shall be responsible for ensuring that there is sufficient depth of water in which to moor their vessel based on the geometry of the Waterway Edge Wall. Details can be seen in Appendix B.
- The maximum length of a vessel moored at a Jetty or Pontoon shall be at least 3.0 metres less than the waterway edge width of the Lot.
- There shall be at least 3.0 metres clearance between moored vessels at all times.

### 5. Requirements

#### 5.1 *Jetties and Pontoons:*

- All Jetties and Pontoons shall be 'L' or 'T' type with a suitable safe Gangway from the Lot.
- All Jetties, Pontoons and Gangways must be located within the Jetty/Pontoon Envelope.
- Two permissible options for Jetty/Pontoon types (A and B) are shown in the attached figures (Figure 1 and 2 in Appendix B). Designs for Jetties and Pontoons within Lots shall adhere to one of these options. The options are: piled floating Pontoon and non-piled floating Pontoon (typically only suitable for boats with a beam less than 3.8m). Refer to Appendix B and C for further details on Jetty types and permissible dimensions.
- The length of the Jetty including any supporting structure may be the full length of the Jetty/Pontoon Envelope, but typically the Jetty length shall be no greater than 80% of the moored vessel's length (AS3962).
- Lot Owners shall ensure that the construction of the Jetty and Gangway does not compromise the integrity of the revetment and Lot Owners shall be responsible for the reinstatement of the revetment after any construction works.
- Gangway, Jetty and Pontoon dimensions shall be in full accordance with the most recent publication of AS3962.
- Use of the vertical edge of the Revetment Wall must not defer from the original intended use as a retaining wall. It is the responsibility of the Lot Owner to obtain approval from a structural engineer and to install any additional Bank Seats required for fixing the Gangways (and struts if Type B).

## PORT COOGEE – JETTY DESIGN GUIDELINES

### 5.2 *Revetment Wall:*

- The Waterway Edge Wall lies fully within the Lots and responsibility for maintenance and ensuring the integrity of the Waterway Edge Wall remains with the Lot Owner.
- The Lot Owner shall not obstruct the “u-shape” opening within the vertical edge of the Revetment Wall which has been constructed for the purposes of allowing drainage.
- Details of the Waterway Edge Wall construction are shown in Appendix D. The attention of the Lot Owners is brought to the concrete works below ground that form part of the Revetment Wall construction. The design of the Jetty shall take due consideration of the Revetment Wall construction.
- A depression shall be maintained on the dry side of the Lot behind the top of the vertical edge of the Retaining Wall to maintain drainage. The depression shall be 4.0m wide parallel to the Waterway Edge Wall and shall be at a level of +1.25m AHD.

### 5.3 *Canal Waterways:*

- Navigable areas and restrictions to boat size are shown in Appendix A.
- Boat owners shall adhere to all rules and management controls of the Marina Management and, signage and restrictions within the navigable areas and public marina.

### 5.4 *Supply and Construction:*

- Construction shall be by a recognised contractor with previous experience of the installation of similar works.
- Pontoons shall be from a recognised supplier and all products shall meet the appropriate Australian Standards (For concrete – AS 3600; Steel – AS 4100 and Aluminium – AS/NZS 1664).

### 5.5 *Piling:*

- Mooring Piles and Mooring Envelopes shall not be roofed (permanently or temporarily) or have structures built upon them (including, but not limited to, patios, pergolas, shade sails and tarpaulins)
- All Mooring Pile construction, protective coating and installation shall be in accordance with AS2159, “Piling – Design and Installation”.
- Where steel Mooring Piles are installed, they shall be structural steel sections to AS3679.1, AS3679.2 and AS1163 manufactured in accordance with AS3678.
- All materials shall be suitable for the marine environment.
- Protective coatings shall be applied strictly in accordance with manufacturers instructions, with due allowance made for the minimum drying and curing times between successive coats.
- Driven steel Mooring Piles shall be coated from cut off level to at least 2 metres below seabed (or compacted fill) level.
- Adjacent Lot Owners may consider sharing an installed Mooring Pile. The sharing of these Mooring Piles will be by agreement between the Lot Owners and the location of the Mooring Pile shall be wholly within one or other of the Lot boundaries. Ownership of the Mooring Pile will be by the Lot Owner of the Lot in which the Mooring Pile is located.

## PORT COOGEE – JETTY DESIGN GUIDELINES

- Mooring Piles used for mooring or as part of the Pontoon installation are to be black and shall be fitted with white pile caps by the Lot Owner.
- All Mooring Piles shall be installed wholly within Lot boundaries. Mooring Piles not installed as part of a pontoon system shall be located 0.3m in from the Lot boundary and 0.3m in from the waterway edge of the Mooring Envelope as shown in Figures 1 and 2 of Appendix B. Mooring Piles shall not be located within the navigable waterway area of Lots.
- Mooring Piles shall have a finish level (measured as the top of the pile cap) not exceeding +2.5mAHD.

### **5.6 Materials:**

- All materials used in the construction of Jetties and Pontoons shall comply with the relevant Australian Standard (For concrete – AS 3600; Steel – AS 4100 and Aluminium – AS/NZS 1664) and shall be suitable for use in the marine environment.

## **6. Mooring Options**

### Stage 4C - Seaspray

- Generally Lots may have floating mooring types, at the discretion of the Lot Owner.
- Lots 24 - 27 and Lots 882 - 905 can have mooring type A or B.
- Refer to Appendix C for details.
- Lots 892 and 895 may be permitted to have two jetties as indicated in Appendix A, subject to obtaining necessary approvals and jetty licenses as described herein. Dimension and location limits apply as provided in Appendix A and C.

# PORT COOGEE – JETTY DESIGN GUIDELINES

## Appendix A - Layout Plan



AT CORRECT SCALE THIS IS 100 mm



**LEGEND**

- MAXIMUM BOAT LENGTH 20m
- MAXIMUM BOAT LENGTH 15m
- MAXIMUM BOAT LENGTH 13m
- MAXIMUM BOAT LENGTH 12m
- MAXIMUM BOAT LENGTH 10m
- MAXIMUM BOAT LENGTH 9m
- BOATING PROHIBITED
- MOORING ENVELOPE
- CADASTRAL BOUNDARY
- NAVIGABLE WATER
- 12m MAXIMUM LENGTH OF BOAT THAT CAN USE BERTH

**m p rogers & associates pl**  
 coastal and port engineers

Suite 1, 128 Main Street t: +61 8 9254 6600  
 Osborne Park 6017 f: 61 8 9254 6699  
 Western Australia admin@coastsandports.com.au

Navigation & Mooring Envelopes for Stage 4C - Seaspray  
 PORT COOCEE

SCALE  
 AT AS 1:1000

September 2013

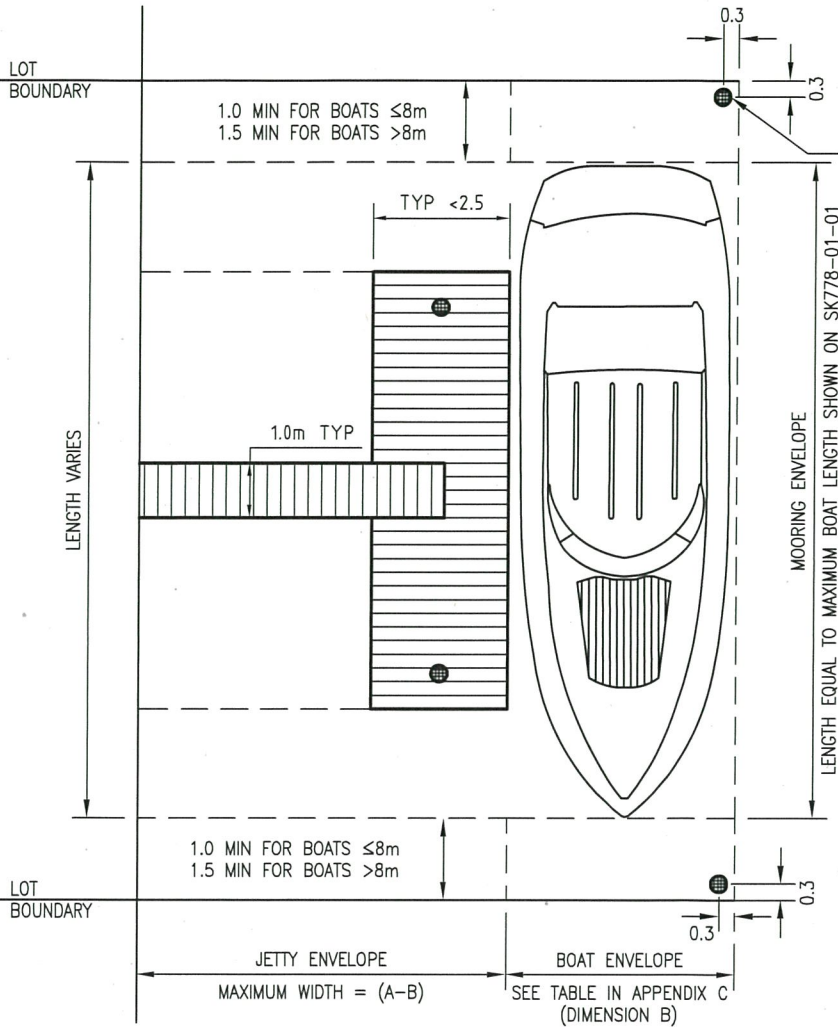
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SK1102-01-01A



## Appendix B – Permissible Mooring Types

AT CORRECT SCALE THIS IS 100 mm

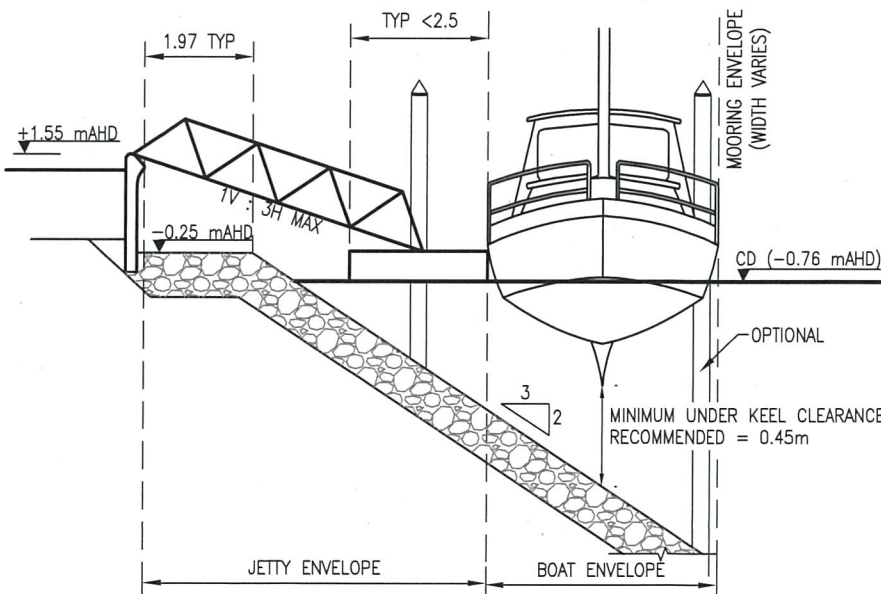


MOORING & FENDER PILE BY OWNER (OPTIONAL) TO BE LOCATED AS SHOWN

**NOTES:**

1. TO BE READ IN CONJUNCTION WITH SK778-01-01.
2. MINIMUM BOAT DRAFT MUST BE CONSIDERED IN DESIGN OF PONTOON WIDTH.
3. AN UNDER KEEL CLEARANCE OF 0.45m IS RECOMMENDED AT LAT.
4. NO LOAD FROM THE PONTOON OR GANGWAY SHALL BE TRANSFERRED THROUGH THE VERTICAL RETAINING WALL.
5. SUPPORT FOUNDATIONS AND ANY ANCHOR BRACING TO BE IN ACCORDANCE WITH PERMISSIBLE LOADING LIMITS BEHIND THE VERTICAL RETAINING WALL.

AT CORRECT SCALE THIS IS 100 mm



INDICATIVE ONLY

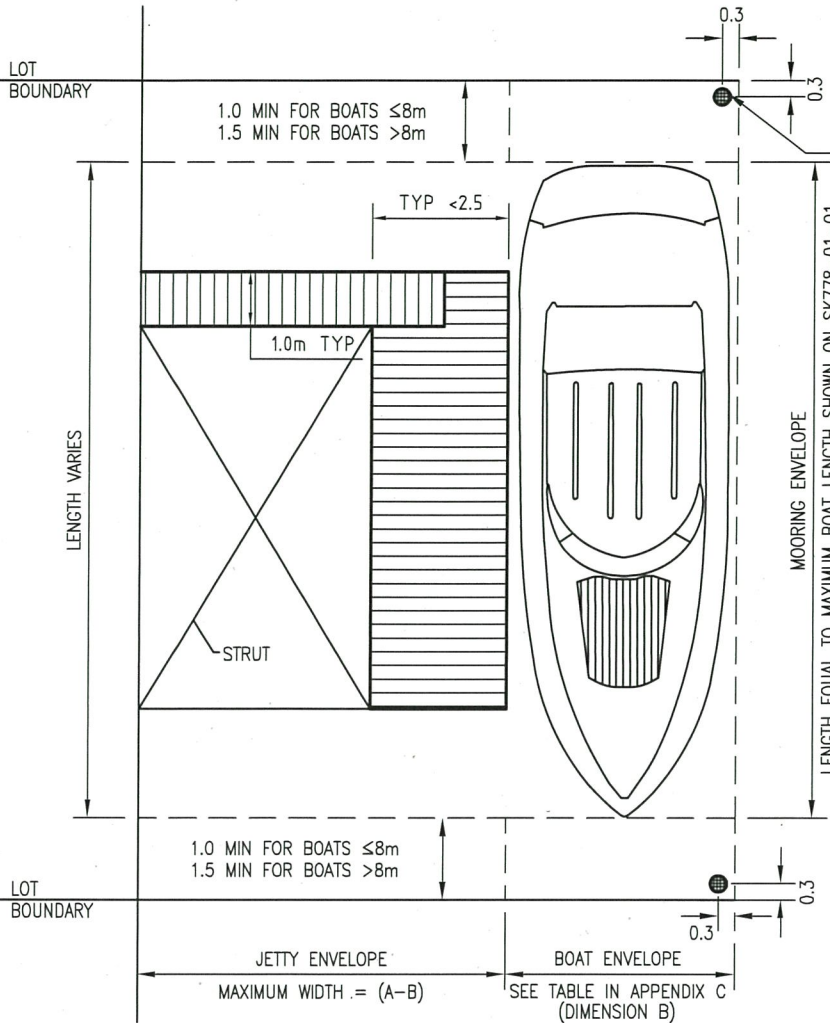
m p rogers & associates pl  
coastal and port engineers

Jetty Type A  
PORT COOGEE

August 2013  
SK1102-01-02

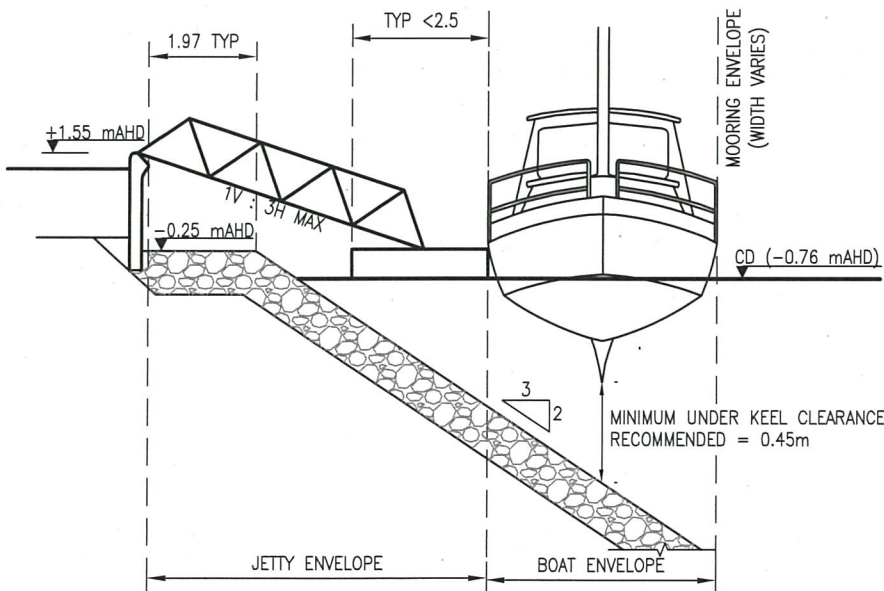
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AT CORRECT SCALE THIS IS 100 mm



**NOTES:**

1. TO BE READ IN CONJUNCTION WITH SK778-01-01.
2. MINIMUM BOAT DRAFT MUST BE CONSIDERED IN DESIGN OF PONTOON WIDTH.
3. AN UNDER KEEL CLEARANCE OF 0.45m IS RECOMMENDED AT LAT.
4. NO LOAD FROM THE PONTOON OR GANGWAY SHALL BE TRANSFERRED THROUGH THE VERTICAL RETAINING WALL.
5. SUPPORT FOUNDATIONS AND ANY ANCHOR BRACING TO BE IN ACCORDANCE WITH PERMISSIBLE LOADING LIMITS BEHIND THE VERTICAL RETAINING WALL.



INDICATIVE ONLY

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coastal and port engineers

Jetty Type B  
PORT COOGEE

August 2013  
SK1102-01-03

SK11020103B

PORT COOGEE – JETTY DESIGN GUIDELINES

Appendix C – Stage 4C “Seaspray” Jetty Types and Dimensions

JETTY TYPE	LOT																
	24	25	26	27	882	883	884	885	886	887	888	889	890	891	892 <sup>3</sup>	892 <sup>4</sup>	893
<b>Type A - PILED FLOATING</b>																	
Max Permissible Boat Length	12m	9m	10m	12m	12m	12m	12m	12m	12m	12m	12m	12m	12m	15m	20m	15m	15m
Max Permissible Boat Beam	4.2m	4.2m	4.2m	4.2m	4.2m	4.2m	4.2m	4.2m	4.2m	4.2m	4.2m	4.2m	4.2m	4.5m	5.5m	4.5m	4.5m
Max Boat Draft	1.8m	1.8m	1.8m	1.8m	1.8m	1.8m	1.8m	1.8m	1.8m	1.8m	1.8m	1.8m	1.8m	2.0m	3.0m	2.0m	2.0m
<b>Type B - NON-PILED FLOATING</b>																	
Max Permissible Boat Length	12m	9m	10m	12m	12m	12m	12m	12m	12m	12m	12m	12m	12m	15m	20m	15m	15m
Max Permissible Boat Beam	4.2m	4.2m	4.2m	4.2m	4.2m	4.2m	4.2m	4.2m	4.2m	4.2m	4.2m	4.2m	4.2m	4.5m	5.5m	4.5m	4.5m
Max Boat Draft	1.8m	1.8m	1.8m	1.8m	1.8m	1.8m	1.8m	1.8m	1.8m	1.8m	1.8m	1.8m	1.8m	2.0m	3.0m	2.0m	2.0m
<b>MAXIMUM DIMENSIONS (REFER FIGURES IN APPENDIX B)</b>																	
<b>A - Mooring Envelope Width<sup>1</sup> (m)</b>	11.15	11.15	11.15	11.15	11.35	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.50	14.65	11.50	11.50
<b>B - Boat Envelope Width<sup>2</sup> (m)</b>	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.5	5.5	4.5	4.5

Continued:

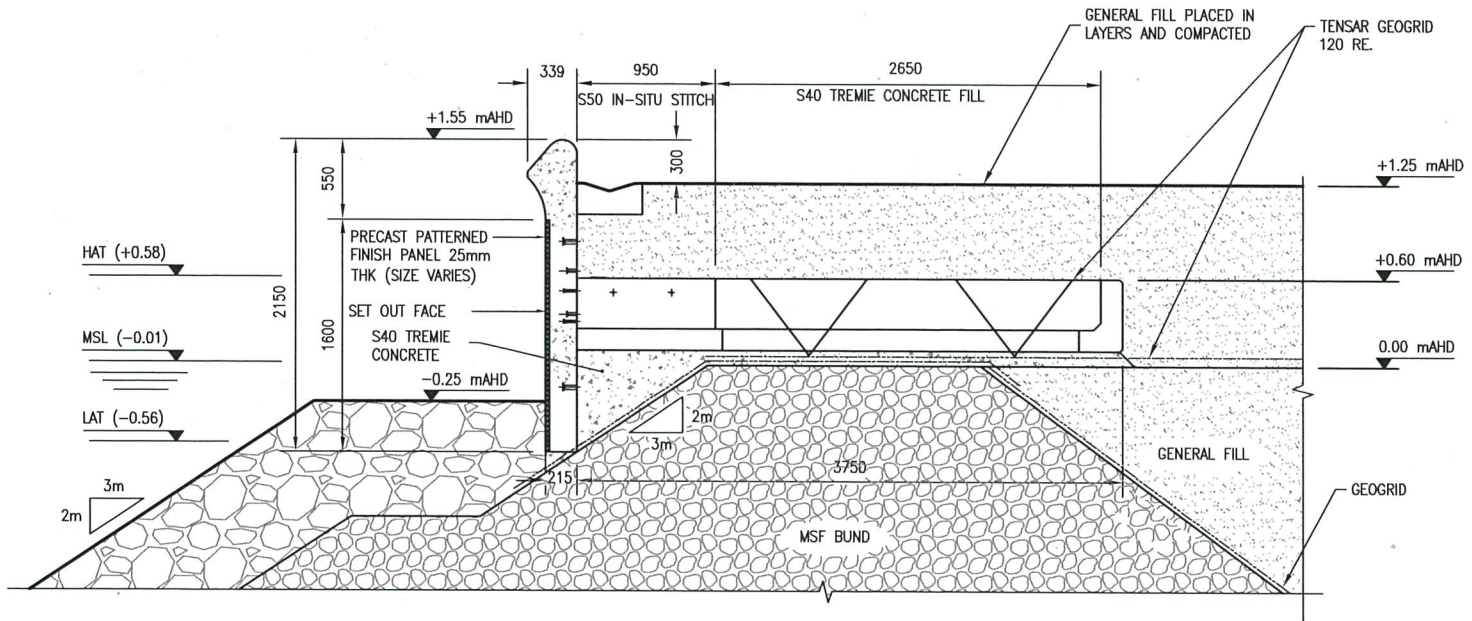
JETTY TYPE	LOT												
	894	895 <sup>5</sup>	895 <sup>6</sup>	896	897	898	899	900	901	902	903	904	905
<b>Type A - PILED FLOATING</b>													
Max Permissible Boat Length	15m	15m	13m	13m	11.6m	12m	12m	12m	12m	12m	12m	12m	12m
Max Permissible Boat Beam	4.5m	4.5m	4.3m	4.3m	4.2m	4.2m	4.2m	4.2m	4.2m	4.2m	4.2m	4.2m	4.2m
Max Boat Draft	2.0m	2.0m	1.8m	1.8m	1.8m	1.8m	1.8m	1.8m	1.8m	1.8m	1.8m	1.8m	1.8m
<b>Type B - NON-PILED FLOATING</b>													
Max Permissible Boat Length	15m	15m	13m	13m	11.6m	12m	12m	12m	12m	12m	12m	12m	12m
Max Permissible Boat Beam	4.5m	4.5m	4.3m	4.3m	4.2m	4.2m	4.2m	4.2m	4.2m	4.2m	4.2m	4.2m	4.2m
Max Boat Draft	2.0m	2.0m	1.8m	1.8m	1.8m	1.8m	1.8m	1.8m	1.8m	1.8m	1.8m	1.8m	1.8m
<b>MAXIMUM DIMENSIONS (REFER FIGURES IN APPENDIX B)</b>													
<b>A - Mooring Envelope Width<sup>1</sup> (m)</b>	11.50	11.50	11.25	11.25	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15	11.15
<b>B - Boat Envelope Width<sup>2</sup> (m)</b>	4.5	4.5	4.3	4.3	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2	4.2

Notes:

- <sup>1</sup> The boat and jetty (including fenders) must be fully contained within the Mooring Envelope.
- <sup>2</sup> Maximum boat beam based on typical dimensions for a power boat. Sail boats are typically narrower for the same length.
- <sup>3</sup> Western edge of Lot
- <sup>4</sup> Southern edge of Lot
- <sup>5</sup> Western edge of Lot
- <sup>6</sup> Northern edge of Lot

**Appendix D – Details of Revetment Wall Construction**

AT CORRECT SCALE THIS IS 100 mm



AT CORRECT SCALE THIS IS 100 mm

**NOTE:**

WALL DESIGNED AND CONSTRUCTED BY OTHERS

**m p rogers & associates pl**  
coastal and port engineers

Suite 1, 128 Main St t: +61 8 9254 6600  
Osborne Park 6017 f: +61 8 9254 6699  
Western Australia admin@coastsandports.com.au

**Details of Edge Wall Construction**

PORT COOGEE

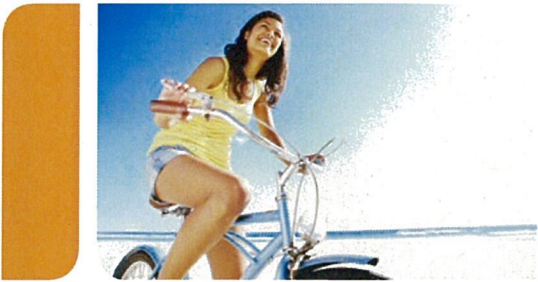
SCALE  
AT A4 1:50

August 2013

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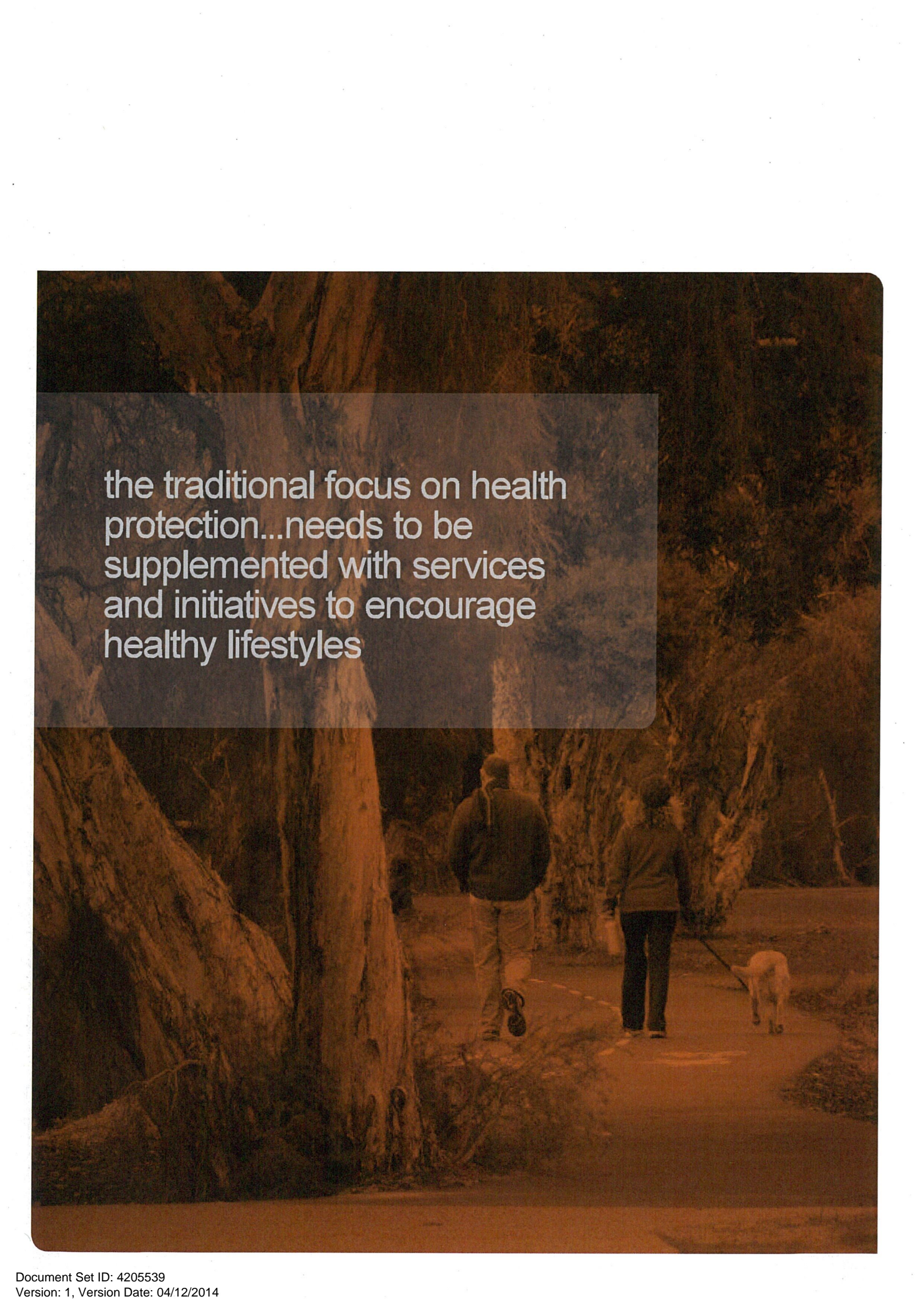




CITY OF COCKBURN  
**PUBLIC HEALTH PLAN**

**2013 - 2018**





the traditional focus on health protection...needs to be supplemented with services and initiatives to encourage healthy lifestyles



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The principle target of the Public Health Plan will be the 74% of adults who are either obese or overweight







## EXECUTIVE SUMMARY

The City of Cockburn is committed to ensuring that the occupants of the city have an acceptable level of health today and into the future. The City will continue to provide traditional Health protection through regulations and compliance. In addition there is a need for more attention to the growing problem of lifestyle diseases especially obesity. In its first 5 Year Public Health Plan (PHP) the City will continue with its excellent programs and initiatives such as Co-Health and Your Move. The key features of the PHP are the services provided by the City's Health Promotion Officer, and the identification of cost effective initiatives aimed at creating and supporting environments that encourage residents and workers to adopt healthy lifestyles. The principle target of the PHP will be the 74% of adults who are either obese or overweight. The PHP will be reviewed annually with a major review in 2018.

## SUMMARY

---

### What is a Public Health Plan?

A Public Health Plan (PHP) is sometimes called a Health and Wellbeing Plan and it outlines actions necessary to ensure that the occupants of the city have an acceptable level of health today and into the future. This should help to reduce the predicted increase in the cost of providing health services for the aging population and minimise the number of people whose lifestyle is compromised by the symptoms of preventable diseases.

### Why does the City need a Public Health Plan?

All Councils have a role to play in Public Health. The State Government is proposing to introduce a new Act to replace the existing Health Act 1911. Using the State Public Health Plan as a guide, Local Governments will be required to develop a Public Health Plan to be reviewed annually and updated every three years. The first objective of the draft Public Health Act is "to promote public health and wellbeing and to prevent disease, injury, disability and premature death". This new focus upon promoting health and wellbeing recognises that the traditional focus on health protection through regulations and compliance needs to be supplemented with services and initiatives to encourage healthy lifestyles. Local Government's role in preventive health is being recognised as both essential and underutilized but the funding of an expanded role needs significant attention.

### The major outcomes of the City's Public Health Plan

The outcomes of the City's PHP will depend upon the extent of changes to Federal and State legislation and the extent of additional funding for infrastructure and services. The minimum outcome is likely to involve a continuation of Public Health Compliance Services plus a specialist Health Promotion Officer and \$25,000 annually for programs. The expanded role may see new and improved infrastructure to provide an environment that promotes healthy lifestyles. Managers of all service areas at the City will be encouraged to consider how they integrate sustainable, preventive health measures into all Corporate Strategic and Operational plans. Particular focus will be given to plans relating to recreational facilities, parks, public open space, footpaths, cycle paths, Planning/Development, and Community/Human Services.

It is important to acknowledge a number of unusual circumstances that exist at the moment. These are the impending Local Government Reform, the proposed new Health Act, the City's Healthy Communities Co-Health program, the National Partnership Agreement on Preventive Health (NPAPH), the City's expanded Travelsmart program (Your Move), and the opening of the new GP Super Clinic in 2013/14. Therefore the focus will be directed towards building, implementing and improving existing strategies and a number of ongoing special projects. The City is in a fortunate position to be one of the industry leaders in this area within Local Government in WA. This is reflected by the City's proactive role in the Co-Health program, TravelSmart/"Your Move" and other activities associated with Smoking, Alcohol management and increased focus on Physical Activity and Nutrition. Therefore we can move forward maintaining and expanding existing preventive health related programs and services.

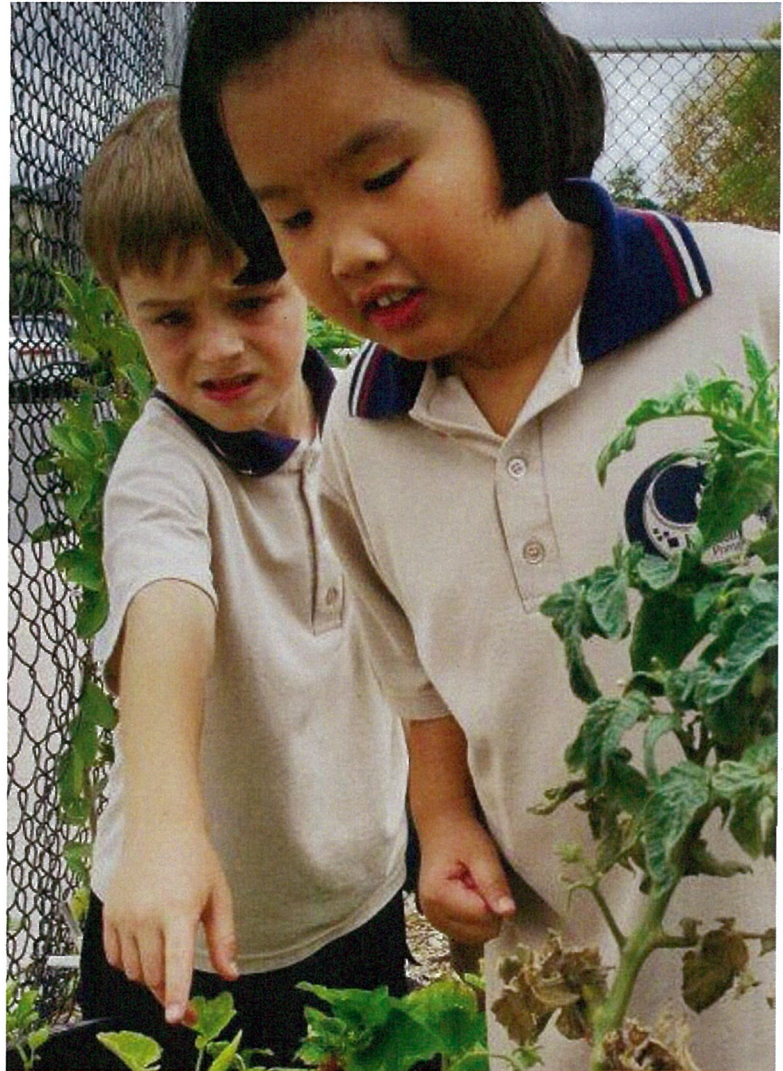


It is extremely likely that future versions of the PHP will incorporate significant changes to the City's activities aimed at creating and supporting environments that encourage residents and workers to adopt healthy lifestyles. While the City's current focus is on new and improved infrastructure for sport, recreation, walking and cycling, and some policies relating to smoking, alcohol and nutrition, there is a need for much more especially in light of evidence showing that sedentary living, poor nutrition and alcohol/drug use contributes to obesity and poor mental health in the community.

### Financial Implications

The financial implications of the PHP do not involve significant additional expenditure. The cost of continuing to provide traditional focus on health protection through regulations and compliance is about \$1 million per year and will remain largely unchanged subject to the projected need for additional Environmental Health Officers as the City's population grows. The Health Promotion Officer position represents an additional cost of about \$100,000 per year and reflects the need for the City to focus upon promoting health and wellbeing services and initiatives to encourage healthy lifestyles.

The PHP also includes a number of initiatives involving investigations of the value of providing infrastructure to make healthy lifestyles the default option for people in the City of Cockburn. These initiatives relating to infrastructure (facilities in parks, cycle paths etc.) could be extremely expensive therefore they must be carefully researched and evaluated to ensure that they are cost effective and evidence based. The City will look to trial some of these innovative initiatives wherever possible with external funding.



The City is in a fortunate position to be one of the industry leaders in this area within Local Government in WA



## **INTRODUCTION**

The Public Health Plan report is split into five parts.

### **Part 1**

Covers the big picture and the state of public health from a National and State perspective.

---

### **Part 2**

Describes the current and potential role that Local Government might play.

---

### **Part 3**

Describes the Public Health profile of the City of Cockburn.

---

### **Part 4**

Outlines the unusual circumstances and existing/ongoing programs.

---

### **Part 5**

Outlines the key actions to be implemented and lists the actions in a table which identifies the responsible officer, priority and likely costs.

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## PART 1 THE BIG PICTURE



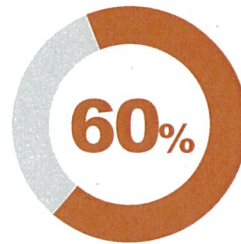
Over a third of Australia's adults are physically inactive.



Australia is now one of the most overweight nations in the OECD

# \$58.2 BILLION

In 2008 obesity was estimated to cost \$58.2 billion to the economy due to diabetes, cardiovascular disease, various cancers and osteoarthritis.



More than 60% of adults and one in four children being overweight or obese

Many of the Public Health statistics in Australia are alarming and justify a broad based response. Over a third of Australia's adults are physically inactive. Australia is now one of the most overweight nations in the OECD, with more than 60% of adults and one in four children being overweight or obese. In 2008 obesity was estimated to cost \$58.2 billion to the economy due to diabetes, cardiovascular disease, various cancers and osteoarthritis. The growing prevalence of alcohol and its impacts on young people are of concern to the community as is the increasing incidence of diabetes.

The Australian Institute of Health and Welfare (2010) identifies that on a per-person basis, the amount of money spent on health when adjusted for inflation has increased by 45% in the last decade. This is now in excess of 10% of all of Australia's expenditure, but with 80% of this dedicated to reactive expenditure and only 20% on proactive expenditure.

Governments around the developing world have recognised the looming cost of lifestyle diseases associated with inactivity and poor nutrition. There appears to be little doubt that the current efforts and investment to reverse the

obesity and diabetes statistics are inadequate and that combined with the aging population this represents a considerable cost to the community in the coming decades. There is a critical need for a radical change to the urban setting so that our cities are designed to make healthy behaviours the default option.

An increased focus on programs trying to convince residents to find the willpower to ignore the marketing of food, alcohol and labour saving devices that help make us unhealthy, will have a very limited impact on the key statistics unless the relevant legislation is improved first.

This is a national problem that should be tackled uniformly with all three tiers of Government coordinated to achieve commonly agreed targets. Targets (Attachment 1) have been established through the National Partnership Agreement on Preventive Health (NPAPH) which is a ten year project with funding of \$872.1 million until 2018. This initiative and the targets have been recognised by State Government in WA according to the WA Health Promotion Strategic Framework 2012-2016. There is a need for Local Councils to also adopt these targets.







## PART 2

### CURRENT AND POTENTIAL ROLE OF LOCAL GOVERNMENT IN PUBLIC HEALTH

#### Strategic Community Plan

The City of Cockburn's Public Health Plan supports the City's recently adopted Strategic Community Plan (2012-2022):

##### Promotion of active and healthy communities

- Provide and promote activities, services and recreational facilities that encourage our community towards an active and healthy lifestyle.

##### Facilitate and promote healthy transport opportunities

- Develop and implement walkway, bike and trails master plans
- Develop and promote the City's TravelSmart initiative

##### Infrastructure that supports the uptake of public transport and pedestrian movement

- Work with stakeholders to provide and support end of journey facilities

##### Identification and minimisation of impacts to human health risk

- Implement human health risk management strategies

#### Health Regulation and Health Protection Services

The Health Act 1911 delegates responsibility to Local Government in a number of areas including sewage and drainage of land, public buildings, nuisances and offensive trades, water, infectious diseases, and the administration of health local laws. Traditionally, Local Government has played a regulatory role in the protection of public health as identified by the Health Act 1911. These services currently provided by the City's Health Services Team have been reviewed by the Manager of Environmental Health Services (Attachment 2). In conclusion we are able to predict areas that are likely to increase in priority and justify the allocation of additional resources, but there are no areas where levels of service can be safely reduced. This includes the City's actions associated with the Health Effects of Climate Change. This means that the new focus upon lifestyle diseases cannot be delivered through savings from a reduction in traditional Health Protection Services.

#### Existing Plans, Programs and Services at Cockburn

There are numerous initiatives implemented by other plans and strategies within the various departments at the City focused on influencing health through economic, social, and environmental development. More information about the City of Cockburn's Corporate Strategic plans can be found on the City's website.

Much of the City's health related statistics have been acknowledged and targeted in existing programs and services. The City has already responded to issues such as obesity, alcohol, smoking, mental illness, drugs, and indigenous health. The City has developed programs and services aimed at the general population plus early childhood development, childhood obesity, and focussed upon low socio economic groups.

These plans, programs and services include the following:-

- Recreation Services - Kids Sport
- Sport and Recreation Plan
- Proposed new Cockburn Central Sports and Recreation Facility
- Travelsmart Program including Travelsmart Schools
- Co-Health Program
- Liquor Licence Policy and Position Statement
- Smoking Position Statement
- Cycle Path Plan
- Trails Master Plan
- Be- Active Cockburn including Heart Foundation Walking Groups
- Uninhabitable Premises Position Statement (dealing empathetically with hoarders and people living in squalor)
- Children's Services Strategic Plan
- Youth Services Strategic Plan
- Reconciliation action Plan
- Age Friendly Strategic Plan
- Crime Prevention Plan including the Co-Safe safety and security patrol service
- Sustainability Action Plan
- Grant and Fee Funded Human Services Strategic Plan

However there is a need for more action in order to achieve reductions in chronic disease statistics.

### **The Role of Local Government in Public Health and Well Being**

A review of the numerous plans developed by the WA State Government relating to lifestyle diseases reveals that many of the actions can only be delivered by Local Government. Clearly Local Governments have a role to play in chronic disease prevention but this does not include responsibility for acute health and medical services typically provided by hospitals and GP's. It is predicted that once the new Public Health Act is passed, the State Government will develop the State Public Health Plan which will guide Local Governments to determine the extent of their role in Public Health. Needless to say there is limited capacity for Councils to extend their role with current levels of funding.

The health statistics in Cockburn show some areas of concern and it is appropriate for the City to take steps to address these areas. However the effectiveness of these steps will be limited by external factors such as marketing and availability of alcohol and unhealthy foods. There is a need for legislative change controlling the availability and marketing of unhealthy foods, sugary drinks and alcohol. There is a need for action to be taken in these areas by State and Commonwealth Governments to compliment any strategies adopted by Cockburn or any other Council in Australia. In addition to the statistics of concern it would be fair to say that many of the public health statistics in Australia are alarming and justify a broad based response.

There is a critical need for a coordinated "whole of government" approach to preventive health and the promotion of healthy lifestyles across Australia with Local Government's role being expanded, exploited and appreciated. It is likely that Local Government's role will be expanded but only subject to complimentary changes to legislation and the provision of significant additional funding from Commonwealth and State Governments for infrastructure and



services. There is a need for significant additional funding to create destinations for all residents to walk/cycle to and for safe accessible paths and public transport services. There is a need for consistent and strong healthy lifestyle messages and clear information to be provided rather than the current proliferation of contrasting and confusing information across all media.

As recognized by Commonwealth and State Governments in the NPAPH there are three settings for actions to be targeted on either infrastructure, promotion and/or support services. These settings are schools/childcare and youth centres, workplaces, and the community. Local Government will play a critical role in the direct provision and maintenance of infrastructure and in services to their communities. In addition Local Government could also play a significant supportive role in the school/education and workplaces settings. None of these actions/initiatives are currently effectively coordinated.

In response to requests from a number of stakeholders including the City, West Australian Local Government Association (WALGA) have formed a new Healthy Communities Working Group to explore opportunities for councils to expand their roles in preventive health with a unified consistent approach. The City is represented on this new working group by the Managers of Health Services and Strategic Planning.

An important element of new healthy lifestyle initiatives is to ensure that they are cost effective and evidence based. There is a need for some new initiatives to be researched and evaluated. The City is typical of many similar urban areas with suburbs representative of several development eras. We should be prepared to work with other stakeholders to investigate the effectiveness of innovative new ideas that if successful may be repeated in other suburbs.



There is a critical need for a coordinated “whole of government” approach to preventive health and the promotion of healthy lifestyles across Australia with Local Government’s role being expanded, exploited and appreciated.



## PART 3 THE PUBLIC HEALTH PROFILE OF THE CITY OF COCKBURN

---

In determining the City of Cockburn's community profile, it is important to consider the population profile of the City, the health status, and lifestyle behaviours of the local community. Demographic data was largely taken from the Australian Bureau of Statistics (ABS) and the health status of the community was derived from data provided by the Department of Health WA (DOH).

### Population Profile

Cockburn currently has a total population of 94, 377 (2012) according to forecasts based on 2011 ABS Census data and is expected to reach 116, 143 by the year 2021, an increase of 21, 766 (23%) from the current population. This represents an average annual growth rate of 2.6%. The largest population growth will be seen in the suburbs of Hammond Park, Wattleup, Henderson, Coogee, North Coogee, Aubin Grove and Banjup.

The population density of area is currently 565 people per square kilometre compared with the Perth metro area which contains about 319 persons per square kilometre.

In regards to family structure, the City of Cockburn has a similar proportion of couple families with children (48.3%) and one parent families (14.9%) when compared to the State, at (44.9%) and (14.9%) respectively. There are, however, a higher proportion of one parent families in Coolbellup (24.1%) and Hamilton Hill (23.2%) when compared with overall Cockburn (14.9%) and State (14.5%) proportions.

The ABS Socioeconomic Index for Area (SEIFA) is used to rank suburbs according to the population's socioeconomic advantage, disadvantage, economic resources, and education and occupation status. SEIFA scores show how disadvantaged an area is compared with other areas in Australia. The latest SEIFA scores obtained from the 2011 Census shows

that the suburbs of Coolbellup, Hamilton Hill and Spearwood have the lowest SEIFA scores in the City of Cockburn. Coolbellup is placed in the lowest 20 per cent both nationally and when compared with the state. Hamilton Hill and Spearwood's rankings place them in the lowest 30-40 per cent when compared to the state and nationally. In contrast there are five suburbs in Cockburn ranking in the highest 10 per cent, including North Lake, which borders Coolbellup, and Aubin Grove, Hammond Park, Jandakot and Leeming.

There is an abundance of research linking SEIFA indexes to poorer health, for example low levels of education can affect the ability to obtain information on health services or the ability to make healthy choices.

Aboriginal and Torres Strait Island people account for 1.8% of the population, which is lower than the State's 3.1% however in line with Perth Metropolitan statistics according to the 2011 census. There are however some suburbs where there are higher proportions of Aboriginal and Torres Strait Island people including South lake (4.2%) and Coolbellup (4.1%).

Chronic disease contributes to two-thirds of the health gap between Indigenous and non-Indigenous Australians. The prevalence of diabetes is a particular cause for concern, as in 2004-5, Indigenous people were 3.4 times more likely than non-Indigenous people to report having some form of diabetes and Indigenous people died from diabetes at almost seven times the rate of other Australians. It also is well documented that Aboriginal and Torres Strait Island people have poorer self-assessed health than non-Indigenous Australians.

In working towards closing the gaps in health, the healthy lifestyle programs included in this plan are focussed within suburbs experiencing higher levels of need and poorer health status, including Aboriginal and Torres Strait Island







### PART 3

## THE PUBLIC HEALTH PROFILE OF THE CITY OF COCKBURN (CONT)

people. However as 74% of adults in Cockburn are either overweight or obese there is equally a need to focus attention in all suburbs and in the general population.

### Health Indicators for Cockburn

Health indicators of chronic disease in the City of Cockburn have been provided by the DOH through the Health and Wellbeing Surveillance System (HWSS) on four occasions since 2004. The most up to date report provided for the City by DoH (South Metropolitan Public Health Unit) is the City of Cockburn Health and Wellbeing Profile dated October 2012.

