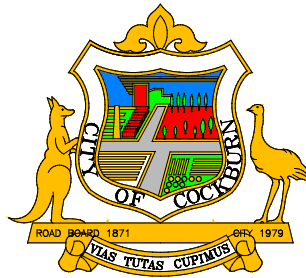


CITY OF COCKBURN



ORDINARY COUNCIL

AGENDA PAPER

FOR

THURSDAY, 12 DECEMBER 2013

CITY OF COCKBURN

SUMMARY OF AGENDA TO BE PRESENTED TO THE ORDINARY COUNCIL MEETING TO BE HELD ON THURSDAY, 12 DECEMBER 2013 AT 7:00 PM

	Page
1. DECLARATION OF MEETING	1
2. APPOINTMENT OF PRESIDING MEMBER (IF REQUIRED)	1
3. DISCLAIMER (TO BE READ ALOUD BY PRESIDING MEMBER)	1
4. ACKNOWLEDGEMENT OF RECEIPT OF WRITTEN DECLARATIONS OF FINANCIAL INTERESTS AND CONFLICT OF INTEREST (BY PRESIDING MEMBER)	1
5. APOLOGIES AND LEAVE OF ABSENCE	1
6. ACTION TAKEN ON PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE	1
7. PUBLIC QUESTION TIME	1
8. CONFIRMATION OF MINUTES	2
8.1 (OCM 12/12/2013) - ORDINARY COUNCIL MEETING - 14 NOVEMBER 2013	2
8.2 (OCM 12/12/2013) - SPECIAL COUNCIL MEETING - 31 OCTOBER 2013	2
9. WRITTEN REQUESTS FOR LEAVE OF ABSENCE	2
10. DEPUTATIONS AND PETITIONS	2
11. BUSINESS LEFT OVER FROM THE PREVIOUS MEETING (IF ADJOURNED)	3
12. DECLARATION OF COUNCILLORS WHO HAVE NOT GIVEN DUE CONSIDERATION TO MATTERS IN THE BUSINESS PAPER	3
13. COUNCIL MATTERS	3
13.1 (OCM 12/12/2013) - MINUTES OF THE AUDIT AND STRATEGIC FINANCE COMMITTEE MEETING - 21/11/2013 (026/007) (S DOWNING) (ATTACH)	3
13.2 (OCM 12/12/2013) - MINUTES OF THE DELEGATED AUTHORITIES, POLICES AND POSITION STATEMENTS COMMITTEE MEETING - 28/11/2013 (026/005) (D GREEN) (ATTACH)	5
13.3 (OCM 12/12/2013) - FINAL ADOPTION - CITY OF COCKBURN (LOCAL GOVERNMENT ACT) AMENDMENT NO. 2 LOCAL LAW 2013 (CC/P/009) (J NGOROYEMOTO)	6
13.4 (OCM 12/12/2013) - CITY OF COCKBURN ANNUAL REPORT 2012/13	10

14.	PLANNING AND DEVELOPMENT DIVISION ISSUES.....	12
14.1	(OCM 12/12/2013) - 55 MULTIPLE DWELLINGS - LOCATION: 8 (LOT 52) BOYD CRESCENT HAMILTON HILL - OWNER: F IKLADYOUS & G CHIARELLI - APPLICANT: MACCORMAC ARCHITECTS (2207499) (A LEFORT) (ATTACH).....	12
14.2	(OCM 12/12/2013) - SINGLE HOUSE - LOCATION: 21 (LOT 422) QUINCE WAY COOLBELLUP - OWNER: B BLAKE & J LUSHER-BLAKE - APPLICANT: TANGENT NOMINEES (1100888) (A LEFORT) (ATTACH).....	30
14.3	(OCM 12/12/2013) - DRAFT WESTERN AUSTRALIAN STATE AVIATION STRATEGY (089/003) (R COLALILLO) (ATTACH).....	37
14.4	(OCM 12/12/2013) - PROPOSED MODIFICATION TO LOT 412 GAEBLER ROAD LOCAL STRUCTURE PLAN - LOCATION: HAMMOND PARK - OWNER: GOLD ESTATES HOLDINGS PTY LTD - APPLICANT: ROBERTS DAY (110/090) (R COLALILLO) (ATTACH).....	43
14.5	(OCM 12/12/2013) - PROPOSED NAMING OF PUBLIC OPEN SPACE RESERVE 51315 (RESERVE FOR PUBLIC USE & RECREATION) - LOT 8029 MEDINA PARADE, NORTH COOGEE - OWNER: PORT CATHERINE DEVELOPMENTS PTY LTD (6013930) (R CREEVEY/ A TROSIC) (ATTACH).....	48
14.6	(OCM 12/12/2013) - SALE OF LAND - LOTS 1 & 4218 QUARIMOR ROAD, BIBRA LAKE - OWNER: CITY OF COCKBURN (4414177, 4413938) (K SIM) (ATTACH).....	54
14.7	(OCM 12/12/2013) - CLOSURE OF PORTION OF COCKBURN ROAD, COOGEE - LOCATION: ADJOINING LOT 13 KIESEY STREET, COOGEE - OWNER: STATE OF WESTERN AUSTRALIA - APPLICANT: MAIN ROADS WA (450601) (K SIM) (ATTACH).....	57
14.8	(OCM 12/12/2013) - SCHEME AMENDMENT NO. 99 (OMNIBUS AMENDMENT) ADOPTION FOR FINAL APPROVAL - APPLICANT: CITY OF COCKBURN - OWNER: VARIOUS (93099) (D DI RENZO) (ATTACH).....	59
14.9	(OCM 12/12/2013) - ALTERATIONS AND ADDITIONS TO EXISTING LODGING HOUSE - LOCATION: 163 (LOTS 43 & 44) HEALY ROAD HAMILTON HILL - OWNER: JASON TOWNES & BIG MORETON PTY LTD - APPLICANT: BERNARD SEEBER PTY LTD (2201398) (L REDDELL) (ATTACH).....	70
14.10	(OCM 12/12/2013) - DEDICATION AS ROAD WIDENING - LOT 37 (PLAN 3699) BARRINGTON ROAD, BIBRA LAKE - OWNER: WESTERN POWER - APPLICANT DEPARTMENT OF LANDS (4413027) (LGATT) (ATTACH).....	79
14.11	(OCM 12/12/2013) - HIGH IMPACT TELECOMMUNICATIONS FACILITY (MONOPOLE AND EQUIPMENT CABIN) - LOCATION: 233 (LOT 56) BARRINGTON STREET BIBRA LAKE - OWNER: JOANNE AND MARK WILLCOCKS - APPLICANT: PLANNING SOLUTIONS PTY LTD (4412611) (R SIM) (ATTACH).....	81
14.12	(OCM 12/12/2013) - CONSIDERATION OF PHASE 2 PLANNING REFORMS DISCUSSION PAPER (110/003) (A TROSIC) (ATTACH).....	88