This report highlights the issues of concern common to all LGA's and specifically for the City. This enables the City to consider applying additional resources to services and infrastructure to target these issues. The key health priorities in Cockburn are the significant number of adults (74%) who are overweight or obese, and the high number of residents with high levels of psychological distress or lack of control over life in general. The number of male youth suicides is higher than the state average and is also a cause of concern.

Like other LGA's the incidence of preventable diseases including heart disease is high. There are some unusual causes of hospitalisation including diseases of the oesophagus, stomach and duodenum but as the data is presented for the whole of the City it is impossible to consider any responsive action. This data will be monitored over time.

The strategies outlined in this plan have been developed to address the unhealthy lifestyle behaviours chosen by many Cockburn residents, with the ultimate aim to prevent chronic diseases associated with such preventable risk factors.

Although suburb by suburb data for health indicators is lacking, the large inter-suburb variations seen in Cockburn's population data,

SEIFA scores and ethnicity highlights the need to provide health and wellbeing programs to specific population groups within specific demographical areas and further supports the services that are currently offered through the City's Co-Health Healthy Communities Project.

In terms of Public Health priority it is relevant to focus special attention upon children because it is highly likely that lifestyle diseases are associated with learned behaviours at a young age. The Australian Early Development Index (AEDI) survey, a population measure of young children's development was first implemented nationwide in 2009. The survey is completed by teachers and focuses on five domains including physical health and wellbeing, social competence, emotional maturity, language and cognitive skills (school-based) and communication skills and general knowledge.

The children surveyed were of an average age of 5 years and 5 months and the survey found that 2.9% of children living in Cockburn identified as Aboriginal or Torres Strait Islander compared to 6.5% in the state. The AEDI survey showed that 18.7% of children living in the City of Cockburn were vulnerable on one or more domain and 10% were vulnerable on two or more domains.

## PART 4

### THE PUBLIC HEALTH PROFILE OF THE CITY OF COCKBURN

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It is important to acknowledge a number of unusual circumstances that exist at the moment. These are the impending Local Government Reform, the proposed new Health Act, the National Partnership Agreement on Preventive Health (NPAPH), the City's Healthy Communities Co-Health program, the City's expanded Travelsmart program, and the opening of the new GP Super Clinic in 2013/14.

#### Local Government Reform

Any proposal for a Council to initiate major new programs and or partnerships with other stakeholders would likely benefit from waiting until the outcomes of the Local Government Reform have been identified.

#### New Health Act

The proposed new Act will replace the Health Act 1911 and using the State Public Health Plan as a guide, Local Governments will be required to develop a Public Health Plan to be reviewed annually and updated every three years. The first objective of the draft Public Health Act is "to promote public health and wellbeing and to prevent disease, injury, disability and premature death". This new focus upon promoting health and wellbeing recognises that the traditional focus on health protection through regulations and compliance needs to be supplemented with services and initiatives to encourage healthy lifestyles. Local Government's role in preventive health is being recognised as both essential and underutilized but the funding of an expanded role needs significant attention.

#### National Partnership Agreement on Preventive Health (NPAPH)

The Commonwealth and State governments have recognised the need to do more to reverse the poor health statistics relating to obesity, diabetes, tobacco and alcohol. This is reflected in the National Partnership Agreement

on Preventive Health (NPAPH) which is a ten year project with funding of \$872.1 million until 2018. The NPAPH sets performance targets for each State for rates of physical activity, unhealthy weight, consumption of fruit and vegetables, and smoking. It is assumed that the targets are achievable and therefore with this plan, the City of Cockburn will work towards the performance benchmarks outlined in the NPAPH. These performance benchmarks can be found in Attachment 1. The WA Health Promotion Strategic Framework (HPSF) is the principle guiding document for Healthy Lifestyles in WA and was released in January 2013. The City's PHP is aligned with the HPSF which has adopted the same targets and performance benchmarks as the NPAPH.

The strategies included within this plan are largely supported by the Healthy Communities Initiative (HCI), part of the NPAPH. The City received funding under Phase 2 of the HCI.

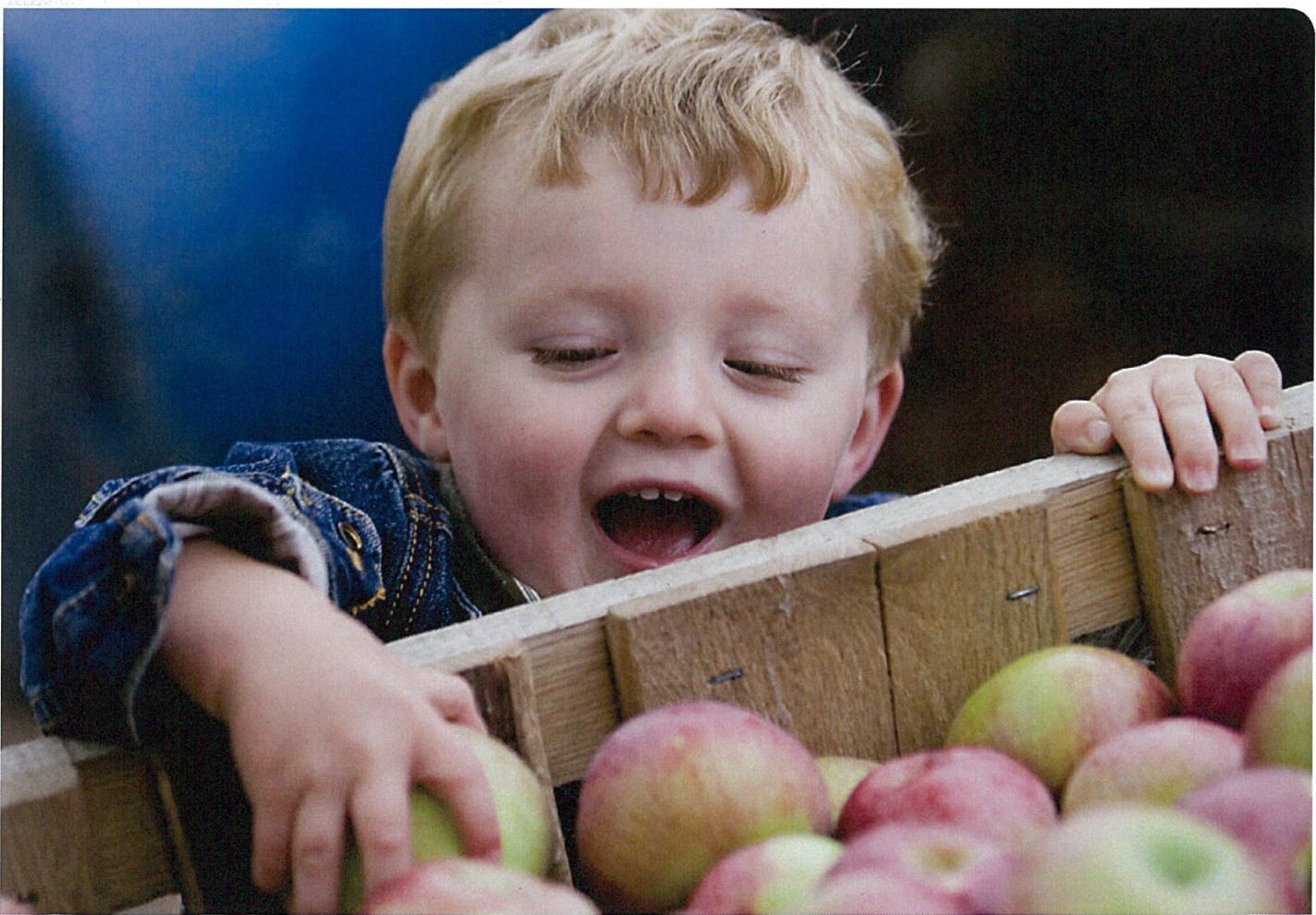
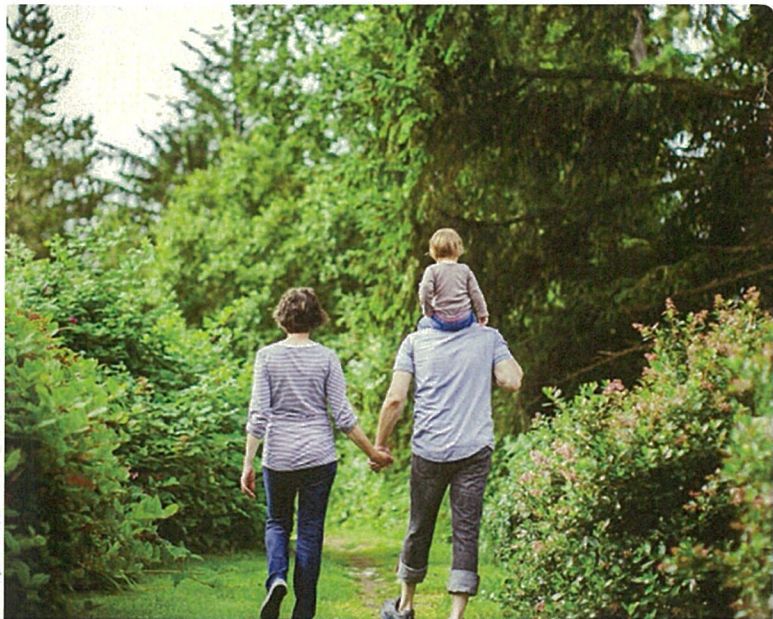
The NPAPH also includes a Healthy Children's Initiative and a Healthy Workers Initiative. The Healthy Children's Initiative focuses upon reaching children through settings such as childcare centres and schools, as well as through initiatives directly targeting parents. The Healthy Workers Initiative, called Healthier Workplace WA, will support WA workplaces to implement healthy lifestyle initiatives. Both initiatives are being delivered by a range of service providers on behalf of the Department of Health, and it is likely that there will be opportunities for the City to partner with service providers in both the Children and Workforce settings.

Importantly there has been no indication that the NPAPH will continue beyond 2018 and this is likely dependent upon the outcome of the 2013 Federal election.



**PART 4**  
**THE PUBLIC HEALTH PROFILE OF THE CITY OF COCKBURN (CONT)**

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### **Co-Health (Healthy Communities Initiative)**

The Healthy Communities funding has enabled the City to create the Co-Health Healthy Lifestyles Project which is funded until April 2014. The Co-Health project includes physical activity and healthy eating programs and health promotion and health screening at various events within the City of Cockburn. All Co-Health programs are limited to adults in the City of Cockburn who are not in the full time workforce, at risk of weight-related chronic conditions, single parents, and Aboriginal and Torres Strait Island people living in the City of Cockburn, Fremantle, East Fremantle and Melville areas. Co-Health also strives to increase the capacity of the Cockburn community to deliver innovative healthy lifestyle programs through providing education and training opportunities. Co-Health partners with seven government and non-government organisations, aiding the success of the program. Partners in the Co-Health program include South Metropolitan Public Health Unit (SMPHU), Fremantle Medicare Local, St John of God Murdoch Hospital Ferns House, Burdiya Aboriginal Corporation, Women's Health Service, South Lake Ottey Family and Neighbourhood Centre and Solid Women Aboriginal Corporation.

The City will work with SMPHU which is responsible for implementing a range of chronic disease prevention initiatives. The SMPHU works in partnership to deliver initiatives that benefit those groups at higher risk of poorer health outcomes, with a specific focus on the Aboriginal community.

### **Partnerships – Schools and Workplaces**

As outlined in the City of Cockburn's Strategic Community Plan 2012-2022, the City has well-developed partnerships with strategic stakeholders. The City recognises the importance of partnerships in ensuring that the best services practical are made available to the

residents of Cockburn. The implementation of this plan will involve partnerships with service providers, including other government and non-government agencies and local organisations. The City will endeavour to work with the Healthy Workplace WA service, towards achieving the common aims of the NPAPH Healthy Workers initiative that is to address the rising prevalence of lifestyle related chronic diseases for people in the workplace. The City will also endeavour to work with the Department of Health and its service providers and the Department of Education to deliver healthy lifestyle programs in schools and other related settings.

### **Partnerships - Travelsmart/Activesmart – “Your Move”.**

The City will work with the WA Department of Transport and the WA Department of Sport and Recreation to deliver the Active Smart/TravelSmart program in 2013/14. This major new initiative called “Your Move” aims to increase the number of people using active transport and therefore the number of people gaining health benefits from increased physical activity. The program commencing early in 2013 involves an investment of about \$4 million from the State Government and runs for about 2 years. It is an intensive and personalised program that focuses on providing simple information, incentives and ongoing support and motivation to encourage residents to be more active and travel less by car. It is largely delivered by the State Government in partnership with the City and involves direct contact with about 20,000 households within Cockburn.

### **Partnerships - The new GP Super Clinic in Cockburn Central**

The role of GP's in preventive health initiatives is important and we hope to develop strong links with the new GP super clinic under construction at Cockburn Central.

## PART 5.1 THE KEY ACTIONS EXPLAINED

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### Guiding document from WA Department of Health

This plan has been guided by the 'Pathway to a Healthy Community' document developed by South Metropolitan Public Health Unit with input from staff and elected members from the City. The prompting questions from section five of the Pathways document has served as a key tool used in consultation with the relevant departments/experts within the City of Cockburn. By asking the right questions, the many ways in which the City is currently responsive to the needs of the community were identified, and the gaps in service provision for the community were highlighted. A table which presents a summary of the findings is included as Attachment 3.

The information obtained from the City's experts indicates that as far as local governments go in Western Australia, the City of Cockburn is proactive in preventive health. The City is already providing a number of preventive health services for specific populations and disadvantaged groups living in the local community and surrounding local government areas. The health indicators presented in this plan maintain the need for these services and support the notion to provide further health promotion initiatives especially in the area of chronic disease management.

### Summary of Key Actions

While it is acknowledged that there are identified gaps in other areas, there will be opportunities to re assess the priority areas and actions through annual reviews and upon a major review of this plan in 2018.

The actions in this PHP are listed in the table in part five and are categorised as follows:-

1. General Health Promotion opportunities
2. Key preventive health priority areas
  - 2.1 Alcohol
  - 2.2 Smoking
  - 2.3 Physical activity and nutrition

In terms of Health Regulation and Health Protection Services there will be little change as these services will remain.

In terms of healthy lifestyles, it is proposed that the City will continue to focus upon existing programs for the life of this plan. Co-Health will be completed in mid 2014 when the Commonwealth funding ceases and following evaluation some of the most effective programs will be retained. The new "Your Move" behaviour-change project will combine Travelsmart and Sport and Recreation programs for about 20,000 households. A new Health Promotion Officer position has been created to coordinate most of the actions.

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The City to lobby the State and Commonwealth Governments to improve the laws controlling the availability and marketing of unhealthy foods, sugary drinks and alcohol. The City to audit all its suburbs and develop plans to create destinations for all residents to walk/cycle to and for safe accessible paths and public transport. The City's parks will be audited and facilities to attract all age groups identified. The City will review the success and failures of planning legislation to determine the potential for positive improvements to make healthy behaviours the default option for residents and workers. The City will focus on nutrition because 74% of our adults are currently overweight or obese.

There will be a continued focus upon the more vulnerable members of the community. The City will target its lower socio economic suburbs particularly focusing on mental health and suicide in young people. The City will play a more active role in liquor licencing to reduce harmful drinking. The City will look to partner with stakeholders in workplaces and schools to enhance their Healthy Lifestyle services. The City will maintain existing programs to "make smoking history". The City will actively participate in WALGA's Healthy Communities Working Group and seek to partner with a range of agencies and stakeholders to attain the targets set out in the NPAPH.

The table of actions nominates a predicted cost of each action. Where the cost is none or minimal then it will be absorbed into existing services or included in the \$25,000 allocated to Health Promotion. Where the action involves additional costs or is "to be costed", these items will be subject to the normal Council budgetary approvals process.

## PART 5.2

### LIST THE KEY ACTIONS

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**PART 5.1**  
**LIST OF ACTIONS**

**5.1 GENERAL HEALTH PROMOTION OPPORTUNITIES**

The actions that relate to Healthy Lifestyles without a specific focus upon a Priority Area or Issue are listed below.

Objectives	Actions	Responsibility	Timeframe & Cost	Progress
1. Increase the capacity of the City to develop and deliver Healthy Lifestyle initiatives and to obtain external funding	1.1 Employ a qualified Health Promotion Officer	Manager Health Services	2013 \$93,000	Included in budget for 2013/14
2. Increase the role played by Local Government in Perth towards Preventative Health initiatives	2.1 Play an active role in the WALGA Healthy Communities Working Group	Manager Health Services Manager Strategic Planning	2013-ongoing No cost	
3. Improve legislation to make healthy lifestyles easier	3.1 Lobby State and Commonwealth Governments to change the laws controlling the availability, advertising, marketing and taxing of unhealthy foods, sugary drinks and alcohol	Manager Health Services	2013-ongoing No cost	
4. Increase the Cockburn community's awareness of the importance and benefits of adopting and maintaining a healthy lifestyle	4.1 New GP Superclinic - Develop and implement healthy lifestyle programs linked to GP's surgeries and the new GP Superclinic	Health Promotion Officer	2013-ongoing No cost	
	4.2 Fremantle Football Club - Develop and promote healthy lifestyle messages linked to the Fremantle Dockers	Health Promotion Officer	2013-ongoing No cost	

	4.3 Healthy Workers initiative – Liaise with the DoH and Heart Foundation to develop projects funded by the NPAPH linked to City staff and other workplaces in Cockburn	Health Promotion Officer	2013-2015 No cost	
	4.4 Healthy Children Initiative – Liaise with DoH and other service providers to develop projects funded by NPAPH linked to schools in Cockburn	Health Promotion Officer	2013-2015 No cost	
	4.5 New Mens Shed - Develop and implement healthy lifestyle programs linked to the new Mens Shed	Health Promotion Officer	2013-2015 Minor cost	
5. Ensure seniors are safe during heatwaves	5.1 Develop a Heatwave Response Plan to ensure the elderly are safe during heatwaves	Health Promotion Officer, Seniors Centre Manager	2013-2014 No cost	
6. Improved services for children and parents	6.1 Investigate provision of additional Child Health Centres	Manager Human Services	2014-2015 No cost	
7. Improved dental health services for aboriginal residents	7.1 Investigate provision of culturally appropriate dental services for aboriginal residents	Manager Human Services	2014-2015 No cost	
8. Improved services aimed at Culturally and Linguistically Diverse (CALD) residents	8.1 Develop a Multi-Cultural Strategy and investigate the employment of a Multicultural Engagement Officer	Manager Human Services	2014-2015 Approx \$60,000	Level 7 officer at 3 days per week included in the workforce plan

PART 5.1

**LIST OF ACTIONS 5.1 GENERAL HEALTH PROMOTION OPPORTUNITIES CONT.**

9. Improved services aimed at minimising mental health issues in the community	9.1 The City of Cockburn to provide free access to Council managed Community Centres by not for profit organisations providing preventative health services and City of Cockburn Services	Manager Community Services	2014-2015 \$7000 for hall subsidy	
	9.2 City of Cockburn services to provide mental health awareness workshops or group programs which will be at no cost to the community	Manager Human Services	2014-2015 To be costed	
	9.3 The City of Cockburn to continue to provide and subsidise human services programs that reduce social isolation and support people who are vulnerable or "at risk" in our community	Manager Human Services	2013-2014 No cost	
	9.4 The City of Cockburn encourage and provide incentives for not for profit organisations who provide support services for people with mental health issues to locate their client services within the City of Cockburn boundaries to improve accessibility for Cockburn residents	Manager Human Services	2013-2014 No cost	
	<b>9.5</b> The City of Cockburn to raise staff awareness regarding who to contact if they or someone they know is experiencing mental health issues	Manager Human Services	2013-2014 No cost	

	<p><b>9.6</b></p> <p>The City of Cockburn to work with key stakeholders to identify risk factors associated with youth suicide and assist in development of interventions and services.</p>	<p>Manager Human Services</p>	<p>2014-2015</p> <p>Minor cost</p>	
<p><b>10.</b></p> <p>Improve access to sport and recreation services and facilities for people with disabilities, CALD and/or indigenous residents</p>	<p><b>10.1</b></p> <p>Investigate implementation of a program similar to City of Melville Activelink. Available to residents who have a disability, are Indigenous or from CALD backgrounds who are experiencing barriers to participation in sport or recreational activities.</p>	<p>Manager Human Services, Disability Access Coordinator</p>	<p>2014-2015</p> <p>\$40,000</p>	<p>Included in the Children's Plan</p>

**PART 5.2**

**LIST OF ACTIONS 5.2 KEY PREVENTATIVE HEALTH PRIORITY AREAS**

**PRIORITY AREA - ALCOHOL**

Alcohol is a part of the Australian culture and way of life, however our challenge is to balance alcohol’s place in the culture with the negative health impacts associated with drinking too much and drinking more than is healthy over a longer period. The harmful use of alcohol, defined as “a pattern of alcohol use that is causing damage to health”, is a serious health burden worldwide (WHO). Four per cent of all deaths worldwide are attributable to alcohol (WHO). The short term health risks caused by drinking harmful levels of alcohol, including injury or premature death caused by accidents and violence, affects virtually all individuals. Long term effects from drinking excessive levels of alcohol can increase a person’s risk of developing chronic disease including cancer, cardiovascular disease and liver cirrhosis.

In relation to initiatives aimed at reducing alcohol related harm, the City has been active in this area through its opposition to Dan Murphy’s

adjacent to the Youth Centre near the Gateway Shopping Centre, and through the development of a planning policy and position statement. The latter documents place a requirement upon applicants for new liquor licences to provide a copy of the Public Interest Assessment Report in sufficient time to allow the City to make a determination on whether the application is supported or otherwise by the community. The City will become more actively engaged in the liquor licence process and fulfil the role of Local Government as provided in the Liquor Act.

Objective: To raise local awareness of the negative health impacts caused by harmful use of alcohol and increase the City of Cockburn’s commitment to addressing the harmful use of alcohol.

Objectives	Actions	Responsibility	Timeframe and cost	Progress
1. Encourage the responsible service of and safe consumption of alcohol to staff and the wider Cockburn community	1.1 Apply the City’s existing Alcohol policy to ensure that it promotes safe drinking levels and effectively reduces the risk factors associated with preventable injuries caused by harmful levels of alcohol consumption.	Manager Environmental Health Services	2013-ongoing No cost	



	1.2 Map the location of all liquor outlets – compare with location of schools, low Socioeconomic Index for Areas (SEIFA) suburbs, and at risk groups	Manager Environmental Health Services	2013-2015 No cost	
	1.3 Assess new liquor licence applications in compliance with the City's Position Statement Licenced Premises	Manager Environmental Health Services	2013-ongoing No cost	
	1.4 Investigate existing plans for a Dry-Out Centre for people affected by alcohol/ drugs, lobby State Government as necessary	Manager Human Services	2013-2014 No cost	
2. Support and encourage the promotion of safe drinking messages in the community	2.1 Partner with Youth Services to support the promotion of safe drinking messages	Manager Environmental Health Services Manager Youth Services	2013-ongoing Minor cost	
	2.2 Promote drinking in moderation and educate on the negative health affects related to harmful levels of drinking through all healthy eating programs including Beat It and Healthy Eating Activity and Lifestyle (HEAL)	Healthy Communities Coordinator Health Promotion Officer	2013-2015 Minor cost	
3. Improve laws, limit alcohol use in the community	3.1 Lobby State and Commonwealth Governments to change the laws controlling the availability and marketing of alcohol especially to young people	Manager Environmental Health Services	2013-ongoing No cost	



## PART 5.3

## LIST OF ACTIONS 5.3 PRIORITY AREA - SMOKING

Smoking is a leading cause of preventable death and illness internationally. Smoking increase's a person's risk of cancer, cardiovascular disease and respiratory conditions. While there have been reductions over the past decade, there are still nearly 15000 adults in Cockburn who currently smoke. Passive smoking also causes detrimental health effects. In relation to initiatives aimed at reducing

smoking, the City has been a leader in local government in Perth and the existing strategies will be maintained

**Objective: To enhance the health and welling being of the Cockburn community by creating a smoke free environment for all to enjoy.**

Objectives	Actions	Responsibility	Timeframe and cost	Progress
1. To reduce the Cockburn residents and visitors exposure to second hand smoke	1.1 Promote all City run events as smoke free	Community Services	2013-ongoing Minor cost	
	1.2 Reduce Council employees' exposure to environmental tobacco smoke in the Workplace by designating Council Offices grounds as Smoke Free Areas	Health Services/ Environmental Services	2013-ongoing Minor cost	
	1.3 Continue to enforce all aspects of the City's Smoke Free Council Policy (includes - signs/stickers on vehicles, job adverts state we are a smoke-free workplace)	Health Services	2013-ongoing Minor cost	
	1.4 Continue to enforce all aspects of the Smoke free environment policy (includes – signs/stickers on playgrounds and buildings, "Quit" promotion at events)	Manager Environmental Health Services	2013-ongoing Minor cost	

2. Decrease the prevalence of smoking in the City of Cockburn	2.1 Educate the community on the effects of smoking through healthy lifestyle education programs and the Healthy Lifestyles website.	Healthy Communities Coordinator/ Health Promotion Officer	2013-ongoing Minor cost	
	2.2 Provide services and support to employees that would like assistance to quit smoking	Manager Human Resources	2013-ongoing Minor cost	

PART 5.4

**LIST OF ACTIONS 5.4 PRIORITY AREA - PHYSICAL ACTIVITY AND HEALTHY EATING**

Significant health benefits can be obtained through participating in sufficient levels of physical activity. Maintaining a healthy diet is also vital to good health. Regular physical activity and good nutrition can reduce the risk of many chronic conditions including heart disease, stroke, high blood pressure, and type 2 diabetes. They can also help to achieve and maintain a healthy body weight and reduce feelings of stress, anxiety and depression, along with many other positive health benefits. The City has been particularly active in the areas of Physical

Activity and Nutrition for several years and this level of commitment will be maintained. Commonwealth funding for the Co-Health program will cease in 2014 at which time a number of the services will also cease, however the most effective initiatives will be maintained subject to the Council approval within the normal budget process.

**Objective: To encourage healthy eating and physical activity in the Cockburn community in the City's workplaces.**

Objective	Actions	Responsibility	Timeframe and cost	Progress
1. Increase the Cockburn community's awareness of the importance and benefits of physical activity and healthy eating	1.1 Promote healthy eating and physical activity at Cockburn events and during Cockburn Healthy Lifestyles week.	Healthy Communities Coordinator	2013-ongoing up to \$10,000 p/yr	
	1.2 Dispel myths and increase knowledge in the community about healthy eating through providing Healthy Communities Workshops (Foodcents)	Healthy Communities Coordinator/Health Promotion Officer	2013-2015 \$3000 p/yr	
	1.3 Work internally with Youth Services to ensure nutrition education is included within the Youth Centre programs (Foodcents)	Health Promotion Officer/ Youth Services Manager	2013-2015 \$5000 p/yr	
	1.4 Investigate provision of additional transport options for youth to access physical activity services	Health Promotion Officer	2013-2014 \$4000 p/yr	

	1.5 Promote existing social marketing campaigns that focus on healthy eating and/or physical activity e.g. the Swap it Campaign	Healthy Communities Coordinator/Health Promotion Officer	2013-ongoing Minor cost	
	1.6 Promote the City's Healthy Lifestyles website, ensuring all program and event information is up to date	Healthy Communities Coordinator/Health Promotion Officer	2013-ongoing Minor cost	
2. Increase the number and accessibility of proven and culturally appropriate physical activity, healthy eating, and healthy lifestyle programs	2.1 Continue to run HCI funded programs until April 2014 including: Heartmoves HEAL Beat It Heart Foundation Walking Nordic Walking Aboriginal womens exercise group AustCycle Lifeskills courses Healthy Families Workshops Community Gardens (Ottey Centre and Randwick Stables)	Healthy Communities Coordinator	2013-2014 To be costed and evaluated	
	2.2 Work in partnership with Health Promotion NGOs such as Red Cross, Heart Foundation, Cancer Council and Diabetes WA/Diabetes Council of Australia to pool resources in working towards continuing some Co-Health programs beyond the HCI funding period (post April 2014): Heartmoves Cockburn Youth Centre Beat It Aboriginal women's exercise groups in Coolbellup Healthy Families Workshops Community Gardens (Ottey Centre and Randwick Stables)	Health Promotion Officer	2014-2015 To be costed and evaluated	

PART 5.4

**LIST OF ACTIONS 5.4 PRIORITY AREA - PHYSICAL ACTIVITY AND HEALTHY EATING (CONT.)**

Objective	Actions	Responsibility	Timeframe and cost	Progress
2. Increase the number and accessibility of proven and culturally appropriate physical activity, healthy eating, and healthy lifestyle programs (Continued)	2.3 Work in partnership with the Heart Foundation to continue to support Heart Foundation Walking groups and Heart Foundation Walking events in the City of Cockburn and provide training to new Walk Organisers to increase the number of walking groups in Cockburn	Healthy Communities Coordinator / Health Promotion Officer	2013-ongoing \$1500 p/yr	
	2.4 Identify external funding sources for further physical activity initiatives – grants, corporate sponsorships etc	Grants and Research Officer/Sport and Recreation Services/ Health Promotion Officer	2014 No cost	
	2.5 Investigate adding a concession/health care card holder entry fee into SLLC (there is currently a reduced rate for students and pensioners)	Manager Environmental Health Services/ Manager Community Services	2013-2014 To be costed	
	2.6 Continue to provide exercise and dance classes and walking groups for seniors through the seniors centre	Coordinator Seniors centre	2013-2014 Minor cost	
	2.7 Continue to support a local group that provides a low cost inclusive sporting arrangement for people with disabilities.	Disability Access & Inclusion Officer	2013-2014 No cost	



2.8 Investigate establishing an all abilities AFL team in Cockburn in partnership with a local club	Disability Access & Inclusion Officer	2013-2014 No cost	
2.9 Continue to develop the Cockburn Central West Regional Aquatic and Recreation Facility	Recreation Services Coordinator	2013-2014 No cost	
2.10 Investigate a major new regional sporting facility with Dept Sport and Recreation and Cities of Canning and Melville	Recreation Services Coordinator	2013-2014 No cost	
2.11 Investigate additional programs provided by Youth Services including swimming and skateboarding	Health Promotion Officer, Youth Centre Manager	2013-2014 \$5000 p/yr	
2.12 Investigate additional programs at Youth Centre including cooking and nutrition classes	Health Promotion Officer, Youth Centre Manager	2013-2014 \$5000 p/yr	
2.13 Investigate the level of accessibility at the new Super Clinic for Aboriginal residents (Bulk billing, pension card holders, health care card holders)	Manager Human Services	2013-2014 No cost	
2.14 Investigate provision of Healing centre for Aboriginal residents	Manager Human Services	2013-2014 To be costed	
2.15 Investigate and identify the prevalence of economic barriers to nutritious food in low SEIFA suburbs and at risk groups,	Manager Human Services	2013-2014 No cost	



PART 5.4

**LIST OF ACTIONS 5.4 PRIORITY AREA - PHYSICAL ACTIVITY AND HEALTHY EATING (CONT.)**

Objective	Actions	Responsibility	Timeframe and cost	Progress
3. Increase community participation in physical activity and lifestyle activities	3.1 Continue to promote all Co-Health programs through social media, Cockburn Soundings, newspaper adverts and posters around the community	Healthy Communities Coordinator	2013-2014 \$10,000 Co-Health Funded	
	3.2 Work with the Heart Foundation to promote Heartmoves classes run at both the Cockburn Seniors centre and the Cockburn Youth centre and Salvation Army	Health Promotion Officer	2013-2015 \$15,000 Co-Health Funded	
	3.3 Investigate using the seniors bus to provide transport for some physical activity programs to reduce barriers to participation beyond HCI funding	Health Promotion Officer	2014-2015 \$5000	
	3.4 Investigate more affordable and culturally appropriate recreational services for seniors	Health Promotion Officer	2013-2015 No cost	
	3.5 Continue to provide funding through the Youth Active program	Recreation Services	2013-2015 To be costed	
	3.6 Work with schools to encourage active transport through the TravelSmart to school initiative	TravelSmart Officer	2013-2014 \$10,500	

<p>3.7 Encourage and support the community in making active travel choices including events such as Bike Week, Bike Rescue Project and Cockburn Youth Centre. Advocate, promote and work with Cockburn Bicycle User Group around local cycling issues.</p>	<p>TravelSmart Officer</p>	<p>2013-2014 \$14,000</p>	
<p>3.8 Work in partnership with WA Department's of Transport and Sport and Recreation to implement the Your Move program. NOTE this is a major new project costing about \$4million funded by the State Government</p>	<p>TravelSmart Officer</p>	<p>2013-2014 \$100,000</p>	<p>\$100,000 is the City's commitment to the State Government \$4 million Your Move Project. Most of the funds to be spent on local schools, wayfinding signage and new cycling infrastructure.</p>
<p>3.9 Investigate provision of free physical activity options in parks</p>	<p>TravelSmart Officer</p>	<p>2013-2014 To be costed</p>	
<p>3.10 Road Safety and Travelsmart Reference Group to facilitate and promote healthy transport options.</p>	<p>Director Engineering, Transport Engineer, Travel Smart Officer</p>	<p>2013-2018 No cost</p>	
<p>3.11 Through the WALGA Healthy Communities Working Group, lobby for a review of the effectiveness of the Liveable Neighbourhoods Planning Policy</p>	<p>Manager Strategic Planning</p>	<p>2013-2014 No cost</p>	
<p>4. Provide every residence in Cockburn with a destination within 400m to encourage regular walking/cycling</p>	<p>4.1 Audit each suburb to identify gaps and develop plans to create destinations for all residents to walk/cycle to and for safe accessible paths and public transport.</p>	<p>Travel Smart Officer, Health Promotion Officer, Manager Parks and Environment, Manager Engineering</p>	<p>2013-2015 To be costed</p>

PART 5.4

**LIST OF ACTIONS 5.4 PRIORITY AREA - PHYSICAL ACTIVITY AND HEALTHY EATING (CONT.)**

Objective	Actions	Responsibility	Timeframe and cost	Progress
5. Provide functional, accessible and active Public Open Space(Parks) to encourage walking and physical activity	5.1 Based of the results of the Walking Destination Audit, audit the City's public open space (parks) and develop a 10 year implementation plan. Key infrastructure for all ages to include: Playgrounds; Exercise equipment; Skateparks; Informal BMX Tracks; Footpath / Cycle path networks (inc lighting) Half-Court Basketball Courts BBQ facilities Drinking fountains Seating	Manager Parks and Environment	2013-2015 To be costed	
	5.2 Review the Cycle Path Plan, Trails Master Plan and audit existing networks and develop an implementation program that enables residents to walk and /or cycle safely through tree lined streets to every POS, bus stop, commercial hub / activity centre.	Manager Parks and Environment, Manager Engineering	2013-2015 To be costed	
	5.3 Investigate external funding / grant opportunities for park infrastructure and paths	Manager Parks and Environment, Manager Engineering, Health Promotion Officer	2013-2015 To be costed	

	5.4 Develop a web page informing residents of activity equipment and main walking / cycle routes to each POS.	Manager Parks and Environment	2013-2015 Minor cost	
	5.5 Review the implementation "Calico" and increase network of sites or consider the develop a City of Cockburn interactive activity program	Manager Parks and Environment	2013-2015 To be costed	
6. Increase the capacity within the community to deliver innovative healthy eating and/or physical activity programs through support and training	6.1 Provide education and training to community members that will enable them to run physical activity and healthy eating programs.	Healthy Communities Coordinator	2013-2014 Minor cost	
7. Engage with the Aboriginal population living within the Cockburn, Fremantle, East Fremantle and Melville Local Government Areas	7.1 Utilise existing partnerships with Government, non-government and Aboriginal organisations within the community	Healthy Communities Coordinator	2013-2014 No cost	
	7.2 Employ two Aboriginal engagement officers to help engage community members to join and continue to take part in Co-Health programs.	Healthy Communities Coordinator	2013-2014 \$25,000 p/yr for 2 officers 1 day per week equiv Co-Health Funded	
	7.3 Continue investigate funding options to fund exercise classes for Aboriginal women in Coolbellup	Health Promotion Officer	2014-2015 \$22,000	

## PART 5.4

**LIST OF ACTIONS 5.4 PRIORITY AREA - PHYSICAL ACTIVITY AND HEALTHY EATING (CONT.)**

Objective	Actions	Responsibility	Timeframe and cost	Progress
8. Develop a Workplace Healthy Catering Policy which ensures healthy eating options are available at workshops, meetings, functions and events run by the City of Cockburn	8.1 Encourage businesses that provide healthy food products to participate in council run events and catered meetings, workshops and functions and provide recognition for this.	Manager Environmental Health Services	2013-2015 No cost	
	8.2 Undertake an audit of foods provided at City run events to determine areas requiring improvement.	Public Health Planning Officer/ Manager Health Services	2013-2014 No cost	
	8.3 Investigate the possibility of fruit baskets in the workplace	Health promotion Officer	2013-2015 Minor cost	
9. Encourage and support staff to increase their participation in physical activity	9.1 Encourage active transport in the workplace by promoting council bikes, bike lockers and end of trip facilities to all staff	TravelSmart Officer	2013-2014 No cost	
	9.2 Continue to encourage and support staff to enter local events e.g. RAC Freeway Bike ride, National Ride to Work, Cycle in Spring Challenge and Department of Transport Online Corporate Walking Challenge.	TravelSmart Officer	2013-2015 \$4,500	
	9.3 Provide a shuttle bus service to and from Cockburn station for the work commute for Cockburn employees to encourage active transport	TravelSmart Officer	2013-2014 \$4,500	

	9.4 Investigate the development of a gym at the Seniors centre for use by Seniors Centre and the City staff	Health Promotion Officer	2013-2014 No cost	
	9.5 Investigate the development of a fitness track in the admin office precinct for use by staff from the City and Phoenix Shopping Centre and the general public. Seek external funding.	Health Promotion Officer	2013-2014 To be costed	
10. Increase staff awareness of the importance of physical activity and healthy eating	10.1 Establish a working group across council (Health and Wellbeing Reference group) to enhance communication and maximise resources across the City's Strategies	Health Promotion Officer Manager Environmental Health Services	2013-2015 No cost	
	10.2 Encourage the managers of all service areas at the City to consider how they integrate sustainable, preventative health measures into all Corporate Strategic and Operational Plans	Manager Environmental Health Services	2013-2015 No cost	



## ATTACHMENT 1 TARGETS OF THE NATIONAL PARTNERSHIP AGREEMENT ON PREVENTATIVE HEALTH

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The Council of Australian Governments Preventative Health Agreement (COAGPHA) aims to:-

- Increase the proportion of children and adults at healthy body weight by 3% within 10 years
- Increase the proportion of children and adults meeting national guidelines for healthy eating and physical activity by 15% within 9 years
- Reduce the proportion of Australian adults smoking daily to 10% within 10 years
- Reduce the harmful and hazardous consumption of alcohol
- Help assure Australian children of a healthy start to life, including through positive parenting and supportive communities, and an emphasis on the new-born

Commonwealth and States have agreed to meet the following performance benchmarks:-

1. Increase in proportion of children at unhealthy weight held at less than 5% from baseline in each state by 2016; proportion of children at healthy weight returned to baseline level by 2018
2. Increase in mean number of daily serves of fruit and vegetables consumed by children by at least 0.2 for fruits and 0.5 for vegetables from baseline for each State by 2016; 0.6 for fruits and 1.5 for vegetables by 2018
3. Increase in proportion of children participating in at least 60 minutes of moderate physical activity every day from baseline for each State by 5% by 2016; by 15% by 2018
4. Increase proportion of adults at unhealthy weight held at less than 5% from baseline for each state by 2016; proportion of adults at healthy weight returned to baseline level by 2018
5. Increase in mean number of daily serves of fruit and vegetables consumed by adults adults by at least 0.2 for fruits and 0.5 for vegetables from baseline for each State by 2016; 0.6 for fruits and 1.5 for vegetables by 2018
6. Increase in proportion of adults participating in at least 30 minutes of moderate physical activity every day from baseline for each State by 5% by 2016; by 15% by 2018
7. Reduction in state baseline for proportion of adults smoking daily commensurate with a 2% reduction in smoking from 2007 national baseline by 2011; 3.5% reduction from 2007 national baseline by 2013
8. Performance against benchmarks will be assessed at 2 time points: June 2016 and December 2017

## ATTACHMENT 2

### REPORT INTO THE TRADITIONAL HEALTH PROTECTION SERVICES CURRENTLY PROVIDED BY THE HEALTH SERVICES TEAM

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#### Introduction and summary

This is a review of the current services provided by the Health Services Team to ensure they are relevant, and to identify areas that are emerging and which may justify additional attention and resources. The current services provided are listed in Appendix 1. In summary we are able to predict areas that are likely to increase in priority and justify the allocation of additional resources but there are no areas where levels of service can be safely reduced.

#### Discussion

The traditional areas of Health Services in Local Government in WA have been established over many years and largely originated from the Health Act 1911. They typically relate to food, water, accommodation (houses and public buildings), public safety at events, disease, air pollution, nuisances such as noise, and property based complaints (asbestos, odours, flies etc).

Each service area has been assessed and the current level of service is considered to be appropriate to comply with legislation and a duty of care. I have based this assessment on a circumstance where if a worst case scenario occurred neither the City nor the Manager of Health Services would be deemed to be liable or responsible for failing to meet minimum standards. The worst case would include a death or injury or complaint and any subsequent investigation by relevant authorities.

I have separated the City's Health Services work/duties into 5 categories, these are:-

1. Complaints/Customer Requests
2. Audits of Health Premises
3. Health Impact Assessment, Applications and licencing
4. Health Impacts of Climate Change

#### 5. Other activities

#### Complaints/Customer Requests

Health Services responds annually to about 500 various types of complaints typically from land owners or occupiers. Most of the complaints relate to noise and other activities on residential premises. The complaints are investigated according to well established protocols based upon legislation and customer service. The City has a statutory obligation to investigate the complaints and take action relating to breaches of legislation. There are a small number of whacky complaints that may not fit into the definition of a statutory obligation and in some cases the complainant is advised to contact the responsible agency or that the City is unable to assist. These represent a negligible impact upon resources and wherever possible Health Officers endeavor to provide assistance to complainants.

Investigation of complaints involves an assessment for compliance with relevant legislation typically with the head powers of the Health Act and the Environmental Protection Act. This process is complex and the authorized officer has traditionally been an Environmental Health Officer (EHO's) operating under the delegated authority of both the Council and the Executive Director of Public Health (EDPH - WA Dept of Health). The powers in the proposed new Health Act have the capacity to alter this arrangement and there is the potential for some of this body of work to be carried out by other members of staff. It remains to be seen whether this happens and whether the Council and/or the EDPH are prepared to accept lower qualified and lower paid officers to carry out some tasks in the interest of saving money.

It is not worth giving too much focus on the "what-if's" at this stage because the new Health Act has yet to be passed through parliament and the definition of authorized officer has yet to be determined. There is no doubt that much of the



## ATTACHMENT 2 (CONTINUED)

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body of work carried out by EHO's involve both high level understanding of Health Risks e.g. asbestos and the potentially sensitive issues associated with powers to enter private property, gather evidence and force owner/occupiers to change their behavior. A new Health Act will have little impact on the complaints receive by LGA's which will have to respond acceptably and I foresee little change in the current status quo.

As the City moves towards accepting complaints and service requests such as mosquito investigation via electronic media it is likely that the number of complaints will increase as the process becomes simpler than providing the complaint in writing. Wherever possible the Health Officer will request each complaint to be lodged in writing so that the person gives a commitment to provide evidence should the case progress to legal action.

Conclusion – there is little scope to reduce the resources allocated to the investigation of complaints.

### Future predictions

- Increased expectations of the community to lodge complaints electronically and addressed quickly and with comprehensive response recorded electronically and made more widely accessible.
- Complaints relating to noise are predicted to rise in frequency and complexity due to increased high density living (subwoofers and air conditioners and parties).
- Complaints about mosquitoes and associated diseases will increase due to large numbers of residents located near to wetlands and low lying poorly drained areas.

### Audits of Health Premises

Health Premises includes a range of premises where activities are carried out that may impact on public health including food premises, offensive trades, public buildings, tattoo parlours

and the like. These premises are audited to ensure compliance with the minimum standards established by relevant legislation. The minimum frequency of audits are set down under guidelines by the WA Department of Health but they are largely the responsibility of the City's Manager Health Services.

As previously mentioned the level of service is based upon a worst case scenario and a risk assessment for each type of premises. The highest risk premises are large public buildings and large producers and providers of food especially high risk food. All premises are audited at a frequency that is considered to be the minimum safe frequency and premises with a history of poor standards are audited more frequently.

Conclusion - there is little scope to reduce the resources allocated to the audits of Health Premises.

### Future predictions

Typically the largest audit program for each LGA is Food Premises. There is constant pressure to minimize EHO surveillance of food premises while maximizing a risk based approach with self monitoring by the proprietors. We have established a minimum of 1 inspection of every high/medium risk premises per year and I believe that this represents the minimum safe frequency of audit.

### Health Impact Assessment, Health Applications and licencing

EHO's carry out Health Impact Assessment of Planning and Building Licence applications to ensure compliance with minimum standards including those relating to off-site impacts such as noise and dust. Other licences and approvals relate to Health Premises plus events. The fees associated with these activities are comparable to fees charged by other LGA's

Conclusion - there is little scope to reduce the resources allocated to Health Impact Assessment, Health Applications and licencing.

### **Health Impacts of Climate Change**

The City has developed a Climate Change Adaptation Action Plan which includes a number of initiatives relating to Public Health. These include impacts triggered by the increase in temperature such as changes to vectors of disease including mosquitoes, increased disease from water including swimming, increased disease from perishable food, and impacts of heat wave stress. In most cases there is no action required at this early stage, but there is a need for in-house experts to maintain awareness of the impacts of Climate Change and to liaise with experts in the Commonwealth and State Government Health Departments.

Conclusion - there is little scope to reduce the resources allocated to the Health Impacts of Climate Change.

### **Other activities**

There will always be a number of activities and services provided by Health Services that are sometimes loosely associated with Public Health but which must be done. Some of these are extremely significant including the management of the City's contaminated sites, mosquito management program, storage and transport of dangerous chemicals (Magellan, Lynas Corp), and surveillance of the Naval Base Shacks. Other matters that sometimes involve frivolous or low risk complaints such as syringes in public places, cats, Portuguese millipedes, noise from birds, people living on moored boats, people camping under heritage listed trees and the like, simply cannot be ignored and are dealt with appropriately by EHO's.

Conclusion – while there may be some scope to minimise Council's costs by employing a

lower paid officer to carry out investigations of minor complaints this is not considered to be worth pursuing while we continue to employ a trainee EHO who is able to carry out some of these investigations. Also note that experience suggests that some of these cases have the potential to develop in complexity due to political and media interest. In these situations the stewardship of a qualified and experienced EHO is invaluable.

### **Conclusion**

In the short term there is no scope to change the structure or function of the Health Services Team. As included for several years in the Plan for the District and the draft Workforce Plan there will be a need for additional EHO's to attend to traditional Health Protection work in 2014-15 and 2016-17.

**Nick Jones**  
**Manager Environmental Health Services**  
**January 2013**

## ATTACHMENT 3

## “PATHWAY TO A HEALTHY COMMUNITY” DOCUMENT COMMENTS FROM COUNCIL'S EXPERTS AND CONSULTATION FINDINGS

Population Group	Area expert
Older people	Paul Gabbert, Seniors Centre Coordinator

### Summary of Services provided

Population ageing will impact on planning and service delivery, creating growing challenges for local government authorities. The City has an Age Friendly Strategic Plan which contains a list of current and planned services ranging from Active Ageing services through to services for the frail aged and people with disabilities.

The City operates the Cockburn Seniors Centre which offers diverse recreational and cultural activities to cater for its ageing population and it currently has 42 volunteers. There are a number of carer support programs in the City and there are a number of very active organisations meeting the needs of older people in the community.

The City also operates Home and Community Care Services and 35 Community Aged Care packages to assist seniors to remain living independently in their own homes.

### Summary of identified gaps and Key consultation findings relating to health

Through public consultation conducted as part of the City's Age Friendly Strategic plan residents identified the parks, beaches, senior's centres, and libraries as significant. Access to shopping centres, medical centres and transport was also significant.

- During the consultation undertaken the following gaps were identified:
- Insufficient affordable housing options and respite services
- Insufficient home help services
- Access and funding issues related to current services

- Social isolation (mental health)
- Lack of affordable and culturally appropriate social and recreational services
- Lack of coordination of information and services supporting 'healthy ageing'
- Lack of promotion of services that council provide
- Inadequate safety and security for some seniors both in home and the community
- Inadequate affordable access to public spaces, services and events
- Poor transport
- Insufficient intergenerational activities

### Community and Health Services

#### Outcome

- That the ageing population in the City of Cockburn has access to affordable quality community support services and health care.
- To support outreach health services that improve access to affordable medical services
- To support recreation facilities, parks and walkways that support access for the ageing population
- To provide relevant activities that reflect the WA Active Ageing Strategy
- It has been identified that the City needs to develop an emergency plan for the elderly in cases of extreme hot/cold weather.



Population Group	Area expert
Young Children	Barbara Freeman, Family Services Manager

### Summary of Services provided

The City has a Children's Services Plan 2010-15 which identifies the current and future services the City wishes to provide. The City is considered an innovative leader in the provision of children's services. The City currently operates an Early Years Service, extensive child care services and mobile outdoor play group service, and has just formed a Children's Reference Group for Primary school aged children launched November 8th 2012. The City has a Children's development area which provides support to child health services, play groups, toy libraries and children's services across Cockburn.

The City also has the kids sport program, and other recreation activities available for young children through sporting clubs, and community halls.

The City runs numerous programs and events that cater to and support young children and their families, including a number of initiatives for young children with disabilities or their carers.

There are 131 parks which have playground equipment including a universal playground at Manning Park.

### Summary of identified gaps and Key consultation findings relating to health

A key outcome to be achieved as part of the Children's Services Strategic Plan is:

#### *Community and Health Services*

##### *Outcome*

That children and their parents/caregivers in the City of Cockburn are able to access affordable, inclusive, and quality community support and health services. Access includes cost, transport, availability of services, and physical/social access issues.

##### *Other gaps include:*

Provision of early intervention health services for children, sufficient to address need

Infrastructure development, planned by the City through its Sport and Recreation Strategic Plan, to upgrade parks and sporting facilities (including the swimming pool) will provide improved services and activities for this age group. Capacity building for sporting clubs and associations also identified in the Plan will enhance opportunities for an increased number of young people to participate in community based teams of a wider range of sports and increase the likelihood of sustainability of these activities in the future.

Indigenous young people (both boys and girls) also reported that dance activities are valued, e.g. through local church groups. Parents of children with a disability reported that it is difficult to find a dance activity in which children with a disability can participate.



### ATTACHMENT 3 (CONTINUED)

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The City's officers responsible for youth, sport/ recreation and planning/infrastructure work in conjunction to provide optimal public sports facilities, and successful access of target groups to these facilities, in order to address the needs of different age, gender and specific user groups, e.g. scooter, skateboard.

Children, youth, parents and services providers identified that lack of transport services across the City limited access to activities.

#### *Child Health Services*

There has been no increase in provision of child health staff or services in a number of years, despite the rapidly growing population in Cockburn. There is a need for additional Child health centres to address this growth in demand for services.

#### *Playgrounds*

With the growing numbers of young children in the eastern corridor of the city it is important to take into consideration our increased understanding of the critical value of play and the provision of play environments for the optimal development of a child.

The provision of stimulating, engaging and challenging play spaces for young children is perhaps of greater importance in current times than previously, due to the propensity towards passive entertainment & technology, time pressures on families, and the growth in obesity levels.

Due to the large percentage of children in the south east quadrant and the lack of a Regional playground in this area there is a need to develop a Regional Playground for children of all ages and abilities.

Population Group	Area expert
Young People	Michelle Champion, Youth Services Manager

### Summary of Services provided

The City has a Youth Services Strategic Plan 2011-2016 which was developed by independent consultants and the Youth Centre is the major service location for young people. A full list of current and planned services is contained within the plan.

In summary the City provides youth work counselling services for at risk young people, general recreation, education, and performing arts activities from the Youth Centre, a youth holiday program and community development programs for young people.

The South Lake Leisure Centre offers a range of activities and indoor sports and the City has plans in place to build a new leisure facility at Cockburn Central. The City also has in place the Kids Sport Program that allows families to apply to have part of their children's sporting fees paid for.

### Summary of identified gaps and Key consultation findings relating to health

The City of Cockburn is home to beautiful beaches, parks, bush land and lakes and it is these aspects that young people identified as the best parts of living in Cockburn at the moment. They want to be able to get to and use these places (see transport) and they also want facilities that make being out in the open more comfortable – such as more public toilets and shade structures, skate park facilities, bmx and motorbike trails.

The City strives to provide a range of recreation, and counselling, and well being services from the Youth Centre The "one stop shop" model needs further development with the need for a drug and alcohol counsellor.

Young people also said that they wanted more sporting centres as well as sporting opportunities that are social rather than competitive. For example, they would like for boys and girls to be allowed to play on the same sports teams when they are over 13.

The Reconciliation Action Plan consultation and Youth Consultation identified that some families did not find the Kids sports subsidy sufficient to allow ongoing sports participation, and that a subsidy for use of the leisure centre facilities is also required for people in financial hardship.

#### *Additional resources and/or programs*

More programs such as swimming, cooking and skate competitions (we already have one cooking class but need more education on nutrition)



## ATTACHMENT 3 (CONTINUED)

Population Group	Area expert
Aboriginal people	Barbara Freeman, Family Services Manager

### Summary of Services provided

The City has a Reconciliation Action Plan 2013-16 which includes Aboriginal awareness training for staff, Reconciliation Week activities, Naidoc week celebrations, Welcome to countries at Citizenship ceremonies; The City's Aboriginal Reference Group, who participate in the City's Australia Day event; an annual Bus Tour of significant sites, and involvement/partnerships with the Walyalup Reconciliation Group. The City currently employs eight Aboriginal people and has a Close the Gap project which raises awareness of the health inequalities experienced by Aboriginal people.

The City liaises with schools in reconciliation activities and Nyungar language is being taught at some Cockburn primary schools and has been planned for the Youth Centre. There is planning for signage in Cockburn using Nyungar names for parks etc. An Aboriginal Cultural Centre is proposed for COC but is dependent on funding support.

The City has developed formal relationships with organisations run by or involved with the Aboriginal community, including Medicare Local, the South Lake Ottey Centre, the Halo organisation and Burdiya Aboriginal Corporation through the Healthy Communities Initiative. There are also several Aboriginal organisations within the City that are usually auspiced by another organisation such as the Ottey Centre.

The City was successful in gaining Healthy Communities funding and this has been successful in providing Culturally appropriate Healthy eating and physical activity programs for Aboriginal people in this region. This needs to continue to be provided.

### Summary of identified gaps and Key consultation findings relating to health

Major barriers to accessing mainstream services are feelings of not being welcomed or included or not being familiar with the environment or it not being culturally welcoming.

Key health gaps from the RAP consultation were:

- Need for a Healing centre where Noongars (Aboriginal people) can go that is culturally appropriate
- Need a Dry-out Centre for alcohol and drugs
- Need to ensure the Accessibility of the Super Clinic – Indigenous health. Bulk Billing pension card holders/ Health care holders at the Superclinic is critical to access by ATSI and others on low incomes
- Need the superclinic to Target Young people and older people who are more at risk
- Need additional resources for the Street Doctor to go to more locations
- Seniors Centre- Need more Health programs for women and men and nutrition
- Dental Clinic- needs to consider strategies to engage Aboriginal People
- Ancillary health services-Hands on Health St Pats needed in Cockburn as well
- General Health Check for Aboriginal People should be available more often
- Physical activity programs that are culturally appropriate
- Healthy eating programs that are culturally appropriate are needed.
- Continue with Co-Health Healthy eating and physical activity programs that are culturally appropriate for Aboriginal people.

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Population Group	Area expert
People from culturally and linguistically diverse backgrounds	Gail Bowman, Manager Human Services

### Summary of Services provided

Approximately 30% of the population of Cockburn has been born overseas. Languages other than English that are most commonly spoken at home are Italian (3.7%), Croatian (2.2%), Portuguese (1.8%) and Mandarin (1%). Between July 2005 and June 2010 about one quarter of settlement arrivals were humanitarian and three quarters were family. With a total of 443, Cockburn was the largest recipient of settlement arrivals in the South West Metropolitan Statistical Sub-Division.

Cockburn is a very diverse community and this is expressed in a number of ways including through events and entertainment.

The City provides interpreters upon request.

The City has a good representation of CaLD groups in some of our areas such as Family Support services, and our Events include entertainment from a diverse range of cultural groups. However some service areas are under representative of CaLD groups.

### Summary of identified gaps and Key consultation findings relating to health

The built environment is not very conducive to languages other than English. If English is a second language, people may experience barriers to participation in economic, social, cultural and recreational activities.

- The City does not undertake consultations in different languages.
- The City needs a Multicultural Officer to engage with the CALD community.
- The City needs to develop a Multicultural Strategy.



### ATTACHMENT 3 (CONTINUED)

Population Group	Area expert
People with a disability	Jason Hoggan, Disability Access and Inclusion Officer

#### Summary of Services provided

The City has a Disability Access and Inclusion Plan which in addition to the 6 obligatory outcomes, has recently included a 7th outcome: Businesses and services within the City of Cockburn are encouraged to improve the access and inclusion of their businesses for people with disabilities.

The City has a Disability Reference Group that advises council on a broad range of issues within the City of Cockburn

The City has engaged an access auditor to audit the accessibility of all council owned buildings and other social, cultural and recreational activities. The affected areas are identified and action is taken to rectify the issues at hand.

The City ensures meaningful participation in consultation processes by people with disabilities by providing Auslan interpreters, providing one on one assistance in filling out and explaining documents and ensuring that all public forums have audio loop systems. All public consultations must be held in buildings that are accessible to all members of the public regardless of their ability and all documents can be made available in alternative formats and Auslan interpreters are also available on request.

The City also has an accessible and inclusive youth centre that is extremely welcoming of people of all levels of ability.

It has recently been revealed by the Disability Services Commission that the City of Cockburn is one of four areas for the pilot project My Way. My Way will improve the choice, flexibility and control that people with a disability have over their supports and services. Individualised funding, allowing more choice and control for people with a disability of the services and supports that suit them in their local community are hallmarks of the project.

In 2012 the City of Cockburn laid accessible beach matting at Port Coogee Beach. The matting was laid to ensure that all members of the community have the ability to enjoy the beach during the summer months. In addition a Beach Trekker wheelchair is available and can be booked by calling the Disability Access and Inclusion Officer. These allow people who use wheelchairs greater access to the beaches within the City.

The new Coogee Beach Surf Life Saving Club at Poore Grove will be completed in 2013 and will include many accessible features. One welcome addition to the local area is an adult change facility. This will allow users of this service to adequately change and refresh which will promote greater community access and participation.

#### Summary of identified gaps and Key consultation findings relating to health

Disability Access and Inclusion Plan identified the following gaps:

- Staff training needs to include mental health awareness
- Ensure psychiatric disability is a representative group in City of Cockburn planning and processes
- Additional funding and staffing support to address domestic squalor and hoarding issues, such as a skip bin, home maintenance or support with housing relocation.
- Additional funding to promote the individual sporting and recreation activities for people with disabilities of all ages.
- Support to overcome transport as a barrier to participation
- Extend free or low cost recreational activities
- Target activities to specific resident groups (eg: CALD, young adults)

Review future exercise equipment provision for universal access opportunities

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Population Group	Area expert
People with mental illness	Sian Halsall, Support Services Team Leader

### Summary of Services provided

Family centres are welcoming for people with mental illness as they have centre managers who can assist and get to know the people attending. Family support services consult formally and informally, in groups, at events and one on one with people with mental illness.

A mental health component is incorporated in the City's Disability awareness training.

There are varied services offered across the City to work with people who are at risk and numerous ways in which these people can be identified including through Child Health, schools, the Youth Centre and Family Support Services

### Summary of identified gaps and Key consultation findings relating to health

It has been identified that there are not adequate services for people with acute or multidisciplinary approaches for people with multiple needs within the City, however there are adequate services in the neighbouring LGAs. Further research needs to be conducted into whether it is enough that these services are available in neighbouring areas.

Information is readily available in the community regarding mental health, however mental health awareness could be more heavily promoted by the City, for example in the Cockburn Soundings or at public workshops.



### ATTACHMENT 3 (CONTINUED)

Population Group	Area expert
Economically disadvantaged people	Gail Bowman, Manager Human Services

#### Summary of Services provided

The City's most disadvantaged suburbs according to the SEIFA index are Coolbellup and Hamilton Hill. The City employs two financial counsellors, who have frequent contact with people living in the City who are experiencing financial hardship. Annual surveys are conducted with this target group and community education life skills workshops are run on a regular basis targeting economically disadvantaged people where we specifically consult with them on issues that affect their lives.

There are financial barriers to using local government recreation services. The state Government and Commonwealth Govt funded services and library are all free of charge, however the City's recreation programs are provided at a subsidised rate but do incur fees. Seniors Centre and Youth Centre programs have fee waiver or negotiation policies if people are experiencing financial hardship; however other facilities such as the South Lake Leisure Centre operate on a commercial basis. The City's Kid Sport program assist's children's parents in paying for the cost of their children participating in club sport but for large families this may be insufficient.

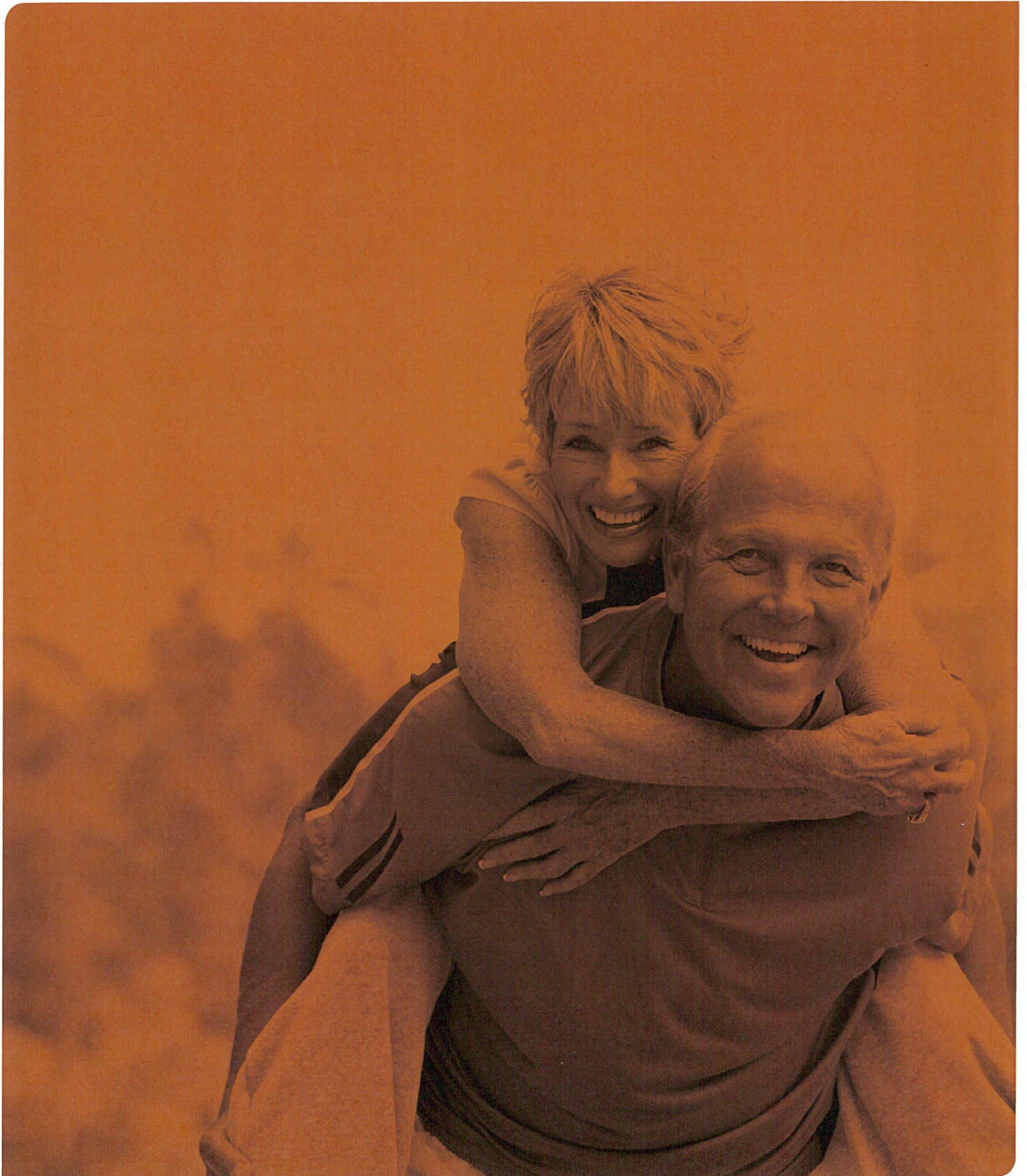
#### Summary of identified gaps and Key consultation findings relating to health

There is a shortage of affordable housing in all household types with long waiting lists. Housing is a basic human need which if not adequate affects health outcomes and so the City should develop an affordable housing strategy to address this gap in partnership with others.

There is a need to Extend the availability of free or low cost City organised recreational activities for all ages and abilities targeting low income households.

There is a need for adequately resourced well located passive parks and active open space to provide free physical activity options that are accessible for low income households.





CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

OCM 14/11/2013 - Item 15.1

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF073291	14231	<b>BRETT NEWTON</b> CAT STERILISATION CONTRIBUTION	3/09/2013	50.00
EF073292	20343	<b>TAMATHA JACKA</b> COMPOST BIN REBATE	3/09/2013	50.00
EF073293	25123	<b>PARAMPAL SING</b> CROSSOVER CONTRIBUTION	3/09/2013	300.00
EF073294	25130	<b>BIJU JOSEPH</b> CROSSOVER CONTRIBUTION	3/09/2013	300.00
EF073295	25131	<b>JOEL &amp; MELANIE</b> CROSSOVER CONTRIBUTION	3/09/2013	300.00
EF073296	25132	<b>TIAGO JUNQUEIRA</b> CROSSOVER CONTRIBUTION	3/09/2013	300.00
EF073297	25133	<b>JAMES MARR</b> CROSSOVER CONTRIBUTION	3/09/2013	300.00
EF073298	25134	<b>ALPESH PRAJAPAT</b> CROSSOVER CONTRIBUTION	3/09/2013	300.00
EF073299	25135	<b>RICARDO PADUA</b> CROSSOVER CONTRIBUTION	3/09/2013	300.00
EF073300	25136	<b>SLADJANA VUCEN</b> CROSSOVER CONTRIBUTION	3/09/2013	300.00
EF073301	25137	<b>MITCHELL ZILE &amp;</b> CROSSOVER CONTRIBUTION	3/09/2013	300.00
EF073302	25138	<b>DAVID &amp; LEANNE</b> CROSSOVER CONTRIBUTION	3/09/2013	300.00
EF073303	25139	<b>CLAIRE TEMPLEMA</b> CAT STERILISATION CONTRIBUTION	3/09/2013	350.00
EF073304	25140	<b>AANCHAL SAHNI</b> CROSSOVER CONTRIBUTION	3/09/2013	300.00
EF073305	25141	<b>ADAM PIMM</b> CROSSOVER CONTRIBUTION	3/09/2013	300.00
EF073306	25142	<b>LEONIE BURNBY &amp;</b> CROSSOVER CONTRIBUTION	3/09/2013	300.00
EF073307	25143	<b>BRETT SILLARS &amp;</b> CROSSOVER CONTRIBUTION	3/09/2013	300.00
EF073308	25144	<b>MALIK LEMZOURI</b> CROSSOVER CONTRIBUTION	3/09/2013	300.00
EF073309	25145	<b>DONNA HYMNS</b> COMPOST BIN REBATE	3/09/2013	50.00
EF073310	25146	<b>ANNA KAINO</b> COMPOST BIN REBATE	3/09/2013	50.00
EF073311	25147	<b>GWEN MCHUGH</b> COMPOST BIN CONTRIBUTION	3/09/2013	50.00
EF073312	25148	<b>LYDIA SOUTHALL</b> CAT STERILISATION CONTRIBUTION	3/09/2013	100.00
EF073313	25149	<b>ANNE</b> CAT STERILISATION CONTRIBUTION	3/09/2013	50.00
EF073314	25150	<b>LINDA DAVIES</b> CAT STERILISATION CONTRIBUTION	3/09/2013	50.00
EF073315	25151	<b>CLAIRE BUSBY</b> CAT STERILISATION CONTRIBUTION	3/09/2013	50.00
EF073316	25152	<b>CLAIRE MARIE HA</b> CAT STERILISATION CONTRIBUTION	3/09/2013	100.00
EF073317	25153	<b>RICHARD HERRING</b> CAT STERILISATION CONTRIBUTION	3/09/2013	50.00

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EF073318	25154	<b>KATHLEEN MCCORM</b> CAT STERILISATION CONTRIBUTION	3/09/2013	50.00
EF073319	25155	<b>LEILANIE ESPINE</b> CAT STERILISATION CONTRIBUTION	3/09/2013	50.00
EF073320	25156	<b>MELISSA KELLY</b> CAT STERILISATION CONTRIBUTION	3/09/2013	100.00
EF073321	25157	<b>FLEUR SMITH</b> CAT STERILISATION CONTRIBUTION	3/09/2013	50.00
EF073322	25159	<b>KEVIN STOOK</b> CROSSOVER CONTRIBUTION	3/09/2013	300.00
EF073323	25160	<b>SWEE LAN LAW</b> CROSSOVER CONTRIBUTION	3/09/2013	300.00
EF073324	25161	<b>MARIE GAVRANICH</b> CAT STERILISATION CONTRIBUTION	3/09/2013	100.00
EF073325	25162	<b>LAUREN BROWN</b> OVERPAYMENT REFUND	3/09/2013	4,550.70
EF073326	25163	<b>SUSAN MARSH</b> PENSIONER REBATE	3/09/2013	462.94
EF073327	25164	<b>JACQUELINE LAWT</b> OVERPAYMENT REFUND	3/09/2013	3,617.47
EF073328	25167	<b>TASH KICKETT</b> OVERPAYMENT REFUND	3/09/2013	6,059.81
EF073329	11865	<b>VALMA LUCY OLIVER</b> MONTHLY COUNCILLOR ALLOWANCE	6/09/2013	2,500.00
EF073330	11867	<b>KEVIN JOHN ALLEN</b> MONTHLY COUNCILLOR ALLOWANCE	6/09/2013	4,270.83
EF073331	12740	<b>MAYOR LOGAN HOWLETT</b> MONTHLY COUNCILLOR ALLOWANCE	6/09/2013	10,833.33
EF073332	15883	<b>TONY ROMANO - COUNCILLOR</b> MONTHLY COUNCILLOR ALLOWANCE	6/09/2013	2,500.00
EF073333	19059	<b>CAROL REEVE-FOWKES</b> MONTHLY COUNCILLOR ALLOWANCE	6/09/2013	2,500.00
EF073334	20634	<b>LEE-ANNE SMITH</b> MONTHLY COUNCILLOR ALLOWANCE	6/09/2013	2,500.00
EF073335	21185	<b>BART HOUWEN</b> MONTHLY COUNCILLOR ALLOWANCE	6/09/2013	2,500.00
EF073336	23338	<b>STEVE PORTELLI</b> MONTHLY COUNCILLOR ALLOWANCE	6/09/2013	2,500.00
EF073337	23339	<b>STEPHEN PRATT</b> MONTHLY COUNCILLOR ALLOWANCE	6/09/2013	2,500.00
EF073338	23340	<b>SHAHYAZ MUBARAKAI</b> MONTHLY COUNCILLOR ALLOWANCE	6/09/2013	2,500.00
EF073339	10152	<b>AUST SERVICES UNION</b> PAYROLL DEDUCTIONS	9/09/2013	3,488.64
EF073340	10305	<b>CHILD SUPPORT AGENCY</b> PAYROLL DEDUCTIONS	9/09/2013	6,705.66
EF073341	10733	<b>HOSPITAL BENEFIT FUND</b> PAYROLL DEDUCTIONS	9/09/2013	1,781.40
EF073342	11001	<b>MUNICIPAL EMPLOYEES UNION</b> PAYROLL DEDUCTIONS	9/09/2013	814.80
EF073343	11856	<b>WA LOCAL GOVERNMENT SUPER PLAN</b> PAYROLL DEDUCTIONS	9/09/2013	319,286.57
EF073344	11857	<b>CHAMPAGNE SOCIAL CLUB</b> PAYROLL DEDUCTIONS	9/09/2013	1,100.00



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EF073345	11859	<b>STAFF SOCIAL CLUB</b> PAYROLL DEDUCTIONS	9/09/2013	48.40
EF073346	11860	<b>45S CLUB</b> PAYROLL DEDUCTIONS	9/09/2013	44.00
EF073347	18005	<b>COLONIAL FIRST STATE</b> PAYROLL DEDUCTIONS	9/09/2013	371.68
EF073348	18247	<b>ELLIOTT SUPERANNUATION FUND</b> PAYROLL DEDUCTIONS	9/09/2013	247.79
EF073349	18432	<b>HESTA SUPER FUND</b> PAYROLL DEDUCTIONS	9/09/2013	2,639.44
EF073350	18718	<b>FIRST STATE SUPER</b> PAYROLL DEDUCTIONS	9/09/2013	1,591.11
EF073351	19010	<b>SUMMIT PERSONAL SUPER PLAN</b> PAYROLL DEDUCTIONS	9/09/2013	379.26
EF073352	19193	<b>REST SUPERANNUATION</b> PAYROLL DEDUCTIONS	9/09/2013	44.21
EF073353	19706	<b>ING MASTERFUND</b> PAYROLL DEDUCTIONS	9/09/2013	17.76
EF073354	19726	<b>HEALTH INSURANCE FUND OF WA</b> PAYROLL DEDUCTIONS	9/09/2013	3,039.30
EF073355	19727	<b>MTAA SUPER FUND</b> PAYROLL DEDUCTIONS	9/09/2013	368.71
EF073356	19997	<b>AUSTRALIANSUPER</b> PAYROLL DEDUCTIONS	9/09/2013	12,763.53
EF073357	20056	<b>CBUS</b> PAYROLL DEDUCTIONS	9/09/2013	1,239.23
EF073358	20217	<b>DOWNING SUPERANNUATION FUND</b> PAYROLL DEDUCTIONS	9/09/2013	3,821.01
EF073359	20300	<b>CATHOLIC SUPER &amp; RETIREMENT FUND</b> PAYROLL DEDUCTIONS	9/09/2013	654.17
EF073360	20337	<b>THE LLOYDS SUPERANNUATION FUND</b> PAYROLL DEDUCTIONS	9/09/2013	1,554.54
EF073361	20929	<b>AUSTRALIAN ETHICAL RETAIL SUPERANNUATION FUND</b> PAYROLL DEDUCTIONS	9/09/2013	231.21
EF073362	21365	<b>ING LIFE - ONEANSWER PERSONAL SUPER</b> PAYROLL DEDUCTIONS	9/09/2013	120.19
EF073363	21526	<b>TASPLAN SUPER</b> PAYROLL DEDUCTIONS	9/09/2013	4.92
EF073364	21921	<b>MAURICIO FAMILY</b> PAYROLL DEDUCTIONS	9/09/2013	2,760.71
EF073365	21996	<b>ANZ ONEANSWER PERSONAL SUPER</b> PAYROLL DEDUCTIONS	9/09/2013	390.90
EF073366	22067	<b>STEPHENS SUPERANNUATION FUND</b> PAYROLL DEDUCTIONS	9/09/2013	455.83
EF073367	22901	<b>FONTANA SUPER PLAN</b> PAYROLL DEDUCTIONS	9/09/2013	1,220.23
EF073368	23695	<b>NETWEALTH INVESTMENT &amp; SUPERANNUATION</b> PAYROLL DEDUCTIONS	9/09/2013	1,061.04
EF073369	23993	<b>ONEPATH LIFE LIMITED</b> PAYROLL DEDUCTIONS	9/09/2013	1,012.73
EF073370	24379	<b>AUSTSAFE SUPER</b> PAYROLL DEDUCTIONS	9/09/2013	83.12
EF073371	24620	<b>E &amp; B PINTO SUPERANNUATION FUND</b> PAYROLL DEDUCTIONS	9/09/2013	1,100.01

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EF073372	24813	<b>KINETIC SUPER</b> PAYROLL DEDUCTIONS	9/09/2013	165.31
EF073373	25043	<b>COLONIAL FIRST STATE - KERRY MARGARET ROBERTS</b> PAYROLL DEDUCTIONS	9/09/2013	158.14
EF073374	25051	<b>ANZ SMART CHOICE SUPERROAN BARRETT</b> PAYROLL DEDUCTIONS	9/09/2013	1,131.78
EF073375	10154	<b>AUST TAXATION DEPT</b> PAYROLL DEDUCTIONS	9/09/2013	68,065.00
EF073376	10788	<b>JANDAKOT VOLUNTEER BUSH FIRE BRIGADE</b> EXPENSE REIMBURSEMENTS	9/09/2013	44.79
EF073377	10888	<b>LJ CATERERS</b> CATERING SERVICES	9/09/2013	4,761.50
EF073378	11060	<b>OLD JANDAKOT PR</b> CULTURAL GRANT	9/09/2013	2,146.00
EF073379	11111	<b>PERTH ADVERTISI</b> ADVERTISING SERVICES	9/09/2013	3,375.00
EF073380	15764	<b>PITNEY BOWES AU</b> EQUIPMENT MAINTENANCE	9/09/2013	43,131.00
EF073381	16663	<b>WATSONS GAS &amp; O</b> REPAIRS/MAINTENANCE SERVICES	9/09/2013	440.00
EF073382	18425	<b>SUCCESS STRIKER</b> REGISTRATION FEES	9/09/2013	200.00
EF073383	18533	<b>FRIENDS OF THE</b> DONATION	9/09/2013	150.00
EF073384	18884	<b>SILICH ENTERPRI</b> BOLLARDS	9/09/2013	4,015.00
EF073385	19059	<b>CAROL REEVE-FOWKES</b> EXPENSES REIMBURSEMENT - DRY CLEANING	9/09/2013	1,040.40
EF073386	20631	<b>ID CONSULTING PTY LTD</b> CONSULTANCY SERVICES	9/09/2013	1,567.50
EF073387	22608	<b>DMG CONSTRUCTION (WA) P/L</b> BUILDING CONSTRUCTION SERVICES	9/09/2013	9,901.43
EF073388	24143	<b>KEVIN GLOVER</b> STUDY FEES REIMBURSEMENT	9/09/2013	176.53
EF073389	24955	<b>QUARTERMAINE CO</b> CONSULTANCY SERVICES	9/09/2013	4,550.00
EF073390	25113	<b>FREMANTLE TIMBE</b> TIMBER SUPPLIES	9/09/2013	1,577.40
EF073391	25163	<b>SUSAN MARSH</b> PENSIONER REBATE	9/09/2013	462.94
EF073392	25197	<b>ALVIN FROST</b> SAFETY PRESCRIPTION GLASSES SUBSIDY	9/09/2013	300.00
EF073393	25198	<b>RICK ELLIS</b> SAFETY PRESCRIPTION GLASSES SUBSIDY	9/09/2013	249.00
EF073394	10154	<b>AUST TAXATION DEPT</b> PAYROLL DEDUCTIONS	16/09/2013	221,532.00
EF073395	10348	<b>COCA COLA AMATIL</b> SOFT DRINK SUPPLIES	16/09/2013	198.80
EF073396	10937	<b>NELSON MAURICIO</b> UNIVERSITY REIMBURSEMENT - MBA	16/09/2013	3,711.00
EF073397	10944	<b>MCLEODS</b> LEGAL SERVICES	16/09/2013	9,492.98
EF073398	11789	<b>WALGA</b> ADVERTISING/TRAINING SERVICES	16/09/2013	11,883.42



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EF073399	17555	<b>ALLEASING PTY LTD</b> LEASE REPAYMENTS	16/09/2013	11,335.86
EF073400	18553	<b>SELECTUS PTY LTD</b> PAYROLL DEDUCTIONS	16/09/2013	10,795.01
EF073401	22110	<b>BRUCE MENTZ</b> EXPENSES REIMBURSEMENT	16/09/2013	2,996.84
EF073402	24178	<b>MELANIE PATTERS</b> STUDY FEES CONTRIBUTION	16/09/2013	2,030.00
EF073403	25122	<b>CAVALIER POTABL</b> TRANSPORTABLE BUILDINGS	16/09/2013	4,485.36
EF073404	25194	<b>RACHEL ARMSTRON</b> ENTERTAINMENT SERVICES	16/09/2013	350.00
EF073405	25203	<b>MELISSA CONSTAN</b> DAMAGES REIMBURSEMENT - INSURANCE	16/09/2013	242.00
EF073406	10154	<b>AUST TAXATION DEPT</b> PAYROLL DEDUCTIONS	23/09/2013	70,653.00
EF073407	10590	<b>DEPARTMENT OF FIRE AND EMERGENCY SERVICES</b> COST SHARING - COMMUNITY FIRE MANAGER	23/09/2013	3,312,195.00
EF073408	12565	<b>SOUTHERN METROPOLITAN REGIONAL COUNCIL</b> LOAN REPAYMENT	23/09/2013	398,382.77
EF073409	25108	<b>SANJAY KUMAR</b> LAPTOP REIMBURSEMENT	23/09/2013	1,005.00
EF073410	10032	<b>ADVANCED TRAFFIC MANAGEMENT (WA) PTY LTD</b> CONTROLLERS AND SIGNS	27/09/2013	12,790.80
EF073411	10051	<b>ALL LINES</b> LINE MARKING SERVICES	27/09/2013	9,097.00
EF073412	10058	<b>ALSCO PTY LTD</b> HYGIENE SERVICES/SUPPLIES	27/09/2013	375.75
EF073413	10063	<b>AMCOR PACKAGING (AUSTRALASIA) PTY LTD</b> PACKAGING PRODUCTS	27/09/2013	198.00
EF073414	10071	<b>AUSTRALASIAN PERFORMING RIGHT ASSOC. LTD</b> LICENCE - PERFORMING RIGHTS	27/09/2013	2,221.27
EF073415	10082	<b>ARMANDOS SPORTS</b> SPORTING GOODS	27/09/2013	400.00
EF073416	10091	<b>ASLAB PTY LTD</b> ASPHALTING SERVICES/SUPPLIES	27/09/2013	7,194.44
EF073417	10118	<b>AUSTRALIA POST</b> POSTAGE CHARGES	27/09/2013	6,979.29
EF073418	10135	<b>ENVIRONMENTAL HEALTH AUSTRALIA</b> TRAINING SERVICES - HEALTH	27/09/2013	750.00
EF073419	10160	<b>DORMA AUTOMATICS</b> AUTOMATIC DOOR SERVICES	27/09/2013	1,596.48
EF073420	10170	<b>MACRI PARTNERS</b> PROFESSIONAL SERVICES	27/09/2013	3,187.80
EF073421	10184	<b>BENARA NURSERIES</b> PLANTS	27/09/2013	3,371.61
EF073422	10201	<b>BIG W DISCOUNT STORES</b> VARIOUS SUPPLIES	27/09/2013	248.97
EF073423	10207	<b>BOC GASES</b> GAS SUPPLIES	27/09/2013	1,107.47
EF073424	10220	<b>BOYA EQUIPMENT</b> EQUIPMENT SUPPLIES	27/09/2013	1,342.54
EF073425	10221	<b>BP AUSTRALIA LIMITED</b> DIESEL/PETROL SUPPLIES	27/09/2013	9,597.37

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EF073426	10226	<b>BRIDGESTONE AUSTRALIA LTD</b> TYRE SERVICES	27/09/2013	25,225.36
EF073427	10246	<b>BUNNINGS BUILDING SUPPLIES PTY LTD</b> HARDWARE SUPPLIES	27/09/2013	767.19
EF073428	10256	<b>CABLE LOCATES &amp; CONSULTING</b> LOCATING SERVICES	27/09/2013	2,333.93
EF073429	10295	<b>CHALLENGER INSTITUTE OF TECHNOLOGY - BEACONSFIELD</b> TRAINING SERVICES	27/09/2013	626.00
EF073430	10307	<b>CHILDRENS BOOK</b> CHILDRENS BOOKS	27/09/2013	305.50
EF073431	10328	<b>CITY OF MELVILLE</b> SECURITY SERVICES	27/09/2013	18.70
EF073432	10333	<b>CJD EQUIPMENT PTY LTD</b> HARDWARE SUPPLIES	27/09/2013	2,645.80
EF073433	10335	<b>CLASSIC HIRE</b> EQUIPMENT HIRING SERVICES	27/09/2013	1,562.04
EF073434	10346	<b>COATES HIRE OPERATIONS PTY LTD</b> EQUIPMENT HIRING SERVICES	27/09/2013	281.93
EF073435	10348	<b>COCA COLA AMATIL</b> SOFT DRINK SUPPLIES	27/09/2013	2,162.98
EF073436	10349	<b>COCKBURN BASKETBALL ASSOC INC</b> ELECTRICITY REIMBURSEMENTS	27/09/2013	200.00
EF073437	10350	<b>COCKBURN BMX CLUB</b> REGISTRATION FEES / GRANT	27/09/2013	153.46
EF073438	10353	<b>COCKBURN CEMENT LTD</b> RATES REFUND	27/09/2013	1,114.61
EF073439	10358	<b>COCKBURN LIQUOR CENTRE</b> LIQUOR SUPPLIES	27/09/2013	1,386.29
EF073440	10360	<b>COCKBURN PARTY HIRE</b> HIRE OF PARTY EQUIPMENT	27/09/2013	1,461.75
EF073441	10371	<b>COLIN LOCKLEY</b> TRANSPORT SERVICES	27/09/2013	4,796.00
EF073442	10375	<b>VEOLIA ENVIRONM</b> WASTE SERVICES	27/09/2013	5,324.26
EF073443	10380	<b>COLQUHOUNS FREMANTLE BAG COMPANY</b> WOVEN BAGS	27/09/2013	418.00
EF073444	10384	<b>COMMUNICATIONS</b> COMMUNICATION SERVICES	27/09/2013	1,056.00
EF073445	10386	<b>COMMUNITY NEWSPAPER GROUP</b> ADVERTISING SERVICES	27/09/2013	9,902.86
EF073446	10394	<b>CD'S CONFECTIONERY WHOLESALERS</b> CONFECTIONERY	27/09/2013	1,569.88
EF073447	10408	<b>COOLBELLUP NEWSAGENCY</b> NEWSPAPER SUPPLIES	27/09/2013	570.35
EF073448	10483	<b>LANDGATE</b> MAPPING/LAND TITLE SEARCHES	27/09/2013	4,128.69
EF073449	10498	<b>DIGITAL MAPPING SOLUTIONS</b> COMPUTER SOFTWARE	27/09/2013	26,400.00
EF073450	10512	<b>DOMUS NURSERY</b> VARIOUS PLANTS	27/09/2013	3,099.42
EF073451	10522	<b>DYMOCKS HAY ST</b> BOOKS	27/09/2013	1,101.91
EF073452	10526	<b>E &amp; MJ ROSHER PTY LTD</b> MOWER PARTS	27/09/2013	10,930.10

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EF073453	10535	<b>ECOSYSTEM MANAGEMENT SERVICES</b> PLANTS	27/09/2013	25,795.68
EF073454	10580	<b>FC COURIERS</b> COURIER SERVICES	27/09/2013	2,431.64
EF073455	10588	<b>FINANCIAL COUNSELLORS ASSOC OF WA INC</b> MEMBERSHIP RENEWAL	27/09/2013	1,140.00
EF073456	10601	<b>FLICK HYGIENE S</b> HYGIENE SERVICES	27/09/2013	17,972.09
EF073457	10608	<b>FORESHORE REHAB</b> FENCING/LANDSCAPING SERVICES	27/09/2013	1,232.00
EF073458	10612	<b>FORCORP PTY LTD</b> AUTO ELECTRICAL EQUIPMENT	27/09/2013	2,618.00
EF073459	10628	<b>FREMANTLE SAILING CLUB INC</b> FUNCTION/CATERING SERVICES	27/09/2013	1,100.00
EF073460	10636	<b>FUJI XEROX AUST</b> PHOTOCOPY CHARGES	27/09/2013	29.25
EF073461	10641	<b>GALVINS PLUMBING PLUS</b> PLUMBING SERVICES	27/09/2013	817.08
EF073462	10648	<b>GEOFABRICS AUSTRALASIA PTY LTD</b> GEOSYNTHETIC PRODUCTS	27/09/2013	2,905.65
EF073463	10666	<b>GOLDNET SECURITY</b> SECURITY SERVICES/PRODUCTS	27/09/2013	200.00
EF073464	10683	<b>GRONBEK SECURITY</b> LOCKSMITH SERVICES	27/09/2013	10,290.98
EF073465	10709	<b>HECS FIRE</b> FIRE SYSTEM MAINTENANCE	27/09/2013	3,523.30
EF073466	10726	<b>HOLTON CONNOR ARCHITECTS &amp; PLANNERS</b> ARCHITECTURAL SERVICES	27/09/2013	20,984.70
EF073467	10737	<b>RAIN SCAPE WATERWISE SOLUTIONS</b> RETICULATION/IRRIGATION SUPPLIES	27/09/2013	433.97
EF073468	10743	<b>ICON-SEPTECH PTY LTD</b> DRAINAGE PRODUCTS	27/09/2013	19,849.46
EF073469	10771	<b>INTERLEC PTY LTD</b> ELECTRICAL SERVICES	27/09/2013	60,909.02
EF073470	10779	<b>J F COVICH &amp; CO PTY LTD</b> ELECTRICAL SERVICES	27/09/2013	48,031.52
EF073471	10781	<b>JANDAKOT EARTHMOVING &amp; RURAL CONTRACTORS</b> FIREBREAK CONSTRUCTION	27/09/2013	95,040.00
EF073472	10783	<b>JANDAKOT METAL INDUSTRIES</b> METAL SUPPLIES	27/09/2013	1,710.50
EF073473	10787	<b>JANDAKOT ACCIDENT REPAIR CENTRE</b> PANEL BEATING SERVICES	27/09/2013	2,000.00
EF073474	10803	<b>GECKO CONTRACTING TURF &amp; LANDSCAPE MTNCE</b> MOWING/LANDSCAPING SERVICES	27/09/2013	57,662.00
EF073475	10814	<b>JR &amp; A HERSEY PTY LTD</b> SAFETY CLOTHING SUPPLIES	27/09/2013	5,085.42
EF073476	10836	<b>KERB DOCTOR</b> CONCRETE KERBING - SUPPLY & LAYING	27/09/2013	9,127.80
EF073477	10879	<b>LES MILLS AEROBICS</b> INSTRUCTION/TRAINING SERVICES	27/09/2013	2,092.98
EF073478	10892	<b>LOCAL GOVT MANAGERS AUSTRALIA</b> SUBSCRIPTION	27/09/2013	1,810.00
EF073479	10897	<b>LOCK JOINT AUSTRALIA</b> ROAD CONSTRUCTION MATERIALS	27/09/2013	2,310.00

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Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF073480	10913	<b>MACDONALD JOHNSTON ENGINEERING CORP</b> REPAIR SERVICES	27/09/2013	6,974.79
EF073481	10923	<b>MAJOR MOTORS PTY LTD</b> REPAIRS/MAINTENANCE SERVICES	27/09/2013	1,644.42
EF073482	10938	<b>MAXWELL ROBINSON &amp; PHELPS</b> PEST & WEED MANAGEMENT	27/09/2013	16,839.85
EF073483	10939	<b>LINFOX ARMAGUAR</b> BANKING SECURITY SERVICES	27/09/2013	2,499.50
EF073484	10942	<b>MCGEES PROPERTY</b> PROPERTY CONSULTANCY SERVICES	27/09/2013	3,025.00
EF073485	10943	<b>MCINTOSH &amp; SON</b> HARDWARE SUPPLIES	27/09/2013	721.20
EF073486	10944	<b>MCLEODS</b> LEGAL SERVICES	27/09/2013	13,701.06
EF073487	10946	<b>MEDIA ON MARS</b> GRAPHIC DESIGN SERVICES	27/09/2013	5,500.00
EF073488	10960	<b>METRO FILTERS</b> FILTER SUPPLIES	27/09/2013	375.00
EF073489	10972	<b>MIRACLE RECREATION EQUIPMENT</b> PLAYGROUND/PARK EQUIPMENT	27/09/2013	4,279.00
EF073490	10990	<b>MOWER CITY SALES &amp; SERVICES PTY LTD</b> LAWN MOWING EQUIPMENT	27/09/2013	2,610.70
EF073491	10997	<b>WILSON PARKING AUSTRALIA</b> SECURITY SERVICES	27/09/2013	171,066.13
EF073492	11002	<b>LGIS LIABILITY</b> INSURANCE PREMIUMS	27/09/2013	1,000.00
EF073493	11026	<b>NESTLE FOOD SERVICES</b> CATERING SUPPLIES	27/09/2013	378.00
EF073494	11028	<b>NEVERFAIL SPRINGWATER LIMITED</b> BOTTLED WATER SUPPLIES	27/09/2013	3,162.50
EF073495	11036	<b>NORTH LAKE ELECTRICAL</b> ELECTRICAL SERVICES	27/09/2013	16,387.46
EF073496	11068	<b>VODAFONE HUTCHISON AUSTRALIA PTY LTD</b> PAGING SERVICES	27/09/2013	667.44
EF073497	11070	<b>OTIS ELEVATOR COMPANY</b> ELEVATOR REPAIRS/MAINTENANCE	27/09/2013	1,832.00
EF073498	11077	<b>P &amp; G BODY BUILDERS PTY LTD</b> PLANT BODY BUILDING SERVICES	27/09/2013	2,365.00
EF073499	11136	<b>DONEGAN ENTERPRISES</b> FENCING REPAIRS/MAINTENANCE	27/09/2013	5,160.00
EF073500	11152	<b>FULTON HOGAN INDUSTRIES PTY LTD</b> ROAD MAINTENANCE	27/09/2013	2,673.00
EF073501	11182	<b>PREMIUM BRAKE &amp; CLUTCH SERVICE</b> BRAKE SERVICES	27/09/2013	2,698.96
EF073502	11195	<b>PROTECTOR ALSAF</b> SAFETY CLOTHING/SUPPLIES	27/09/2013	124.52
EF073503	11208	<b>QUICK CORPORATE AUSTRALIA PTY LTD</b> STATIONERY/CONSUMABLES	27/09/2013	8,190.23
EF073504	11214	<b>RAECO INTERNATIONAL PTY LTD</b> STATIONERY SUPPLIES	27/09/2013	264.91
EF073505	11243	<b>REPCO AUTO PARTS</b> AUTO SUPPLIES	27/09/2013	225.59
EF073506	11264	<b>ROCLA PIPELINE PRODUCTS</b> CONCRETE LINER SUPPLIES	27/09/2013	8,800.00