15.	FINANCE AND CORPORATE SERVICES DIVISION ISSUES.....	101
15.1	(OCM 12/12/2013) - LIST OF CREDITORS PAID - OCTOBER 2013 (076/001) (N MAURICIO) (ATTACH).....	101
15.2	(OCM 12/12/2013) - STATEMENT OF FINANCIAL ACTIVITY AND ASSOCIATED REPORTS - OCTOBER 2013 (071/001) (N MAURICIO) (ATTACH).....	102
15.3	(OCM 12/12/2013) - TENDER NO. RFT 18/2013 - CONSULTANCY SERVICES - HYDRAULIC & FIRE ENGINEER - COCKBURN REGIONAL PHYSICAL ACTIVITY & EDUCATION CENTRE (RFT 18/2013) (A LACQUIERE) (ATTACH)	109
15.4	(OCM 12/12/2013) - TENDER NO. RFT 19/2013 - CONSULTANCY SERVICES - MECHANICAL ENGINEER - COCKBURN REGIONAL PHYSICAL ACTIVITY & EDUCATION CENTRE (RFT 19/2013) (A LACQUIERE) (ATTACH).....	116
15.5	(OCM 12/12/2013) - TENDER NO. RFT 20/2013 - CONSULTANCY SERVICES - BUILDING CODE AUSTRALIA (BCA) COMPLIANCE CONSULTANT - COCKBURN REGIONAL PHYSICAL ACTIVITY & EDUCATION CENTRE (RFT 20/2013) (A LACQUIERE) (ATTACH)	124
15.6	(OCM 12/12/2013) - TENDER NO. RFT 21/2013 - CONSULTANCY SERVICES - POOL ENGINEER - COCKBURN REGIONAL PHYSICAL ACTIVITY & EDUCATION CENTRE (RFT 21/2013) (A LACQUIERE) (ATTACH).....	131
15.7	(OCM 12/12/2013) - TENDER NO. RFT 22/2013 - CONSULTANCY SERVICES - ENVIRONMENTAL SUSTAINABLE DESIGN (ESD) CONSULTANT - COCKBURN REGIONAL PHYSICAL ACTIVITY & EDUCATION CENTRE (RFT 22/2013) (A LACQUIERE) (ATTACH)	139
16.	ENGINEERING AND WORKS DIVISION ISSUES.....	146
16.1	(OCM 12/12/2013) - TENDER NO. RFT 08/2013 - PLANT (DRY) HIRE SERVICES - HENDERSON WASTE RECOVERY PARK (RFT 08/2013) (L DAVIESON) (ATTACH).....	146
17.	COMMUNITY SERVICES DIVISION ISSUES.....	156
18.	EXECUTIVE DIVISION ISSUES.....	157
19.	MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN	157
20.	NOTICES OF MOTION GIVEN AT THE MEETING FOR CONSIDERATION AT NEXT MEETING	157
21.	NEW BUSINESS OF AN URGENT NATURE INTRODUCED BY COUNCILLORS OR OFFICERS	157
22.	MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE.....	157
23.	CONFIDENTIAL BUSINESS	157
24.	(OCM 12/12/2013) - RESOLUTION OF COMPLIANCE (SECTION 3.18(3), LOCAL GOVERNMENT ACT 1995).....	157
25.	CLOSURE OF MEETING	158

CITY OF COCKBURN

AGENDA TO BE PRESENTED TO THE ORDINARY COUNCIL MEETING TO BE HELD ON THURSDAY, 12 DECEMBER 2013 AT 7:00 PM

- 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 12/12/2013) - ORDINARY COUNCIL MEETING - 14 NOVEMBER 2013

RECOMMENDATION

That Council adopt the Minutes of the Ordinary Council Meeting held on Thursday, 14 November 2013 as a true and accurate record.