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EF073507	11284	<b>ROYAL LIFE SAVING SOCIETY AUSTRALIA</b> TRAINING SERVICES	27/09/2013	550.00
EF073508	11294	<b>SAFEMAN (WA) PTY LTD</b> PROTECTIVE CLOTHING/EQUIPMENT	27/09/2013	4,838.28
EF073509	11297	<b>SAFETY SIGNS</b> SAFETY SIGNS	27/09/2013	378.50
EF073510	11307	<b>SATELLITE SECURITY SERVICES PTY LTD</b> SECURITY SERVICES	27/09/2013	3,768.93
EF073511	11308	<b>SBA SUPPLIES</b> HARDWARE SUPPLIES	27/09/2013	5,226.46
EF073512	11311	<b>SCITECH DISCOVERY CENTRE</b> ENTERTAINMENT SERVICES	27/09/2013	500.00
EF073513	11337	<b>SHERIDANS FOR BADGES</b> NAME BADGES & ENGRAVING	27/09/2013	836.01
EF073514	11361	<b>SIGMA CHEMICALS PTY LTD</b> CHEMICAL SUPPLIES	27/09/2013	1,719.00
EF073515	11380	<b>SNAP PRINTING FREMANTLE</b> PRINTING SERVICES	27/09/2013	653.89
EF073516	11387	<b>BIBRA LAKE SOILS</b> SOIL & LIMESTONE SUPPLIES	27/09/2013	432.00
EF073517	11425	<b>SOUTHERN METROPOLITAN REGIONAL COUNCIL</b> WASTE DISPOSAL GATE FEES	27/09/2013	595,174.97
EF073518	11434	<b>SOUTHSIDE MITSUBISHI</b> MOTOR VEHICLE PURCHASE	27/09/2013	33,857.30
EF073519	11447	<b>SPEARWOOD DALMATINAC CLUB INC</b> COMMUNITY GRANT	27/09/2013	2,383.00
EF073520	11453	<b>SPEARWOOD NEWSROUND</b> NEWSPAPER SUPPLIES	27/09/2013	1,815.34
EF073521	11459	<b>SPEARWOOD VETERINARY HOSPITAL</b> VETERINARY SERVICES	27/09/2013	698.00
EF073522	11469	<b>SPORTS TURF TECHNOLOGY</b> TURF CONSULTANCY SERVICES	27/09/2013	6,534.00
EF073523	11483	<b>ST JOHN AMBULAN</b> FIRST AID COURSES	27/09/2013	294.00
EF073524	11488	<b>POSITION PARTNE</b> INSTRUMENT SUPPLIES	27/09/2013	69.91
EF073525	11493	<b>SAI GLOBAL LTD</b> PUBLICATIONS - STANDARDS	27/09/2013	6,909.41
EF073526	11502	<b>STATE LAW PUBLISHER</b> ADVERTISING SERVICES	27/09/2013	685.69
EF073527	11505	<b>STATE LIBRARY OF WESTERN AUSTRALIA</b> BOOK SUPPLIES	27/09/2013	3,214.20
EF073528	11511	<b>STATEWIDE BEARINGS</b> BEARING SUPPLIES	27/09/2013	445.48
EF073529	11531	<b>SUNNY INDUSTRIAL BRUSHWARE PTY LTD</b> BRUSH/ROAD BROOM SUPPLIES	27/09/2013	3,060.65
EF073530	11546	<b>T FAULKNER &amp; CO</b> INSTALLATIONS/SUPPLY OF HAND RAILS	27/09/2013	11,330.00
EF073531	11557	<b>TECHNOLOGY ONE LTD</b> IT CONSULTANCY SERVICES	27/09/2013	21,065.00
EF073532	11613	<b>TIMEZONE FREMANTLE</b> ENTERTAINMENT SERVICES	27/09/2013	560.00
EF073533	11625	<b>TOTAL EDEN PTY LTD</b> RETICULATION SUPPLIES	27/09/2013	5,612.03

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EF073534	11642	<b>TRAILER PARTS PTY LTD</b> TRAILER PARTS	27/09/2013	145.85
EF073535	11651	<b>TREE WATERING SERVICES</b> TREE WATERING SERVICES	27/09/2013	14,607.00
EF073536	11652	<b>TRENCHBUSTERS</b> HIRING SERVICES	27/09/2013	608.30
EF073537	11657	<b>TRUCKLINE PARTS CENTRES</b> AUTOMOTIVE SPARE PARTS	27/09/2013	1,923.08
EF073538	11665	<b>TUNNEL VISION</b> PLUMBING SERVICES	27/09/2013	649.00
EF073539	11669	<b>TYCO SERVICES</b> FIRE ALARM SYSTEM REPAIRS	27/09/2013	2,238.60
EF073540	11684	<b>UNIVERSITY OF WESTERN AUSTRALIA</b> EDUCATIONAL/RESEARCH SERVICES	27/09/2013	5,500.00
EF073541	11697	<b>VAT MAN-FAT FILTERING SYSTEMS</b> FILTER CLEANING SERVICES	27/09/2013	546.00
EF073542	11701	<b>VIBRA INDUSTRIAL FILTRATION A/ASIA</b> FILTER SUPPLIES	27/09/2013	517.55
EF073543	11708	<b>VITAL PACKAGING PTY LTD</b> PACKAGING SUPPLIES	27/09/2013	1,908.50
EF073544	11722	<b>WA HINO SALES &amp; SERVICE</b> REPAIRS/MAINTENANCE SERVICES	27/09/2013	5,863.66
EF073545	11726	<b>WA LIMESTONE</b> LIMESTONE SUPPLIES	27/09/2013	14,012.09
EF073546	11739	<b>WA SPIT ROAST COMPANY</b> CATERING SERVICES	27/09/2013	647.00
EF073547	11773	<b>WESFARMERS DALG</b> CHEMICAL SUPPLIES	27/09/2013	6,356.59
EF073548	11778	<b>WEST COAST COLL</b> TRAINING SERVICES	27/09/2013	834.15
EF073549	11789	<b>WALGA</b> ADVERTISING/TRAINING SERVICES	27/09/2013	2,474.50
EF073550	11793	<b>WESTERN IRRIGATION PTY LTD</b> IRRIGATION SERVICES/SUPPLIES	27/09/2013	6,227.89
EF073551	11795	<b>WESTERN POWER</b> ELECTRICAL SERVICES	27/09/2013	40,245.11
EF073552	11806	<b>WESTRAC PTY LTD</b> REPAIRS/MTNCE - EARTHMOVING EQUIPMENT	27/09/2013	524.37
EF073553	11828	<b>WORLDWIDE ONLINE PRINTING - O'CONNOR</b> PRINTING SERVICES	27/09/2013	1,290.12
EF073554	11835	<b>WURTH AUSTRALIA</b> HARDWARE SUPPLIES	27/09/2013	65.20
EF073555	11841	<b>YANGEBUP FAMILY CENTRE INC</b> DONATION	27/09/2013	1,637.00
EF073556	11854	<b>ZIPFORM</b> PRINTING SERVICES	27/09/2013	30,151.86
EF073557	11972	<b>COBEY MAINTENANCE SERVICES</b> TURF MANAGEMENT	27/09/2013	68,879.93
EF073558	11974	<b>GREENWASTE SERVICES</b> MULCHING/SHREDDING SERVICES	27/09/2013	2,310.00
EF073559	11987	<b>SAFETY ZONE AUSTRALIA PTY LTD</b> SAFETY EQUIPMENT	27/09/2013	559.17
EF073560	11990	<b>EARTHCARE (AUSTRALIA) P/L</b> LANDSCAPING SERVICES	27/09/2013	6,388.80



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EF073561	12007	<b>SHANE MCMASTER SURVEYS</b> SURVEYING SERVICES	27/09/2013	14,630.00
EF073562	12014	<b>TUTT BRYANT EQUIPMENT</b> EXCAVATING/EARTHMOVING EQUIPMENT	27/09/2013	12,008.98
EF073563	12079	<b>CHARTER PLUMBING &amp; GAS</b> PLUMBING SERVICES	27/09/2013	491.70
EF073564	12153	<b>HAYS PERSONNEL SERVICES PTY LTD</b> EMPLOYMENT SERVICES	27/09/2013	41,488.38
EF073565	12193	<b>SAGE CONSULTING ENGINEERS P/L</b> CONSULTANCY SERVICES - LIGHTING	27/09/2013	3,212.00
EF073566	12379	<b>CONCEPT MEDIA</b> ADVERTISING SERVICES	27/09/2013	660.00
EF073567	12415	<b>FACE PAINTING FUN AND GAMES</b> ENTERTAINMENT SERVICES	27/09/2013	380.00
EF073568	12497	<b>TROPHY CHOICE</b> TROPHY SUPPLIES	27/09/2013	211.20
EF073569	12500	<b>ELLENBY TREE FARM</b> PLANT SUPPLIES	27/09/2013	34,210.00
EF073570	12501	<b>FRIDGE AND WASHER CITY - O'CONNOR</b> WHITE GOODS	27/09/2013	1,000.00
EF073571	12536	<b>SCOTT &amp; ASSOCIATES</b> CONSULTANCY SERVICES - CIVIL ENGINEERING	27/09/2013	825.00
EF073572	12539	<b>COCKBURN JUNIOR FOOTBALL CLUB INC.</b> SPORTS SERVICES	27/09/2013	600.00
EF073573	12552	<b>NAVAL BASE CONT</b> TRANSPORT SERVICES	27/09/2013	8,140.00
EF073574	12561	<b>CATEK EQUIPMENT REPAIRS</b> REPAIRS/MAINTENANCE SERVICES	27/09/2013	250.35
EF073575	12585	<b>PIA WA</b> PLANNING AWARD NOMINATION FEE	27/09/2013	1,950.00
EF073576	12589	<b>AUSTRALIAN INSTITUTE OF MANAGEMENT</b> TRAINING SERVICES	27/09/2013	930.00
EF073577	12656	<b>COOGEE BEACH SURF LIFESAVING CLUB INC</b> POOR GROVE SLSC DEVELOPMENT COSTS	27/09/2013	6,917.83
EF073578	12712	<b>MISS MAUD</b> CATERING SERVICES	27/09/2013	181.25
EF073579	12779	<b>WESTERN RESOURCE RECOVERY PTY LTD</b> WASTE DISPOSAL SERVICES	27/09/2013	1,355.80
EF073580	12780	<b>PALASSIS ARCHITECTS</b> ARCHITECTURAL SERVICES	27/09/2013	577.50
EF073581	12796	<b>ISENTIA PTY LIMITED</b> MEDIA MONITORING SERVICES	27/09/2013	1,413.91
EF073582	12849	<b>GIUDICE SURVEYS</b> SURVEYING SERVICES	27/09/2013	10,643.00
EF073583	12882	<b>ALLFLOW INDUSTRIAL</b> WASTE DISPOSAL SERVICES	27/09/2013	274.95
EF073584	12883	<b>CONSERVATION VOLUNTEERS AUSTRALIA</b> ENVIRONMENTAL SERVICES	27/09/2013	1,485.00
EF073585	12983	<b>IFAP- INDUSTRIAL FOUNDATION FOR ACCIDENT PREVENTION</b> SAFETY COURSES	27/09/2013	1,380.00
EF073586	13000	<b>BORAL ASPHALT</b> SUPPLY OF ASPHALT	27/09/2013	801.35
EF073587	13111	<b>OCE-AUSTRALIA LIMITED</b> COPIERS/PRINTERS	27/09/2013	3,384.45

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EF073588	13325	<b>MARTINS ENVIRONMENTAL SERVICES</b> WEED SPRAYING SERVICES	27/09/2013	15,504.50
EF073589	13373	<b>THE HIRE GUYS</b> HIRING SERVICES	27/09/2013	580.00
EF073590	13393	<b>SOUTH WEST GROUP</b> CONTRIBUTIONS	27/09/2013	40,150.00
EF073591	13409	<b>KLEENIT</b> CLEANING SERVICES	27/09/2013	28,686.00
EF073592	13462	<b>ATI-MIRAGE PTY LTD</b> TRAINING SERVICES	27/09/2013	3,540.00
EF073593	13563	<b>ECOJOBS ENVIRONMENTAL PERSONNEL</b> EMPLOYMENT SERVICES	27/09/2013	4,870.80
EF073594	13582	<b>DBS FENCING</b> FENCING SERVICES	27/09/2013	13,123.00
EF073595	13671	<b>STAPLES AUSTRALIA PTY LTD</b> OFFICE/STATIONERY SUPPLIES	27/09/2013	9,661.08
EF073596	13779	<b>PORTER CONSULTING ENGINEERS</b> ENGINEERING CONSULTANCY SERVICES	27/09/2013	2,200.00
EF073597	13825	<b>JACKSON MCDONALD</b> LEGAL SERVICES	27/09/2013	62,158.24
EF073598	13832	<b>INSIGHT CALL CENTRE SERVICES</b> COMMUNICATION SERVICES	27/09/2013	4,648.70
EF073599	13991	<b>CAESARS PLUMBING &amp; GAS</b> PLUMBING & GAS SERVICES/INSTALLATIONS	27/09/2013	8,695.00
EF073600	13998	<b>AIR &amp; POWER PTY LTD</b> MECHANICAL PARTS	27/09/2013	407.11
EF073601	14034	<b>ADECCO</b> EMPLOYMENT SERVICES	27/09/2013	33,699.42
EF073602	14195	<b>PIONEER CREDIT MANAGEMENT SERVICES</b> DEBT COLLECTION SERVICES	27/09/2013	107.25
EF073603	14435	<b>LAKES JUNIOR FOOTBALL CLUB</b> YOUTH ACTIVE PROGRAM REGISTRATION FEES	27/09/2013	800.00
EF073604	14447	<b>ANDOVER DETAILERS</b> DETAILING SERVICES	27/09/2013	695.00
EF073605	14459	<b>BIDVEST (WA) PTY LTD</b> FOOD/CATERING SUPPLIES	27/09/2013	562.22
EF073606	14593	<b>AUSTREND INTERNATIONAL PTY LTD</b> ALUMINIUM SUPPLIES	27/09/2013	11,418.55
EF073607	14630	<b>NATALE SECURITY SERVICES</b> SECURITY SERVICES	27/09/2013	26,581.50
EF073608	14631	<b>WASTE GAS RESOU</b> POWER GENERATION	27/09/2013	9,075.00
EF073609	14777	<b>LGIS INSURANCE BROKING</b> INSURANCE PREMIUMS	27/09/2013	8,383.57
EF073610	14908	<b>OAKVALE CAPITAL</b> CONSULTANCY SERVICES	27/09/2013	4,274.14
EF073611	14919	<b>PERTH METRO STO</b> STORAGE	27/09/2013	2,520.00
EF073612	15267	<b>CHEMSEARCH</b> CHEMICAL SUPPLIES	27/09/2013	9,952.38
EF073613	15283	<b>LASER CORPS WA</b> AMUSEMENT PARK/CENTRE	27/09/2013	900.00
EF073614	15337	<b>CHUBB SECURITY SERVICES LTD</b> SECURITY SERVICES	27/09/2013	1,912.90

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EF073615	15363	<b>JONES LANG LASALLE (WA) PTY LTD</b> SHOP RENT - GATEWAY SHOPPING CENTRE	27/09/2013	21,216.00
EF073616	15393	<b>GREENWAY ENTERPRISES</b> HARDWARE SUPPLIES	27/09/2013	1,258.25
EF073617	15455	<b>PHOENIX PARK LITTLE ATHLETICS CLUB</b> SPORTS FEES	27/09/2013	370.00
EF073618	15462	<b>GREENSLADES &amp; CO P/L</b> PET FOOD SUPPLIES	27/09/2013	98.75
EF073619	15541	<b>JANDAKOT NEWS</b> NEWSPAPER SUPPLIERS	27/09/2013	198.20
EF073620	15550	<b>APACE AID</b> PLANTS & LANDSCAPING SERVICES	27/09/2013	1,103.60
EF073621	15678	<b>A2Z PEST CONTROL</b> PEST CONTROL	27/09/2013	132.00
EF073622	15746	<b>WESTERN AUSTRALIA POLICE SERVICE</b> POLICE CLEARANCES	27/09/2013	104.00
EF073623	15862	<b>FREMANTLE MILK DISTRIBUTORS</b> MILK DELIVERY	27/09/2013	538.20
EF073624	16064	<b>CMS ENGINEERING PTY LTD</b> AIRCONDITIONING SERVICES	27/09/2013	24,311.87
EF073625	16107	<b>WREN OIL</b> WASTE DISPOSAL	27/09/2013	266.20
EF073626	16175	<b>PUBLIC LIBRARIES AUSTRALIA LTD</b> MEMBERSHIP FEES	27/09/2013	358.75
EF073627	16291	<b>WA PROFILING</b> ROAD PROFILING SERVICES	27/09/2013	13,969.45
EF073628	16386	<b>LITTLE RED APPLE PUBLISHING</b> BOOK SUPPLIES	27/09/2013	31.95
EF073629	16396	<b>MAYDAY EARTHMOVING</b> GRADER HIRE	27/09/2013	35,079.00
EF073630	16403	<b>ROBINSON BUILDTECH</b> BUILDING SERVICES - ALTERATIONS	27/09/2013	20,273.77
EF073631	16704	<b>ACCIDENTAL FIRST AID SUPPLIES</b> MEDICAL SUPPLIES	27/09/2013	208.38
EF073632	16894	<b>TREBLEX INDUSTRIAL PTY LTD</b> CHEMICALS - AUTOMOTIVE	27/09/2013	633.60
EF073633	16985	<b>WA PREMIX</b> CONCRETE SUPPLIES	27/09/2013	29,466.80
EF073634	16997	<b>AUS SECURE</b> SECURITY SERVICES/PRODUCTS	27/09/2013	200.00
EF073635	17092	<b>CENTRAL SCREENS</b> SECURITY SYSTEMS/PRODUCTS	27/09/2013	440.00
EF073636	17097	<b>VALUE TISSUE</b> PAPER PRODUCTS	27/09/2013	515.90
EF073637	17248	<b>KERRICK INDUSTR</b> CLEANING EQUIPMENT	27/09/2013	4,185.34
EF073638	17268	<b>FREMANTLE SOCCER CLUB INC</b> YOUTH ACTIVE PROGRAM REGISTRATION FEES	27/09/2013	400.00
EF073639	17362	<b>JOHN EARLEY</b> TRAINING	27/09/2013	240.00
EF073640	17471	<b>PIRTEK (FREMANTLE) PTY LTD</b> HOSES & FITTINGS	27/09/2013	4,717.48
EF073641	17481	<b>ADS AUTOMATION</b> DOOR/GATE REPAIRS	27/09/2013	1,287.33

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EF073642	17550	<b>THE IRRIGATION ASSOCIATION OF AUST</b> SUBSCRIPTION	27/09/2013	656.02
EF073643	17555	<b>ALLEASING PTY LTD</b> LEASE REPAYMENTS	27/09/2013	15,801.23
EF073644	17600	<b>ERLECTIONS (WA)</b> GUARD RAILS	27/09/2013	5,815.15
EF073645	17798	<b>WESTERN DIAGNOSTIC PATHOLOGY</b> ANALYTICAL SERVICES	27/09/2013	70.07
EF073646	17887	<b>RED SAND SUPPLIES PTY LTD</b> MACHINERY HIRE	27/09/2013	2,035.00
EF073647	17942	<b>MRS MAC'S</b> FOOD SUPPLIES	27/09/2013	232.65
EF073648	17951	<b>DEVELOPING SKILLS</b> TRAINING SERVICES -	27/09/2013	553.30
EF073649	18086	<b>DONALD CANT WATTS CORKE (WA) P/L</b> PROJECT MANAGEMENT SERVICES	27/09/2013	9,350.00
EF073650	18100	<b>DAVIS LANGDON AUSTRALIA</b> COST MANAGEMENT SERVICES	27/09/2013	11,008.25
EF073651	18114	<b>BOLLIG DESIGN GROUP P/L</b> ARCHITECTURAL SERVICES - GP SUPER CLINIC	27/09/2013	109,510.50
EF073652	18193	<b>SAFEMASTER SAFE</b> SAFETY SERVICES	27/09/2013	8,191.70
EF073653	18203	<b>NATSYNC ENVIRONMENTAL</b> PEST CONTROL	27/09/2013	815.00
EF073654	18217	<b>METROPOLITAN OMNIBUS COMPANY</b> BUS HIRE	27/09/2013	286.00
EF073655	18265	<b>FREMANTLE CITY DOCKERS</b> FOOTBALL CLUB	27/09/2013	195.00
EF073656	18272	<b>AUSTRACLEAR LIMITED</b> INVESTMENT SERVICES	27/09/2013	10.86
EF073657	18343	<b>HEYDER &amp; SHEARS EXCLUSIVE CATERERS</b> CATERING SERVICES	27/09/2013	6,009.35
EF073658	18436	<b>JCS PLUMBING SERVICES</b> PLUMBING SERVICES	27/09/2013	836.57
EF073659	18508	<b>JOHN TURNER</b> BRICK LAYING SERVICES	27/09/2013	5,745.00
EF073660	18613	<b>ECO-HIRE</b> EQUIPMENT HIRE	27/09/2013	4,411.00
EF073661	18628	<b>UNILEVER AUSTRALIA LTD</b> BEVERAGES	27/09/2013	419.05
EF073662	18678	<b>DOWNER EDI ENGINEERING ELECTRICAL PTY LTD</b> ELECTRICAL SERVICES	27/09/2013	1,892.00
EF073663	18681	<b>MARILYN HOPKINS</b> LEGAL SERVICES	27/09/2013	495.00
EF073664	18695	<b>MYAREE CRANE HIRE</b> CRANE HIRE	27/09/2013	948.75
EF073665	18734	<b>P &amp; R EDWARDS</b> ENTERTAINMENT SERVICES	27/09/2013	650.00
EF073666	18799	<b>DOWN TO EARTH TRAINING &amp; ASSESSING</b> TRAINING SERVICES	27/09/2013	3,884.00
EF073667	18801	<b>FREMANTLE BIN HIRE</b> BIN HIRE - SKIP BINS	27/09/2013	600.00
EF073668	18884	<b>SILICH ENTERPRI</b> BOLLARDS	27/09/2013	2,970.00

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EF073669	18962	<b>SEALANES (1985) P/L</b> CATERING SUPPLIES	27/09/2013	2,052.60
EF073670	19038	<b>DOWSING CONCRET</b> CONCRETING SERVICES	27/09/2013	25,575.01
EF073671	19096	<b>AUSTRALIAN ASSO</b> TRAINING SERVICES	27/09/2013	105.00
EF073672	19204	<b>MEAGAN BELL</b> ENTERTAINMENT SERVICES	27/09/2013	400.00
EF073673	19211	<b>RAC DRIVING CENTRE</b> DRIVER TRAINING	27/09/2013	1,177.00
EF073674	19288	<b>ROTARY CLUB OF</b> DONATION	27/09/2013	5,000.00
EF073675	19306	<b>ZIP HEATERS (AUST) PTY LTD</b> HEATERS	27/09/2013	183.70
EF073676	19366	<b>JOSEPHINE'S EDUTAINMENT</b> ENTERTAINMENT SERVICES	27/09/2013	880.00
EF073677	19395	<b>PICTON PRESS</b> PRINTING SERVICES	27/09/2013	157.31
EF073678	19436	<b>WHITCHURCH REFRIGERATION &amp; AIRCONDITIONING</b> AIR CONDITIONING SERVICES	27/09/2013	1,209.45
EF073679	19533	<b>WOOLWORTHS LTD</b> GROCERIES	27/09/2013	2,425.20
EF073680	19545	<b>GRASSWEST</b> BUILDING & GARDEN MAINTENANCE	27/09/2013	3,885.00
EF073681	19619	<b>SKIPPER TRUCKS</b> TRUCKS	27/09/2013	2,287.97
EF073682	19623	<b>ERGOLINK</b> OFFICE FURNITURE	27/09/2013	136.45
EF073683	19628	<b>PAPERBARK TECHN</b> ARBORICULTURAL CONSULTANCY SERVICES	27/09/2013	22,308.00
EF073684	19652	<b>TMS SERVICES</b> SECURITY SERVICES	27/09/2013	744.88
EF073685	19657	<b>BIGMATE MONITORING SERVICES PTY LTD</b> COMPUTER HARDWARE/SOFTWARE	27/09/2013	1,729.09
EF073686	19718	<b>SIFTING SANDS</b> CLEANING SERVICES - SAND	27/09/2013	3,866.28
EF073687	19847	<b>PFD FOOD SERVICES PTY LTD</b> CATERING SERVICES	27/09/2013	1,503.90
EF073688	19856	<b>WESTERN TREE RECYCLERS</b> SHREDDING SERVICES	27/09/2013	29,478.26
EF073689	19885	<b>SAFEGUARD INDUSTRIES</b> SECURITY SCREENS/DOORS	27/09/2013	940.00
EF073690	19916	<b>THE FUNK FACTORY</b> ENTERTAINMENT SERVICES	27/09/2013	495.00
EF073691	20146	<b>DATA#3 LIMITED</b> COMPUTER SOFTWARE	27/09/2013	28,250.85
EF073692	20321	<b>RIVERJET P/L</b> EDUCTING-CLEANING SERVICES	27/09/2013	39,121.50
EF073693	20341	<b>WILHELMINA MARIA HOUWEN</b> GARDENING SERVICES	27/09/2013	1,400.00
EF073694	20427	<b>ENVIRONMENT HOUSE INC</b> ENVIRONMENT HOUSE	27/09/2013	200.00
EF073695	20457	<b>IAN PERCY</b> NARRATIVE THERAPY	27/09/2013	561.00

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EF073696	20535	<b>HOME-GROWN THEATRE</b> DRAMA CLASSES	27/09/2013	2,600.00
EF073697	20549	<b>A1 CARPET, TILE &amp; GROUT CLEANING</b> CLEANING SERVICES - TILES/CARPET	27/09/2013	3,410.00
EF073698	20586	<b>HANDLING SYSTEM</b> LIFTING EQUIPMENT	27/09/2013	3,624.50
EF073699	20602	<b>RAIVANS</b> GRAPHIC DESIGN	27/09/2013	140.00
EF073700	20693	<b>RENTOKIL INITIAL PTY LTD</b> PEST CONTROL SERVICES	27/09/2013	777.43
EF073701	20882	<b>BELL-VISTA FRUIT &amp; VEGETABLE</b> FRUIT & VEGETABLE	27/09/2013	616.36
EF073702	20934	<b>GREENLINE AG P/L</b> AGRICULTURAL EQUIPMENT	27/09/2013	444.40
EF073703	20940	<b>ROBERT HALF AUSTRALIA PTY LTD</b> EMPLOYMENT SERVICES	27/09/2013	17,055.24
EF073704	20951	<b>ELECTROFEN PTY LTD</b> FENCING SERVICES	27/09/2013	221.10
EF073705	21005	<b>BRAIN TEASERS OZ PTY LTD</b> EDUCATIONAL PRODUCTS	27/09/2013	66.00
EF073706	21127	<b>JOANNA AYCKBOURN</b> INSTRUCTION - SINGING	27/09/2013	800.00
EF073707	21151	<b>DIGITAL MONOPOL</b> WEB DESIGN SERVICES	27/09/2013	660.00
EF073708	21177	<b>DESERT SHADOW</b> ARTISTIC SERVICES	27/09/2013	225.00
EF073709	21180	<b>BLANCOA PTY LTD T/AS PACEWAY MITSUBISHI</b> PURCHASE OF NEW VEHICLE	27/09/2013	30,601.40
EF073710	21198	<b>STUDIO KRAZE</b> VIDEO PRODUCTIONS	27/09/2013	215.00
EF073711	21287	<b>T.J.DEPIAZZI &amp; SONS</b> SOIL & MULCH SUPPLIES	27/09/2013	7,235.80
EF073712	21291	<b>CHITTERING VALLEY WORM FARM</b> ENVIRONMENTAL EDUCATION	27/09/2013	1,802.00
EF073713	21363	<b>TENDERLINK.COM PTY LTD</b> COMPUTER SOFTWARE	27/09/2013	550.00
EF073714	21371	<b>SANPOINT PTY LTD</b> KERBING SERVICES	27/09/2013	32,486.79
EF073715	21529	<b>BRAND SUCCESS</b> PROMOTIONAL PRODUCTS	27/09/2013	3,635.50
EF073716	21627	<b>MANHEIM PTY LTD</b> IMPOUNDED VEHICLES	27/09/2013	2,833.60
EF073717	21672	<b>MEGA MUSIC AUSTRALIA</b> MUSICAL INSTRUMENTS/SOUND EQUIPMENT	27/09/2013	500.00
EF073718	21678	<b>IANNELLO DESIGNS</b> GRAPHIC DESIGN	27/09/2013	1,683.00
EF073719	21697	<b>ICT EXPRESS PTY LTD</b> CONSULTANCY SERVICES - IT	27/09/2013	5,142.50
EF073720	21747	<b>REHAB RENTAL</b> WHEELCHAIR HIRE	27/09/2013	157.00
EF073721	21775	<b>OEM GROUP 2006</b> GRAFFITI REMOVAL EQUIPMENT	27/09/2013	1,162.59
EF073722	21796	<b>GREEN LEAF GARDENS</b> LANDSCAPING SERVICES	27/09/2013	1,750.00



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EF073723	21879	<b>SPOTLESS SERVICES AUSTRALIA LTD</b> CLEANING SERVICES	27/09/2013	66,392.65
EF073724	21915	<b>ECOWATER SERVICES PTY LTD</b> MAINTENANCE SERVICES - WASTE SYSTEMS	27/09/2013	352.40
EF073725	21946	<b>RYAN'S QUALITY MEATS</b> MEAT SUPPLIES	27/09/2013	1,780.94
EF073726	21990	<b>MEDIBANK HEALTH SOLUTIONS PTY LTD</b> MEDICAL SERVICES	27/09/2013	484.00
EF073727	21997	<b>MELVILLE KIA</b> MOTOR CARS	27/09/2013	33,276.10
EF073728	22012	<b>ELEGANT GLOVES EVENTS AND SERVICES</b> CATERING SERVICES	27/09/2013	958.00
EF073729	22119	<b>BINDI BINDI DREAMING MARISSA VERMA</b> CONSULT - ABORIGINAL EDUCATION/ENT	27/09/2013	250.00
EF073730	22169	<b>GREENSTAR GROUP WA PTY LTD GREENSTAR GROUP WA</b> AIR CONDITIONING SERVICES	27/09/2013	931.48
EF073731	22182	<b>KALAMUNDA FENCING &amp; GATEMAKERS</b> FENCING SERVICES	27/09/2013	1,633.50
EF073732	22242	<b>ASPHALT SURFACES PTY LTD</b> ASPHALTING SERVICES	27/09/2013	12,745.70
EF073733	22260	<b>SOUTHERN STAR T</b> SPORT & RECREATION	27/09/2013	200.00
EF073734	22332	<b>MACQUARIE EQUIP</b> LEASE RENTAL	27/09/2013	16,174.25
EF073735	22388	<b>CARRINGTON'S TRAFFIC SERVICES</b> TRAFFIC MANAGEMENT SERVICES	27/09/2013	8,411.70
EF073736	22448	<b>CAKES WEST PTY LTD</b> CATERING	27/09/2013	55.70
EF073737	22553	<b>BROWNES FOOD OPERATIONS</b> CATERING SUPPLIES	27/09/2013	1,607.27
EF073738	22569	<b>KINETIC HEALTH GROUP PTY LTD</b> MEDICAL SERVICES	27/09/2013	2,588.30
EF073739	22602	<b>DENSFORD CIVIL PTY LTD</b> CIVIL & ELECTRICAL WORKS - HAMMOND RD EXTENSION	27/09/2013	199,004.63
EF073740	22613	<b>VICKI ROYANS</b> ARTISTIC SERVICES	27/09/2013	500.00
EF073741	22639	<b>SHATISH CHAUHAN</b> TRAINING SERVICES - YOGA	27/09/2013	320.00
EF073742	22682	<b>BEAVER TREE SERVICES PTY LTD</b> TREE PRUNING SERVICES	27/09/2013	8,234.60
EF073743	22697	<b>LANDCARE SOLUTIONS</b> SUSTAINABILITY GRANTS 2011	27/09/2013	792.00
EF073744	22716	<b>PHOENIX LACROSSE CLUB</b> SPONSORSHIP / SPORTS EQUIPMENT GRANT	27/09/2013	200.00
EF073745	22737	<b>CJS LIMESTONE CONTRACTORS PTY LTD</b> LIMESTONE WORKS	27/09/2013	5,467.00
EF073746	22805	<b>COVS PARTS PTY LTD</b> MOTOR PARTS	27/09/2013	2,845.10
EF073747	22806	<b>AUSTRALIAN FUEL DISTRIBUTORS PTY LTD</b> FUEL SUPPLIES	27/09/2013	188,307.88
EF073748	22854	<b>LGISWA</b> INSURANCE POLICIES	27/09/2013	39,016.46
EF073749	22863	<b>CHOICES FLOORING BY CARPET EXPO</b> CARPET/FLOOR COVERINGS	27/09/2013	3,850.00

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EF073750	22864	<b>SUPA COOL REFRIGERATION &amp; AIR CONDITIONING</b> AIR CONDITIONING	27/09/2013	18,626.00
EF073751	22903	<b>UNIQUE INTERNATIONAL RECOVERIES LLC</b> DEBT COLLECTORS	27/09/2013	563.20
EF073752	22967	<b>BLUECHIP TIMING PTY LTD</b> COMPUTER SOFTWARE	27/09/2013	9,752.55
EF073753	23213	<b>SPOTLESS FACILITY SERVICES PTY LTD</b> LAUNDRY SERVICES	27/09/2013	227.78
EF073754	23253	<b>KOTT GUNNING</b> LEGAL SERVICES	27/09/2013	650.43
EF073755	23309	<b>FUN IN TRAINING AUSTRALIA PTY LTD</b> FITNESS CLASSES-INSTRUCTIONS	27/09/2013	836.00
EF073756	23332	<b>WRIGHTS HEAVY RECOVERY</b> TOWING SERVICES	27/09/2013	660.00
EF073757	23348	<b>ZUMBA WITH HONEY</b> FITNESS CLASSES	27/09/2013	440.00
EF073758	23351	<b>COCKBURN GP SUPER CLINIC PTY LTD</b> OPERATING FUNDS	27/09/2013	55,000.00
EF073759	23473	<b>MAX FAIRCLOUGH PHOTOGRAPHY</b> PHOTOGRAPHY SERVICES	27/09/2013	500.00
EF073760	23516	<b>BOS SURVEYING P</b> SURVEYING SERVICES	27/09/2013	3,168.00
EF073761	23603	<b>AUSTRALIAN CIVIL HAULAGE</b> SOIL/SAND SUPPLIES	27/09/2013	3,107.50
EF073762	23625	<b>VDM CONSULTING (WA) PTY LTD</b> CONSULTANCY SERVICES	27/09/2013	4,950.00
EF073763	23668	<b>ECOADVANCE</b> ENERGY CONSULTANT	27/09/2013	825.00
EF073764	23670	<b>LIEBHERR AUSTRALIA PTY LTD</b> SPARE PARTS	27/09/2013	2,455.57
EF073765	23694	<b>TIGER FITNESS (WA) PTY LTD</b> GYM EQUIPMENT/SERVICE	27/09/2013	126.50
EF073766	23818	<b>AM &amp; IE MUTCH ENGINEERING CONSULTANTS</b> CONSULTANCY SERVICES	27/09/2013	628.00
EF073767	23858	<b>SPECIALISED SECURITY SHREDDING</b> DOCUMENT DESTRUCTION SERVICES	27/09/2013	32.51
EF073768	23864	<b>NATIONAL CENTRE FOR SUICIDE PREVENTION TRAINING (WA)</b> TRAINING	27/09/2013	690.00
EF073769	23967	<b>RDA OAKFORD</b> HORSERIDING SERVICES	27/09/2013	1,000.00
EF073770	23971	<b>FIND WISE LOCATION SERVICES</b> LOCATING SERVICES - UNDERGROUND	27/09/2013	28,842.00
EF073771	24035	<b>NEXT POWER</b> RENEWABLE ENERGY	27/09/2013	1,452.00
EF073772	24036	<b>MULTI SWEEP PTY LTD (WA)</b> SWEEPING SERVICES	27/09/2013	7,235.36
EF073773	24041	<b>ALLEN AIR &amp; REFRIDGERATION</b> AIR CONDITIONING SERVICES	27/09/2013	283.80
EF073774	24056	<b>KATHERINE DONEGAN</b> EXERCISE PHYSIOLOGY	27/09/2013	400.00
EF073775	24059	<b>BALLOON ARTISTRY BY AARON SMYTH</b> BALLOON-ENTERTAINMENT	27/09/2013	440.00
EF073776	24082	<b>PS BEZUIDENHOUT</b> LANDOWNER BIODIVERSITY GRANT	27/09/2013	1,067.00

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EF073777	24145	<b>TOMPKINS PARK TOUCH ASSOCIATION</b> KIDSPORT REGISTRATION FEES	27/09/2013	600.00
EF073778	24160	<b>WILDTHINGS ANIMAL CONTROL SOLUTIONS</b> FERAL ANIMAL CONTROL SERVICES	27/09/2013	2,772.00
EF073779	24161	<b>THE HIDDEN PANTRY</b> CATERING SERVICES	27/09/2013	850.15
EF073780	24183	<b>WELLARD GLASS</b> GLASS REPAIR SERVICES	27/09/2013	3,507.30
EF073781	24185	<b>HIPPY BELLY DANCE</b> TRAINING SERVICES - DANCE CLASSES	27/09/2013	260.00
EF073782	24186	<b>ELAN ENERGY MANAGEMENT PTY LTD</b> RECYCLING SERVICES - TYRES	27/09/2013	505.16
EF073783	24193	<b>AVANTGARDE TECHNOLOGIES PTY LTD</b> CONSULTANCY SERVICES	27/09/2013	9,625.00
EF073784	24195	<b>PAYNE'S WINDOW CLEANING AND SERVICES</b> WINDOW CLEANING SERVICES	27/09/2013	9,025.38
EF073785	24275	<b>TRUCK CENTRE (WA) PTY LTD</b> PURCHASE OF NEW TRUCK	27/09/2013	1,624.47
EF073786	24436	<b>DASH PAINTBALL</b> ENTRY FEES	27/09/2013	1,700.00
EF073787	24506	<b>AMARANTI'S PERSONAL TRAINING</b> PERSONAL TRAINING SERVICES	27/09/2013	600.00
EF073788	24524	<b>CALO HEALTH</b> HEARTMOVE CLASSES	27/09/2013	2,950.00
EF073789	24557	<b>AVELING</b> CONSULTANCY SERVICES	27/09/2013	6,140.00
EF073790	24558	<b>MACQUARIE BANK LIMITED</b> LEASE REPAYMENT	27/09/2013	5,701.13
EF073791	24594	<b>THE GREEN ROOM CREATIVE PTY LTD</b> GRAPHIC DESIGN SERVICES	27/09/2013	1,714.90
EF073792	24599	<b>POOLWERX SPEARWOOD</b> ANALYTICAL SERVICES	27/09/2013	441.95
EF073793	24655	<b>AUTOMASTERS SPEARWOOD</b> VEHICLE SERVICING	27/09/2013	1,661.00
EF073794	24736	<b>ZENIEN</b> CCTV CAMERA LICENCES	27/09/2013	9,546.03
EF073795	24748	<b>PEARMANS ELECTRICAL &amp; MECHANICAL SERVICES P/L</b> ELECTRICAL SERVICES	27/09/2013	1,890.79
EF073796	24805	<b>KAREN WOOLHEAD</b> DANCING CLASSES	27/09/2013	640.00
EF073797	24816	<b>CONSOLIDATED TRAINING SERVICES</b> TRAINING SERVICES	27/09/2013	1,220.00
EF073798	24863	<b>SID THOO</b> ARCHITECTURAL SERVICES	27/09/2013	1,650.00
EF073799	24874	<b>BIBRA LAKE OFFICE AND HOME</b> FURNITURE SUPPLIES	27/09/2013	395.00
EF073800	24886	<b>A NATURAL SELF</b> ENTERTAINMENT SUPPLIES	27/09/2013	768.00
EF073801	24903	<b>APC WASTE CONSULTANTS</b> CONSULTANCY SERVICES	27/09/2013	5,115.00
EF073802	24945	<b>NS PROJECTS PTY LTD</b> PROJECT MANAGEMENT SERVICES	27/09/2013	34,100.00
EF073803	24946	<b>WT PARTNERSHIP</b> QUANTITY SURVEYING SERVICES	27/09/2013	2,860.00

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EF073804	24949	<b>BITUMEN SURFACING</b> BITUMEN SUPPLIES	27/09/2013	716.10
EF073805	24973	<b>BLUESTONE RECRU</b> TEMPORARY PERSONNEL SERVICES	27/09/2013	8,313.72
EF073806	24974	<b>SCOTT PRINT</b> PRINTING SERVICES	27/09/2013	13,168.10
EF073807	24976	<b>SNAP PRINTING - COCKBURN CENTRAL</b> PRINTING SERVICES	27/09/2013	2,188.10
EF073808	25003	<b>COOGEE PLUMBING</b> PLUMBING SERVICES	27/09/2013	2,402.40
EF073809	25060	<b>DFP RECRUITMENT SERVICES</b> RECRUITMENT SERVICES	27/09/2013	4,269.96
EF073810	25061	<b>RMRI AUSTRALIA PTY LTD</b> CONSULTANCY	27/09/2013	3,300.00
EF073811	25070	<b>COLOURCRAFT PAINTING SERVICE PTY LTD</b> PAINTING SERVICES	27/09/2013	17,303.00
EF073812	25071	<b>NOVAPRODUCTS GLOBAL</b> MATTING SUPPLIES	27/09/2013	495.00
EF073813	25074	<b>OCEANICA</b> CONSULTANCY SERVICES - ENVIRONMENTAL	27/09/2013	17,602.44
EF073814	25076	<b>D'RAINE IMAGES</b> PHOTOGRAPHY SERVICES	27/09/2013	400.00
EF073815	25097	<b>SURELINE TRAINI</b> TRAINING SERVICES	27/09/2013	280.00
EF073816	25102	<b>FREMANTLE MOBIL</b> WELDING SERVICES	27/09/2013	6,952.00
EF073817	25106	<b>WESTOZ ROOFING</b> ROOFING SERVICES	27/09/2013	825.00
EF073818	25112	<b>GREENACRES TURF</b> TURF SUPPLIES	27/09/2013	11,440.00
EF073819	25114	<b>HELEN O'GRADY D</b> TRAINING SERVICES	27/09/2013	150.00
EF073820	25115	<b>FIGG</b> INVESTMENT MANAGEMENT SERVICES	27/09/2013	975.81
EF073821	25119	<b>SOUTH PERTH JUN</b> REGISTRATION FEES	27/09/2013	120.00
EF073822	25125	<b>ROOFSPAN</b> ROOFING SERVICES	27/09/2013	1,769.85
EF073823	25158	<b>MPIRE SECURITY</b> SECURITY SERVICES	27/09/2013	3,484.92
EF073824	25190	<b>GARBOLOGIE</b> MATTRESS RECYCLING	27/09/2013	5,179.90
EF073825	25195	<b>ANGIE ROE PHOTO</b> PHOTOGRAPHY SERVICES	27/09/2013	1,278.00
EF073826	25204	<b>DEPARTMENT OF HOUSING / BEELIAR JOINT VENTURE</b> PURCHASE OF LAND	27/09/2013	480,000.00
EF073827	14608	<b>KERRY THOMPSON</b> CAT STERILISATION CONTRIBUTION	27/09/2013	50.00
EF073828	21428	<b>BEVERLEY MCLAUG</b> CAT STERILISATION CONTRIBUTION	27/09/2013	50.00
EF073829	25214	<b>DANIEL KOCH</b> RATES REFUND	27/09/2013	1,506.14
EF073830	25216	<b>M KUCERA &amp; J KU</b> RATES REFUND	27/09/2013	1,250.29

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EF073831	25217	<b>JOSHUA SITHOLE</b> RATES REFUND	27/09/2013	1,500.07
EF073832	25219	<b>GAVIN MAK</b> RATES REFUND	27/09/2013	3,717.89
EF073833	25231	<b>CHRISTINE NEWEL</b> DOG STERILISATION	27/09/2013	20.00
EF073834	25232	<b>MICHELLE PURDIE</b> DOG REGISTRATION REFUND	27/09/2013	12.00
EF073835	25233	<b>VIVIENNE BOZKY</b> DOG REGISTRATION REFUND	27/09/2013	6.00
EF073836	25234	<b>MARIA FENN</b> DOG REGISTRATION REFUND	27/09/2013	12.00
EF073837	25236	<b>AYSHA GALIPO</b> DOG REGISTRATION REFUND	27/09/2013	3.00
EF073838	25237	<b>CARLY GLADWELL</b> DOG REGISTRATION REFUND	27/09/2013	6.00
EF073839	25238	<b>JAROSLAW KICINS</b> DOG REGISTRATION REFUND	27/09/2013	6.00
EF073840	25239	<b>JENNIFER MYERS</b> DOG REGISTRATION REFUND	27/09/2013	12.00
EF073841	25240	<b>ELWYN PARKER</b> DOG REGISTRATION REFUND	27/09/2013	3.00
EF073842	25241	<b>TRACY ROSS</b> DOG REGISTRATION REFUND	27/09/2013	12.00
EF073843	25242	<b>ALMA WILSON</b> DOG REGISTRATION REFUND	27/09/2013	6.00
EF073844	25243	<b>SONIA MCGILLIVR</b> CAT STERILISATION CONTRIBUTION	27/09/2013	50.00
EF073845	25244	<b>LAUREN HENDERSO</b> CAT STERILISATION CONTRIBUTION	27/09/2013	50.00
EF073846	25245	<b>JANETTE MATTHEW</b> CAT STERILISATION CONTRIBUTION	27/09/2013	50.00
EF073847	25246	<b>SUSAN LAMONT</b> CAT STERILISATION CONTRIBUTION	27/09/2013	50.00
EF073848	25247	<b>MARY-LOUISE HAR</b> CAT STERILISATION CONTRIBUTION	27/09/2013	50.00
EF073849	25249	<b>BIANCA JADE GUE</b> CAT STERILISATION CONTRIBUTION	27/09/2013	50.00
EF073850	25250	<b>JOSEPHINE ANDRI</b> CAT STERILISATION CONTRIBUTION	27/09/2013	50.00
EF073851	25251	<b>KAROLINA STIH</b> CAT STERILISATION CONTRIBUTION	27/09/2013	50.00
EF073852	25252	<b>GAIL CAPPELUTI</b> CAT STERILISATION CONTRIBUTION	27/09/2013	50.00
EF073853	25253	<b>LYN WOOD</b> CAT STERILISATION CONTRIBUTION	27/09/2013	50.00
EF073854	25254	<b>NATALIE BOVELL</b> CAT STERILISATION CONTRIBUTION	27/09/2013	50.00
EF073855	25256	<b>TRACY O'BRIEN</b> CAT STERILISATION CONTRIBUTION	27/09/2013	50.00
EF073856	25257	<b>ARTHUR HAINS</b> CAT STERILISATION CONTRIBUTION	27/09/2013	50.00
EF073857	25258	<b>VIRGINIA THORNT</b> CAT STERILISATION CONTRIBUTION	27/09/2013	50.00

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF073858	25259	<b>TORY LLOYD</b> CAT STERILISATION CONTRIBUTION	27/09/2013	50.00
EF073859	25260	<b>JEREMIE BEAUCOU</b> CAT STERILISATION CONTRIBUTION	27/09/2013	50.00
EF073860	25261	<b>MICRO LUGIANO</b> CAT STERILISATION CONTRIBUTION	27/09/2013	50.00
EF073861	25266	<b>UNITING CHURCH</b> RATES REFUND	27/09/2013	1,599.21
EF073862	25267	<b>L &amp; E EVANS</b> PENSION REBATE	27/09/2013	177.25
EF073863	11794	<b>SYNERGY</b> ELECTRICITY USAGE/SUPPLIES	27/09/2013	298,225.06
EF073864	12025	<b>TELSTRA CORPORATION</b> COMMUNICATIONS SERVICES	27/09/2013	24,462.47
025557	20287	<b>VOJIN TESEVIC</b> PENSION REFUND	3/09/2013	661.33
025558	20296	<b>P &amp; RJ KELLAR</b> RATES REFUND	3/09/2013	281.07
025559	25165	<b>JACK RONALD MAH</b> PENSION REFUND	3/09/2013	454.68
025560	25166	<b>RUI GEORGE DA S</b> PENSION REBATE	3/09/2013	537.33
025561	25168	<b>JOHN &amp; SUSAN J</b> PENSION REFUND	3/09/2013	462.93
025562	25169	<b>COLIN A &amp; JANIC</b> PENSION REFUND	3/09/2013	270.89
025563	25170	<b>MAURICE &amp; JUDY</b> PENSION REFUND	3/09/2013	586.94
025564	25171	<b>JAMES PRICE</b> PENSION REFUND	3/09/2013	393.18
025565	25172	<b>WILHEMINA PEKA</b> PENSION REFUND	3/09/2013	289.33
025566	25173	<b>STEPHEN &amp; GERAL</b> PENSION REFUND	3/09/2013	314.14
025567	25174	<b>ANGELA HARRILD</b> PENSION REFUND	3/09/2013	446.41
025568	25175	<b>SHEILA GOULD</b> PENSION REFUND	3/09/2013	752.27
025569	25176	<b>WILLIAN DAVID H</b> PENSION REFUND	3/09/2013	393.22
025570	25177	<b>GS &amp; JF CAMPBEL</b> PENSION REFUND	3/09/2013	529.07
025571	25178	<b>G &amp; ML TRANCHIT</b> PENSION REFUND	3/09/2013	562.14
025572	25179	<b>DG &amp; MC DODUNSK</b> PENSION REFUND	3/09/2013	293.47
025573	25180	<b>MAURO ALTAMURA</b> PENSION REFUND	3/09/2013	520.81
025574	25181	<b>WG &amp; ML COWAN</b> PENSION REFUND	3/09/2013	462.93
025575	25182	<b>DS &amp; C CARTHEW</b> PENSION REFUND	3/09/2013	595.20
025576	25183	<b>MARGARET HIGBID</b> PENSION REFUND	3/09/2013	496.00



CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
025577	25184	<b>JEAN BLACK</b> PENSION REFUND	3/09/2013	402.80
025578	25185	<b>LUCIA DEMARTE</b> PENSION REFUND	3/09/2013	520.81
025579	25186	<b>WILLIAM COVICH</b> PENSION REFUND	3/09/2013	231.47
025580	25187	<b>ROBERT CLARKE</b> PENSION REFUND	3/09/2013	397.84
025581	13932	<b>ARMAGUARD</b> BANKING SERVICES	4/09/2013	2,412.70
025582	10589	<b>FINES ENFORCEMENT REGISTRY</b> FINES ENFORCEMENT FEES	5/09/2013	2,795.00
025583	99999	<b>ANGELINA LOPRESTI</b> PLANNING APPLICATION REFUND - 1/233 BERRIGAN DR	6/09/2013	834.00
025584	99999	<b>TANGENT NOMINEES PTY LTD</b> BUILDING PERMID APPLICATION REFUND - LOT 14 BILOXI LP	6/09/2013	159.52
025585	99999	<b>TANGENT NOMINEES PTY LTD</b> BUILDING PERMID APPLICATION REFUND - LOT 14 BILOXI LP	6/09/2013	5.00
025586	99999	<b>TANGENT NOMINEES PTY LTD</b> BUILDING PERMID APPLICATION REFUND - LOT 14 BILOXI LP	6/09/2013	347.32
025587	99999	<b>AVA IRANO</b> HALL BOND REFUND - YANBEBUP	6/09/2013	150.00
025588	99999	<b>FOUNDED</b> PLANNING APPLICATION REFUND - 16 LULLWORTH TCE	6/09/2013	1,280.00
025589	99999	<b>LINDA GAIDZIONIS</b> PLANNING APPLICATION REFUND - 5/437 YANBEBUP RD	6/09/2013	295.00
025590	99999	<b>CLASSIC HOME &amp; GARAGE INNOVATIONS PTY LTD</b> PLANNING APPLICATION REFUND - 17 HOULT MEWS	6/09/2013	406.84
025591	99999	<b>PLUNKETT HOMES (1903) PTY LTD</b> PLANNING APPLICATION REFUND - 39 QUICKLY CRES	6/09/2013	643.89
025592	99999	<b>MELISSA SALMON</b> HALL BOND REFUND - ATWELL	6/09/2013	150.00
025593	99999	<b>BUILDING LINES</b> PLANNING APPLICATION REFUND - 330 CARRINGTON ST	6/09/2013	139.00
025594	99999	<b>CARL M DEAN</b> PLANNING APPLICATION REFUND - LOT 12, 251 YANBEBUP RD	6/09/2013	147.00
025595	99999	<b>OUTDOOR WORLD - HEAD OFFICE</b> PLANNING APPLICATION REFUND - 12 DAFFODIL CRT	6/09/2013	147.00
025596	99999	<b>TANGENT NOMINEES PTY LTD</b> PLANNING APPLICATION REFUND - 22 SPLASH TCE	6/09/2013	721.73
025597	99999	<b>NAZLE HARRISON</b> HALL BOND REFUND - JANDAKOT	6/09/2013	150.00
025598	99999	<b>MAHIYA NORTON</b> HALL BOND REFUND - COOGEE	6/09/2013	150.00
025599	99999	<b>RICHARD NOBLE &amp; COMPANY</b> BOND REFUND - STAGE 7 MAGNOLIA GARDENS	6/09/2013	92,500.00
025600	99999	<b>SOUTH COASTAL ASSOCIATION</b> CANCELLATION - SUCCESS RESERVE BOOKIING	6/09/2013	75.00
025601	99999	<b>QUBE PROPERTY GROUP PTY LTD</b> DUPLICATE PAYMENT REFUND	6/09/2013	291.20
025602	99999	<b>STEVEN PHILLIPS</b> REFUND - OVERCHARGE	6/09/2013	75.57
025603	13932	<b>ARMAGUARD</b> BANKING SERVICES	12/09/2013	2,390.40

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
025604	13932	<b>ARMAGUARD</b> BANKING SERVICES	18/09/2013	1,998.95
025605	13932	<b>ARMAGUARD</b> BANKING SERVICES	25/09/2013	3,576.60
025606	10330	<b>CITY OF STIRLING</b> REPLACEMENT OF LIBRARY SUPPLIES	27/09/2013	30.80
025607	10747	<b>IINET LIMITED</b> INTERNET SERVICES	27/09/2013	649.45
025608	15624	<b>CITY OF SOUTH PERTH</b> REPLACEMENT OF LOST/DAMAGED BOOKS	27/09/2013	5,718.17
025609	16979	<b>JAPANESE TRUCK AND BUS SPARES</b> SPARE PARTS - AUTOMOTIVE	27/09/2013	164.45
025610	17297	<b>AITPM WA</b> SEMINAR	27/09/2013	1,300.00
025611	17343	<b>RAC BUSINESSWISE</b> MEMBERSHIP SUBSCRIPTION	27/09/2013	76.65
025612	22680	<b>LEONARD THORN</b> CULTURAL PRESENTATION SERVICES	27/09/2013	500.00
025613	25118	<b>KALAMUNDA BULLD</b> REGISTRATION FEES	27/09/2013	185.00
025614	25193	<b>HILTI AUST PTY</b> POWER AND CORDLESS TOOLS	27/09/2013	1,662.69
025615	13988	<b>ROSALINA MENNA</b> PENSION REFUND	27/09/2013	520.81
025616	15476	<b>DEPARTMENT OF HOUSING</b> RATES REFUND	27/09/2013	2,560.38
025617	20679	<b>OFFICE OF STATE REVENUE</b> RATES REFUND	27/09/2013	610.00
025618	21258	<b>FRANCISCO LOPRE</b> PENSION REFUND	27/09/2013	329.55
025619	25166	<b>RUI GEORGE DA S</b> PENSION REBATE	27/09/2013	1,005.34
025620	25210	<b>GA &amp; CI SAUNDER</b> RATES REFUND	27/09/2013	260.41
025621	25211	<b>KAREN RUMBALL</b> RATES REFUND - PENSION	27/09/2013	237.49
025622	25212	<b>IR &amp; EM MCKAY</b> RATES REFUNDS - PENSION	27/09/2013	339.28
025623	25213	<b>CA &amp; RH THOMPSON</b> RATES REFUND - PENSION	27/09/2013	438.13
025624	25215	<b>BENJAMIN DIXON</b> RATES REFUND - PENSION	27/09/2013	219.06
025625	25218	<b>SD &amp; KK MADAREV</b> RATES REFUND	27/09/2013	1,625.34
025626	25220	<b>NADA NESIC</b> RATES REFUND - PENSION	27/09/2013	446.41
025627	25221	<b>ANTE &amp; VINKA BE</b> RATES REFUND - PENSION	27/09/2013	644.80
025628	25222	<b>BP &amp; RM CASEY</b> RATES REFUND - PENSION	27/09/2013	454.68
025629	25223	<b>CHU SU CHIN MUN</b> RATES REFUND - PENSION	27/09/2013	239.73
025630	25224	<b>GNE &amp; ED CABLE</b> RATES REFUND - PENSION	27/09/2013	586.93

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
025631	25225	<b>MARGARET BIRKEL</b> RATES REFUND - PENSION	27/09/2013	487.73
025632	25226	<b>CAROLYN KINGDON</b> RATES REFUND - SETTLEMENT	27/09/2013	1,552.89
025633	25227	<b>JUDITH MASHFRD</b> RATES REFUND - PENSION	27/09/2013	496.00
025634	25228	<b>JA &amp; SA BOGETIC</b> RATES REFUND - PENSION	27/09/2013	504.27
025635	25229	<b>AG &amp; CG MCRAE</b> RATES REFUND - PENSION	27/09/2013	586.93
025636	25230	<b>PATRICIA PIESSE</b> RATES REFUND - PENSION	27/09/2013	620.01
025637	25268	<b>BRONWYN CAREY</b> PENSION REFUND	27/09/2013	595.20
025638	25269	<b>FD &amp; LF BROWN</b> PENSION REFUND	27/09/2013	570.41
025639	25270	<b>PAUL &amp; MILJANA</b> PENSION REFUND	27/09/2013	326.54
025640	25271	<b>IM &amp; NR MARCHES</b> PENSION REFUND	27/09/2013	409.40
025641	25272	<b>JENNIFER POBJOY</b> PENSION REFUND	27/09/2013	1,169.44
025642	25273	<b>DG &amp; PM RADFORD</b> PENSION REFUND	27/09/2013	1,319.44
025643	25274	<b>JW &amp; EL SWANN</b> PENSION REFUND	27/09/2013	333.52
025644	25275	<b>PATRICIA WATT</b> PENSION REFUND	27/09/2013	168.68
025645	25276	<b>LORRAINE BAVERS</b> OVERPAYMENT REFUND	27/09/2013	50.00
025646	25277	<b>BR &amp; KM TILLET</b> PENSION REFUND	27/09/2013	197.71
025647	25278	<b>F &amp; D WYNEN</b> PENSION REFUND	27/09/2013	210.62
025648	25279	<b>EUNICE WOOD</b> PENSION REFUND	27/09/2013	305.56
025649	25280	<b>FILLIPPO &amp; FRIE</b> PENSION REFUND	27/09/2013	260.72
025650	25281	<b>MICHAEL &amp; MARY</b> PENSION REFUND	27/09/2013	214.75
025651	25282	<b>AL &amp; LM BREEN</b> PENSION REFUND	27/09/2013	223.21
025652	25283	<b>PATRICK MCBRIDE</b> PENSION REFUND	27/09/2013	220.48
025653	10047	<b>ALINTA ENERGY</b> GAS SUPPLIES	27/09/2013	281.35
025654	11758	<b>WATER CORP</b> WATER USAGE SUPPLIES <b>ADD RETENTION HELD</b> NIL <b>LESS PRIOR PERIOD CANCELLED CHEQUES/EFTS</b>	27/09/2013	22,063.34
EF071871	16663	WATSONS GAS & OIL SERVICES PTY LTD	9/09/2013	-440.00
EF071908	18425	SUCCESS STRIKERS NETBALL CLUB	9/09/2013	-200.00
EF072158	11060	OLD JANDAKOT SCHOOL	9/09/2013	-2,146.00

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF072245	16608	HARVEST LAKES RESIDENT ASSOCIATION	9/09/2013	-1,200.00
EF072250	22608	DMG CONSTRUCTION (WA) P/L	9/09/2013	-9,901.43
EF072840	24082	PS BEZUIDENHOUT	10/09/2013	-1,067.00
EF072951	11111	PERTH ADVERTISING SERVICES	9/09/2013	-3,375.00
EF073051	14908	OAKVALE CAPITAL LIMITED	10/09/2013	-4,274.14
EF073062	15764	PITNEY BOWES AUSTRALIA P/L - WA	9/09/2013	-43,131.00
EF073079	17040	DEPARTMENT OF PREMIER AND CABINET	10/09/2013	-211.96
EF073084	17248	KERRICK INDUSTRIAL EQUIPMENT	10/09/2013	-4,185.34
EF073326	25163	SUSAN MARSH	9/09/2013	-462.94
<b>TOTAL</b>				<b>9,391,933.07</b>
<b>TOTAL AS PER AP SOURCE 13GLACT9991000</b>				9,391,933.07
<b>TOTAL AS PER TR SOURCE 13GLACT9991000</b>				<b>9,391,933.07</b>
<b>ADDITIONAL DIRECT PAYMENTS</b>				
<b>BANK FEES</b>				
MERCHANT FEES COC				-
MERCHANT FEES SLLC				-
MERCHANT FEES VARIOUS OUT CENTRES				-
NATIONAL BPAY CHARGE				7,146.07
RTGS/ACLR FEE				-
NAB TRANSACT FEE				9,760.53
				<b>16,906.60</b>
<b>FAMILY DAY CARE AND IN HOME CARE PAYMENTS</b>				
FDC PAYMENTS				50,068.65
IHC PAYMENTS				82,231.19
				<b>132,299.84</b>
<b>PAYROLL TRANSACTIONS</b>				
COC 30/08/13		CITY OF COCKBURN 042958		1,117.00
COC 30/08/13		CITY OF COCKBURN 042958		891.76
COC 30/09/13		CITY OF COCKBURN 042958		7,078.99
COC 03/09/13		CITY OF COCKBURN 042958		255,670.50
COC 06/09/13		CITY OF COCKBURN 042958		9,345.83
COC 10/09/13		CITY OF COCKBURN 042958		751,331.86
COC 11/09/13		CITY OF COCKBURN 042958		3,417.68
COC 14/09/13		CITY OF COCKBURN 042958		3,327.42
COC 17/09/13		CITY OF COCKBURN 042958		257,405.46
COC 24/09/13		CITY OF COCKBURN 042958		751,806.84
COC 26/09/13		CITY OF COCKBURN 042958 - REBANK		851.66
				<b>2,042,245.00</b>
<b>CREDIT CARD PAYMENTS</b>				
CBA CREDIT CARD PAYMENT				63,339.23
				<b>63,339.23</b>
<b>TOTAL PAYMENTS FOR SEPTEMBER</b>				<b>11,646,723.74</b>

## **PAYMENT SUMMARY**

### **CHEQUE PAYMENTS**

025557 - 025654

### **CANCELLED PAYMENTS**

EF071871; EF071908; EF072158; EF072245  
EF072250; EF072840; EF072951; EF073051  
EF073062; EF073079; EF073084; EF073326

### **ELECTRONIC FUNDS TRANSFER PAYMENT**

EF073291 - EF073864

# STATEMENT OF FINANCIAL ACTIVITY

for the period ended 30 September 2013

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
	\$	\$	%	\$	\$	\$
<b>Operating Revenue</b>						
Governance	62,476,779	61,457,662	2%	1,019,117 ✓	67,754,883	67,587,336
Financial Services	314,428	149,988	110%	164,440 ✓	684,954	684,954
Information Services	220	927	-76%	(707)	3,706	3,706
Human Resource Management	73,120	33,447	119%	39,673	133,789	133,789
Library Services	15,958	15,899	0%	60	49,532	49,532
Community Services	3,689,049	3,816,943	-3%	(127,894) ✗	7,241,967	6,898,253
Human Services	1,995,186	1,648,464	21%	346,722 ✓	6,499,950	6,414,360
Corporate Communications	3,996	8,636	-54%	(4,640)	14,872	12,736
Development Services	1,435,098	1,194,290	20%	240,808 ✓	3,474,611	3,310,270
Planning Services	678,770	258,348	163%	420,422 ✓	1,284,514	1,279,514
Waste Services	20,768,236	21,292,919	-2%	(524,683) ✗	36,109,491	36,102,121
Parks & Environmental Services	56,774	27,518	106%	29,256	33,166	6,963
Engineering Services	82,877	70,245	18%	12,632	208,988	208,988
Infrastructure Services	48,324	48,357	0%	(33)	54,592	8,304
	91,638,816	90,023,644	2%	1,615,172	123,549,016	122,700,826
Less: Restricted Grants & Contributions b/fwd	(2,518,892)	-	0%	(2,518,892)	-	-
<b>Total Operating Revenue</b>	<b>89,119,924</b>	<b>90,023,644</b>	<b>-1%</b>	<b>(903,719)</b>	<b>123,549,016</b>	<b>122,700,826</b>
<b>Operating Expenditure</b>						
Governance	(699,032)	(1,053,294)	-34%	354,262 ✓	(4,996,785)	(4,942,112)
Financial Services	(1,949,566)	(1,791,872)	9%	(157,694) ✗	(5,327,789)	(5,287,789)
Information Services	(1,240,062)	(1,261,970)	-2%	21,908	(4,366,942)	(4,126,942)
Human Resource Management	(614,371)	(615,328)	0%	957	(2,253,541)	(2,221,344)
Library Services	(727,443)	(661,984)	10%	(65,459)	(2,794,948)	(2,778,074)
Community Services	(1,825,926)	(2,804,986)	-35%	979,060 ✓	(9,358,678)	(9,087,564)
Human Services	(1,800,263)	(1,745,128)	3%	(55,135)	(7,678,325)	(7,582,097)
Corporate Communications	(442,432)	(447,496)	-1%	5,064	(2,611,893)	(2,592,517)
Development Services	(1,083,045)	(1,074,238)	1%	(8,807)	(4,846,018)	(4,681,677)
Planning Services	(540,214)	(323,865)	67%	(216,350) ✗	(1,480,501)	(1,454,445)
Waste Services	(4,825,111)	(5,111,724)	-6%	286,613 ✓	(19,944,658)	(19,937,008)
Parks & Environmental Services	(1,877,809)	(2,552,152)	-26%	674,343 ✓	(10,619,912)	(10,482,547)
Engineering Services	(1,865,500)	(1,824,878)	2%	(40,622)	(7,578,222)	(7,578,222)
Infrastructure Services	(1,778,227)	(1,885,337)	-6%	107,111 ✓	(7,748,357)	(7,681,404)
	(21,269,002)	(23,154,253)	-8%	1,885,251	(91,606,569)	(90,433,743)

OCM 14/11/2013 - Item 15.2



# STATEMENT OF FINANCIAL ACTIVITY

for the period ended 30 September 2013

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
	\$	\$	%	\$	\$	\$
Less: Net Internal Recharging	655,465	771,373	-15%	(115,908) X	3,085,871	3,085,871
Add: Reverse Impairment Charge - Investments	-	-	0%	-	-	-
Add: Depreciation on Non-Current Assets						
Computer & Electronic Equip	(52,306)	(35,064)	49%	(17,242)	(140,256)	(140,256)
Furniture & Equipment	(42,187)	(40,917)	3%	(1,270)	(163,668)	(163,668)
Plant & Machinery	(756,612)	(809,190)	-6%	52,578	(3,236,760)	(3,236,760)
Buildings	(803,862)	(925,653)	-13%	121,791 ✓	(3,943,239)	(3,943,239)
Roads	(2,320,998)	(2,320,998)	0%	-	(9,283,992)	(9,283,992)
Drainage	(563,313)	(563,313)	0%	-	(2,253,252)	(2,253,252)
Footpaths	(279,633)	(279,633)	0%	-	(1,118,532)	(1,118,532)
Parks Equipment	(516,687)	(516,687)	0%	-	(2,066,748)	(2,066,748)
	<b>(5,335,598)</b>	<b>(5,491,455)</b>	<b>-3%</b>	<b>155,857</b>	<b>(22,206,447)</b>	<b>(22,206,447)</b>
<b>Total Operating Expenditure</b>	<b>(25,949,135)</b>	<b>(27,874,335)</b>	<b>-7%</b>	<b>1,925,200</b>	<b>(110,727,144)</b>	<b>(109,554,318)</b>
<b>Change in Net Assets Resulting from Operations</b>	<b>63,170,789</b>	<b>62,149,309</b>	<b>2%</b>	<b>1,021,480</b>	<b>12,821,871</b>	<b>13,146,507</b>
<b>Non-Operating Activities</b>						
<b>Profit/(Loss) on Assets Disposal</b>						
Plant & Machinery	91,464	103,658	-12%	(12,194)	(417,141)	(627,141)
Freehold Land	-	-	0%	-	4,636,427	2,783,700
Furniture & Office Equipment	-	-	0%	-	-	-
Buildings	-	-	0%	-	-	-
	<b>91,464</b>	<b>103,658</b>	<b>-12%</b>	<b>(12,194)</b>	<b>4,219,286</b>	<b>2,156,559</b>
Less: Movement in Joint Venture	-	-			-	-
Less: Underground Power Infrastructure Contribution	-	(1,040,000)	-100%	1,040,000	(1,040,000)	(1,040,000)
<b>Asset Acquisitions</b>						
Land and Buildings	(1,521,063)	(8,727,573)	-83%	7,206,510 ✓	(41,508,406)	(25,506,000)
Infrastructure Assets	(2,159,883)	(4,282,370)	-50%	2,122,487 ✓	(23,887,861)	(17,713,224)
Plant and Machinery	(302,555)	(678,422)	-55%	375,867 ✓	(4,649,213)	(3,899,500)
Furniture and Equipment	-	(4,699)	-100%	4,699	(26,800)	(24,000)
Computer Equipment	(70,909)	(347,428)	-80%	276,519 ✓	(1,412,715)	(540,000)
<b>Note 1.</b>	<b>(4,054,410)</b>	<b>(14,040,492)</b>	<b>-71%</b>	<b>9,986,082</b>	<b>(71,484,995)</b>	<b>(47,682,724)</b>
Add: Transfer to Reserves	(3,097,002)	(2,400,191)	29%	(696,810) X	(35,191,519)	(33,226,292)
	<b>56,110,841</b>	<b>44,772,284</b>	<b>25%</b>	<b>11,338,557</b>	<b>(90,675,357)</b>	<b>(66,645,950)</b>

# STATEMENT OF FINANCIAL ACTIVITY

for the period ended 30 September 2013

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
	\$	\$	%	\$	\$	\$
<b>Add Funding from</b>						
Grants & Contributions - Asset Development	3,290,242	1,583,485	108%	1,706,757 ✓	8,150,902	5,629,495
Less: held in restricted funds from prior years	(712,884)	-	0%	(712,884) X	-	-
Proceeds on Sale of Assets	91,464	222,875	-59%	(131,411) X	8,070,227	6,007,500
Reserves	1,886,774	11,060,276	-83%	(9,173,502) X	51,533,491	36,284,216
Loan Funds Raised	-	-	0%	-	-	-
Contributed Developer Assets	-	-	0%	-	-	-
	<b>60,666,436</b>	<b>57,638,919</b>	<b>5%</b>	<b>3,027,517</b>	<b>(22,920,736)</b>	<b>(18,724,739)</b>
<b>Less: Transfer from Reserves - Impaired Investments</b>	-	-	0%	-	-	-
<b>Non-Cash/Non-Current Item Adjustments</b>						
Depreciation on Assets	5,335,598	5,491,455	-3%	(155,857) X	22,206,447	22,206,447
Profit/(Loss) on Assets Disposal	(91,464)	(103,658)	-12%	12,194	(4,219,286)	(2,156,559)
Loan Repayments	-	-	0%	-	(1,325,149)	(1,325,149)
Joint Venture Investment	-	-	0%	-	-	-
Non-Current Accrued Debtors	-	-	0%	-	-	-
Non-Current Leave Provisions	390,345	-	0%	390,345 ✓	-	-
Net Change in Restricted/Committed Cash	3,231,776	-	0%	3,231,776 ✓	-	-
Deferred Pensioners Adjustment	-	-	0%	-	-	-
	<b>69,532,692</b>	<b>63,026,716</b>	<b>10%</b>	<b>6,505,976</b>	<b>(6,258,724)</b>	<b>0</b>
Opening Funds	11,247,256	6,568,075	71%	4,679,181	6,568,075	-
<b>Closing Funds</b>	<b>80,779,948</b>	<b>69,594,791</b>	<b>16%</b>	<b>11,185,157</b>	<b>309,351</b>	<b>-</b>
	-	-		-	-	-

Note 2, 3.

## Notes to Statement of Financial Activity

### Note 1.

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

Assets Classification	Actuals	Commitments at Month End	Commitments & Actuals YTD	YTD Revised Budget	Full Year Revised Budget	Uncommitted at Month End
	\$	\$			\$	\$
Land and Buildings	(1,521,063)	(11,098,217)	(12,619,280)	(8,727,573)	(41,508,406)	28,889,125
Infrastructure Assets	(2,159,883)	(1,726,458)	(3,886,342)	(4,282,370)	(23,887,861)	20,001,519
Plant and Machinery	(302,555)	(102,196)	(404,751)	(678,422)	(4,649,213)	4,244,463
Furniture and Equipment	-	(22,473)	(22,473)	(4,699)	(26,800)	4,327
Computer Equipment	(70,909)	(227,295)	(298,204)	(347,428)	(1,412,715)	1,114,511
	(4,054,410)	(13,176,639)	(17,231,049)	(14,040,492)	(71,484,995)	54,253,946

### Note 2.

Closing Funds in the Financial Activity Statement are represented by:

	Actuals	YTD Revised Budget	Full Year Revised Budget	Adopted Budget
	\$	\$	\$	\$
<b>Current Assets</b>				
Cash & Investments	136,545,767	99,400,216	52,435,081	65,409,779
Rates Outstanding	30,294,862	30,695,743	-	-
Rubbish Charges Outstanding	2,300,073	4,288,817	-	-
Sundry Debtors	6,841,179	3,573,579	-	-
GST Receivable	415,401	-	-	-
Prepayments	(0)	-	-	-
Accrued Debtors	323,198	-	-	-
Stock on Hand	22,013	-	-	-
	176,742,494	137,958,355	52,435,081	65,409,779
<b>Current Liabilities</b>				
Creditors	(13,213,564)	(8,555,946)	-	-
Income Received in Advance	105,712	-	-	-
GST Payable	(167,332)	-	-	-
Withholding Tax Payable	-	-	-	-
Provision for Annual Leave	(2,607,197)	-	-	-
Provision for Long Service Leave	(2,037,437)	-	-	-
	(17,919,818)	(8,555,946)	-	-
<b>Net Current Assets</b>	158,822,675	129,402,409	52,435,081	65,409,779
<b>Add: Non Current Investments</b>	3,943,115	-	-	-
	162,765,790	129,402,409	52,435,081	65,409,779
<b>Less: Restricted/Committed Assets</b>				
Cash Backed Reserves #	(76,599,689)	(56,707,618)	(49,025,730)	(62,309,778)
Deposits & Bonds Liability *	(2,336,560)	-	-	-
Grants & Contributions Unspent *	(3,049,593)	(3,100,000)	(3,100,000)	(3,100,000)
	80,779,948	69,594,791	309,351	0
<b>Closing Funds (as per Financial Activity Statement)</b>	<b>80,779,948</b>	<b>69,594,791</b>	<b>309,351</b>	<b>0</b>

# See attached Reserve Fund Statement

\* See attached Restricted Funds Analysis

**Note 3.**

**Amendments to original budget since budget adoption. Surplus/(Deficit)**

Ledger	Project/ Activity	Description	Council Resolution	Classification	Non Change (Non Cash Items) Adjust.	Increase in Available Cash	Decrease in Available Cash	Amended budget Running Balance
					\$	\$	\$	\$
		<b>Budget Adoption</b>		<b>Closing Funds Surplus(Deficit)</b>				<b>0</b>
	590 to							
GL	595	Adjust SLLC salaries including fixing error in salary level		Operating Expenditure		75,762		75,762
GL	241	Extra income from activity for the first six months		Operating Income		649		76,411
	161, 162,							
GL	175	Balancing FESA budget according to its funding		Operating Expenditure		2,568		78,979
OP	628	Adjusting Summer of Fun events according to OCM	OCM July13 17.3	Operating Expenditure			5,175	73,804
OP	9170	Correcting funding for Offset Surf Life Saving Club		Operating Income		23,000		96,804
CW	2075	Adding owners contribution to Crossover Construction project		Operating Income		30,000		126,804
OP	6818	New commercial lease at Orsino Boulevard, North Coogee		Operating Income		5,000		131,804
GL	105	Extra Financial Assistance Grant received		Operating Income		167,547		299,351
GL	165	New income from Cats Legislation		Operating Income		10,000		309,351
				<b>Closing Funds Surplus (Deficit)</b>	<b>0</b>	<b>314,526</b>	<b>5,175</b>	<b>309,351</b>



# Statement of Comprehensive Income *by Nature and Type*

for the period ended 30 September 2013

	Actual	Amended YTD Budget	\$ Variance to YTD Budget	Forecast	Amended Budget	Adopted Budget
	\$	\$	\$	\$	\$	\$
<b>OPERATING REVENUE</b>						
01 Rates	57,320,763	56,896,203	424,561	58,341,375	57,916,814	57,916,814
05 Fees and Charges	28,043,043	27,782,368	260,675	50,531,886	50,271,211	50,208,232
10 Grants and Subsidies	1,896,627	4,112,448	(2,215,821)	7,494,948	9,710,769	9,046,274
15 Contributions, Donations and Reimbursements	277,307	244,793	32,515	627,845	595,330	474,614
20 Interest Earnings	1,577,258	985,318	591,940	5,636,766	5,044,826	5,044,826
25 Other revenue and Income	4,925	2,514	2,411	12,477	10,066	10,066
<b>Total Operating Revenue</b>	<b>89,119,924</b>	<b>90,023,644</b>	<b>(903,719)</b>	<b>122,645,296</b>	<b>123,549,016</b>	<b>122,700,826</b>
<b>OPERATING EXPENDITURE</b>						
50 Employee Costs - Salaries & Direct Oncosts	(9,765,665)	(9,257,658)	(508,008)	(41,228,697)	(40,720,690)	(40,783,674)
51 Employee Costs - Indirect Oncosts	(131,635)	(160,902)	29,266	(903,234)	(932,501)	(929,483)
55 Materials and Contracts	(6,889,396)	(8,546,706)	1,657,310	(33,069,150)	(34,726,460)	(33,543,022)
65 Utilities	(1,036,968)	(1,104,952)	67,984	(4,242,295)	(4,310,279)	(4,315,599)
70 Interest Expenses	-	-	-	(171,505)	(171,505)	(171,505)
75 Insurances	(1,289,455)	(1,130,730)	(158,725)	(2,163,792)	(2,005,067)	(2,005,067)
80 Other Expenses	(2,155,882)	(2,953,306)	797,423	(7,942,643)	(8,740,066)	(8,685,393)
85 Depreciation on Non Current Assets	(5,335,598)	(5,491,455)	155,857	(22,050,590)	(22,206,447)	(22,206,447)
96 Internal Recharging (Unbalanced)	(1,376)	961	(2,337)	1,885	4,222	4,222
<b>Add Back: Indirect Costs Allocated to Capital Works</b>	<b>655,465</b>	<b>771,373</b>	<b>(115,908)</b>	<b>2,969,963</b>	<b>3,085,871</b>	<b>3,085,871</b>
<b>Total Operating Expenditure</b>	<b>(25,949,135)</b>	<b>(27,874,335)</b>	<b>1,925,200</b>	<b>(108,801,945)</b>	<b>(110,727,144)</b>	<b>(109,554,318)</b>
<b>CHANGE IN NET ASSETS RESULTING FROM OPERATING ACTIVITIES</b>						
	<b>63,170,789</b>	<b>62,149,309</b>	<b>1,021,480</b>	<b>13,843,352</b>	<b>12,821,871</b>	<b>13,146,507</b>
<b>NON-OPERATING ACTIVITIES</b>						
11 Capital Grants & Subsidies	913,259	224,065	689,194	3,906,825	3,217,631	2,081,658
16 Contributions - Asset Development	2,376,982	1,359,419	1,017,563	5,950,835	4,933,272	3,547,837
95 Profit/(Loss) on Sale of Assets	91,464	103,658	(12,194)	4,207,092	4,219,286	2,156,559
57 Acquisition of Crown Land for Roads	-	-	-	-	-	-
58 Underground Power Scheme	-	(1,040,000)	1,040,000	-	(1,040,000)	(1,040,000)
<b>Total Non-Operating Activities</b>	<b>3,381,705</b>	<b>647,143</b>	<b>2,734,563</b>	<b>14,064,751</b>	<b>11,330,188</b>	<b>6,746,054</b>
<b>NET RESULT</b>						
	<b>66,552,495</b>	<b>62,796,451</b>	<b>3,756,043</b>	<b>27,908,103</b>	<b>24,152,060</b>	<b>19,892,561</b>

## Notes to Statement of Comprehensive Income

### Note 1.

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

	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
<b><u>Community Services:</u></b>				
Recreational Services	92,523	110,810	524,136	524,136
South Lake Leisure Centre	681,555	626,686	2,941,890	2,941,890
Law and Public Safety	2,530,328	2,605,773	2,886,346	2,861,346
	3,304,406	3,343,269	6,352,372	6,327,372
<b><u>Waste Services:</u></b>				
Waste Collection Services	16,880,654	16,462,029	16,807,430	16,807,430
Waste Disposal Services	3,870,959	4,814,203	19,256,811	19,256,811
	20,751,612	21,276,231	36,064,241	36,064,241
	24,056,018	24,619,500	42,416,613	42,391,613

### Note 2.

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

	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
Executive Division	(472,363)	(489,955)	(2,176,610)	(2,242,610)
Finance & Corporate Services Division	(1,546,976)	(1,451,406)	(6,150,515)	(6,150,515)
Community Services Division	(2,967,157)	(2,667,883)	(12,114,797)	(12,187,347)
Planning & Development Division	(1,219,851)	(1,067,717)	(4,819,124)	(4,743,558)
Engineering & Works Division	(3,559,317)	(3,580,696)	(15,459,644)	(15,459,644)
	(9,765,665)	(9,257,658)	(40,720,690)	(40,783,674)

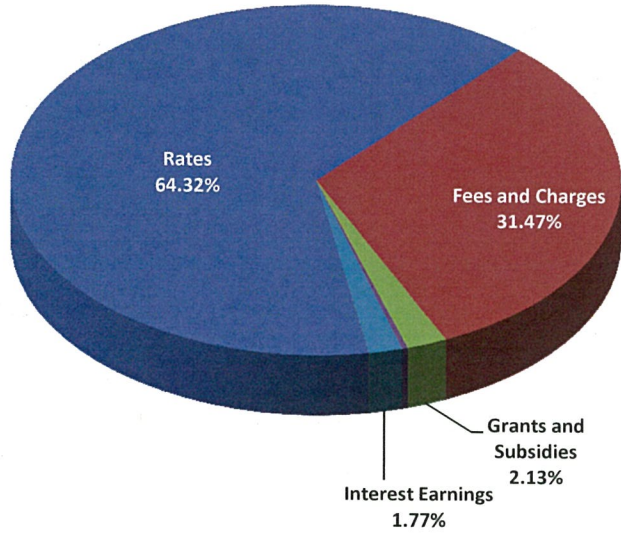
### Note 3

Additional information on Materials and Contracts by each Division.

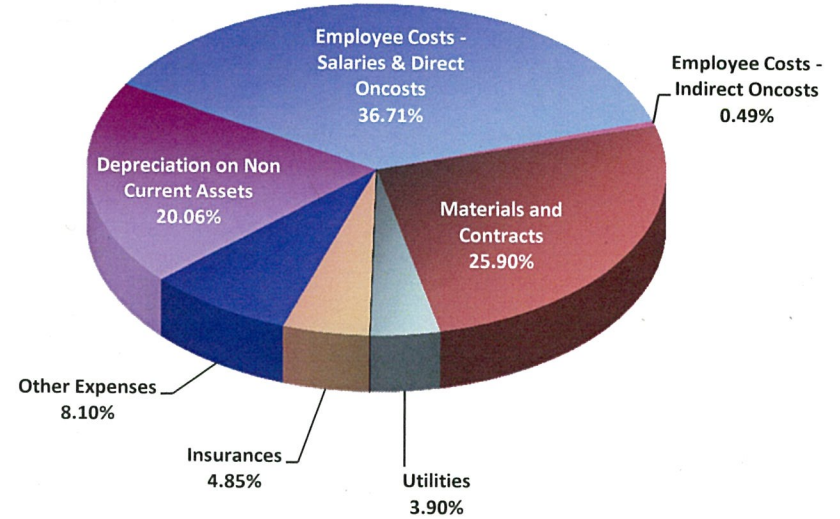
	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
Executive Division	(201,661)	(447,547)	(1,905,190)	(1,839,190)
Finance & Corporate Services Division	(817,346)	(970,741)	(3,401,454)	(3,089,257)
Community Services Division	(1,521,628)	(1,812,554)	(8,131,177)	(7,652,734)
Planning & Development Division	(397,724)	(320,473)	(1,400,339)	(1,285,508)
Engineering & Works Division	(3,951,037)	(4,995,391)	(19,888,301)	(19,676,332)
Not Applicable	0	0	0	0
	(6,889,396)	(8,546,706)	(34,726,460)	(33,543,022)



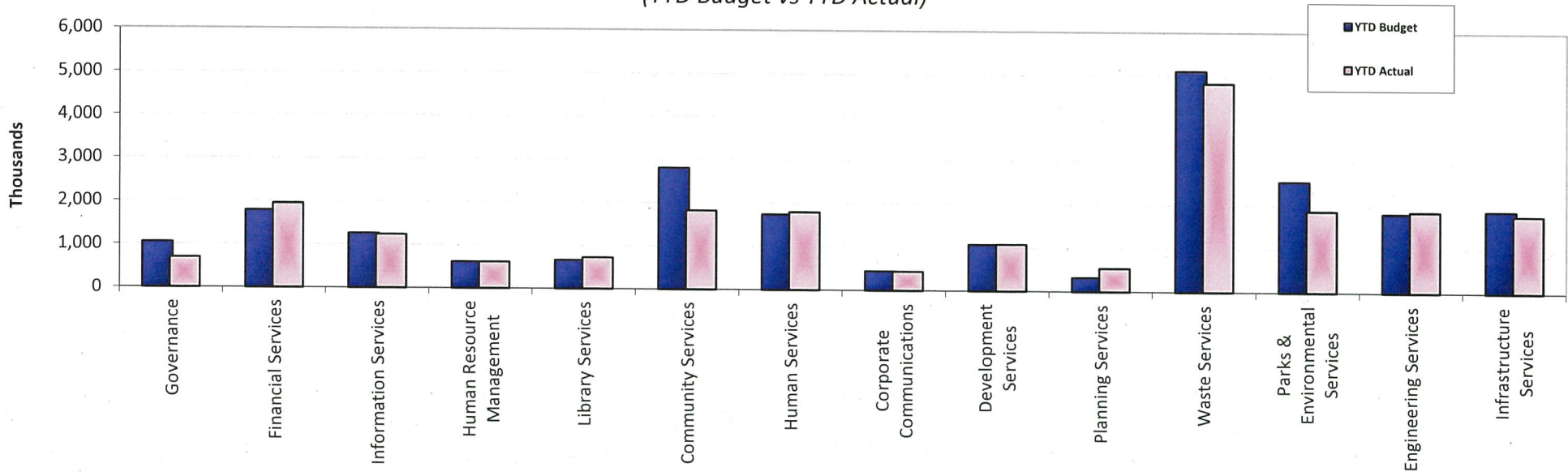
**Operating Income by Nature and Type**  
(YTD Actual)



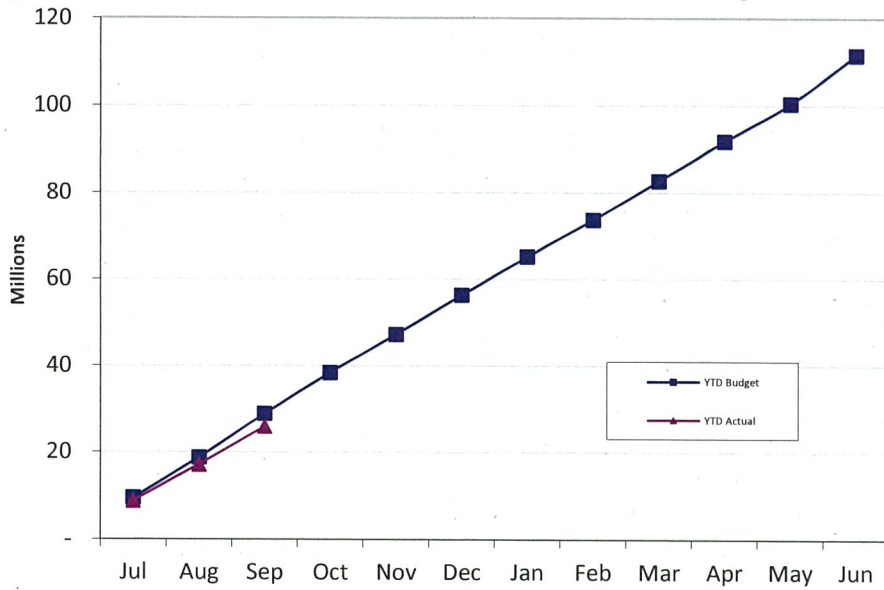
**Operating Expenditure by Nature and Type**  
(YTD Actual)



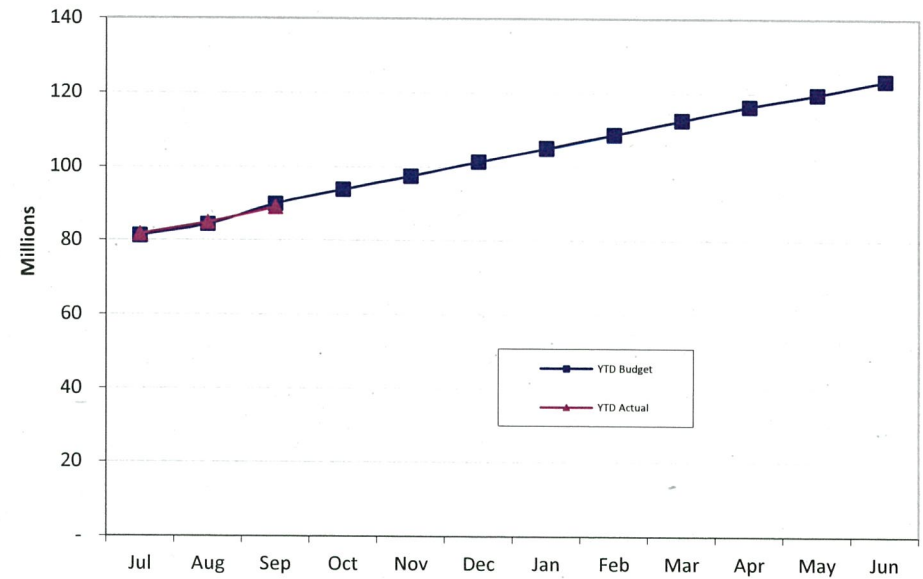
**Operating Expenditure by Business Unit**  
(YTD Budget vs YTD Actual)



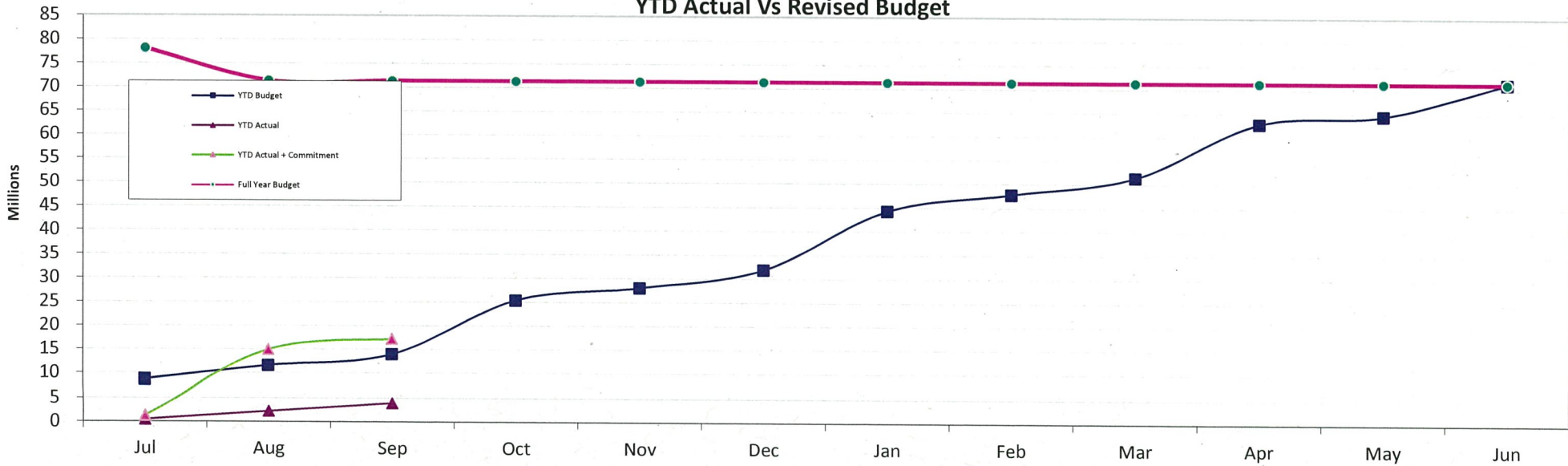
**YTD Operating Expenditure Vs YTD Revised Budget**



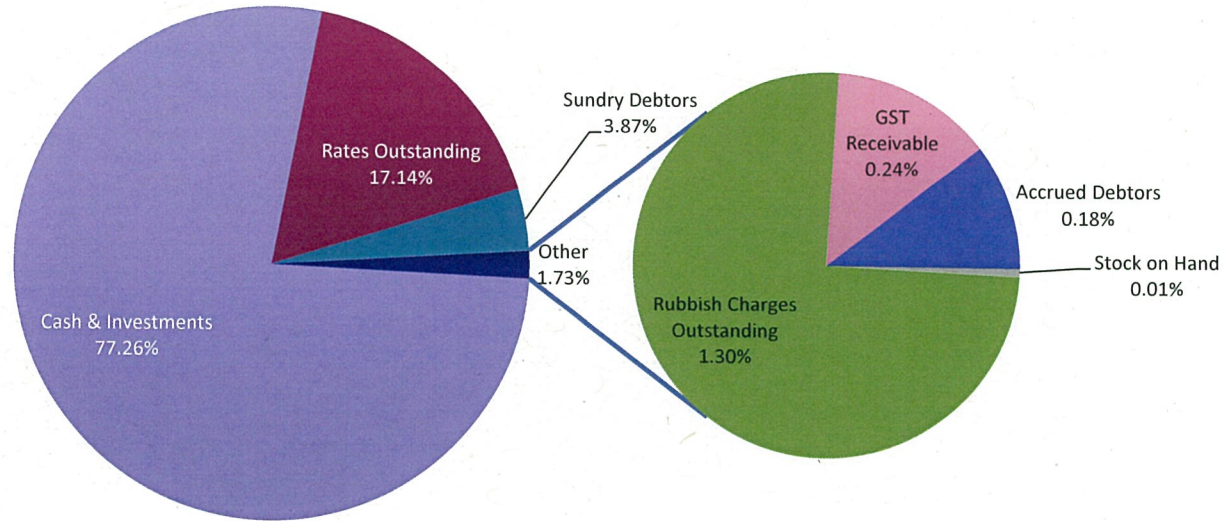
**YTD Operating Income Vs YTD Revised Budget**



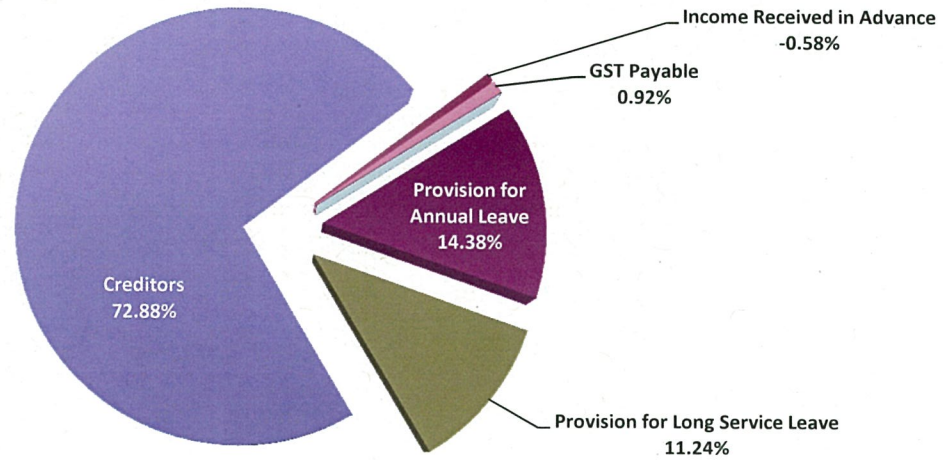
**Capital Expenditure  
YTD Actual Vs Revised Budget**