COUNCIL DECISION

8.2 (OCM 12/12/2013) - SPECIAL COUNCIL MEETING - 31 OCTOBER 2013

RECOMMENDATION

That Council adopt the Minutes of the Special Council Meeting held on Thursday, 31 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 12/12/2013) - MINUTES OF THE AUDIT AND STRATEGIC FINANCE COMMITTEE MEETING - 21/11/2013 (026/007) (S DOWNING) (ATTACH)

RECOMMENDATION

That Council receive the Minutes of the Audit and Strategic Finance Committee Meeting held on Thursday, 21 November 2013, and adopts the recommendations contained therein.

COUNCIL DECISION

Background

A meeting of the Audit and Strategic Finance Committee was conducted on 21 November 2013.

Submission

N/A

Report

The Audit and Strategic Finance Committee received and considered the following items:

1. Legal Proceedings between Council and other parties.
2. Draft Organisational Risk Registers.

3. 2012/13 Annual Financial Statements and External Audit Report.
4. Annual Performance Review of Monetary and Non-monetary Investments.
5. Internal Audit Projects for 2013/14.

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

As contained in the Minutes.

Legal Implications

As contained in the Minutes.

Community Consultation

N/A

Attachment(s)

Minutes of the Audit and Strategic Finance Committee Meeting – 21 November 2013.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

13.2 (OCM 12/12/2013) - MINUTES OF THE DELEGATED AUTHORITIES, POLICES AND POSITION STATEMENTS COMMITTEE MEETING - 28/11/2013 (026/005) (D GREEN) (ATTACH)

RECOMMENDATION

That Council receive the Minutes of the Delegated Authorities, Policies and Position Statements Committee Meeting held on Thursday, 28 November 2013 and adopts the recommendations contained therein.

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL

COUNCIL DECISION

Background

The Delegated Authorities, Policies and Position Statements Committee conducted a meeting on 28 November 2013. The Minutes of the meeting are required to be presented.

Submission

N/A

Report

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

The primary focus of this meeting was to review Policies and Position Statements relevant to the Council, including those DAPPS which were required to be reviewed on an as needs basis.

Strategic Plan/Policy Implications

Leading & Listening

- Effective and constructive dialogue with all City stakeholders.

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

Budget/Financial Implications

As contained in the Minutes.

Legal Implications

N/A

Community Consultation

As contained in the Minutes.

Attachment(s)

Minutes of the Delegated Authorities, Policies and Position Statements Committee Meeting – 28 November 2013.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

13.3 (OCM 12/12/2013) - FINAL ADOPTION - CITY OF COCKBURN (LOCAL GOVERNMENT ACT) AMENDMENT NO. 2 LOCAL LAW 2013 (CC/P/009) (J NGOROYEMOTO)

RECOMMENDATION

That Council

1. Pursuant to section 3.12(4) of the Local Government Act 1995 proceed to make the *City of Cockburn (Local Government Act) Amendment No. 2 Local Law 2013*.

2. Authorise the affixing and witnessing of the Common Seal to the adopted local law.

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL

COUNCIL DECISION

Background

Council at its meeting of the 14th of February 2013 resolved to amend the consolidated local laws section on Hawkers, Stallholders and Street Traders, in order to include Street Entertainers into the local laws.

In accordance with section 3.12(3) of the Local Government Act 1995 and Council resolution of 14 February 2013 (Minute number 4974) Statewide notice was given in the 'West Australian newspaper on 22 February 2013 stating that:

1. City of Cockburn has resolved to amend Part VI (Hawkers, Stallholders and Street Traders) of its Consolidated (Local Government Act 1995) Local Law
2. The purpose of the amendment is to create more vibrant community spaces within the City of Cockburn.
3. The effect of the amendment will be to make provision for street entertaining in the City of Cockburn.
4. A copy of the proposed local law amendments may be inspected and obtained at the City of Cockburn Administration Office and at the Spearwood, Coolbellup, and Success Libraries during office hours.
5. Submissions about the proposed local law amendments may be made to the undersigned at the City of Cockburn by 8th of April 2013.

Submission

N/A

Report

The purpose of the amendments is to create more vibrant community spaces within the City of Cockburn. The effect of the amendments will be to make provision for street entertaining in the City of Cockburn. There have been no changes to the penalties provisions.

Section 3.12 of the *Local Government Act 1995* contains the procedure for the making and amendment of local laws. S.3.12(4) states that:

“after the last day for submissions, the local government is to consider any submissions made and may make the local law (by an absolute majority) as proposed or make a local law that is not significantly different from what was proposed”.

As there were no submissions received, it is now proposed that Council resolve to adopt the proposed *City of Cockburn (Local Government Act) Amendment No. 2 Local Law 2013* and authorise two officers of the City, nominally the Mayor and the Chief Executive Officer, to affix the Common Seal of the City, thus progressing the processing of the local law and having it gazetted in the Government Gazette ultimately bringing the local law into force.

Subject to the proposed amendment being supported by the majority of directly affected respondents, there was a requirement of the inclusion of Procedures and Guidelines in the local law to be presented to Council for consideration of final adoption.

A letter detailing the proposed change to the local law was dropped to businesses around the square and residents where it was possible to access buildings. A policy was created to address the procedures and guidelines, and presented to the Delegated Authorities, Policies and Position Statement Committee of 21 November 2013, and subsequently recommended for Council adoption at its December 2013 meeting.

It is recommended that Council make the local law as per the Attachment, as it does not significantly differ from what was originally proposed.

Strategic Plan/Policy Implications

Community & Lifestyle

- Community environments that are socially cohesive and embrace diversity.
- Communities that are connected, inclusive and promote intergenerational opportunities.
- Communities that take pride and aspire to a greater sense of community.
- The significance and richness of our local Indigenous people and diverse multicultural community will be recognised and celebrated.

Leading & Listening

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

A Prosperous City

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

Budget/Financial Implications

\$10,000 has been budgeted for the current year to pay for:

- \$1000 - Public Liability Insurance for up to 30 performers
- \$2000 – Advertising and promotion to encourage busters and to promote busking
- \$1500 – signage on site to highlight busking spot and contact numbers.
- \$5,500 – provision to contract acts in the first season if deemed

Legal Implications

Section 3.12 and 9.10 of the Local Government Act 1995 refer.

Community Consultation

State wide advertising of the proposed amendments followed by 6 weeks submission period, and a letter detailing the proposed change to the local law was dropped to businesses around the square and residents where it was possible to access buildings.

Attachment(s)

Copy of the proposed *City of Cockburn (Local Government Act) Amendment No. 2 Local Law 2013*.

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 December 2013 Council Meeting.

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

Nil.

13.4 (OCM 12/12/2013) - CITY OF COCKBURN ANNUAL REPORT 2012/13

RECOMMENDATION

That Council accept the 2012-13 Annual Report in accordance with Section 5.54 (1) of the Local Government Act, 1995, as attached to the Agenda.

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL

COUNCIL DECISION

Background

Council is required to accept the 2012-13 Annual Report to enable it to be available for the Annual Electors Meeting, scheduled to be held on Tuesday, 4 February 2014. The Local Government Act 1995 ('the Act') requires Council to accept the Report no later than 31 December each year. Elected Members were provided with the Financial Report and Auditor's Report at the Audit and Strategic Finance Committee meeting 21 November 2013. The consolidated report is now presented for acceptance.

Submission

N/A

Report

The 2012-13 Annual Report is in conformity with the following requirements of the Act and contains:

1. Mayoral Report
2. Chief Executive Officer's Report
3. Measuring our performance data
4. Overview of the Plan for the Future of the District
5. Report in relation to the Complaints Register subject to Section 5.121 of the Act
6. Report required under Section 29(2) of the Disabilities Services Act 1993
7. Divisional Reports
8. Financial Statements
9. Auditor's Report
10. Remuneration of Senior Employees

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

- Effective and constructive dialogue with all City stakeholders.
- Effective advocacy that builds and manages relationships with all stakeholders.
- A responsive, accountable and sustainable organisation.
- Manage our financial and infrastructure assets to provide a sustainable future..
- A culture of risk management and compliance with relevant legislation, policy and guidelines.

Budget/Financial Implications

The cost of producing 100 copies of the Report is provided for in the Council's Governance budget.

Legal Implications

As provided in the report.

Community Consultation

The report will be available for public access by 4 February 2013, in time for the Annual Electors Meeting.

Attachment(s)

Draft 2012-13 Annual Report.

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 12/12/2013) - 55 MULTIPLE DWELLINGS - LOCATION: 8 (LOT 52) BOYD CRESCENT HAMILTON HILL - OWNER: F IKLADYOUS & G CHIARELLI - APPLICANT: MACCORMAC ARCHITECTS (2207499) (A LEFORT) (ATTACH)

RECOMMENDATION

That Council

- (1) grant planning approval for 55 Multiple Dwellings at 8 (Lot 52) Boyd Crescent Hamilton Hill subject to the following conditions and footnotes:

Conditions

- 1. All service areas and service related hardware, including antennae, satellite dishes and air-conditioning units, shall be suitably located away from public view and/or screened, the details of which shall be provided to the City's satisfaction with the Building Permit application.
- 2. Prior to the initial occupation of the development hereby approved, the parking bays (on-site and on-street/in-verge), driveways and points of ingress and egress shall be sealed, kerbed, drained and line marked at the expense of the developer in accordance with the approved plans to the satisfaction of the City.
- 3. The designated on-site residential visitor car parking bays shall be clearly delineated (marked/signed), available for

- use in perpetuity and reflected as such on the strata plan for the development.
4. The allocation of on-site car parking bays to specific dwellings shall be reflected on any strata plan for the subject property to the City's satisfaction.
 5. Walls, fences and landscaped areas shall 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.
 6. The submission of a detailed material, colour and finish schedule for the development shall be provided to the City's satisfaction prior to the lodgement of a Building Permit application.
 7. All stormwater shall be contained and disposed of on-site to the satisfaction of the City.
 8. The development site shall be connected to the reticulated sewerage system of the Water Corporation before commencement of any use.
 9. Crossovers shall be located and constructed to the City's specifications. Redundant crossovers shall be removed and the verge reinstated prior to or at the time of the installation of the approved new crossover.
 10. Earthworks over the site including batters shall be stabilised to prevent sand or dust blowing off the site, and appropriate measures shall be implemented within the time and in the manner directed by the City in the event that sand or dust is blown from the site.
 11. The development shall clearly display the street number.
 12. A detailed landscaping plan shall be submitted to and approved by the City, prior to lodgement of a Building Permit application and shall include the following:-
 - a) the location, number, size and species type of proposed trees and shrubs, including calculations for the landscaping area;
 - b) any lawns to be established;
 - c) those areas to be reticulated or irrigated; and
 - d) verge treatments.
 13. Landscaping shall be established and reticulated in