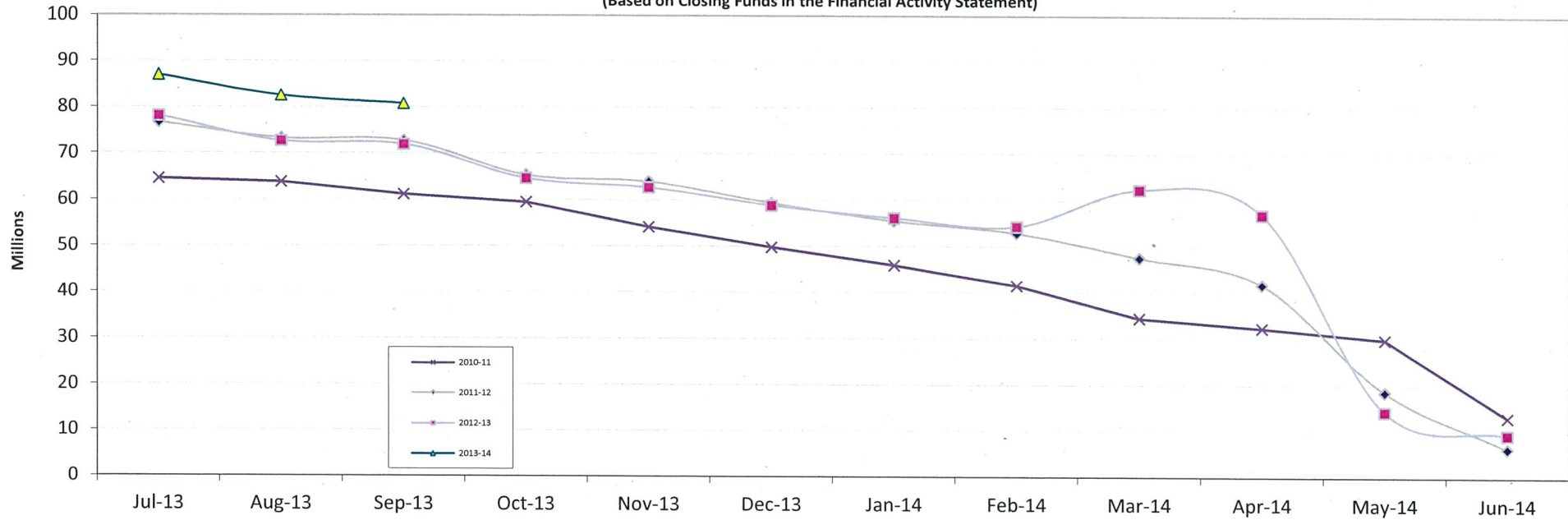
### Current Assets (YTD Actual)



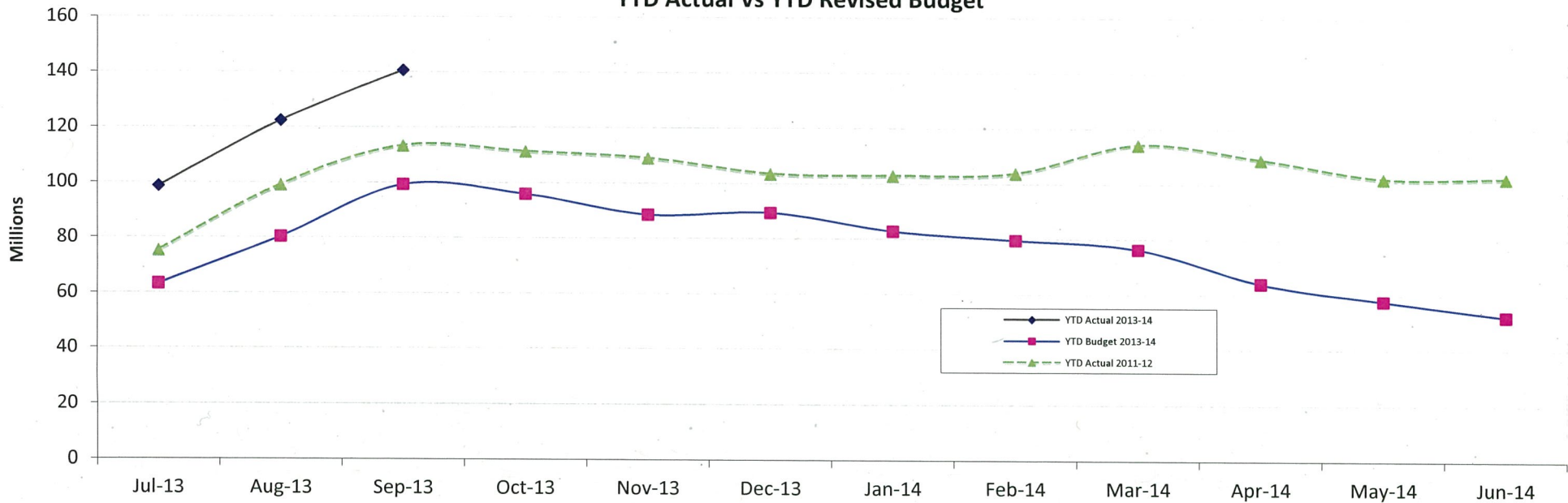
### Current Liabilities (YTD Actual)



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



**Cash & Investments Positions**  
 YTD Actual Vs YTD Revised Budget



**City of Cockburn**  
**Restricted Funds - Infrastructure Contributions & Carry Forwards**  
**Financial Statement for the Period Ended 30 Sep 2013**

Particulars	Balance July 1st 2013	Add: Receipts/Jnls	Less: Payments/Jnls	Closing Balance
<b>INFRASTRUCTURE CONTRIBUTIONS</b>				
Prog 12 ROAD CONSTRUCTION	1,264,557.16			1,264,557.16
Prog 12 FOOTPATH CONSTRUCTION	665,383.90			665,383.90
Prog 12 DRAINAGE DEVELOPMENT	645,419.01			645,419.01
	<b>2,575,360.07</b>	-	-	<b>2,575,360.07</b>
<b>CARRIED FORWARDS</b>				
Prog 8 FUNDED SERVICES SURPLUSES C/FWD	329,535.94	125,885.09	457,898.88 -	2,477.85
UNSPENT PROJECT FUNDING C/FWD	2,630,789.99	391,738.59	2,483,654.44 -	538,874.14
Prog 12 UNSPENT ROAD FUNDING	745,683.14	421,711.68	1,229,557.79 -	62,162.97
	<b>3,706,009.07</b>	<b>939,335.36</b>	<b>4,171,111.11</b>	<b>474,233.32</b>
<b>TOTAL</b>	<b>6,281,369.14</b>	<b>939,335.36</b>	<b>4,171,111.11</b>	<b>3,049,593.39</b>

*NB. Total Receipts and Payments of Contributions/CF Grants is the balance of Restricted Funds Activities (883-890):*

<i>Receipts:</i>	- 939,335.36
<i>Payments:</i>	<u>4,171,111.11</u>
<i>Balance of Restricted Funds:</i>	<u>3,231,775.75</u>



## City of Cockburn - Reserve Funds

Financial Statement for Period Ending 30 September 2013

Account Details	Opening Balance		Interest Received		t/f's from Municipal		t/f's to Municipal		Closing Balance	
	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual
<b>Council Funded</b>										
Bibra Lake Management Plan Reserve	946,772	1,014,207	-	6,805	-	-	(171,559)	(2,700)	775,213	1,018,312
Bibra Lake Nutrient Management	306,924	305,625	12,740	2,052	-	-	-	-	319,664	307,677
Carbon Pollution Reduct Scheme Res CPRS	1,120,000	70,666	-	1,066	1,100,000	237,970	-	-	2,220,000	309,701
Community Infrastructure	12,282,643	10,890,947	254,740	71,170	3,825,600	-	(14,277,842)	(176,590)	2,085,141	10,785,527
Community Surveillance Levy Reserve	101,452	498,556	28,950	2,446	193,294	-	(233,958)	(17,099)	89,738	483,904
Contaminated Sites	1,764,335	1,999,849	59,060	13,116	500,000	-	(200,000)	(7,867)	2,123,395	2,005,098
DCD Redundancies Reserve	2,824	2,916	-	20	-	-	-	-	2,824	2,936
Environmental Offset Reserve	223,187	357,376	-	2,391	-	-	(138,591)	(12,544)	84,596	347,223
Green House Emissions Reductions	309,895	579,053	16,220	3,887	200,000	-	(507,000)	(440)	19,115	582,501
Information Technology	70,206	428,166	34,740	2,875	124,671	-	(373,000)	(9,633)	(143,383)	421,408
Land Development & Investment Fund Reserve	10,110,579	13,933,953	347,370	94,194	7,173,727	-	(17,427,992)	(341,658)	203,684	13,686,489
Major Buildings Refurbishment	2,412,121	2,409,325	40,530	16,178	2,500,000	-	-	-	4,952,651	2,425,504
Mobile Rubbish Bins	195,472	209,552	22,000	1,307	-	-	(170,000)	(23,868)	47,472	186,990
Municipal Elections	492,988	493,285	15,060	3,312	-	-	(490,000)	-	18,048	496,597
Naval Base Shacks	592,990	596,438	18,530	4,010	158,854	-	(220,228)	(550)	550,147	599,898
Plant & Vehicle Replacement	3,349,030	3,731,633	92,640	25,097	3,469,500	-	(3,043,000)	(118,608)	3,868,170	3,638,122
Port Coogee Special Maintenance Reserve	773,924	809,083	25,480	5,384	235,000	-	(96,907)	(34,767)	937,497	779,700
Roads & Drainage Infrastructure	1,305,440	2,087,403	98,430	13,402	1,250,000	-	(2,984,325)	(502,475)	(330,456)	1,598,330
Staff Payments & Entitlements	2,291,917	2,261,717	150,530	14,832	105,000	-	(186,000)	(125,500)	2,361,447	2,151,049
Waste & Recycling	13,094,956	13,701,538	636,850	95,109	6,798,832	-	(3,130,930)	(157,435)	17,399,708	13,639,212
Waste Collection Levy	2,000	132,072	2,320	252	310,732	-	-	-	315,052	132,324
Workers Compensation	400,820	399,501	16,220	2,683	-	-	-	-	417,040	402,184
POS Cash in Lieu (Restricted Funds)	3,546,626	4,031,593	142,470	27,072	-	-	(480,000)	-	3,209,096	4,058,664
	<b>55,697,101</b>	<b>60,944,452</b>	<b>2,014,880</b>	<b>408,660</b>	<b>27,945,210</b>	<b>237,970</b>	<b>(44,131,332)</b>	<b>(1,531,734)</b>	<b>41,525,859</b>	<b>60,059,348</b>
<b>Grant Funded</b>										
Aged & Disabled Vehicle Expenses	413,361	424,948	9,170	2,853	68,496	-	(72,000)	-	419,027	427,802
Cockburn Super Clinic Reserve	176,310	4,242,180	173,690	28,264	-	-	(4,703,516)	(110,007)	(4,353,516)	4,160,438
Family Day Care Accumulation Fund	64,432	64,233	2,500	431	-	-	(2,800)	-	64,132	64,664
Naval Base Shack Removal Reserve	263,232	272,408	5,715	1,829	54,000	-	-	-	322,947	274,237
UNDERGROUND POWER	1,826,959	1,301,740	-	8,741	1,200,000	-	(2,412,063)	(36,586)	614,896	1,273,895
Welfare Projects Employee Entitlements	400,362	452,182	16,911	3,057	-	-	(11,060)	-	406,214	455,239
	<b>3,144,656</b>	<b>6,757,691</b>	<b>207,986</b>	<b>45,176</b>	<b>1,322,496</b>	<b>-</b>	<b>(7,201,438)</b>	<b>(146,593)</b>	<b>(2,526,300)</b>	<b>6,656,274</b>
<b>Development Cont. Plans</b>										
Aubin Grove DCA	147,345	167,325	21,604	1,124	-	-	(5,310)	-	163,639	168,449
Community Infrastructure DCA 13	2,970,314	3,361,786	105,715	27,730	2,000,000	2,126,506	(85,311)	-	4,990,718	5,516,022
Gaebler Rd Development Cont. Plans	410,064	760,607	4,944	5,107	-	-	(8,610)	-	406,398	765,714
Hammond Park DCA	374,581	(9,371)	-	(63)	383,540	-	-	-	758,121	(9,434)
Munster Development	677,227	724,330	8,498	4,864	8,753	-	(12,410)	-	682,068	729,194
Muriel Court Development Contribution	155,936	(43,595)	-	(293)	206,000	-	(22,210)	(140,262)	339,726	(184,150)
Packham North - DCA 12	278,088	(18,720)	-	(126)	515,000	-	(6,860)	(68,185)	786,228	(87,031)
Solomon Road DCA	244,129	97,272	-	653	257,500	111,919	(15,060)	-	486,569	209,845
Success Lakes Development	217,085	1,582,041	-	10,624	-	-	(5,310)	-	211,775	1,592,666
Success Nth Development Cont. Plans	607,773	601,206	10,661	4,037	10,981	-	(10,410)	-	619,005	605,244
Thomas St Development Cont. Plans	11,404	11,778	-	79	-	-	-	-	11,404	11,857
Wattleup DCA 10	-	(4,674)	-	(31)	-	-	(13,010)	-	(13,010)	(4,705)
Yangebup East Development Cont. Plans	74,701	188,928	3,986	1,269	57,150	-	(9,010)	-	126,827	190,197
Yangebup West Development Cont. Plans	357,299	268,405	10,712	2,263	95,903	109,533	(7,210)	-	456,704	380,200
	<b>6,525,945</b>	<b>7,687,318</b>	<b>166,120</b>	<b>57,237</b>	<b>3,534,827</b>	<b>2,347,958</b>	<b>(200,721)</b>	<b>(208,447)</b>	<b>10,026,171</b>	<b>9,884,067</b>
<b>Total Reserves</b>	<b>65,367,702</b>	<b>75,389,461</b>	<b>2,388,986</b>	<b>511,073</b>	<b>32,802,533</b>	<b>2,585,928</b>	<b>(51,533,491)</b>	<b>(1,886,774)</b>	<b>49,025,730</b>	<b>76,599,689</b>

**Total Reserves**

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Variance Analysis						
Municipal Financial Activity Statement for the period ended 30 September 2013						
	YTD Actuals	YTD Revised Budget	Full Year Revised Budget	YTD Variance	v = Favourable x = Unfavourable	Sep-13
	\$	\$	\$	\$		
<b>OPERATING REVENUE</b>						
Governance	62,476,779	61,457,662	67,754,883	1,019,117	√	GRV Industrial Rates and GRV Commercial Rates received are \$130k and \$592k ahead from ytd budget respectively. Interest earnings from Municipal and Rates are \$290k and \$224k over ytd budget respectively. However, GRV part year Rates received are \$255k under ytd budget.
Financial Services	314,428	149,988	684,954	164,440	√	Income received from Rates - Administration Fees is \$163k ahead from ytd budget.
Community Services	3,689,049	3,816,943	7,241,967	(127,894)	X	Income received from Law & Public Safety is \$101k under ytd budget.
Human Services	1,995,186	1,648,464	6,499,950	346,722	√	Income received from Family Services and Youth Services are \$122k and \$103k over ytd budget due to the surplus b/f from previous year.
Development Services	1,435,098	1,194,290	3,474,611	240,808	√	Income received from development application fees and fines & penalties are \$144k and \$109k over ytd budget.
Planning Services	678,770	258,348	1,284,514	420,422	√	Lease revenue received from Naval Base Chalets is \$421k over ytd budget. Cashflow will be corrected next month.
Waste Services	20,768,236	21,292,919	36,109,491	(524,683)	X	Landfill fees received are \$925k under ytd budget. MSW & Recycling Removal Levy received is \$419k over ytd budget.
<b>OPERATING EXPENDITURE</b>						
Governance	699,032	1,053,294	4,996,785	354,262	√	The favourable variance is mainly from the return of the costs of DCA11 & DCA12 to general purpose funding, these costs were funded from municipal monies in prior years and should be returned via the general purpose funding area.
Financial Services	1,949,566	1,791,872	5,327,789	(157,694)	X	Plant Insurance Premium is ahead of ytd budget by \$116k.
Community Services	1,825,926	2,804,986	9,358,678	979,060	√	Expenditure in Law and Public Safety is under ytd budget by \$109k. Expenditures in Council's Community Recon & Educate Grants are under ytd budget by \$145k. The remaining balance of expenditures in council's donations are underspent by \$698k.
Planning Services	540,214	323,865	1,480,501	(216,350)	X	This unfavourable variance is mainly from the costs of DCA11 & DCA12. The additional funding will be added in mid year review to clear the unfavourable variance from DCA11 & DCA12 for \$208k.
Waste Services	4,825,111	5,111,724	19,944,658	286,613	√	The internal tipping charges for COC Commercial MGB & Diversion is overspent by \$150k. Contract expenses for Entry fees for recyclables is under ytd budget by \$103k. Waste Disposal Services are underspent against its ytd budget, mainly due to waste disposal labour charges \$101k and contract expenses of Henderson Waste Recovery Park \$134k.
Parks & Environmental Services	1,877,809	2,552,152	10,619,912	674,343	√	Contract Expenses in Environmental Management and Parks Construction & Maintenance are underspent by \$221k and \$429k respectively.
Infrastructure Services	1,778,227	1,885,337	7,748,357	107,111	√	Total expenses of plant maintenance and facilities maintenance & management are underspent by \$109k.
<b>ADDITIONAL FUNDING RECEIVED</b>						
Grants & Contributions - Asset Development	3,290,242	1,583,485	8,150,902	1,706,757	√	Grants for Road Construction - Council Funded have not received yet resulting in unfavourable variance of \$337k. Owner Contribution received for DCA13 is ahead of its ytd budget by \$1.7m. Owner Contribution for DCA12 and DCA9 have not been received resulting unfavourable variance of \$304k. Transfer from reserve to Wellard Street, Beeliar Drive Hammond Road North and South, and Intersection of North Lake road / Forrest Road resulting in favourable variance of \$575k.
Proceeds on Sale of Assets	91,464	222,875	8,070,227	(131,411)	X	Group of vehicles have not been sold, resulting in unfavourable variance of \$183k.

# Capital Expenditure

for the period ended 30 September 2013

	Actuals	YTD Revised Budget	Full Year Revised Budget	\$ Variance to YTD Budget	√ = Favourable X = Unfavourable	Explanation
	\$	\$	\$	\$		
<b>SUMMARY</b>						
Purchase of Land and Buildings	1,521,063	8,727,573	44,042,673	7,206,510	√	
Acquisition & Development of Infrastructure Assets	2,159,883	4,282,370	23,558,540	2,122,487	√	
Purchase of Plant and Machinery	302,555	678,422	5,543,561	375,867	√	
Purchase of Furniture and Equipment	0	4,699	11,736	4,699	√	
Purchase of Computer Equipment	70,909	347,428	2,974,879	276,519	√	
	<b>4,054,410</b>	<b>14,040,492</b>	<b>76,131,390</b>	<b>9,986,082</b>		
<b>Material Variances Identified:</b>						
<b>Works in Progress - Roads Infrastructure</b>						
2365 - HAMMOND RD [Russell/Bartram] - Construct 2nd cwy/ upgrade ve	679,486	336,942	4,341,351	(342,544)	X	Cashflow issue with regards to YTD budget. There needs to be a water main relocation which is to be started October. Currently \$530k in committed orders.
3545 - Beeliar Drive Hammond Road North and South	204,946	71,922	0	(133,024)	X	Project combined with CW 2417, with costs been transferred into CW 3545. Budget from CW2417 yet to be transferred.
2442 - Frankland Avenue construction Single carrieway Roper Bouleva	469,695	1,271,578	1,432,000	801,883	√	Cash flow issue with regards to YTD budget. Currently \$113k in committed orders. Major works expected to be completed October 2013, with a minor street lighting project to be done after.
Sub Total	<b>1,354,127</b>	<b>1,680,442</b>	<b>5,773,351</b>	<b>326,315</b>		
<b>Works in Progress - Drainage</b>						
3556 - Phoenix Rd & Bullfinch St - Drainage Upgrade stage 3	758	130,000	0	129,242	√	Without a drainer advisor. Deferred until November 2013.
2890 - Friar John Way drainage upgrade	0	130,000	85,000	130,000	√	Construction expected to begin Jan 2014.
2939 - Mala Wy/Sutton Dr - Drainage Upgrade	17,263	175,000	69,500	157,737	√	Excessive amount of water around the project causing delays. After water is dried out the project will recommence. Expected to begin major works October 2013.
2932 - 14 Elderberry Dr - Drainage Upgrade	0	250,000	115,558	250,000	√	Resources has been accessed as not being enough with more funds required. External Contractors to be used.
Sub Total	<b>18,022</b>	<b>685,000</b>	<b>270,058</b>	<b>666,978</b>		
<b>Works in Progress - Parks Hard Infrastuc</b>						
009 - Bibra Lake Management Plan	17,440	121,515	1,426,776	104,075	√	Time delay in beginning the project, due to other projects. Major works expected to begin Mar-14. Cashflow to be adjusted.
Sub Total	<b>17,440</b>	<b>121,515</b>	<b>1,426,776</b>	<b>104,075</b>		
<b>Freehold Land</b>						
1552 - Subdivision of Lot 2242 Amberley Way, Hamilton Hill into 3 s	443,343	0	50,000	(443,343)	X	\$432,000 was incorrectly charged to CW 1552.
1556 - Purchase of LOT 341 LAKEFRONT AVENUE, BEELIAR	0	120,000	480,000	120,000	√	\$432, 000 relating to CW1556 was charged to CW 1552. Cashflow may need to be adjusted.
1539 - Subdivision Lot 702 Bellier Pl & Lot 65 Erpingham Rd	1,000	146,700	604,700	145,700	√	Project has been delayed due to accessing potential joint ventures. Expected to start major works April 14
Sub Total	<b>444,343</b>	<b>266,700</b>	<b>1,134,700</b>	<b>(177,643)</b>		
<b>Works in Progress - Buildings</b>						
006 - Coogee Surf Life Saving Club	502,169	390,510	5,235,144	(111,659)	X	Additional funds received. Project expected to be completed December 13.
007 - Operations Centre Upgrade	65,918	509,871	2,577,517	443,953	√	Delay on decision of commencement. There is a need for confidence to proceed with the project. Advertising for tender may occur February 2014.
005 - Cockburn Integrated Health Facilities	289,904	5,012,211	29,269,466	4,722,307	√	Project approximately 70% complete. Delay due to change of construction methodology. Gavin Construction has been liquidated and a new tender for builders will be done May 2014. Currently \$96k in committed orders.
4473 - Coogee Holiday Park Electrical Supply Upgrade	110	117,017	380,000	116,907	√	Review of scope and timing causing delay. Expected to begin March 2014.

# Capital Expenditure

for the period ended 30 September 2013

	Actuals	YTD Revised Budget	Full Year Revised Budget	\$ Variance to YTD Budget	V = Favourable X = Unfavourable	Explanation
4449 - New Cockburn Central Aquatic & Recreation Centre	\$ 100,308	\$ 1,687,500	\$ 292,750	\$ 1,587,192	√	Consultancy underway. New funds needed and will be applied for in this financial year.
Sub Total	958,408	7,717,109	37,754,877	6,758,701		Currently \$2.18m in committed orders.



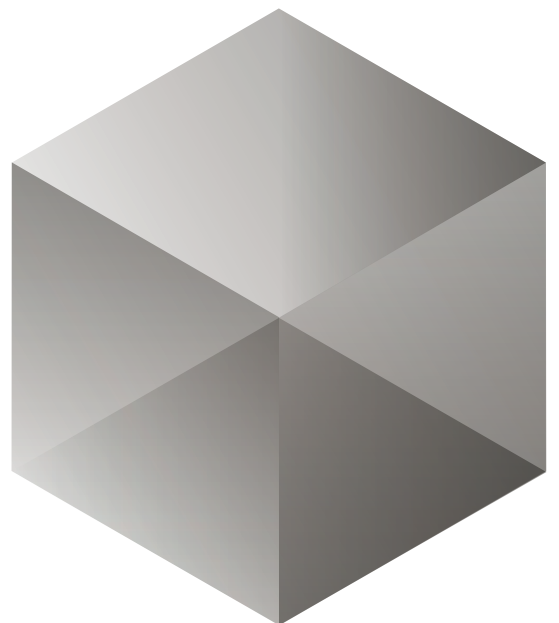


Governance *Environment* Society *Economy*



# CITY OF COCKBURN State of Sustainability Report 2012/13







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The City acknowledges that it is the Noongar people who are the Traditional Custodians of this Land.

### Our Mission

To make the City of Cockburn the most attractive place to live, work, visit and invest in, within the Perth metropolitan area.

### Key themes guiding our development

- Growing the City – *Plan for growth of our City*
- Community and Lifestyles – *Improve communities and lifestyle options*
- A Prosperous City – *Strengthen our economic base*
- Environment and Sustainability – *Sustainably manage our environment*
- Infrastructure – *Provide community and civic infrastructure*
- Moving Around – *Facilitate movement*
- Leading and Listening – *Deliver sustainable governance*

### Our Sustainability Definition

Pursuing governance excellence to meet the needs of current and future generations through an integration of the environment, society and economy.

### Our Sustainability Focus Areas

- Management, Accountability, Transparency and Engagement
- Sustainable Planning and Development
- Environmental Management
- Efficient Settlements and Use of Resources
- Sense of Place and Healthy Communities
- Community Involvement
- Economic Development
- Employment Opportunities

This is the City of Cockburn’s third annual State of Sustainability (SoS) Report. It is an overview of progress toward sustainability through the key areas of focus for the City: Governance, Environment, Society and Economy. In the interests of maintaining a strong strategic alignment, this report is imbedded within the City’s network of corporate planning documents and policies, forming an integrated reporting platform, shown below.



## STATEMENT FROM THE MAYOR



I am pleased to present you with the City of Cockburn's third annual State of Sustainability Report. This report is set within the context of the City's overall Strategic Community Plan 2012-2022, which outlines the City's considered approach to development for the next 10 years.

Sustainability in the City has evolved in recent years, reflecting a progressive commitment to best practice governance for our environment, our community and our economy.

The City's key highlights in sustainability in the 2012/13 reporting period include:

- Adopting a Natural Area Management Strategy, which identifies a range of activities that the City will employ to maintain its natural areas
- Meeting the City's greenhouse gas emissions reduction targets
- Implementing 100% of the actions contained within the City's Reconciliation Action Plan
- Expanding the City's TravelSmart program to include 15 primary schools within the area
- Supporting the development of further tertiary education facilities in the City
- Adoption of a Trails Master Plan
- Pursuing strategic economic development

Logan K Howlett, JP  
MAYOR

## STATEMENT FROM THE CEO



I am proud to present the City of Cockburn's third annual State of Sustainability Report, which covers the 2012/13 financial year. This report is our organisation's way of publicly tracking our progress towards sustainability – our commitment to corporate social responsibility.

The City keeps going from strength to strength in sustainability and this was highlighted by the receipt of the national Keep Australian Beautiful Council's Sustainable Cities Award. The City won this award in 2012, which recognised Cockburn's efforts in developing community partnerships, addressing climate change mitigation and adaptation, safeguarding natural area management, promoting education and facilitating sustainable design.

As a public sector organisation, the work we do is for the service of our community. We aim to ensure that we deliver best practice outcomes in the areas of governance, environment, society and economy. By integrating these core focus areas, we deliver a robust platform for sustainability.

Please take the time to read this report – we welcome your feedback on how we are progressing.




Stephen Cain  
Chief Executive Officer

## INTRODUCTION

The City of Cockburn's third annual *State of Sustainability Report* is a snapshot of the City's collective efforts in working towards a sustainable future for the 2012/13 financial year. As a public sector organisation, governance is a critical extension of the traditional triple bottom line method of reporting for sustainability. The 2012/13 report does not represent a significant departure away from the City's 2011/12 report as many of the previous KPIs are still relevant to the City's progress across its key focus areas of governance, society, economy and the environment and have not as yet been completed.

## REPORTING STRUCTURE

This report is structured according to the City's key focus areas for sustainability – Governance, Environment, Society and Economy. Each focus area is comprised of a number of sustainability principles, overarching objectives, actions and key performance indicators (KPIs) The City's progress in achieving its KPIs is illustrated through the use of a simple traffic light system, which is explained as follows:

-  Indicates the City has achieved, or is on track to achieving, the KPI.
-  Indicates while the City is making progress toward the achievement of a particular KPI, more work is needed.
-  Indicates the City is not yet making progress toward the achievement of that particular KPI.



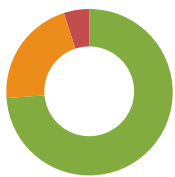
**Governance** *Environment* *Society* *Economy*



# Sustainability is... Governance

Governance is the cornerstone of the City's approach to sustainability. Through this the City is able to listen to and lead, its residents and ratepayers, in building a sustainable future.

The City has 19 identified key performance indicators (KPIs) to measure its current progress towards achieving Governance Excellence.



74%	Achieved
21%	In Progress
5%	Not Achieved

## HIGHLIGHTS

Adoption of Asset Management Plans, which cover an estimated 90% of all City assets valued at approximately \$860million (page 8)

Adoption of a Waste Management and Education Strategy, which will support a 2% reduction in municipal solid waste (page 13)

Creation of new liveable, walkable and mixed use neighbourhoods (pages 10 and 12)

## Management, Accountability, Transparency and Engagement

Moving toward a sustainable future, the City recognises its role in leading while listening to the needs of the community. Being a progressive and responsible public sector organisation requires an approach that involves accountability and transparency.

### Strategic Community Plan:

- Attract, engage, develop and retain our staff in accordance with a long term Workplace Plan (7.6.1)

#### SUSTAINABILITY PRINCIPLE

Management, Accountability, Transparency and Engagement

#### OVERARCHING OBJECTIVE

Facilitate employee retention through strategies, processes and training

KPI No.	Annual Objective	Action	KPI	Progress	
Gov 1.1	Ascertain whether the City is offering an appropriate Employee Value Proposition (EVP) by measuring voluntary turnover and reporting it to the Executive.	Measure voluntary turnover annually and report to Executive.	Voluntary turnover for each financial year does not exceed the target set in the annual business plan.	Voluntary turnover for the FY 12/13 was 14.64% which is well below the target (this is a positive report as it means turnover is less than expected)	
Gov 1.2	Maintain sustainable and competitive base salary rates for employees.	Benchmark collective agreement rates with similar Councils annually and report to Executive.	Collective agreement salary increases are attractive and affordable.	Benchmarking this year will be delayed until October as many of the LGs we benchmark with are currently in negotiations for new Enterprise Agreements. To ensure accuracy, these need to be finalised prior to benchmarking.	

### Strategic Community Plan:

- Develop infrastructure provision and renewal strategies that direct investment in ongoing infrastructure provision and asset management (5.2.1)
- Continue to implement the long term Asset Management Plan to deliver sustainable asset management (7.5.1)
- Implement a long term Financial Plan to deliver a sustainable financial future (7.5.2)

#### SUSTAINABILITY PRINCIPLE

Management, Accountability, Transparency and Engagement

#### OVERARCHING OBJECTIVE

Adopt best practice in sustainable procurement and asset management



KPI No.	Annual Objective	Action	KPI	Progress	
Gov 2.1	Adoption of the following Asset Management Plans (AMP); <ul style="list-style-type: none"> <li>Roads Infrastructure</li> <li>Parks &amp; Environment</li> <li>Building &amp; Facilities</li> <li>Stormwater</li> </ul>	Annual review and improvement of the plans.	Adoption by Council.	Adopted March 2013.	
Gov 2.2	Asset Consumption Ratio's for the AMP's adopted Based on Department of Local Government Framework (DLGF) <sup>1</sup> .	Annual report to determine average proportion of "as new" condition remaining of assets?	Between 50% and 75%	Roads Infrastructure (68.53%) Parks & Environment (67.38%) Building (55%) Footpaths (70%) Drainage (82%)	
Gov 2.3	Asset Sustainability Ratio's for the AMP's adopted Based on DLGF.	Annual report to determine if assets are being replaced at the rate they are wearing out?	Between 90% and 110%	Roads Infrastructure (41.59%) Parks & Environment (21.40%) Building (117%) Footpaths (45%) Drainage (10%)	
Gov 2.4	Asset Renewal Funding Ratio's for the AMP's adopted Based on DLGF.	Annual report to determine if there is sufficient future funding for renewal and replacement of assets?	Between 95% and 105%	Roads Infrastructure (72.94%) Parks & Environment (39.12%) Building (93%) Footpaths (94%) Drainage (23%)	

<sup>1</sup>A Department of Local Government, Asset Management Framework and Guidelines, May 2011. Available at: <http://integratedplanning.dlg.wa.gov.au/>



### Strategic Community Plan:

- Establish and maintain effective communication channels and processes (7.1.1)
- Ensure appropriate governance systems are in place (7.3.2)

KPI No.	Annual Objective	Action	KPI	Progress	
Gov 3.1	To include specific objectives relative to Sustainability in the Strategic Community Plan (SCP) to be developed in 2012.	To be addressed in the planning process associated with the development of the SCP.	Adopted SCP to include specific section dedicated to Sustainability principles.	Complete	
Gov 3.2	Annual Report to include Sustainability measures.	SCP to specify matters to be reported.	Sustainability measures to be quantified in SCP and published in the Annual Report.	2012/13 Annual Report to contain a summary of the City's sustainability performance as outlined in this report.	

### SUSTAINABILITY PRINCIPLE

Management, Accountability, Transparency and Engagement



### OVERARCHING OBJECTIVE

Ensure sustainability forms an integral part of the strategic plan..



### Strategic Community Plan:

- Develop and manage relationships with key stakeholders (7.2.2)
- Determine community requirements and report on performance and outcomes (7.3.1)
- Identify and implement initiatives to improve customer service, business processes and innovation in service delivery (7.4.1)
- Develop a framework for continuous business process improvement (7.4.2)
- Identify and manage corporate risk (7.7.1)
- Ensure active compliance with relevant legislation, policy and guidelines (7.7.2)

KPI No.	Annual Objective	Action	KPI	Progress	
Gov 4.1	Develop a renewable energy systems policy.	Adopt a policy to guide assessment of Renewable Energy Systems.	Adoption by Council.	Complete.	
Gov 4.2	Develop an annual State of Sustainability (SOS) report.	Report progress of all objectives contained in this Sustainability Action Plan in the SOS.	Adoption by Council.	The City's Integrated Reporting Platform for Sustainability has been adopted by Council, which includes a provision for an annual State of Sustainability Report.	

### SUSTAINABILITY PRINCIPLE

Management, Accountability, Transparency and Engagement

### OVERARCHING OBJECTIVE

Enhance sustainability through regular updates of strategies, policies, reports and training



## Sustainable Planning and Development

The City is actively pursuing a lower resource-intensive style of development, which simultaneously assists the pursuit of community development and more liveable neighbourhoods. This will be supported through the pursuit of higher density and mixed use areas of development.

### Strategic Community Plan:


- Ensure our strategic land use planning embraces sustainable development principles and reflects the values held by the community (1.1.1)
- Apply structure planning for new development areas which embrace best practice and community creation (1.2.2)
- Ensure that neighbourhoods are interconnected physically, economically, socially and technologically, to minimise energy dependency (1.3.2)
- Ensure our strategic land use planning in the form of: the Local Planning Strategy, Town Planning Scheme, revitalisation strategies and structure plans, achieves a robust planning framework delivering adequate housing supply and diversity in housing choice (1.4.1)
- Enhance the City's public transport advocacy programs (6.1.2)
- Develop and implement walkway, bike and trails master plans (6.2.1)
- Develop and promote the City's TravelSmart initiative (6.2.2)
- Develop a transport network that effectively caters for demand and growth across various modes (6.3.2)
- Work with stakeholders to provide and support end of journey facilities (6.5.1)

#### SUSTAINABILITY PRINCIPLE

Sustainable Planning and Development

#### OVERARCHING OBJECTIVE

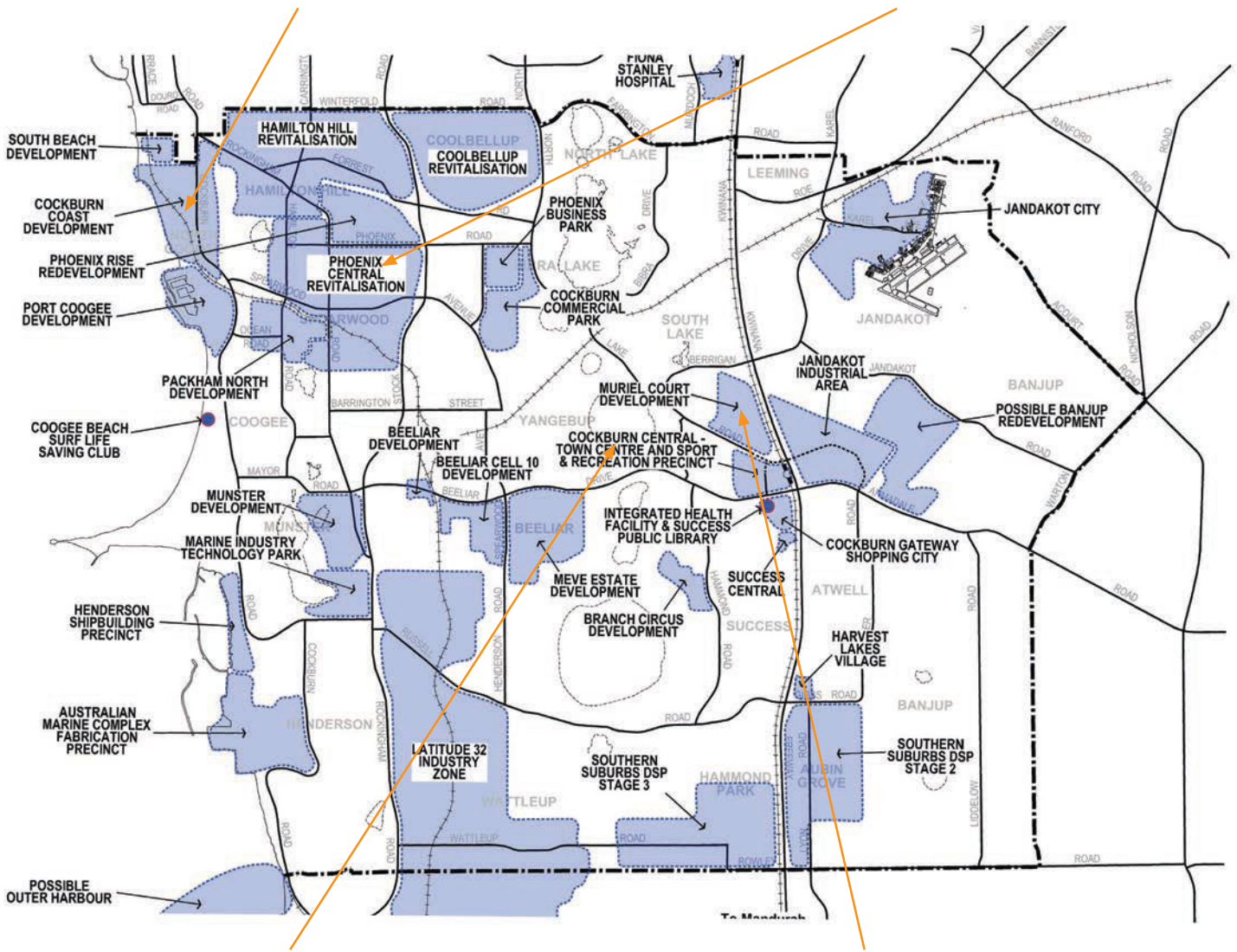
Support increased walking, cycling and public transport use through the development of neighbourhoods with mixed housing types and densities.

KPI No.	Annual Objective	Action	KPI	Progress	
Gov 5.1	To plan the efficient size, shape and composition of neighbourhoods, based upon a 5 minute (400m) walk from the neighbourhood's centre to its perimeter.	Strategic planning to assess structure plans according to Liveable Neighbourhood Principles, with a particular focus upon Element 1.	Degree to which neighbourhood design complies with Element 1 of Liveable Neighbourhoods.	All structure plans continue to be assessed according to Liveable Neighbourhoods principles. The City has also taken an active role in providing input to the WAPC's review of Liveable Neighbourhoods document. Analysis of structure plans undertaken over the last 12 months reveal continued objectives for mixed-use walkable neighbourhoods to be achieved.	
Gov 5.2	To plan each neighbourhood with a focal point centre, which comprises a minimum mix of uses which come together to form a community focus. This should include urban open space, community facilities, retail uses, postal facilities, public transport stops and the like.	Strategic planning to assess structure plans according to Liveable Neighbourhood Principles, with a particular focus upon Elements 1 and 7.	Degree to which neighbourhood design complies with Elements 1 and 7 of Liveable Neighbourhoods.	Structure plans have been based upon 400m walkable catchments, with neighbourhoods comprising a central focus to help support a local sense of place. The City has ensured that public transit potential is optimised through structure planning, maximising densities along designated routes and ensuring transit features are a planned element of each structure plan.	
Gov 5.3	To plan neighbourhoods with a range of residential densities which increase towards the neighbourhood's centre.	Strategic planning to assess structure plans according to Liveable Neighbourhood Principles, with a particular focus upon Element 3.	Degree to which neighbourhood design complies with Element 3 of Liveable Neighbourhoods.	Structure Plans over the past 12 months have involved an excellent range of residential densities, with the objective of promoting greater housing choice especially in pursuing compatible objectives associated with housing affordability.	

## Areas Under Development

Cockburn Coast will offer a cosmopolitan beachside living and cafe lifestyle with new amenities and excellent transport networks.

The Phoenix Revitalisation Area will result in improvements to the Phoenix Town Centre, which includes the surrounding suburbs of Spearwood and Hamilton Hill.



Cockburn Central will be a town centre with a vibrant mix of residential, retail and commercial properties. Residential medium to high density apartment living will cater for the diverse community of the future.

The Muriel Court structure plan proposed a range of residential densities, a centrally located mixed use (local centre zone) and an office with integrated residential precinct.

**Strategic Community Plan:**

- Continue with the development of existing urban revitalisation strategies and plan for new ones (1.2.1)
- Ensure that our neighbourhoods are designed to be more compact, attractive and energy efficient to accommodate a mixture of uses (1.3.2)
- Work with stakeholders to establish, renew or expand commercial centres that increase diversity, accessibility, employment and amenity (1.5.2)

**SUSTAINABILITY PRINCIPLE**

Sustainable Planning and Development

**OVERARCHING OBJECTIVE**



Support local employment, service provision and leisure opportunities through the delivery of mixed use neighbourhoods.

KPI No.	Annual Objective	Action	KPI	Progress
Gov 6.1	To plan new neighborhoods such that sufficient and appropriate sites are identified (and secured) in structure plans for local employment opportunities.	Strategic planning to assess structure plans according to Liveable Neighbourhood Principles, with a particular focus upon Element 7.	Degree to which neighbourhood design complies with Element 7 of Liveable Neighbourhoods.	The City continues in its implementation of Liveable Neighbourhoods design principles as part of structure plans. This continues to focus on the provision of mixed use neighbourhoods, which provide capabilities for local service provision and in turn local employment.
Gov 6.2	To plan the layout and location of land for local employment and business uses as part of mixed use neighbourhood centres and collocated with the major transport networks (including public transport)	Strategic planning to assess structure plans according to Liveable Neighbourhood Principles, with a particular focus upon Elements 2 and 7.	Degree to which neighbourhood design complies with Element 2 and 7 of Liveable Neighbourhoods.	Structure planning continues to advance the integration of public transit into the centre framework as a key priority. Over the last 12 months evolution of structure planning within Cockburn Central has demonstrated the commitment to building activity and intensity uses in close proximity to transit stations.





### Strategic Community Plan:

- Review the Strategic Waste Management Strategy (4.4.1)
- Investigate and implement appropriate waste minimisation programs and new technologies (4.4.2)

KPI No.	Annual Objective	Action	KPI	Progress	
Gov 7.1	Promotion of waste separation and recycling.	Waste Education officer to deliver waste education programs.	Reduce MSW tonnages by 2%	Waste Management and Education Strategy adopted by Council July 13. Launch of "Recycle Right" by SMRC.	
Gov 7.2	Ensure developers plan for increased recycling and waste management.	Require a Waste Management Plan (WMP) for multi unit residential and commercial developments.	Build WMPs into all Strata Management Documents.	Statutory and Strategic Planning Officers assess "waste management" in all applications. Policy APD70 reviewed and adopted by Council December 2012.	

### Strategic Community Plan:

- Adopt best practice management for our natural environment (4.2.1)

KPI No.	Annual Objective	Action	KPI	Progress	
Gov 8.1	Ensure significant natural areas are identified and documented in all new structure plans for the purposes of long-term retention.	Create a more formalised process for increased Environmental service unit involvement in the development of structure plans.	Formalised process in place.	A number of structure plans were developed without Environmental Services input. An example is the Cockburn Central West District Structure Plan.	
Gov 8.2	Ensure significant natural areas are identified and documented in all new structure plans for the purposes of long-term retention.	Develop and implement a Local Biodiversity Strategy which identifies significant natural areas and develops measures, procedures and actions to protect these areas both on public and private lands.	Local Biodiversity Strategy finalised.	Funding has been made available in 13/14. The strategy has been renamed and will now be called the Bushland Retention Strategy.	

#### SUSTAINABILITY PRINCIPLE

Sustainable Planning and Development

#### OVERARCHING OBJECTIVE

Promote the recycling of construction and demolition materials and encourage waste minimisation for the life of the development.

#### SUSTAINABILITY PRINCIPLE

Sustainable Planning and Development

#### OVERARCHING OBJECTIVE

Strategically plan for the sustainable long-term retention of significant natural areas.



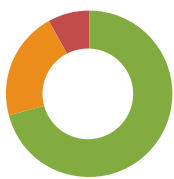




## Sustainability is... Environment

The environment is the foundation for sustainability in the City of Cockburn. Our natural areas and resources must be sustainably managed into the future.

The City has identified 14 KPIs to measure its current progress toward achieving best practice in Environmental Management.



71%	Achieved
21%	In Progress
8%	Not Achieved

## HIGHLIGHTS

66% of bushland managed by the City in good or better condition (page 16)

Council achieving WaterWise Council status (page 18)

The Council is on track to achieving its emissions reduction targets (page 19)



## Environmental Management

The City recognises the role that its natural area play in ecosystem health, amenity for residents, visitors and sustainability. As custodian of these areas the City is committed to maintaining, conserving and enhancing its natural areas for present and future generations.

### Strategic Community Plan:



- Adopt best practice management for our natural environment (4.2.1)
- Develop a coastal area management strategy (4.2.2)
- Actively pursue remediation and adaptation strategies in areas where the natural environment is at risk (4.2.3)

#### SUSTAINABILITY PRINCIPLE

Environmental Management

#### OVERARCHING OBJECTIVE

Maintain, conserve and enhance ecosystems for present and future generations.

KPI No.	Annual Objective	Action	KPI	Progress	
Env 1.1	Maintain, conserve and enhance ecosystems for present and future generations.	Preparation of a Natural Area Management Strategy that identifies the range of activities that the City will employ to maintain its natural areas.	Strategy adopted by Council.	The Natural Area Management Strategy was adopted by Council in November 2012.	
Env 1.2	Maintain, conserve and enhance ecosystems for present and future generations.	Compare the condition of bushland reserves by mapping 25% of the bushland area annually (100% over 4 year period) and reviewing the condition against previous surveys.	Percentage of bushland maintained in good or better condition is increasing (62% in 2010)	66.33% in good or better condition, the drop due to new reserves being assessed for the first time, most of which are in quite poor condition.	

### Strategic Community Plan:



- Adopt best practice management for our local environment (4.2.1)

#### SUSTAINABILITY PRINCIPLE

Environmental Management


#### OVERARCHING OBJECTIVE

Establish and enhance ecological corridors.

KPI No.	Annual Objective	Action	KPI	Progress	
Env 2.1	To ensure the ongoing rehabilitation of degraded natural areas.	Plan to revegetate a minimum of 2.5 hectares annually.	Complete 2.5 hectares of revegetation annually with an emphasis on enhancing ecological corridors linking natural areas.	7.46 hectares	
Env 2.2	To maintain genetic diversity and genetic viability across natural areas.	Develop incentives, develop information packages and offer training to private landowners and residents to encourage management of natural areas on private property and the use of local species within gardens.	Number of private landowners participating in incentive programs and training workshops.	In the 2012/13 financial year, there were 17 successful landowners grants administered, and one training workshop was delivered on weed management.	

### Strategic Community Plan:

- Actively pursue remediation and adaptation strategies in areas where the natural environment is at risk (4.2.3)
- \* Implement human health risk management strategies (4.3.1)

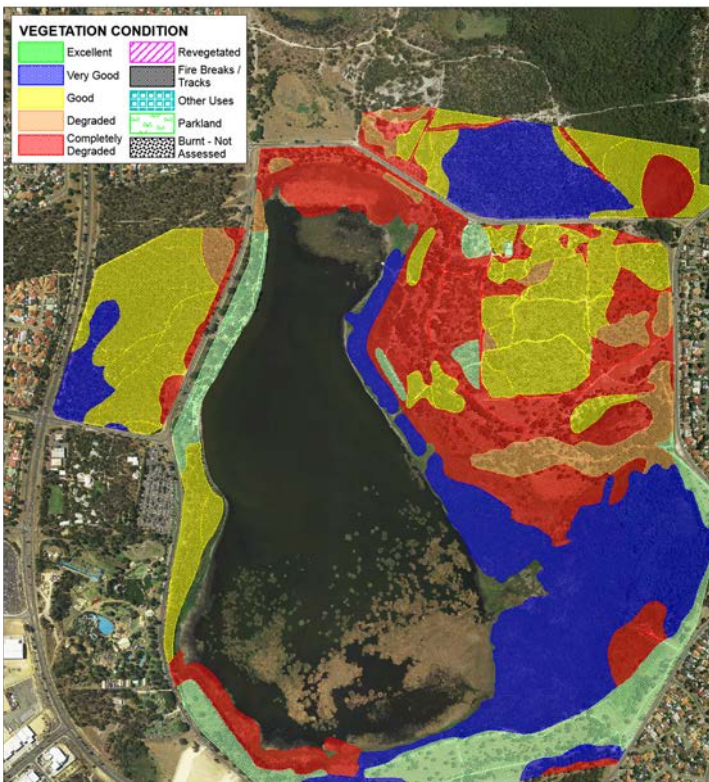
KPI No.	Annual Objective	Action	KPI	Progress	
Env 3.1	Carry out a 3 year review of the Contaminated Sites Strategy.	Describe status of each site, propose actions for next 3 years, predict future investigations, and likely remediation including prediction of costs.	3 year review report provided to Council to show that the City's contaminated sites are being assessed and remediated.	Complete.	

### SUSTAINABILITY PRINCIPLE

Environmental Management

### OVERARCHING OBJECTIVE

Identify, manage and minimise risks to human health.




Vegetation conditions map for Bibra lake.



### Strategic Community Plan:

- Implement human health risk management strategies (4.3.1)

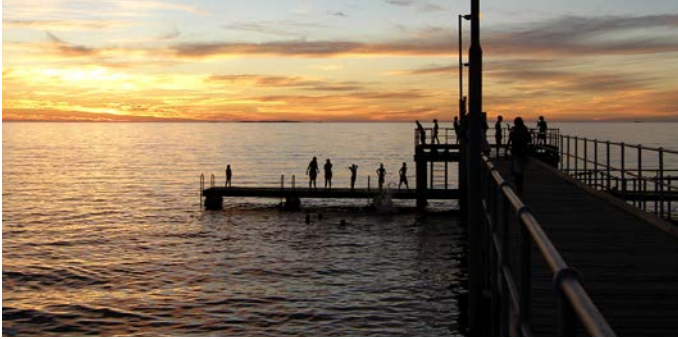
KPI No.	Annual Objective	Action	KPI	Progress	
Env 4.1	To improve urban air quality across the whole of Council LGA.	Reduce number of unacceptable levels of dust by strict application of land clearing and bulk earth works moratorium and application of the city's local dust laws.	Reduction in number of dust complaints.	21 dust complaints were received by the City, the same as in the previous year.	

### SUSTAINABILITY PRINCIPLE

Environmental Management

### OVERARCHING OBJECTIVE

Identify, manage and minimise risks to human health.



## Efficient Settlements and Use of Resources

The City understands that a commitment to sustainability necessitates the long term management of natural areas and resources. This approach will require ongoing investment in preservation of natural areas, reduction in resource use, emissions reduction and education for sustainability.

### Strategic Community Plan:

- Implement sustainable resource management strategies (4.1.1)

#### SUSTAINABILITY PRINCIPLE

Efficient Settlements and Use of Resources

#### OVERARCHING OBJECTIVE

Implement best practice water management strategies.

KPI No.	Annual Objective	Action	KPI	Progress	
Env 5.1	To decrease potable and non-potable water use across the City.	<ul style="list-style-type: none"> <li>• Complete water consumption inventory</li> <li>• Establish targets;</li> <li>• Develop and implement local water action plan.</li> </ul>	Completion of the 5 ICLEI Water Campaign Milestones.	<ul style="list-style-type: none"> <li>• The City has completed a water consumption inventory;</li> <li>• Established targets; and</li> <li>• Developed a local water action plan</li> </ul> <p>The City has achieved Milestones 1, 2, 3 and 4 of the ICLEI water campaign.</p>	
Env 5.2	Achieve Waterwise Council status.	<ul style="list-style-type: none"> <li>• Achieve ICLEI Milestones 1 – 3</li> <li>• Waterwise staff training</li> <li>• Review irrigation practices</li> <li>• Water license compliance</li> <li>• Scheme water uses compliance.</li> </ul>	Maintain Waterwise Council status.	The City has been endorsed as a Waterwise Council.	

### Strategic Community Plan:

- Implement energy management strategies (4.5.2)

#### SUSTAINABILITY PRINCIPLE

Efficient Settlements and Use of Resources

#### OVERARCHING OBJECTIVE



Increase the use of renewable energy

KPI No.	Annual Objective	Action	KPI	Progress	
Env 6.1	Continued investment in renewable energy generation.	<ul style="list-style-type: none"> <li>• Investigate feasibility of alternative energy systems.</li> <li>• Installations of renewable energy systems.</li> </ul>	Increased generation of the City's energy from renewable sources.	There are 599 Solar PV panels installed on 10 community buildings and two wind turbine systems installed also at the City's Administration Building (11kW) and Coogee Beach (0.5kW)	
Env 6.2	Continued investment in renewable energy generation.	Develop an overall renewable energy implementation plan.	Council endorsement of renewable energy implementation plan.	Planned for 2013/14.	





### Strategic Community Plan:

- Implement programs to reduce and manage the City's and community's carbon footprint (4.5.1)
- Implement energy management strategies (4.5.2)

KPI No.	Annual Objective	Action	KPI	Progress	
Env 7.1	Reduce Greenhouse Gas Emissions (GGE) from electricity and fuel consumption.	Implementation of Greenhouse Gas Emission Reduction Strategy Action Plan.	20% below 2008/09 levels by 2020 (electricity and fuel)	On track	
			10% below 2008/09 levels by 2020 (streetlighting)	On track	
			Zero Emissions from 2011/12 for fleet	Complete	
Env 7.2	Minimise GGE from waste at Henderson Waste Recovery Park (HWRP)	Implementation of waste minimisation and management actions.	No more than 45% above 2008/09 levels by 2020.	Emissions from waste are currently at 52% above 2008/09 levels.	

### Strategic Community Plan:

- Review the Strategic Waste Management Strategy (4.4.1)
- Investigate and implement appropriate waste minimisation programs and new technologies (4.4.2)

KPI No.	Annual Objective	Action	KPI	Progress	
Env 8.1	Increase the recovery rate of re-useable materials at HWRP.	Increase the recovery rate of re-useable materials at HWRP. Purchase and deploy two excavators to the active face.	Increase total recovery to 4%.	Purchase of second excavator postponed until late 12/13. New workshops allow higher separation levels and therefore greater return on non ferrous products. Recovery Rate currently at 3.85%	
Env 8.2	Design and construct Commercial Materials Recovery Facility (CMRF)	Budget for the Scoping, Design and Documentation of CMRF.	Business Case Approval.	Waste Audit complete to determine waste composition of current waste stream. This will inform the design of the CMRF.	



#### SUSTAINABILITY PRINCIPLE

Efficient Settlements and Use of Resources

#### OVERARCHING OBJECTIVE

Reduce greenhouse gas emissions.

#### SUSTAINABILITY PRINCIPLE

Efficient Settlements and Use of Resources

#### OVERARCHING OBJECTIVE

Reduce waste and increase recycling

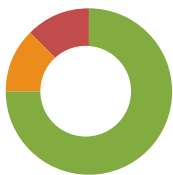




# Sustainability is... Society

Society is the heart of sustainability in Cockburn. Our people – from our residents, ratepayers and businesses, to schools, visitors and employees – inform the way we develop now and into the future.

The City has identified 16 KPIs to measure its current progress towards achieving a more socially equitable, diverse and inclusive community.



- 75% Achieved
- 12.5% In Progress
- 12.5% Not Achieved

## HIGHLIGHTS

100% of actions within the Reconciliation Action Plan achieved (page 24)

Over 150 diverse environmental education initiatives delivered to the community (Page 25)

15 primary schools engaged in the TravelSmart to School Program (Page 26)



## Sense of Place and Healthy Communities

The City is populated with a vibrant, diverse and culturally rich community who have access to a range of high class services and facilities that support an excellent quality of life. Residents of the City of Cockburn have their needs met through tailored service provision.

### Corporate Strategic Plan:



- Develop local community plans across the City that create cohesiveness and embrace diversity (2.1.1)
- Facilitate equal access for our community to facilities and services (2.4.1)
- Recognise, engage, include and celebrate the significance and richness of local Indigenous and diverse multicultural groups (2.7.1)

#### SUSTAINABILITY PRINCIPLE

Sense of Place and Healthy Communities

#### OVERARCHING OBJECTIVE



Enhance social inclusion, equity and diversity.

KPI No.	Annual Objective	Action	KPI	Progress	
Soc 1.1	Facilitate an equitable and inclusive Community, particularly for those who experience disadvantage.	Implementation of Disability Access and Inclusion Plan which contains actions that improve the accessibility and inclusion of City of Cockburn services and facilities.	90% of annual Disability, Access and Inclusion Plan (DAIP) actions completed.	85% of actions were completed in 12/13.	
Soc 1.2	Provision of inclusive and accessible community services and leisure activities to meet diverse community needs.	Implement the community services and leisure activities, and facilities contained in the: <ul style="list-style-type: none"> <li>• Age Friendly Strategic Plan</li> <li>• The Children's Services Strategic Plan</li> <li>• the Youth Services Strategic Plan</li> <li>• Disability Access and Inclusion Plan</li> <li>• Reconciliation Action Plan</li> <li>• Recreation Services Strategic Plan.</li> </ul>	90% of Actions contained within the Strategic Plans are Implemented in accordance with identified time frames each year.	92.5% of actions were completed in 12/13	





### Strategic Community Plan:

- Provide and facilitate quality community services that meet diverse recreational, cultural and community needs of all age groups (2.2.1)
- Provide and facilitate community activities, events and programs that draw a wide cross-section of the community (2.3.1)
- Provide and promote activities, services and recreational facilities that encourage our community toward an active and healthy lifestyle (2.6.1)
- Develop multi-use facilities that cater for all ages, abilities and cultures to promote community interaction (5.1.2)
- Advocate for the needs of the community and continue to progress opportunities for the City (7.2.1)

KPI No.	Annual Objective	Action	KPI	Progress	
Soc 2.1	To centrally locate health and community facilities for residents on the eastern side of the municipality.	Construct the Cockburn Integrated Health and Community Facility to accommodate a library, Centrelink GP Super Clinic and a range of medical/health education services.	Building constructed to include features to achieve in excess of a 4.5 Green Star rating. Installation of a 99 KW photovoltaic system.	The Green Star rating system does not currently cover the type of building being constructed as the Integrated Health and Community Facility. The 99Kw system is being incorporated as part of the design of the facility.	
Soc 2.2	Locate a range of recreation and community services and facilities at Cockburn Central west.	Develop a business case for the co location of aquatic leisure and community facilities at Cockburn Central West.	Business plan completed.	Complete	

### Strategic Community Plan:

- Provide and facilitate initiatives that improve safety for our communities (2.5.1)
- Identify and address safety issues across the transport networks (6.3.1)
- Advocate for the needs of the community and continue to progress opportunities for the City (7.2.1)

KPI No.	Annual Objective	Action	KPI	Progress	
Soc 3.1	To provide residents of the City with a sense of safety and security.	Delivery of CoSafe services.	Number of Incidents reported by patrol officers.	The number of incidents reported by patrol Officers has remained constant and/or increased. However this is not necessarily reflective of a sense of safety or security among the community. This KPI will be reviewed in 2013.	
Soc 3.2	Increase security and the sense of security at Coogee Beach.	Install CCTV as a pilot at Coogee Beach.	CCTV installed by July 2012.	The number of incidents reported to Cosafe since the introduction of the cameras at Coogee Beach has decreased. Footage has also been released to assist police with incidents that have occurred.	

#### SUSTAINABILITY PRINCIPLE

Sense of Place and Healthy Communities

#### OVERARCHING OBJECTIVE

Provide well located community services and facilities to meet identified community needs and facilitate healthy lifestyles.

#### SUSTAINABILITY PRINCIPLE

Sense of Place and Healthy Communities

#### OVERARCHING OBJECTIVE

Develop safe communities.

**Strategic Community Plan:**



- Recognise, engage, include and celebrate the significance and richness of local Indigenous and diverse multicultural groups (2.7.1)
- Protect the heritage of the City through advocacy, statutory controls, promotion and education (2.8.1)

**SUSTAINABILITY PRINCIPLE**

Sense of Place and Healthy Communities

**OVERARCHING OBJECTIVE**

Protect and promote the City's cultural heritage and diversity

KPI No.	Annual Objective	Action	KPI	Progress	
Soc 4.1	To value and celebrate Indigenous culture, heritage and participation.	To implement the Reconciliation Action Plan that contains actions about building positive relationships between Aboriginal and Non-Aboriginal people, creating opportunities and celebrating and respecting Aboriginal Culture.	90% of actions contained within the plan are implemented within the required timeframe.	100% complete	
Soc 4.2	Celebrate and promote cultural diversity.	Request provision of a part-time Multicultural Officer to improve access to existing services and facilitate a range of activities that meet the identified needs of a wide range of cultural groups in Cockburn.	Position request considered in Community Plan by Council.	The position was requested but it was not supported by the Strategic Business Managers Group.	







## Community Involvement

The City recognises the need to engage with residents and has developed a range of processes, policies, services and facilities to enable this. The City is responsive to the needs of its community and tailors its activities accordingly.

### Strategic Community Plan:

- Develop local community plans across the City that create cohesiveness and embrace diversity (2.1.1)
- Provide and facilitate quality community services that meet diverse recreational, cultural and community needs of all age groups (2.2.1)
- Provide and facilitate community activities, events and programs that draw a wide cross-section of the community (2.3.1)
- Support the development of local community associations and other advocacy groups (2.3.2)

KPI No.	Annual Objective	Action	KPI	Progress	
Soc 5.1	To run an events program with broad appeal to the community and which is accessible to all of the community.	Tailor appropriate events in response to what the community enjoys. Ensure that events are accessible to all.	Community Perceptions Survey. DAIP Research.	Research undertaken 2 focus groups undertaken Additional questions asked in Community Perceptions Survey Events team continue to work closely to improve accessibility and promotion thereof at events	
Soc 5.2	Promote City sponsored events widely in the community.	Develop comprehensive marketing plan including social media. Work with Disability officer to ensure that communication material reaches those in the community with a disability.	Level of attendance at events.	A variety of events included the West Australian Symphony Orchestra and John Williamson as entertainment. Australia Day Breakfast BBQ has become a popular event. Approximately 30,350 attended the Summer of Fun and Spring Fair Events.	

#### SUSTAINABILITY PRINCIPLE



Community Involvement

#### OVERARCHING OBJECTIVE

Encourage community involvement in local events and activities.

### Strategic Community Plan:

- Provide and facilitate community activities, events and programs that draw a wide-cross section of the community (2.3.1)
- Promote sustainable practices within the community (4.1.2)

KPI No.	Annual Objective	Action	KPI	Progress	
Soc 6.1	Deliver a minimum of 6 environmental education for sustainability initiatives and events.	Deliver to the community a range of diverse environmental education initiatives and events.	Complete minimum number of events.	Over 150 diverse environmental education initiatives were delivered to the community.	
Soc 6.2	Deliver a minimum of 4 social and/or cultural education initiatives.	Deliver to the community a range of social and /or cultural awareness events and initiatives.	Complete minimum number of events.	The Teddy Bears Picnic, the Hello Baby Event, 5th Anniversary of the National Apology Day Event, Reconciliation week event and four NAIDOC week events were held.	

#### SUSTAINABILITY PRINCIPLE

Community Involvement

#### OVERARCHING OBJECTIVE

Develop a strategic approach to community engagement and education.



### Strategic Community Plan:

- Maintain urban art investment and other initiatives that create interesting community places and encourage creativity (5.4.2)

KPI No.	Annual Objective	Action	KPI	Progress	
Soc 7.1	Strengthen the Capacity of not-for-profit (NFP) organisations.	Facilitate networking opportunities for NFP groups and local businesses.	Establishment of steering committee and hosting annual event.	Event Completed November 2012. Planning for November 2013 event underway.	
Soc 7.2	Support Volunteering in and around Cockburn.	Develop a Cockburn Volunteer Resource Centre Strategic Plan.	Completion of Strategic Plan that complements the Community Development Strategic Plan (2011-2014)	Complete.	

### Strategic Community Plan:

- Develop local community plans across the City that create cohesiveness and embrace diversity (2.1.1)
- Provide and facilitate quality community services that meet diverse recreational, cultural and community needs of all age groups (2.2.1)
- Support the development of local community associations and other advocacy groups (2.3.2)

KPI No.	Annual Objective	Action	KPI	Progress	
Soc 8.1	Update the City's East & West TravelSmart Guides.	Work with the Department of Transport to update the original TravelSmart Guides including a new inset detailing Cockburn Central.	Completion of East and West Guides with electronic update and provision of a printed copy to each Cockburn household.	Complete. New guides have been printed and distributed to each household in the City.	
Soc 8.2	Continue supporting the TravelSmart to School program for interested primary schools within the City of Cockburn.	Provide ongoing support to Mater Christi Catholic Primary School and Yangebup Primary School and also provide support to newly interested schools.	Increase in the numbers of children opting for active transport for their school commute at participating schools.	15 primary schools are now engaged in the TSTS program. Mini grants of \$500 were provided to 12 schools to host healthy breakfast events in 12/13.	

<sup>2</sup>TravelSmart Workplace Plan.

#### SUSTAINABILITY PRINCIPLE

Sense of Place and Healthy Communities

#### OVERARCHING OBJECTIVE

Enhance a sense of community ownership and promote Cockburn as an attractive place to live, work and visit.

#### SUSTAINABILITY PRINCIPLE

Sense of Place and Healthy Communities

#### OVERARCHING OBJECTIVE

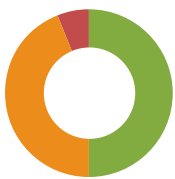
Creation of communities with a central focus on increasing walking and cycling and reduced car dependence<sup>2</sup>.



# Sustainability is... Economy

A strong economy underpins the City's sustainable development and must be robust and resilient in the face of future uncertainty and risk. The City's economy is integrated with its society and environment.

The City has 16 identified key performance indicators (KPIs) to measure its current progress towards achieving Financial Management.



- 50% Achieved
- 44% In Progress
- 6% Not Achieved

## HIGHLIGHTS

Council adoption of an Economic Development Directions Report (page 28)

Trails Master Plan adopted by Council (page 30)

Several new vocational education providers opened in the City (page 31)



## Economic Development

The City recognises the importance of pursuing strong fiscal policy, aimed at underpinning the rapid growth experienced in recent years and supporting a transition toward sustainability into the future. In so doing, the City understands that balanced economic development is an important component of its journey towards sustainability.

### Strategic Community Plan:

- Engage stakeholders on the delivery of industrial, commercial and infrastructure projects (3.2.1)
- Facilitate and promote economic development aligned to business centre growth (3.3.1)
- Work with stakeholders to identify a holistic regional approach to freight management (6.4.1)

#### SUSTAINABILITY PRINCIPLE

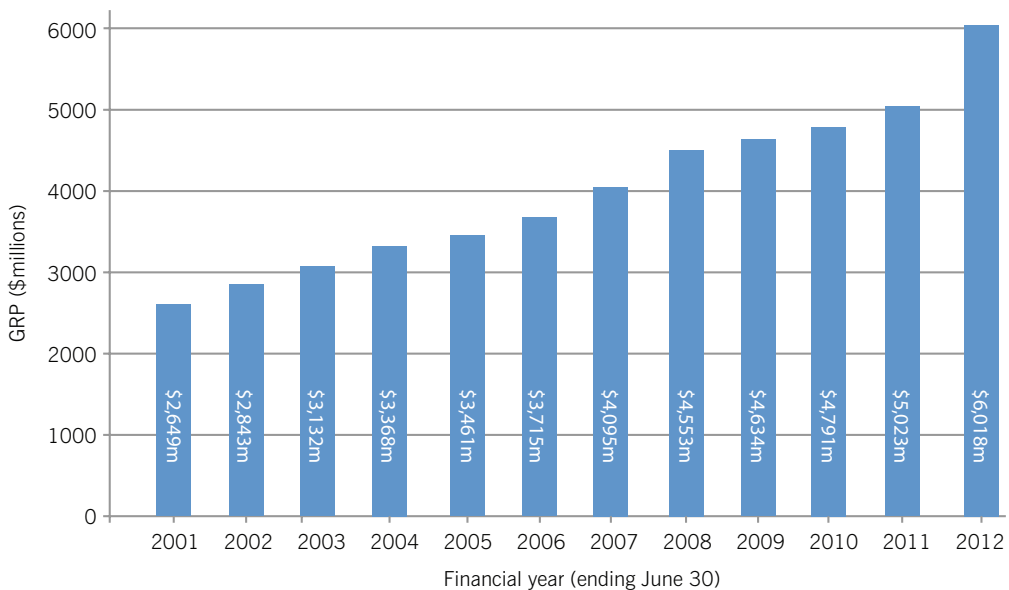
Economic Development

#### OVERARCHING OBJECTIVE

Implement a strategic approach to economic development.

KPI No.	Annual Objective	Action	KPI	Progress
Eco 1.1	Economic Development Strategy with Key Stakeholders.	Develop the Strategy.	Strategy to be adopted by Council.	Council supported a project plan to prepare an Economic Development Strategy Directions Report at its September meeting. Final report to be presented to Council in March 2014
Eco 1.2	Establish an Economic Development Office (EDO) for the City of Cockburn.	Employ an economic development officer/ coordinator and funds placed in the municipal budget.	Has the officer been employed.	The Economic Development Directions Report is currently being prepared and will investigate and make recommendations regarding internal structure options, including the benefits of establishing an EDO.



### City of Cockburn - Gross Regional Product (GRP)



Source: National Institute of Economic and Industry Research (NIEIR)©2013. Please note that NIEIR modelled estimates are subject to change and review for the most recent two financial years.

## Strategic Community Plan:

- Ensure that the City's sustainable development framework drives and enables diverse business investment and activities (3.2.2)
- Develop and implement a City infrastructure plan that meets current and future needs (5.1.1)
- Develop and implement strategies to facilitate the efficient and sustainable movement of people and goods (6.1.1)
- Develop and manage relationships with key stakeholders (7.2.2)

KPI No.	Annual Objective	Action	KPI	Progress	
Eco 2.1	Ensure the City continues to attract business investment through the construction of an enhanced road network.	Ensure funds are available to meet the Road development program as outlined in the 10 year Plan for the District.	Annual road construction and maintenance is completed.	<p>Project completed are:</p> <ol style="list-style-type: none"> <li><b>Beeliar Drive (Hammond to Dunraven)</b> <ul style="list-style-type: none"> <li>- Project Cost \$2.0M</li> </ul> </li> <li><b>Funding sources are:</b> <ul style="list-style-type: none"> <li>- External MRRG: \$1.33M</li> <li>- Municipal + Reserve):\$0.67M</li> </ul> </li> <li><b>Hammond Road (Russell to Bartram), 90% completed – Project Cost \$4.0M</b> <ul style="list-style-type: none"> <li>- Project Cost \$4.0M</li> </ul> </li> <li><b>Funding sources are:</b> <ul style="list-style-type: none"> <li>- External Developer: \$2.0M</li> <li>- RTR: \$1.2M</li> <li>- Municipal + Reserve:\$0.8M</li> </ul> </li> <li><b>Frankland Avenue (Russel to Gaebler), 70% completed</b> <ul style="list-style-type: none"> <li>- Project Cost \$1.7M</li> </ul> </li> <li><b>Funding sources are:</b> <ul style="list-style-type: none"> <li>- External Developer 51.5% as per scheme: \$0 (no fund available)</li> <li>- Municipal (prefund): \$0.5M</li> <li>- Reserve:\$1.2M</li> </ul> </li> </ol>	
Eco 2.2	To promote the greater use of public transport within the City of Cockburn.	Continue to advocate for the construction of the Success Railway Station and car parking facilities.	Report of advocacy efforts to achieve this objective.	The City continues to engage with PTA and their consultants regarding the design and delivery of the Success rail station and parking facilities.	

## SUSTAINABILITY PRINCIPLE

Economic Development

## OVERARCHING OBJECTIVE

Attract business investment through the facilitation of strategic infrastructure.

**SUSTAINABILITY PRINCIPLE**

Economic Development

**OVERARCHING OBJECTIVE**

Facilitate the development of local enterprise<sup>3</sup>.

**SUSTAINABILITY PRINCIPLE**



Economic Development

**OVERARCHING OBJECTIVE**

Grow tourism in Cockburn through the management, improvement and promotion of the City's key natural, cultural and commercial features.

**Strategic Community Plan:**



- Facilitate and promote economic development aligned to business centre growth (3.3.1)
- Work in partnership with Federal and State Government and other key stakeholders to provide infrastructure (5.3.1)

KPI No.	Annual Objective	Action	KPI	Progress	
Eco 3.1	To relieve traffic congestion in Cockburn Central.	Seek a commitment from the appropriate stakeholders for the timely construction of the North Lake Road Freeway Overpass, and the upgrades to the surrounding road network, which have been identified in the City's Major and Regional Road Network Strategy.	Report on agency responsibility, and proposed timeframes, for upgrades to the network as identified in the Major and Regional Road Network Strategy.	Works on the Beeliam Drive upgrade commenced in August 2013. The duplication of Midgegooroo will be completed by December 2013. No funding commitment has been provided by the State Government for the North Lake Road bridge and connections.	
Eco 3.2	Support the development of Local Enterprise.	Development of a Local Commercial and Activity Center Strategy.	Strategy to be completed and adopted by Council.	Complete.	



**Strategic Community Plan:**

- Promote sustainable practices within the community (4.1.2)
- Provide and facilitate community activities, events and programs that draw a wide cross-section of the community (2.3.1)

KPI No.	Annual Objective	Action	KPI	Progress	
Eco 4.1	Provide passive and active recreational activities for residents and visitors.	Review the Trails Master Plan.	Revised Trails Master Plan adopted by Council.	The Trails Master Plan was adopted by Council in April 2013.	
Eco 4.2	Support the continued establishment of the Sustainability Precinct at Bibra Lake.	Complete the architectural designs for the construction of the Sustainability Centre and to enable grant funding to be sourced.	Design drawings completed and consultation for user groups concluded.	The capital for this project has been delayed until the 18/19 financial year. Progress will be made as funds become available.	

<sup>3</sup> See economic profile for the City of Cockburn, <http://economy.id.com.au/Default.aspx?id=349&pg=12000>

## Employment Opportunities

The City will continue to support the creation and growth of business and industry, which will enable it to facilitate the aspirations of its community. The City will continue to provide training opportunities to assist with these aims.

### Strategic Community Plan:

- Work with stakeholders to ensure serviced and accessible industrial land incorporating technology and education is planned and delivered (1.5.1)
- Identify initiatives and incentives to broaden the range of educational facilities, programs and partnerships (3.4.1)

KPI No.	Annual Objective	Action	KPI	Progress	
Eco 5.1	Support the development of VET Educational Institutions in the City of Cockburn.	Advocate for increased funding and resources for Challenger TAFE from State and Federal Government.	Report from Challenger TAFE on funding achievements.	Several new vocational education providers opened facilities in the City, including Aveling and GE Oil and Gas, both located at Jandakot City. The expansion of Challenger Institute's ACEPT facilities is also progressing with the Institute developing a Business Case for Treasury.	●
Eco 5.2	Support further education facilities in the City of Cockburn.	Continued discussions with Curtin University to locate a Department in Cockburn Central West.	Bi-annual report to Council on development with Curtin university.	The City has included an education component into its proposed Regional Physical Activity and Education Centre at Cockburn Central. It has also progressing the MOU signed with Curtin University into a Development Agreement for the project.	●

### SUSTAINABILITY PRINCIPLE

Employment Opportunities



### OVERARCHING OBJECTIVE

Support Cockburn residents accessing local high value jobs through targeted programs of training and development.





### Strategic Community Plan:

- Attract, engage, develop and retain our staff in accordance with a long term Workplace Plan (7.6.1)

KPI No.	Annual Objective	Action	KPI	Progress	
Eco 6.1	Continue to maintain a strong trainee development program.	Maintain the funding to facilitate the trainee program.	Monitor and report on the number of trainees employed.	The City has maintained its trainee development program and maximized funds by having up to six trainees engaged at one time with an average of five achieved in a FY.	
Eco 6.2	Enhance the trainee develop program In the City of Cockburn.	Seek additional external funds to employ more trainees.	Report of funding achieved and number of additional trainee placements undertaken.	The City has 19 Existing Worker Traineeships in place. State Government funding is being phased out for these so the City will re-focus on specific skills training.	

### Strategic Community Plan:

- Engage stakeholders on the delivery of industrial, commercial and infrastructure projects (3.2.1)
- Ensure that the City's sustainable development framework drives and enables diverse business investment and activities (3.2.2)
- Work in partnership with Federal and State Government and other key stakeholders to provide infrastructure (5.3.1)

KPI No.	Annual Objective	Action	KPI	Progress	
Eco 7.1	Enhance access to public transport via a paid parking facility for non-commuter uses of the rail facility.	To seek partners for the potential development of a paid parking station at Cockburn Central.	Partnership established – Yes/No	Business case presented for a multi-storey parking facility at Cockburn central. The Business case identified that a paid parking station was not economical.	
Eco 7.2	Enhance existing retail precincts.	To work with Perron Group for the next stage of the Gateway Precinct and construction of the associated infrastructure.	Development plans finalised and road network designs improved.	Internal road network plans have not been finalised however location of bus stop is conditioned as part of the development approval.	

#### SUSTAINABILITY PRINCIPLE

Employment Opportunities

#### OVERARCHING OBJECTIVE

Maintain the City's Trainee Development Program.

#### SUSTAINABILITY PRINCIPLE

Employment Opportunities

#### OVERARCHING OBJECTIVE

Develop and promote strategic partnerships with stakeholders involved in the industrial/commercial precincts involved in the industrial/commercial precincts

## Strategic Community Plan:

- Facilitate and promote economic development aligned to business centre growth (3.3.1)

KPI No.	Annual Objective	Action	KPI	Progress
Eco 8.1	Support for business operators within the municipality.	Review the need to establish a separate Chamber of Commerce for the City of Cockburn.	No. of EOI's to form a Chamber from established business grouping (by size)	A group of officers has been formed under the direction of the Strategic Planning Department to prepare an Economic Development Strategy over two years. The first year 2013/14 is a consultation process with the second year 2014/15, the development and launch of the EDS.
Eco 8.2	Support for business operators within the municipality.	Continue to support and co-fund the Melville Cockburn Chamber of Commerce (MCCC)	Report from MCCC on activities held within the municipality.	The City continues to support the MCCC with grant funds. Support in future years will be at the discretion of the Council the ability of the MCCC to demonstrate its effectiveness in the City.

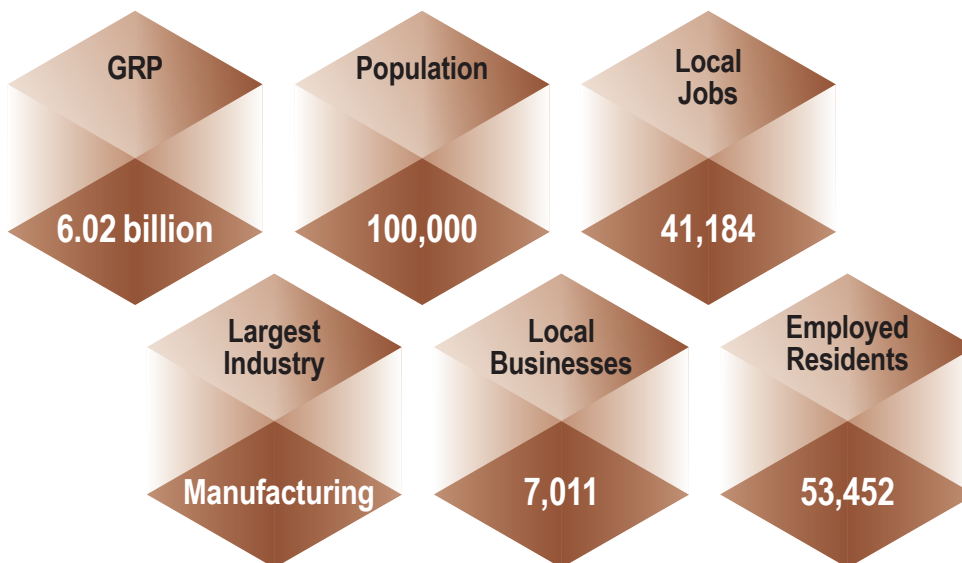
## SUSTAINABILITY PRINCIPLE

Employment Opportunities

## OVERARCHING OBJECTIVE

Promote the small business sector in Cockburn through key strategic alliances.

## IMPORTANT STATISTICS





# REPORT SUMMARY AND FEEDBACK

State of Sustainability Reporting is a complex and evolving process.

In the 2012/13 Financial Year, the City had 65 indicators for sustainability across the organisation. The KPIs reported on in this financial year have remained much the same as in the 11/12 year. This is because most of the actions identified previously can be reported annually and/or have not as yet been completed. The City's progress across governance and society have remained relatively constant. The biggest areas of improvement have occurred for the environment and economy. The City has doubled its completion rate for KPIs under environment and significantly improved those for the economy.

Year	2011	2012	2012/13
<b>Governance</b>	<b>Total KPIs: 11</b>	<b>Total KPIs: 19</b>	<b>Total KPIs: 19</b>
KPIs Achieved	6	12	14
KPIs Making Progress	5	5	4
KPIs Not Achieved	0	2	1
<b>Environment</b>	<b>Total KPIs: 11</b>	<b>Total KPIs: 14</b>	<b>Total KPIs: 14</b>
KPIs Achieved	5	5	10
KPIs Making Progress	6	4	3
KPIs Not Achieved	0	5	1
<b>Society</b>	<b>Total KPIs: 6</b>	<b>Total KPIs: 17</b>	<b>Total KPIs: 16</b>
KPIs Achieved	4	11	12
KPIs Making Progress	2	5	2
KPIs Not Achieved	0	1	2
<b>Economy</b>	<b>Total KPIs: 6</b>	<b>Total KPIs: 16</b>	<b>Total KPIs: 16</b>
KPIs Achieved	4	5	8
KPIs Making Progress	2	6	7
KPIs Not Achieved	0	5	1

The Sustainability Action Plan 2013/14, which is the basis for the next sustainability report, has been adopted by Council and can be viewed at [www.cockburn.wa.gov.au/sustainability](http://www.cockburn.wa.gov.au/sustainability)

Thank you for taking the time to read the City of Cockburn's third annual State of Sustainability Report. We welcome your feedback on this initiative.

Contact the City at [customer@cockburn.wa.gov.au](mailto:customer@cockburn.wa.gov.au) or phone (08) 9411 3444.



**Governance** *Environment* *Society* *Economy*





## City of Cockburn

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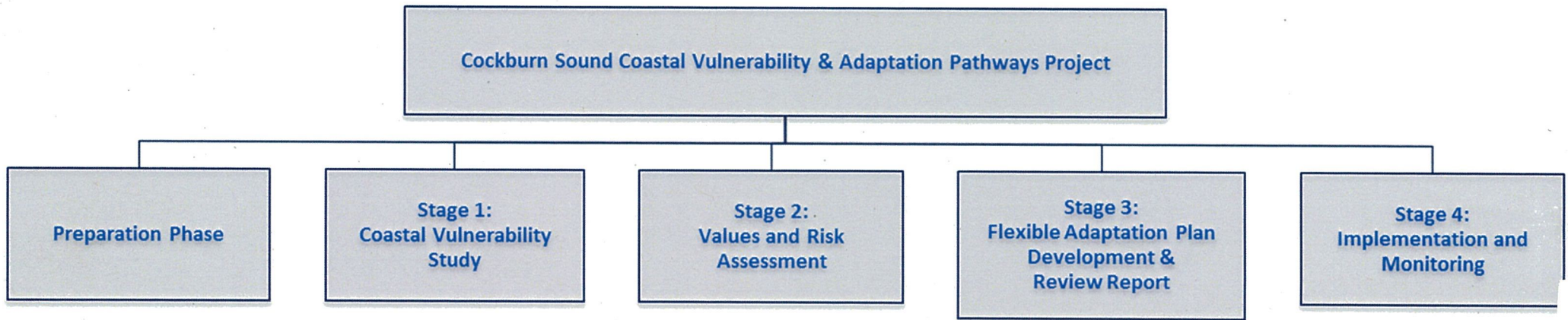
This document is available  
in alternative formats on request.



ATTACHMENT 1



**COCKBURN SOUND**  
COASTAL ALLIANCE



**CSCA'S COCKBURN SOUND COASTAL VULNERABILITY AND FLEXIBLE ADAPTATION PATHWAYS PROJECT - STAGES**

# Cockburn Sound Coastal Alliance – Coastal Vulnerability Assessment

This is a brief summary of a coastal hazard assessment undertaken for Cockburn Sound, Owen Anchorage and Garden Island east coast. It presents key findings in respect to potential erosion and inundation from coastal processes including as influenced by climate change and summarises the next steps in this important work, which will inform proactive management of the coastal zone.

## About the Project

This study supports a larger ongoing project initiated by Cockburn Sound Coastal Alliance to prepare for and respond to the likely impacts of climate change on the coastal zone of Cockburn Sound, Owen Anchorage and the east coast of Garden Island (the OACS coast).

The coastal vulnerability assessment determines possible inundation and erosion along this coast over the next century. Inundation and erosion hazards were examined at three timeframes: present day, medium-term (2070) and long-term (2110) and various storm event scenarios. The long-term timeframe (to Yr 2110) is aligned with that recommended in the State Coastal Planning Policy.

Analysis was undertaken to provide an understanding of the metocean processes and behaviour within the Sound and Owen Anchorage and potential future changes to beaches, dunes and the seabed in response to physical processes, including those associated with future climate change. Additionally, the role that coastal structures play in the redistribution of sand was examined. The coastal zone was separated into 11 different areas<sup>1</sup> distinguished by their dominant coastal processes. This enabled the selection of locally relevant approaches to hazard assessment applicable to each of the different sections of the OACS coast<sup>2</sup>. The potential extent of inundation and erosion hazard was then modeled.

## Key Findings – Inundation

The inundation assessment identified areas landward of the coastal dunes that may be affected by coastal flooding during severe storm events and future sea level rise. Findings of the study indicated that a number of isolated areas are susceptible to coastal flooding under present conditions. These areas are located where coastal dunes are naturally low or have been removed. Sea level rise will increase the severity of flooding in these areas, and also expose additional sites to inundation hazard.

An interactive, layered mapping product was developed, which allows the user to view areas likely to be affected by inundation for different storm severity (i.e. typical annual storm through to 'once-in-a-lifetime' storms)<sup>3</sup> and sea-level rise scenarios (present, +0.5m, +0.9m and +1.5m). The user

may turn on or off layers of the maps to view inundation hazard for selected scenarios.

Areas presently prone to inundation hazard from extreme storms include:

- Reclaimed land, including Fremantle's three harbours;
- Woodman Point and small areas of Australian Maritime Complex; and
- Southern Cockburn Sound including part of Rockingham<sup>4</sup>.

Additional areas likely to be exposed to future inundation hazard as sea levels rise were identified at:

- James Point;
- BP Australia; and
- Verve<sup>5</sup> (all 3 sites are located within City of Kwinana).

## Key Findings – Erosion

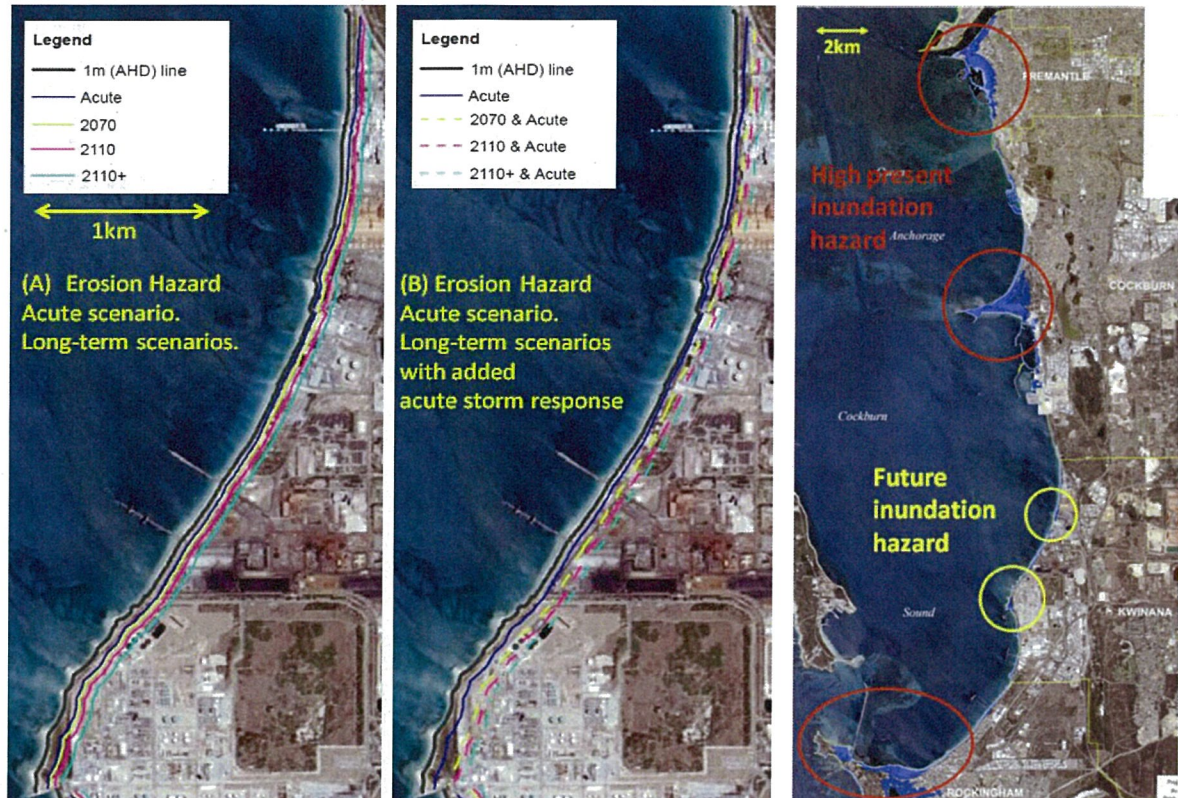
Beach and dune change along the coast, including from storm erosion and more gradual evolution, has been historically managed through installation of coastal structures. These act to redistribute the sand that naturally comes ashore along the coast. Future coastal change may require adaptation of the existing approach to coastal management.

This study assessed potential changes to the shoreline arising from storm erosion, reduced marine sand supply and recession brought about by sea level rise. The approach anticipated that action may be taken to redistribute sediment using coastal structures and therefore presents long erosion hazard as an average across a defined length of coast. Short-term erosion hazard included both storm response and along coast transfer of sand that may occur due to year-to-year weather patterns.

Areas of high erosion hazard were separated into areas with existing erosion hazard and areas susceptible to future change associated with climate change and reduction of onshore sediment feeds. Three areas where existing acute erosion hazard exists were identified:

- Garden Island north of Colpoys Point, in the jurisdiction of the Department of Defence;
- Palm Beach, City of Rockingham; and
- Kwinana Beach, City of Kwinana.





Areas presently experiencing gradual recession are:

- North of Catherine Point, City of Cockburn;
- Woodman Point area, City of Cockburn; and the
- Kwinana Industrial Area to James Point, City of Kwinana.

The modeling study identified additional locations that are expected to experience recession into the future unless suitably managed. These represent areas where sediment supply is likely to be insufficient to keep up with change, particularly due to sea level rise:

- South of Catherine Point groyne, City of Cockburn;
- James Point & Kwinana Industrial Area, City of Kwinana;
- South end of Garden Island, jurisdiction of the Department of Defence;
- South Beach, City of Fremantle and City of Cockburn; and
- The cliff line at Naval Base, which will extend south to Challenger Beach as the coast erodes, City of Cockburn & City of Kwinana.

## Management Implications

The OACS coast presently has a net surplus sediment supply, which has historically enabled largely effective use of coastal protection structures (typically groynes). Coastal management pressures have been largely related to the difficulty of distributing this supply via structures, whilst accommodating variability caused by storm erosion and longer-term variations in prevailing conditions. It is projected that this sediment supply will progressively dwindle, providing increasing difficulty to obtain and redistribute sediment. The proportion of the OACS coast experiencing erosive stress, with present focus on South

Fremantle and Kwinana Beach, will also progressively increase. When the sediment supply is insufficient to keep pace with coastal change due to sea level rise, which is estimated to occur prior to or around 2070, a dramatic regime shift will be required for coastal management. Almost all unretained sections of coast will experience progressive erosion, with the relative rate of erosion amplified as the proportion of protected coast is increased.

## Where to from here?

Outputs of this study will inform a coastal asset value and risk assessment. This risk assessment will consider the likely impacts of projected erosion and inundation hazards on the environmental, social and economic value of the coastal zone. This will allow coastal stakeholders to prioritise areas for adaptive response and develop associated adaptation strategies to mitigate identified risks.

In addition, the coastal hazard assessment has provided insight into priority areas for future research and monitoring. For example, further monitoring and investigations are recommended to refine erosion hazard estimates provided and increase the understanding of coastal response to sea level rise. Such information will be vital in guiding ongoing management and ensuring continued provision of the important, economic, social and environmental values provided by this coastline.



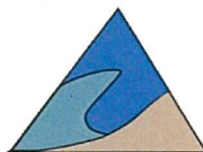
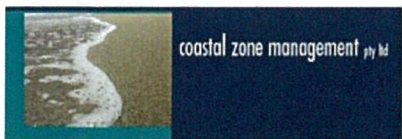
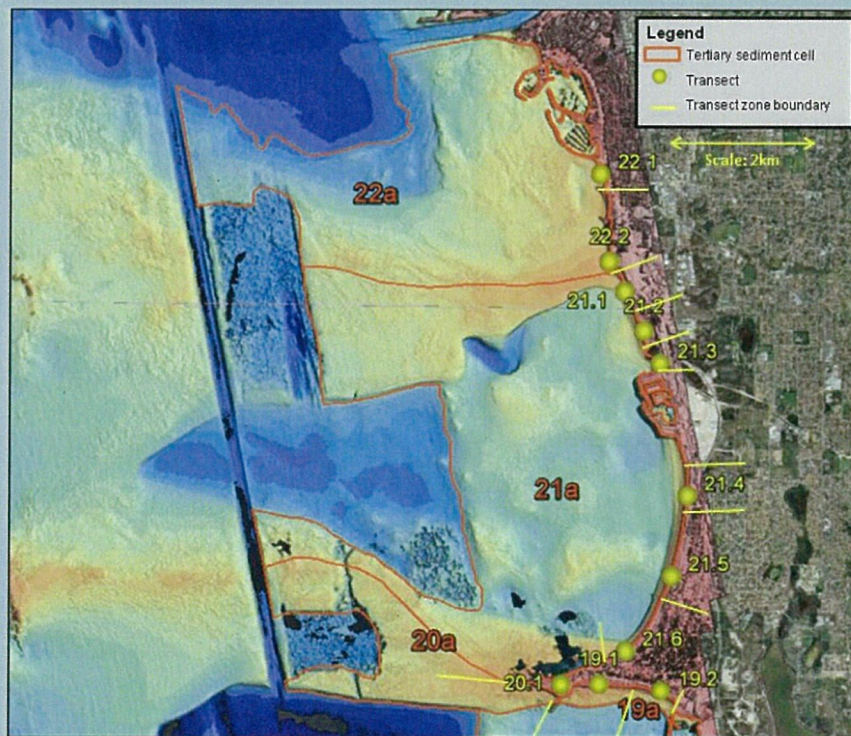


Cockburn Sound Coastal Alliance

# Coastal Vulnerability Study

## Erosion and inundation hazard assessment report

March 2013





# Executive Summary

This report summarises the outcomes of a coastal vulnerability assessment undertaken for Cockburn Sound, Owen Anchorage and the east coast of Garden Island (The OACS coast)<sup>1</sup>, commissioned by the Cockburn Sound Coastal Alliance<sup>2</sup> and undertaken by a specially assembled consortium of Coastal Zone Management Pty Ltd, the UWA School of Environmental Systems Engineering, Damara WA Pty Ltd and Oceanica Consulting Pty Ltd.