- accordance with an approved detailed landscaping plan prior to the occupation of the dwellings. Landscaped areas shall be maintained thereafter in good order to the satisfaction of the City.
14. Arrangements being made to the satisfaction of the Chief Executive Officer for the pro-rata developer contributions towards those items listed in the City of Cockburn Town Planning Scheme No. 3 for Development Contribution Area 13 – Community Infrastructure.
 15. A detailed Dust Management Plan shall be submitted to and approved by the City prior to the commencement of any works on site and all measures identified in the plan shall be implemented to the satisfaction of the City.
 16. Waste management measures identified in the Waste Management Plan submitted to and approved by the City as part of the planning application shall be implemented and maintained thereafter to the satisfaction of the City and incorporated into any strata management statement prepared for the site.
 17. A Construction Management Plan shall be submitted to and approved by the City prior to the lodgement of a Building Permit application and all measures identified in the plan shall be implemented during the construction phase to the satisfaction of the City.
 18. A Traffic Impact Assessment shall be submitted to and approved by the City prior to the lodgement of a Building Permit application and any recommendations contained in the report shall be implemented to the satisfaction of the City.
 19. No building or construction related activities shall occur between the hours 7.00pm and 7.00am, Monday to Saturday, and not at all on Sunday or Public Holidays.
 20. An acoustic report undertaken by a suitably qualified acoustic consultant detailing construction measures that will ensure acceptable noise levels within the development shall be submitted to and approved by the City's Health Services prior to the lodgement of a Building Permit application. All noise attenuation measures, identified by the acoustic report or as additionally required by the City, shall be implemented prior to occupancy of the development or as otherwise required by the City, and the

requirements of the plan shall be observed at all times.

21. A report undertaken by a suitably qualified acoustic consultant shall be submitted with the Building Permit application, confirming that all recommendations made in the Acoustic Report (the subject of Condition 20) have been incorporated into the proposed development.
22. A final acoustic report and assessment undertaken by a suitable qualified acoustic consultant shall be submitted to the City's Environmental Health Service post completion of the development (prior to occupation) certifying that recommendations made in the Acoustic Report (the subject of Condition 20) have been incorporated into the proposed development.
23. Plans being modified in the following manner to the satisfaction of the City prior to the lodgement of a Building Permit application:
 - a) One of the resident car parking bays being converted to an additional visitor car parking bay to the satisfaction of the City; and
 - b) A designated outdoor communal clothes drying area being provided or alternately, each balcony containing a solid portion of balcony to screen a clothes drying rack to the satisfaction of the City.

Footnotes

1. This is a Planning Approval only and does not remove the responsibility of the applicant/owner to comply with all relevant building, health and engineering requirements of the Council, or with any requirements of the City of Cockburn Town Planning Scheme No. 3. Prior to the commencement of any works associated with the development, a building permit is required.
2. The development is to comply with the requirements of the Building Code of Australia. In this regard, it is recommended the City's Building Services should be consulted prior to the commencement of working drawings.
3. With regards to Condition 2, the parking bay/s, driveway/s and points of ingress and egress are to be designed in accordance with the Australian Standard for Offstreet Carparking (AS2890) and are to be constructed, drained and marked in accordance with the design and

specifications certified by a suitably qualified practicing Engineer and are to be completed prior to the development being occupied and thereafter maintained to the satisfaction of the City.

4. With regards to Condition 7, all stormwater drainage shall be designed in accordance with the document entitled "Australian Rainfall and Runoff" 1987 (where amended) produced by the Institute of Engineers, Australia designed on the basis of a 1:10 year storm event.
5. With regards to Condition 15, the applicant is advised that an application for approval of a Dust Management Plan may be obtained from the City of Cockburn's website and must identify the mitigation and contingency measures proposed by the developer. Appropriate mitigation and contingency measures are outlined in the Department of Environment and Conservation publication "Land development sites and impacts on air quality" (November 1996).
6. With regards to Condition 20, The report should demonstrate that noise will be kept within levels prescribed in the Environmental Protection (Noise) Regulations 1997 (as amended) and that the design and construction of the development will result in acceptable indoor noise levels that meet the recommended design sound levels in table 1 of AS/ANS 2107:2000 entitled "Acoustics – Recommended Design Sound Levels and Reverberation Times for Building Interiors", particularly with regard to noise transmission between units, through floors and between residential and non-residential land uses. The plan is to be prepared by a recognised acoustic consultant and is to include:
 - a) Sound proofing measures used in the design and construction of the development; and
 - b) Predictions of noise levels.
7. Outdoor lighting, particularly illuminating ground floor entries must be in accordance with the requirements of Australian Standard AS 4282-1997: 'Control of the Obtrusive of Outdoor Lighting'.
8. With regards to the provision of laundry facilities, each dwelling must be provided with a wash trough having capacity of not less than 36litres, connected to an adequate supply of hot and cold water; adequate space for a washing machine provided with a power point; and space

for a drying cabinet provided with an electricity supply; and laundry areas must be graded to drain to sewer and be suitably ventilated. Further information regarding this matter can be obtained from the City's Health Services Team.

9. All toilets, ensuites and kitchen facilities in the development are to be provided with mechanical ventilation flued to the outside air, in accordance with the requirements of the Building Code of Australia, the Sewerage (Lighting, Ventilation and Construction) Regulations 1971, Australian Standard S1668.2-1991 "The use of mechanical ventilation for acceptable indoor air quality" and the City of Cockburn Health Local Laws 2000.
- (2) notify the applicant and those who made submissions of Council's decision.

COUNCIL DECISION

Background

The subject site is located on Boyd Crescent in Hamilton Hill, is 3033m² in area and is vacant. The site previously contained an industrial building which was constructed in the 1970s and demolished in 2001 and has remained vacant since. The site has a considerable fall (approximately 5m) diagonally across the site from the street to the rear north western corner. The site is retained on the northern boundary by a 3m high retaining wall and contains an electrical transformer and switchboard in the south-eastern corner abutting Boyd Crescent. The site abuts an industrial building to the east, light industrial/commercial building to the north and a 3-storey grouped dwelling development to the west. Two industrial unit buildings on the southern side of Boyd Crescent are directly opposite the subject site.

The site is located within the Cockburn Coast District Structure Plan area and more specifically within the Newmarket Precinct which is bound by Rockingham Road to the North, Cockburn Road to the West and the 'Primary Regional Roads' reservation to the south and east. The proposal was advertised for neighbour comment due to several

policy variations and objections were received. The proposal is being referred to Council for determination in accordance with Delegation APD54.

Submission

The proposal is for the construction of 55 Multiple Dwelling (Residential Apartments) consisting of:

- 23 x One Bedroom Apartments;
- 8 x One Bedroom + Study Apartments;
- 20 x Two Bedroom Apartments;
- 1 x Three Bedroom Apartment;
- Secured Undercroft/Semi-basement Car Park for 64 vehicles (plus 3 tandem bays);
- Unsecured on-site visitor car parking for 9 vehicles;
- On-street/in-verge visitor parking for 4 vehicles.

The proposal includes a semi-basement and 5 levels of apartments above and has been designed to accommodate the fall on site.

Consultation

The proposal was advertised to nine adjoining landowners as it seeks assessment under several design criteria which could impact adjoining landowners. The City received six neighbour objections and a petition containing 28 signatures. A summary of the issues raised in the objections is as follows:

Traffic

- Concerns that traffic is already an issue in Boyd Crescent and it is particularly difficult turning right into Cockburn Road and existing vehicle movements associated with the industrial uses in the street.
- Concerns about vehicles from the proposed development using private driveway at No. 11 which is diagonally opposite the subject site and runs between Boyd Crescent and Bellion Drive.
- Concerns that the existing road network is insufficient to accommodate the proposed development.

Built Form

- Concerns about the height of the proposed building;
- Concerns that the proposed building is out of character and proportion compared to the existing residential buildings;
- Concerns that the proposed building will tower over existing homes to the west, block morning sun;
- Concerns about privacy and overlooking issues to adjoining dwellings;

- Concerns that the proposal will block views for any future development on the adjoining site to the east (6 Boyd Crescent)
- Concerns about overshadowing to dwellings on the western side;
- Concerns about the overall size of the project;

Parking

- Concerns that visitor car parking on-street will exacerbate existing traffic problems;
- Concerns about parking associated with existing businesses in the street already causing issues;

Waste

- Concerns about waste management;
- Concerns about number of bins to be placed on-street;

Other

- Concerns about potential rental tenants not contributing to the area;
- Concerns that the proposal will attract the “wrong” demographic; and
- No objection to the site being redeveloped but object to this proposal.

Report

Planning Framework

Zoning

The site is zoned ‘Urban’ under the Metropolitan Region Scheme (MRS) and Special Use 24 (SU 24) under the City of Cockburn’s Town Planning Scheme No.3 (TPS 3).

SU 24 – Mixed Use (Cockburn Coast District Structure Plan) contains Multiple Dwellings (R60) as a discretionary (D) use which means that the use can be considered in this area. The use of the land for residential purposes however contains a condition that:

“Where buildings front the public street these uses are only permissible where the ground floor (street level) is designed to accommodate future non-residential uses, and in all cases these uses shall be treated as ‘D’ uses in accordance with clause 4.3.3”.

Approval of the proposal seeks Council to vary this SU 24 condition in accordance with Clause 5.6 of TPS 3, in relation to the requirement for ground floor commercial land uses. Boyd Crescent does not necessarily lend itself to a ground floor commercial built form due to the extremely steep incline of the road and the cul-de-sac nature of the development, neither of which would encourage pedestrians to use the

road. In addition, existing strata developments developed from the 1980s-2000s on the northern and southern side of Boyd Crescent are unlikely to be redeveloped due to multiple land (strata) ownership and these lots have not be developed with a ground floor commercial built form in mind. It is however recognised that roads such as Rockingham Road, Cockburn Road and Bellion Drive within the Newmarket Precinct do lend themselves to this type of development.

State Planning Policy 2.1 Residential Design Codes of WA

The proposal has been assessed against Part 6 of the Residential Design Codes (R-Codes) for multiple dwellings at the R60 density. The proposal complies with the deemed to comply aspects of the R-Codes except for the following:

Clause	6.1.1 – Building Size
Deemed-to-comply	C1 – 0.7
Design Principle	P1 - Development of the building is at a bulk and scale indicated in the local planning framework and is consistent with the existing or future desired built form of the locality.
Proposed	1.10
Assessment	The development is of a bulk and scale provided for in the Newmarket Precinct as referenced in Council's LPP APD 61 which allows for development of up to 17m high. An increased plot ratio is appropriate to complement the increased height which will deliver the built form sought by the policy. It should be noted that APD 61 was written prior to the multiple dwelling requirements of the Residential Design Codes being released.