This vulnerability assessment focuses on potential impacts on the OACS coast from climate change and associated sea level rise. The work undertaken has involved the stages of:

- Project Scoping
- Inundation Hazard Representation; and
- Erosion Hazard Representation

Outputs of this coastal vulnerability assessment will inform a subsequent values and risk assessment for coastal assets at threat from these coastal processes, followed by the development of adaptation strategies for informed coastal planning and management cognizant of these risks<sup>3</sup>.

## PROJECT SCOPING (REPORT SECTION 2)

### Data Acquisition (Report Section 2.1)

The project scoping undertaken has built on the coastal data and information inventory previously prepared in 2009<sup>4</sup>,<sup>5</sup> establishing the availability of any additional pertinent information. Key additional datasets have been identified and subsequently used, including Laser Airborne Depth Sounder (LADS) and Light Detection and Ranging (LIDAR) datasets collected by Department of Planning and the Department of Water. These datasets provided accurate ground levels and ocean floor depths in the vicinity of the coastline.

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<sup>1</sup> See Figure 1 and 2 in body of main report. The study area extends from the Garden Island causeway in the South to Fremantle Harbour in the North and includes the east coast of Garden Island

<sup>2</sup> City of Cockburn; City of Rockingham, City of Kwinana, Department of Defence, City of Fremantle, Cockburn Sound Management Council.

<sup>3</sup> Phase 2 of the Cockburn Alliance Coastal Vulnerability Study

<sup>4</sup> Consultancy commissioned by the City of Cockburn, City of Fremantle, City of Kwinana, City of Rockingham, Cockburn Sound Management Council and Department of Defence (Royal Australian Navy) to produce a Study Brief for a project to assess coastal vulnerability in Cockburn Sound and the Owen Anchorage.

<sup>5</sup> The stakeholder engagement process is summarised in Appendix 1 along with an exert of the updated inventory. Appendices 4 and 5 contain details of useful datasets.

## Climate Change Projections (Report Section 2.2)

Climate change scenarios and projection time frames were reviewed and identified<sup>6</sup> with the timeframes selected being present day, 2070 and 2110, which are consistent with the West Australian State Planning Policy (SPP 2.6). Also selected were the associated sea level rises for these timeframes of 0m, 0.5m and 0.9m respectively. Additionally, a sea level rise of 1.5m at Year 2110 was also adopted to determine high-end (worst case) sensitivity.

## EXISTING COASTAL DYNAMICS (REPORT SECTION 3)

The Physical Process Assessment<sup>7</sup> has been undertaken to determine and report on wind, wave, water level conditions, sediment dynamics and variability relevant to the study area, together with consideration of the impact of coastal structures on sediment dynamics along the coastline (**Section 3.1-3.6**).

The OACS coast is a sheltered, relatively low energy and highly modified coastal system with distinct and variable beach morphology (both alongshore and offshore). It is partitioned by geological coastal structures as well as Fremantle Harbours, Catherine Point groyne, Woodman Point groyne and Garden Island causeway.

The coast is presently accreting (building up) slowly through a sand supply-distribution pattern that feeds marine sediment onshore at Success and Challenger banks, and which is then transported alongshore through waves and currents. This situation has enabled moderately effective use of coastal protection structures, which act to control the areas receiving sand supply. This control has been particularly effective in the areas closest to the source of sediment, albeit by reducing the supply of sediment to downdrift areas, which includes South Beach Fremantle, and Coogee Beach.

Evaluation of available beach profiles has indicated that some structures, particularly smaller ones, produce shoreline changes that whilst functional for amenity, have only cosmetic effect on overall coastal evolution.

To facilitate the modelling and spatial interpretation, the sediment cells framework mapped by Stul *et al.* (2012) was adopted to separate the coast into sections that exhibit similar processes and morphology, giving eight mainland and three Garden Island segments. The Physical Process Assessment assisted to inform the approach taken to evaluate coastal hazards.

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<sup>6</sup> A discussion on climate change scenarios is provided in the **Set the Context Report** available in Appendix 2 and summarised in Section 2.1 of this report.

<sup>7</sup> A Physical Process Assessment Report was produced as an interim Project Deliverable (See accompanying DVD Appendix 3 for full report with a summary of key findings provided in Section 3)



## HAZARD ASSESSMENT METHODOLOGY (REPORT SECTION 4)

The approach to the hazard assessment was to use physical observations, as much as possible, to validate the projected coastal change dynamics. This was because observed coastal morphology, including the extensive coastline modification, suggested that active coastal processes are at the edge of valid domains for analytic, empirical and numerical coastal modelling. The inundation and erosion hazards have been dealt with separately, each dealt with as follows:

### Assessing Inundation Hazard

Inundation hazard was considered using a 'bathtub' approach due to the relatively small extent of flooding (geographically and vertically) that would arise on this coastline on account of wave setup and runup (**Section 4.1**). Work undertaken to complete the inundation hazard assessment involved the following steps:

1. Mapping and analysis of the existing coastal topography;
2. Analysis of existing water level datasets, including with the expected influence of storm events of 1 year, 10 year, 100 year and 500 year Annual Recurrence Interval (ARI) intensity;
3. Addition of projected sea levels for the specified climate change scenarios of 0.5m @ Year 2070, 0.9m @ Year 2110 and 1.5m @ Year 2110; and
4. Application of inundation levels to high resolution topography for presentation in a series of interactive maps

### Assessing Erosion Hazard

Potential erosion hazard was determined through a combination of several different processes at multiple scales (**Section 4.2**).

Specifically this has included considering the anticipated change in sediment availability at varying spatial scales and considering local controls such as coastal structures. The approach to the analysis may be summarised as follows:

1. Assessment of potential short-term erosion associated with normal coastal processes and various intensity potential storm events;
2. Assessment of gradual changes in shoreline position arising from both sea level rise (SLR) and storm occurrences, including through evaluation of the amount of sediment removed from the shore arising from these events and processes; and
3. This has enabled a projection of the landward retreat of the shoreline (erosion) within each section of the coast.

This information was used as the basis for establishing erosion hazard lines for each scenario considered in the study (Discussed in Section 6).



## INUNDATION HAZARD REPRESENTATION (SECTION 5)

The key output of the inundation hazard assessment is an interactive, layered electronic mapping product (Appendix 7). This mapping tool allows the user to view the areas of the coast likely to be impacted by inundation for 1 year, 10 year, 100 year and 500 year Annual Recurrence Interval (ARI) storm event scenarios coupled with various (present, 0.5m, 0.9m and 1.5m) Sea Level Rise (SLR) scenarios.

Inundation is not expected for much of the coast within the study area due to coastal dunes or topography higher than a 1.5 metre SLR 500 year ARI storm event scenario, even after allowing for erosion. The inundation areas will increase with sea level, but still comprise a smaller area than that identified as potentially affected by coastal erosion.

Under present day conditions, there are a number of areas along the coastline susceptible to coastal flooding due to the local topography, including where the dunes are naturally low or have been removed. These areas with a high present-day inundation risk are:

- Reclaimed land and the three harbours of Fremantle (Cell 22 in City of Fremantle);
- Woodman Point and small areas of Australian Maritime Complex (Cells 18-21 in City of Cockburn); and
- Southern Cockburn Sound including large areas of Rockingham (Cells 15-16 in Town of Rockingham).

Three further areas where inundation will become an issue in the future (in addition to those currently susceptible to inundation) are in Cells 17 and 18 within the City of Kwinana's boundaries, being:

- James Point (+0.5m SLR 100yr ARI);
- BP Australia (+1.5m SLR 100yr ARI); and
- Verve Energy (+1.5m SLR 100yr ARI).

## EROSION HAZARD REPRESENTATION (SECTION 6)

Coastal erosion hazards are also presented graphically, in the form of a series of lines that represent a horizontal distance of expected shoreline recession for a range of sea level rise and storm event scenarios. These horizontal distances have been derived through a consideration of anticipated coastal response to present and future erosive pressures. They provide an indication of the relative sensitivity of the shoreline to erosion if no particular coastal management is employed in response to projected occurrences (SLR and storm events).

The seven erosion scenarios are presented in GIS format as lines buffered landward of a baseline of the +1m Australian Height Datum (AHD) contour, provided along with the erosion distance values at the points where they were calculated.

Areas where existing acute erosion hazard threatens infrastructure include:

- Garden Island north of Colpoys Point (Cell G11b in the jurisdiction of the Department of Defence),
- Palm Beach (Cell 16 in City of Rockingham); and
- Kwinana Bulk Terminal (Transects 18.3 and 18.4 in Cell 18 in the City of Kwinana).

Areas presently experiencing gradual recession due to coastal processes are:

- North of Catherine Point (Cell 22 in the City of Fremantle and City of Cockburn);
- Woodman Point area (Cells 19-21 in the City of Cockburn); and the
- Kwinana Industrial Area to James Point (Cell 18 in the City of Kwinana).

Changes to the areas experiencing recession are likely to occur through several different mechanisms, including sea level rise contributing to decrease or cessation of onshore sediment supply, geometric response of the coast (due to shifting the hydraulic zone), and increased exposure of rock.

The study has concluded that the onshore feed of sediment may be insufficient to keep up with these changes by the year 2070. Additional locations that the modelling indicates will experience recession, unless suitably managed, are:

- South of Catherine Point groyne (Cell 21 in the City of Cockburn);
- James Point and Kwinana Industrial Area (Cells 17 and 18 in the City of Kwinana);
- South end of Garden Island (Cell G12a in the jurisdiction of the Department of Defence);
- South Beach, potentially enhanced by partitioning of the coast (Cell 22 in the City of Fremantle and City of Cockburn); and
- The cliff line of the Spearwood Ridge (which will extend south to Challenger Beach as the coast erodes) (Cell 18 in the City of Kwinana)

In addition, the coast is likely to experience a significant change in behaviour between 2070 and 2110 for the projected sea level rise. Within this timeframe, the loss due to profile adjustment arising from sea level rise coupled with normal storm events will begin to exceed the sediment supply onto the coast, resulting in net erosion. Structures that hold sediment will preferentially recover from storm erosion, at the expense of unprotected areas, which will be progressively eroded, with limited or no recovery after storms. In such a situation, protection of one section of coast will more clearly be at the expense of the adjacent unprotected coast.

## CONCLUSIONS AND RECOMMENDATIONS (SECTION 7)

Modeling of beach profile change in response to sea level change has suggested that there is an average retreat of 5m per 0.1m of sea level rise. However, this response is highly variable, determined by the relative ease with which sand can be transferred between and within the resulting coastal segments.

The present sand supply-distribution pattern is likely to change through either decline of sediment feeds or heightened demand from the beach and coastal flats to adjust to higher sea levels. In general, this will result in increased erosion towards the downdrift end of coastal segments. However, where there is potential for higher alongshore sand transport, erosion may be enhanced on the updrift side, with the southern side of Catherine Point most likely to be affected. The capacity for such reversal, along with a relatively small sand supply to balance sea level rise, provides opportunity for significant changes in coastal behavior that will require a change in coastal management approach, projected to be required prior to 2070 using the study scenarios. A more holistic approach within coastal segments is likely to be required.

Evidence used to estimate projected future change is not compelling, and there is uncertainty associated with estimates of sand supply, alongshore transport and the pathways of coastal response to sea level rise. As a consequence, it is appropriate to apply an adaptive framework to coastal management within the OACS region. Key questions that may need to be evaluated through monitoring include: the effectiveness of alongshore sand transfers and post-storm recovery; the role of existing and artificially created sediment sinks; and the relative contributions of coastal terraces and dunes to change.

Seabed (profile) changes appear to provide a better indication of gradual evolution than shoreline or vegetation line, which are more responsive to short-term erosion and recovery. Consequently, it is recommended that management triggers for the OACS coast should be related to the historic and present profile monitoring program that has been applied to varying degrees along the OACS coast. For effective assessment, profiles should occasionally, say every five years, extend offshore past the seaward toe of the terrace. The existing Cockburn Cement and Port Coogee profiles would be sufficient for Owen Anchorage. Funding should be secured for a resurvey of the Cockburn Sound profiles last measured in September 2003.

The near shore terrace behaviour and response could be investigated using these profile datasets and comparison of historic bathymetric datasets. For example, the reasonably detailed 1944 bathymetry could be digitised and compared to more recent digital bathymetry from the 1980s and the 2009 LiDAR to determine longer-term trends in the terrace structures. The profile datasets would be used to detect shorter-term trends and fluctuations. A further recommendation of this study is the consideration of erosion projections to evaluate the likely ongoing presence of beaches around the OACS coast. While the present study evaluated erosion hazard as sediment demand landward of the +1m AHD contour

only, a significant value at risk of erosion at the OACS coast is the presence of a beach for amenity and recreation. Further investigation of potential loss of beach width could be used as a proxy for this purpose.

Numerical wave models have limited capacity for calibration to capture the correct process-response relationships without measured wave data at multiple locations. This study identified that numerous wave measurements have been made, but these were not made available for the project. It is recommended that improved data sharing agreements be sought with private industry. In the future, the ability to interpret change and achieve greater consensus between coastal interest groups through a greater knowledge-base for the OACS coast would require long-term deployment of several wave instruments within Cockburn Sound.

Potential changes to sediment transport caused by sea-level change are further complicated by the unknown future modification of the coast by engineering works. Therefore, it is important that a holistic approach to coastal management be developed, with suitable triggers set to indicate a need to change management.





**COCKBURN SOUND**  
COASTAL ALLIANCE

## Media Release

xx/xx/2013

### Cockburn Sound Coastal Alliance launches new website

The Cockburn Sound Coastal Alliance (CSCA) today launched its new website at [www.CockburnSoundCoastalAlliance.info](http://www.CockburnSoundCoastalAlliance.info)

The CSCA was established in 2011 and is a seven-strong collaboration between four Local Governments (Cities of Fremantle, Cockburn, Kwinana and Rockingham), the Department of Defence (Defence and Support Group), the Cockburn Sound Management Council and Perth Region NRM.

The Alliance works together to adapt to climate change.

“We hope the new website will promote a higher level of awareness on climate change and foster more effective communication and engagement between coastal managers, stakeholders and the general public,” said CSCA Coastal Project Coordinator Chiara Danese.

“We are currently working on a project that aims to provide the best available information on coastal processes, hazards, coastal assets and associated values and adaptation measures for the Cockburn coast”

“The new online hub features the findings from our *Coastal Vulnerability and Flexible Adaptation Pathways Project*, which identifies the vulnerability of the coast to climate change,” she said.

To find out more about the CSCA, visit [www.CockburnSoundCoastalAlliance.info](http://www.CockburnSoundCoastalAlliance.info)

**END OF MEDIA RELEASE**

**Media Contact:**

x xxxx

Coastal Project Coordinator  
Cockburn Sound Coastal Alliance  
City of Cockburn

Tel: 9411 3426 | Email: [xxx@cockburn.wa.gov.au](mailto:xxx@cockburn.wa.gov.au)





# The Cockburn Sound Coastal Vulnerability & Flexible Adaptation Pathways Project

## INFORMATION SHEET

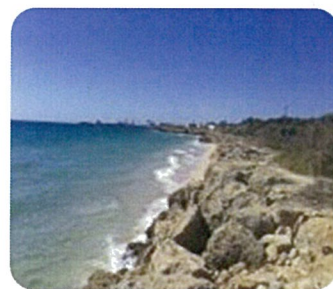
### What is the Cockburn Sound Coastal Vulnerability & Flexible Adaptation Pathways Project?

The Owen Anchorage & Cockburn Sound (OACS) coast is under increasing pressure from urban development and activities associated with population growth. Sections of the Cockburn Sound coast are particularly exposed and vulnerable to the impacts of sea level rise, storm surges and changes in sediment regimes. The *Coastal Vulnerability & Flexible Adaptation Pathways Project* (the Project) was initiated in 2011 by the Cockburn Sound Coastal Alliance (CSCA) to identify the vulnerability of the OACS to erosion and coastal inundation and develop, in consultation with key stakeholders and the community, adaptation measures to address those identified vulnerabilities. The Project provides the best available information to coastal managers on coastal processes, hazards, community values and adaptation measures to allow for the achievement of long-term preservation and management goals of the OACS coast.

### Who is the Cockburn Sound Coastal Alliance (CSCA)?

The CSCA was formed in 2011 and is a collaboration between four Local Governments (Cities of Fremantle, Cockburn, Kwinana and Rockingham), the Department of Defence (Defence and Support Group), the Cockburn Sound Management Council and Perth Region NRM. The City of Cockburn is the lead agency in managing the CSCA project on behalf of the Alliance. The Project is also supported by state government agencies including the Department of Transport, Department of Planning and the Department of Environment Regulation (former Department of Environment and Conservation).

### What area does the CSCA Project cover?



The OACS coast extends for approximately 45Km from the South Groyne of Fremantle Harbour in the north to the Garden Island Causeway in the south and includes the eastern side of Garden Island (Figure 1).

## What are the objectives of the CSCA Project?

The CSCA Project aims to:

- Improve the understanding of the coastal features, processes and hazards of the OACS coast.
- Determine the vulnerability of the coast within each coastal compartment based on an understanding of current and potential physical changes to coastal processes.
- Identify what assets are situated along the OACS coast including the services and functions they provide.
- Identify the 'value at risk' of assets potentially affected by coastal processes and climate change under different timeframes and scenarios.
- Consult with key stakeholder groups and the community to undertake a detailed analysis of the most effective and feasible adaptation options which could include coastal protections, retreat and planning controls.
- Facilitate an understanding of coastal hazards and risk management of those hazards amongst key stakeholders and the community.
- Incorporate the results of the project (scientific information and consultation output) into existing decision making frameworks and physical works being undertaken in there coastal environs.



Figure 1: OACS Coast (CSCA Study Area).



## What does the CSCA Project do?

The Project consists of 4 stages:

**Stage 1 – Coastal Vulnerability Study:** involved the analysis of coastal processes (metocean and sediment transfer regimes) to improve the understanding of existing coastal dynamics. Potential changes arising from climate change (from present day to 2110) were assessed to determine the vulnerability of sections of the coastline to erosion and inundation taking into account local geomorphologic and engineered structures. Stage 1 was completed in early 2013.

**Stage 2 – Coastal Values & Risk Assessment Study:** identifies the coastal assets affected by coastal processes including from climate change and estimate the 'value at risk' of these assets. It will also undertake a risk assessment of likelihood and consequence of the identified hazards and undertake a first pass assessment of potential adaptation options for the coastal assets at risk.

**Stage 3 – Adaptation Plan Development and Review Report:** refines the adaptation options developed in Stage 2 by consulting with interested stakeholder groups and the broader community. This includes identifying ongoing monitoring program needs and recommending improvements to local coastal management strategies and plans. This stage will also include an independent evaluation of the methodologies and outcomes of Stages 1, 2 and 3.

**Stage 4 – Implementation and Monitoring:** will implement the first scheduled adaptation actions identified from Stage 3 including management plan reviews and initial on-ground works such as dune vegetation planting in identified areas to increase system's resilience to coastal processes.

## How is the CSCA Project funded?

Grant funding has been critical to advance the various stages of the Project. Funding for Stage 1 was provided by the WA Department of Transport Coastal Protection Grant Program (2012-2013 round) and by contributory funds from the Alliance members. The CSCA has recently applied for funding through Department of Transport and Department of Planning (Coastwest) for Stages 2 and 3.

## Does the CSCA Project consider social and environmental values?

Yes. The consideration of functions performed and services provided by natural areas is seen as an important component of Stage 2 and overall for the achievement of long-term preservation and management goals. The value at risk of natural coastal assets is calculated using a 'fit for purpose' methodology developed to ensure that assets of high intrinsic value or services that can be difficult to quantify in respect to monetary value are taken into consideration. Similarly social values are taken into consideration in the calculation of the value at risk in Stage 2.



## How can I get involved?

Community representatives will be engaged in the process in Stage 3 (Adaptation Plan Development) and Stage 4 (Implementation and Monitoring) to help prioritise areas for adaptive response and assist to develop associated adaptation strategies to mitigate identified risks via workshopping one to one interviews and on-ground projects.

## What are the next steps?

Stage 2 (Coastal Values and Risk Assessment) is currently under way and Stage 3 (Adaptation Plan Development) will commence in 2014.

## Coastal Vulnerability Study (stage 1) - What are the key findings?

The Coastal Vulnerability Study (Stage 1) undertook a detailed analysis of coastal processes within the OACS and assessed potential future changes to beaches, dunes and the seabed in response to those processes, including future climate change. The role that man-made and natural coastal structures play in the redistribution of sand was also identified. Erosion and inundation hazard maps were developed for different timeframes, storm severity and sea level rise scenarios.

The full report and the associated hazard maps can be viewed at

[www.cockburnsoundcoastalliance.info](http://www.cockburnsoundcoastalliance.info)

**Key Findings Inundation** - The inundation assessment identified areas landward of the coastal dunes that may be affected by coastal flooding during severe storm events and future sea level rise. Findings of the study indicated that a number of isolated areas are susceptible to coastal flooding under present conditions. The majority of these areas are located where coastal dunes are naturally

low or have been removed. Sea level rise is likely to increase the severity of flooding in these areas, and may also expose additional sites to inundation hazard.

**Key Findings Erosion** – The erosion assessment identified potential changes to the shoreline arising from:

- storm events and sea level rise (acute events); and
- sea level rise, changes in sediment supplies (natural processes and influence of coastal structures), historic erosion trends and change in equilibrium profiles of the beach due to storm events (chronic events).

## What do Hazards Maps show?

Erosion and inundation hazard maps were developed to show the extent of coastal inundation and erosion at different timeframes and scenarios. The timeframes selected were present day, 2070 and 2110 consistent with the West Australian State Planning Policy SPP 2.6 (Schedule 1, Section 2). (Schedule 1, Section 2). The selected sea level rises scenarios for these timeframes were 0m, +0.5m and +0.9m respectively. Additionally, a sea level rise of 1.5m at year 2110 was also adopted to determine high-end (worst case) sensitivity.

The **erosion maps** show where the shoreline is likely to be at present day, in year 2070 and 2110. Erosion hazard lines comprise of acute and chronic components. The acute component derives from short-term changes in shoreline position caused by coastal processes and various intensity (potential) storm events. The chronic component derives from long-term changes in shoreline position arising from both sea level rise and storm occurrences.

The **inundation maps** show areas likely to be affected by inundation for 1 year, 10 year, 100 year and 500 year ARI storm event scenario and for each



sea level rise scenario (present, +0.5m, +0.9m, +1.5m). Four inundation events with different probabilities of occurrence in any one-year were selected as the basis for the inundation mapping. These inundation levels were applied to the Department of Water LiDAR high-resolution topography from 2008, captured at a 1m spatial resolution with a  $\pm 0.1\text{m}$  vertical accuracy.

A more accurate assessment of the likelihood of these hazards (almost certain to rare) to occur will be undertaken in Stage 2. Likelihood of hazards and consequences on coastal assets will be combined into risk hazard maps.

### What are the key implications for management of the OACS coast?

The OACS coast presently has a net surplus sediment supply. Sediments are naturally transported on shore from offshore banks and benthic habitats. This has historically enabled largely (and effective) use of coastal protection structures (typically groynes). However, coastal structures have interfered with sediment transport and supply causing erosion downdrift of these structures. The CSCA Vulnerability study discloses that this sediment supply will progressively decline, providing increasing difficulty to obtain and redistribute sediment. When the sediment supply is insufficient to keep pace with coastal change due to sea level rise, which is estimated to occur prior to or around 2070, a shift will be required for coastal management. Unretained sections of coast are predicted to experience progressive erosion, with the relative rate of erosion amplified as the proportion of protected coast is increased.

#### GLOSSARY

**Adaptation to Climate Change:** Undertaking actions to minimise threats or to maximize opportunities resulting from climate change and its effects.

**ARI:** Average Recurrence Interval. When talking about floods, this is an indication of how frequently a storm event of a particular size is likely to occur on average. Therefore, a 100 year ARI storm is likely to occur once in 100 years on average, but it has a one per cent chance of occurring in any one year.

**Coastal Assets:** Tangible features of the built, natural and cultural environment that delivers a set of goods and services.

**Coastal Erosion:** refers to shoreline movement where the shoreline shifts landward, reducing the width of a coastal foreshore reserve.

**Coastal Inundation:** means the flow of water onto previously dry land. It may be either permanent (for example, due to sea level rise) or a temporary occurrence during a storm event.

**Coastal Hazards:** means the consequence of coastal processes that affect the environment and safety of people. Potential coastal hazards include erosion, accretion and inundation.

**Vulnerability:** predisposition to be adversely affected or unable to cope with events.

**Metoccean:** meteorological and ocean drivers of coastal processes.





## What are the key implications for planning?

It should be noted that the mapping prepared through Stage 1 is intended only for strategic decision making, and specifically to inform hazard assessment through Phase 2 of the study. The mapping has not been prepared for use in the determination of development approvals or the definition of coastal setbacks, and should not be used in the design of coastal structure, or setting of finished floor levels.

## What are the limitations of the maps?

Whilst the data available for the Cockburn Sound is very rich and accurate several gaps and limitations still exist and they have been acknowledged and partly addressed in Stage 1. A part from potential inaccuracies in the data there is still uncertainty inherent in predicting any future climate variable. As a result of these limitations, the indicative coastal vulnerability mapping described by and accompanying this report does not provide a definitive high-confidence assessment of coastal vulnerability at any particular coastal site along the Cockburn Sound. Achieving a more confident assessment of the degree of vulnerability at any particular coastal site will require detailed mapping, on-going assessment and monitoring of that particular site, taking into consideration a range of regionally and locally variable climatic, oceanographic, geological, geomorphic, topographic and other factors specific to a site (or sediment cell).



### Contacts:

Further information and details can be found on the Cockburn Sound Coastal Alliance Website:  
[www.cockburnsoundcoastalalliance.info](http://www.cockburnsoundcoastalalliance.info)

Email:  
[Cdanese01@cockburn.wa.gov.au](mailto:Cdanese01@cockburn.wa.gov.au)

Phone: +61 (08) 9411 3426

**DISCLAIMER 1: Short version on first page of the CSCA Coastal Vulnerability Report & Appendices**

The information contained in this Document and Appendices is provided to assist Local Government Authorities with future planning and decision making for the Owen Anchorage and Cockburn Sound coast. This document is being provided to the respective Councils for their endorsement. No responsibility will be accepted by the Cockburn Sound Coastal Alliance or its member Local Government Authorities and agencies for the accuracy of the information provided or for any person's reliance on, or interpretations, deductions, conclusions or actions in relation to the information contained in this document. This document is not a substitute for independent professional advice and users are responsible for assessing the relevance of the content of this publication. The user acknowledges that there are limitations and uncertainties associated with climate change science and predicting coastal hazards. The information in this document and the hazards maps should not be used for the purpose of seeking development approval or for the definition of coastal setbacks, and should not be used in the design of coastal structures, or setting of finished floor levels.

**DISCLAIMER 2: Website footer (first page)**

The information contained on this website is provided to assist Local Government Authorities with future planning and decision making for the Owen Anchorage and Cockburn Sound coast. Access to this site is provided to readers in good faith and is conditional upon the reader's acceptance and compliance with the conditions of use, and disclaimers featured on this site. This website is not a substitute for independent professional advice and users should obtain appropriate professional advice relevant to their particular circumstances. No responsibility will be accepted by the Cockburn Sound Coastal Alliance or any of the respective Local Government Authorities and agencies as to the accuracy of the information provided or for any person's reliance on, or interpretations, deductions, conclusions or actions in relation to, the information contained in this website. The Cockburn Sound Coastal Alliance reserves the right to change the content and/or presentation of any of the information provided on this website at its sole discretion, including these notes and disclaimers.

**DISCLAIMER 3: Disclaimer attached to maps and as a footer on the Intramaps View**

These Coastal Hazards Maps indicate coastal areas that **may be** susceptible to inundation, erosion and recession currently or in the future as a result of ongoing sea-level rise and climate change, and should be used as a guide only. This indicative mapping is based on data that was available at the time of the assessment only. The Cockburn Sound Coastal Alliance and its member Local Government Authorities and agencies make no representations, warranties or undertakings about any of the information provided on these maps including, without limitation, their accuracy, their completeness or their quality or fitness for any particular purpose.

**DISCLAIMER 4: this is the disclaimer and condition of use that the reader has to accept to get access to the hazard maps.**

**GUIDANCE NOTE**

*The Coastal Hazards Maps accompanying this report indicate coastal areas that **may be** susceptible to inundation, erosion and recession currently or as a result of ongoing sea-level rise and climate change and should be used as a guide only. This indicative mapping is based on data that was available at the time of the assessment only.*

*To access the Coastal Hazards Maps the following steps must be followed:*

- 1. Read the disclaimer and condition of use notes carefully. These have been prepared to avoid incorrect interpretation of the information and data provided on the maps; and*
- 2. Complete and submit the form below. An email with a link to the interactive maps will be sent to the nominated address.*

**DISCLAIMER**

The Cockburn Sound Coastal Alliance, and its member Local Government Authorities and agencies make no representations, warranties or undertakings about any of the information provided on these maps including, without limitation, their accuracy, their completeness or their quality or fitness for any particular purpose. The Cockburn Sound Coastal Alliance reserves the right to change the content and / or presentation of any of the information provided on these maps at its sole discretion, including these notes and disclaimer.

**CONDITIONS OF USE**

The user is deemed to have read in full, understood and accepted the disclaimer and conditions concerning the preparation, limitations and use of the maps. The maps must be used only in conjunction with these notes, and must not be used in isolation.

The user acknowledges that there are limitations and uncertainties associated with predicting coastal hazards and that the maps should not be used for the purpose of seeking development approval or for the definition of coastal setbacks, and should not be used in the design of coastal structures or setting of finished floor levels.

The user understands that the Cockburn Sound Coastal Alliance does not guarantee the accuracy of any of the data shown on these maps and it is the user's responsibility to ensure that it is fit for their intended use.

The user will not pass on any of the maps to any third party without ensuring that said party is fully aware of this disclaimer and conditions of use.

*The user accepts all responsibility for the use by them of the information shown on these maps, or that which is passed to a third party by them, and will in no way seek to hold the Cockburn Coastal Sound Alliance and the Alliance's members liable for any damage or loss arising out of the use or interpretation of this information.*

ACCEPT

# Caroline Bradley

27 lemon Gum Drive • Baldivis 6171 • Phone: 0410 142 878  
E-Mail: info@elementalsurf.com.au Web: www.elementalsurf.com.au

Date: 23/10/13

Cockburn Council  
9 Coleville Cres,  
Spearwood  
WA 6168

Dear Council Members

My Name is Caroline Bradley

I am the owner Manager of the kitesurf school 'Elemental Surf'

I have been conducting Kitesurfing lesson at Woodmans point for 8+years.

We have never had a complaint lodged nor have we had any incidents in this time.

We have been paying our taxes and our public liability insurance for over 8 years.

Our trading is limited to 4 -5 months a year and only 3 of those months are busy.

During those 3 months we can only work when there is good wind.

This happens for 3 -5 hrs in the afternoon from around 2pm through till 6pm but not every day.

On average 3-5 days per week during that busy 3-month period and sometimes we do not have wind for days, weeks.

Our work is very wind dependent and seasonal.

For 3months of the year on average 16 -18 hours a week, with only 2 instructors working we will have to close down.

After the recent decision made by the council I was extremely disappointed, being limited to only 2 instructors at any one time on the beach, in order to allow 3 permits.

We have always had up to 5 instructors on the beach at any one time and never had a problem; we have a clean track record, 8+ years in fact. The other schools with permits also had 5 instructors, hence the chaos it escalated too.

We are a small business, We love teaching this is our passion, we do not own a kitesurf shop to generate other income and yes we struggle to stay afloat over the winter months, but we have always survived ... until now.

By restricting us to only 2 instructors at one time on the beach will force us to close our business down.

We already have endured a tough time with our business last season when this 'Ban' was put in place for Woodmans Point in the middle of our 4-month season.

This Ban was enforced and because of other schools and not ours.

This put a huge strain on us all year and now again, right at the beginning of our season, when we have been taking bookings all winter for this summer and have already employed 5 instructors.

We committed to a campaign with Rocky Bay last year before this Ban was put in place; there has been a lot of advertising in preparation for this campaign including T.V adverts. Now we cannot provide the service we had offered.

<b>CITY OF COCKBURN</b>	
DOC No	
	25 OCT 2013
SUBJECT	111/006
RETENTION	10.2.07
PROPERTY	
APP	
ACTION	ADRIAL LALOUJERE



I have travelled around the world-teaching kite surfing and all around Australia too, I have never seen 3 permits for such a small area of beach. If you take a look at our neighboring Shires and Councils you will see they have strict guidelines for teaching Kitesurfing due to the dangers occurred through an extreme sport.

Safety Bay has 2 permits in place but not on the same beach in fact one is in Shoal waters and the other one is in front of the sailing club in Safety Bay, I know this because I applied 8 years ago for a permit there.

I also started requesting for an application form to conduct Kitesurfing lessons at Woodmans point 8 years ago through Calm and the Cockburn council. I continued asking every year and every year I was knocked back because I believe it was in the 'too hard basket' with such a strange sport, they told me I didn't need a permit. Then at one point it was agreed and we would finally get a permit, then it was put on hold due to the development of activities in the Port Coogee area.

Now after all this time it is finally happening and I am getting shut down in order to fit 2 new schools into this location whom have only been operating at Woodmans point for 1.5 years. So the picture is clear they usually have up to 5 instructors working at the one time. This is why the Ban was put in place, too many schools.

How is this fair?

We have been paying our taxes and our public liability insurance for over 8 years at this location.

We have never had a complaint lodged nor have we had any incidents in this time.

The other two schools have already had incidents in their very first years of business.

The other observation is on the area marked on the map (shared Commercial operating zone), which goes all the way down and onto 'the dog beach'

You cannot teach Kitesurfing around dogs, I have seen so many kites crashing and landing in trees over the years in different locations due to dogs barking and chasing students, beginners are already scared just from flying a big powerful kite, they get even more nervous when a dog is jumping, growling and barking at them because the dog wants what's on the end of their lines, it's a recipe for disaster.

Dogs love to chase kites, once the student crashes his kite on the sand it is even more dangerous with owners chasing dogs in between powered kite lines and powerful kites, with beginners that don't know yet how to deal with this situation. The last thing you want is a kite line wrapped around your ankle or foot as a kite powers up and re-launches into the sky.

This will also bring complications with our Public Liability Insurance.

Also the safety zone marked is too close to all the rocks, the rocks are where a student will end up smashing into if he loses control. You would be surprised at how fast and the distance a student can travel when out of control with his kite attached to him while being dragged on the beach.

I have never seen anyone teaching down in that 'shared commercial zone' As far as I am aware it has always been a dog beach.





Can you please put yourselves in our shoes and understand our predicament with this situation.

Can you please re-consider these matters?

- Limit the permit to 1-2 schools only, allowing us to keep our regular number of instructors we have always had. This will keep our small business running and we can continue doing what we love - teaching.
- Re-evaluate the commercial operating zone, decrease the size, we cannot teach kitesurfing around dogs and there will also be complications with our Public liability Insurance.

Caroline Bradley  
Owner/Manager

Elemental Surf



**LICENCE CERTIFICATE  
RECREATION & LEISURE TRADERS LICENCE**

**Name:** Elemental Surf  
(Operator – Caroline Bradley)

**Service being sold:** Kite Surfing & Stand up Paddling Lessons

**Address:** 23 Yalgoo Ave, WHITE GUM VALLEY 6162

**Phone No:** 0410 142 878

**Vehicle Registration:** ELEMENTAL

**Period of licence:** 1<sup>st</sup> October 2013 – 30<sup>th</sup> May 2014 with a further extension until September 2015 subject to a review completed by the City on the number of schools and licenses issued.

**Days & hours:** **Kite Surfing** - 7 days per week between the hours of 12noon and sunset on the same day  
**Stand up Paddling** - 7 days per week between the hours of sunrise and 12 noon.

**Location:** The location of the activity prescribed in this permit must operate in the area known as Woodman Point within the 'shared commercial zone' as outlined on the map attached.

**Operating Distance:** There maybe up to two other schools within the shared commercial zone operating zone. Your school can be no closer than 100m to another operating school

**Instructors:** No more than two instructors operating at the one time  
Must wear instructor vests that identify with the school

**Participants:** **Kite Surfing** - No more than two participants per instructor  
**Stand up Paddling** – No more than 8 participants per instructor

**Accreditation:** **Kite Surfing** - Instructors to have International Kiteboarding Organization(IKO) Level 2 or British Kite Surfing Association (BKSA) accreditation  
**Stand up Paddling** – Instructors to hold minimum Level 1 ISA qualification

**Operating Conditions:** No lessons to occur when wind conditions are above 23 knots

**Equipment:** Must erect a flags indicating school site location

**Conditions:** Refer to page 2

A handwritten signature in black ink, appearing to read 'C. Good', is written over a horizontal line.

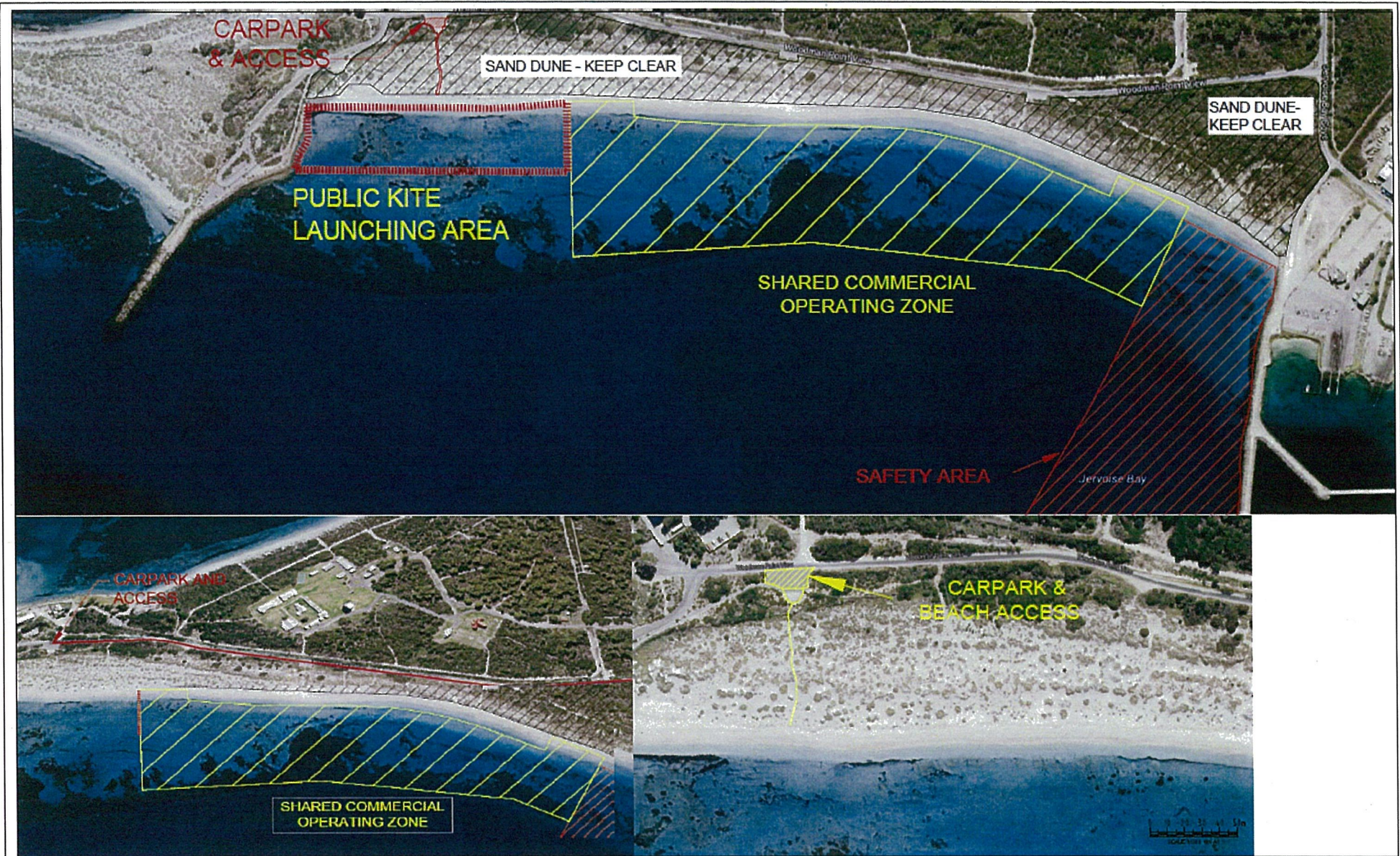
**Manager Community Services**

Date: 21<sup>st</sup> October 2013

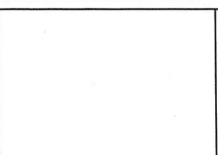
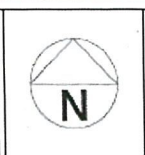
### **Conditions of Approval: RECREATION & LEISURE TRADERS LICENCE**

- a) This approval is valid for the duration specified under the 'Period of Licence'
- b) The Licensee must ensure that this site is left in a clean and tidy condition during and after use.
- c) The Licensee is required to ensure that the natural ground coverage or dune stabilisation growth is not disturbed. Should degradation of the site by operators be evident, the Licensee will be required to undertake necessary repairs. Consideration will be given to withdrawing the licence should remediation works not be carried out as required.
- d) The licensee must comply with Council's Local Law and policy APD72 relating to signage with all signs being removed after each day's trading or as agreed by Council at the completion of the event period in which the operation included.
- e) The Licensee is responsible for ensuring that payment of all Licence and Charge Fees, together with the written approval if required from other Statutory Authorities, relevant Accreditation Certification and a Certificate of Currency for insurances have been submitted to Council's Recreation Services Department prior to the commencement of operations.
- f) Any substantiated complaints received regarding a breach of these conditions will be forwarded to the permit holder for his/her attention. Should the operator/Licensee be unable or unwilling to satisfactorily address such complaints, then consideration will be given to either varying the conditions of use, altering the location of the site or withdrawing the Recreation Traders Licence for the continued use of the site.
- g) The Licensee must ensure that public liability insurance, relevant qualifications and risk management plans are maintained as current for the duration of this licence.
- h) The licensee must remove any equipment used in the location prescribed in the licence, at the completion of each day's activity.
- i) The Licensee must give the City notice in writing after any incident involving injury, or property damage, within 24 hours of the incident or property damage. The notice must include the incident details, cause and how the licensee will remedy the risk in the future.
- j) The licence holder, or an authorised person nominated by the licence holder, must keep a copy of the licence readily available to be presented on request for the duration of the activity.





REV	DATE	DESCRIPTION	BY	QD	CHKD

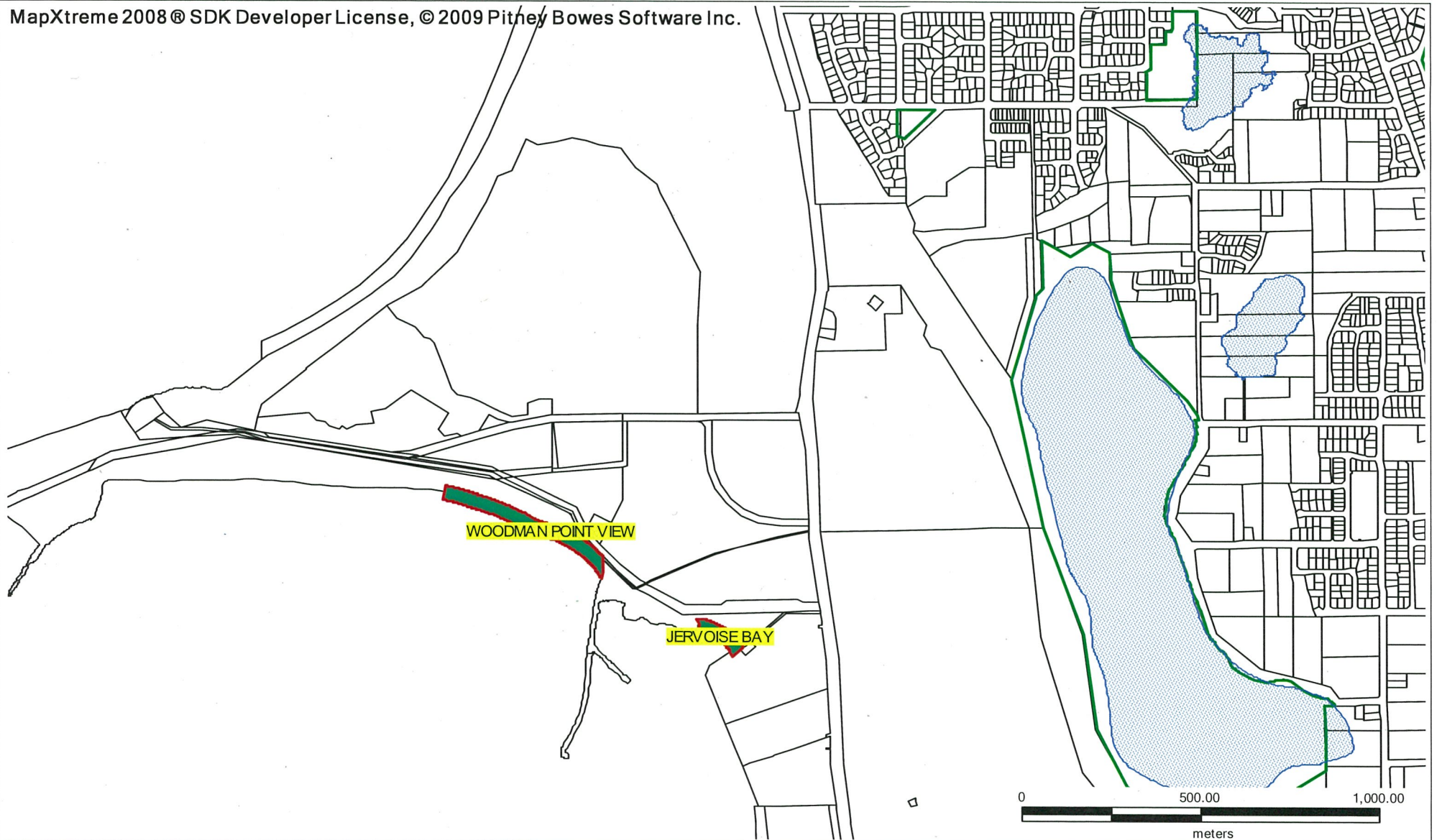


RECREATION TRADERS  
LICENCE - KITE SURFING  
OPERATORS 2013

SCALE:
REVISION:
APPROVED BY:
DATE:

CITY:	CITY OF COCKBURN
PROJECT:	
DATE:	
DESIGNED BY:	
DRAWN BY:	





**City of Cockburn**  
G.I.S Services Department

**Woodman Point Dog Exercise Area**

PRINTED ON:  
Monday, 28 October 2013

SCALE = 1:15241

DISCLAIMER - The City of Cockburn provides the information contained herein and bears no responsibility or liability whatsoever for any errors, faults, defects or omissions of information contained in this document.