Clause	6.1.2 – Building Height
Deemed-to-comply	C2 – Top of External wall (concealed roof) – 10m C2 – Top of pitched roof – 12m
Design Principle	P2 – Building height that creates no adverse impact on the amenity of adjoining properties or the streetscape, including road reserves and public open space reserves; and where appropriate maintains: <ul style="list-style-type: none"> · Adequate access to direct sun into buildings and appurtenant open spaces; · Adequate daylight to major openings into habitable rooms; · Access to views of significance; · Buildings present a human scale for

	<p>pedestrians;</p> <ul style="list-style-type: none"> · Building facades designed to reduce the perception of height through design measures; and · Podium style development is provided where appropriate.
Proposed	Top of external wall (concealed roof) – 17m
Assessment	The building complies with the maximum building height requirements provided for in LPP APD 61 – Newmarket Precinct Design Guidelines. In addition, due to the setback to the western boundary and the orientation of the dwellings on the adjoining site to the west, the proposed height of the building is not anticipated to block access to direct sun into the dwellings, will not prevent adequate daylight to major openings (there are no major openings on the eastern boundary of the adjoining site), the height maintains an appropriate scale for pedestrians.

Clause	6.1.4 – Lot Boundary setbacks
Deemed-to-comply	C4.1 – Various
Design Principle	<p>P4.1 – Buildings set back from boundaries or adjacent buildings so as to:</p> <ul style="list-style-type: none"> · Ensure adequate daylight, direct sun and ventilation for buildings and the open space associated with them; · Moderate the visual impact of building bulk on a neighbouring property; · Ensure access to daylight and direct sun for adjoining properties; and · Assist with the protection of privacy between adjoining properties.
Proposed	Various
Assessment	All side and rear setbacks have been designed to ensure minimal impact on the amenity of the adjoining residents. Given the design and orientation of the dwellings on the adjoining land to the west, the proposed western ground floor setback to the semi-basement will not block direct sun or restrict ventilation or cause any privacy or overlooking issues. Setbacks to other boundaries abut commercial buildings and will not impact on the amenity of the area.

Clause	6.3.3 – Parking
Deemed-to-comply	C3.1 – On-site visitor parking - 14
Design Principle	P3.1 – Adequate car and bicycle parking

	<p>provided on-site in accordance with projected need related to:</p> <ul style="list-style-type: none"> · The type, number and size of dwellings · The availability of on-street and other off-site parking; and · The proximity of the proposed development in relation to public transport and other facilities.
Proposed	On-Site visitor parking - 9
Assessment	The proposal seeks to construct an additional 4 car parking bays on-street/in-verge which will provide additional visitor car parking. Should Council approve the proposal, it is recommended that a condition be imposed to convert the three surplus resident car bays into an additional visitor car bay (preferably unsecured).

Clause	6.4.3 – Dwelling Size
Deemed-to-comply	C3.1 – One bedroom dwellings, up to a maximum of 50 per cent of the development.
Design Principle	P3 – Each dwelling within the development is of a sufficient size to cater for the needs of the residents. The development must provide diversity in dwellings to ensure that a range of types and sizes is provided.
Proposed	60% one bedroom dwellings
Assessment	The proposal provides a good mix of one bedroom, one bedroom plus study and two bedroom dwellings with one three bedroom dwelling also. Single person households are the fastest growing household type in Australia, therefore the proportion of single bedroom dwellings and overall mix of dwellings within this development is acceptable.

Clause	6.4.6 – Utilities and facilities
Deemed-to-comply	C6.3 – Clothes drying areas screened from view from the primary or secondary street
Design Principle	<p>P6 – External location of storeroom, rubbish collection/bin areas, and clothes drying areas where these are:</p> <ul style="list-style-type: none"> · Convenient for residents; · Rubbish collection areas which can be accessed by service vehicles; · Screened from view; and · Able to be secured and managed.
Proposed	The proposal does not propose any clothes

	drying areas.
Assessment	The lack of clothes drying facilities means that residents may place clothes racks over balconies or within clear display given the glazed balustrades. Should Council approve the proposal, a condition should be imposed requiring either a communal clothes drying area or alternatively a portion of each balcony containing a solid section to screen a clothes rack.

Local Planning Policy APD 61 Newmarket Precinct Design Guidelines

The proposal has been assessed against the City's Local Planning Policy APD 61 Newmarket Precinct Design Guidelines (APD 61) and complies in all aspects except for the following:

Clause	1.1.2 – Land Use – Residential Development
Policy Provision	As a minimum, 3.6m floor to ceiling heights at the ground floor level of new residential development should be provided to assist in facilitating the conversion of ground floor (street) frontage to non-residential use when the demand arises for such product as Cockburn Coast develops. Other considerations to be contemplated in the design and development of new buildings include: <ul style="list-style-type: none"> a. 'Back of house' access for servicing to enable conversion to active 'lifestyle' type use (food and beverage establishments); b. Making provision for future mechanical services (flues and exhaust vents) to enable active use; c. The design, location and/or size of wet areas and toilet facilities (public building requirements); d. Non load bearing walls to allow future changes to internal floor layouts; e. Internal layouts which facilitate self containment of the ground floor for independent use; and f. Potential future changes in use taken into consideration in the provision of parking.
Proposed	Floor to ceiling heights below 3.6m.
Assessment	See comments in the TPS 3 (SU 24) section of the report above.

Clause	1.2.1 – Land Use – Mixed Use
Policy Provision	In order to ensure that mixed use potential is created even at the early stages of development when the market might not yet support non-residential use, buildings that front a public street should be constructed in a robust way that will allow for retrofitting to occur at a later date (e.g. residential capacity on the ground floor with the ability to retrofit into the future to intended commercial uses).
Proposed	The proposal contains a residential use only.
Assessment	See comments in the TPS 3 (SU 24) section of the report above.

Clause	3.1.1 – Built Form – General Requirements
Policy Provision	All development should be ‘urban’ in form where it meets the public domain, characterised by nil street setbacks.
Proposed	2m
Assessment	The proposal does take an urban form however does propose a 2m setback from the street given the nature of Boyd Crescent which is clearly different to Cockburn Road. A nil setback to Boyd Crescent may not be appropriate as discussed in the sections of the assessment above.

Clause	3.3.2 – Built Form – General Heights
Policy Provision	The height of buildings on secondary streets throughout the Precinct should be three to four storeys (and not exceeding 17m in height).
Proposed	The proposal is 5 storeys plus a semi-basement but does not exceed 17m in height above natural ground level.
Assessment	The main consideration in this clause is the total height above natural ground level of which the proposal complies. It is the overall height of the buildings rather than the number of storeys which will impact on the streetscape and adjoining dwellings. The site has a significant fall from east to west and the proposal has taken advantage of this with the semi-basement parking. Overall, the height of the building is consistent with the building heights expected in the precinct and provided for in the policy.

Local Planning Policy APD 70 Waste Management in Multiple Unit Development

The proposal has been assessed against the City's Local Planning Policy APD 70 Waste Management in Multiple Unit Developments (APD 70) and complies in all aspects. The applicant has lodged a Waste Management Plan which has been approved by the City's Waste Manager.

Issues Assessment

Building Height

The proposed building is 5 levels above a semi-basement which results in a maximum building height of 17m above natural ground level which accords with the provisions of APD 61. With regards to the natural ground levels, the previous land owner undertook unauthorised earthworks across the site after the previous industrial building was demolished in 2001. The natural ground levels used for the assessment are therefore based on the natural ground levels established by the previous industrial building which was built at 24.0 AHD. Given the existing levels range between 22.0AHD and 27.85AHD, the proposal contains some areas sitting below natural ground level. The proposal is therefore compliant with the building height provisions outlined in APD 61 and although significantly higher than the 3 level grouped dwellings on the adjoining site, will not cause overlooking, privacy or overshadowing issues as discussed in the R-Codes assessment above.

Building Character

Concerns regarding the proposed building not being in the same character as the existing residential dwellings on the street was raised as an objection to the proposal. There are three separate existing residential developments and several industrial buildings in Boyd Crescent which consist of:

- No.14 Boyd Crescent - 2/3 level cream brick town houses with green colorbond roofs constructed in the 1990s);
- No.12 Boyd Crescent – 3 level (plus roof terrace) white rendered Santorini-styled flat roof town houses constructed in the 2000s;
- No. 11 Boyd Crescent – single level cream brick villa units constructed in the 1980s; and
- Nos. 3, 5, 6 & 7 – All lots contain older-style industrial buildings suitable for redevelopment in accordance with the current planning framework, most constructed circa 1970s.

It is evident from the details above that Boyd Crescent as it stands has no specific character. Residential building heights range from 1-3/4 levels, building styles include traditional pitched roofs and flat roofs and materials include face brick and render. In addition, the four lots in Boyd Crescent are currently enjoying non-conforming industrial land use rights and are likely to be redeveloped into the future under the provisions of the Newmarket Precinct Design Guidelines which will introduce a different character to the area to what exists from older-style existing grouped dwelling developments. Large medium-high density buildings up to 17m featuring a mix of commercial and residential land uses will form the bulk of the Newmarket Precinct and wider Cockburn Coast area. The proposed development therefore accords with the future desired character of the area.

Traffic

The mix of industrial and residential land uses in Boyd Crescent has clearly caused some amenity issues for the existing residents. With regards to traffic associated with the meat processing factory at No. 3 Boyd Crescent (Goodchild Meats), the City is in the process of taking the appropriate action to ensure that parking is contained on-site and within the area leased by Goodchild Meats from Main Roads at the top of the street.

The applicant has submitted a Traffic Impact Assessment which suggests that the existing road network is capable of accommodating the additional traffic movements that would be caused by this proposal with no requirement for any road network upgrades. The City's Traffic Engineer has reviewed the proposal and has found the assessment to be insufficient and lacking detail. The following concerns regarding the report have been raised:

- Lack of consultation with Main Roads regarding Cockburn Road;
- Lack of consideration regarding potential road network changes such as those associated with Cockburn Coast development, potential construction of Cockburn Coast Drive and/or future east-west link to Stock Road;
- Evaluation of treatments for the Boyd Crescent/Cockburn Road intersection which are not viable – e.g. mini roundabout or traffic signals;
- Lack of intersection analysis of the future performance of Cockburn Road/Boyd Crescent intersection;
- Lack of consideration of Boyd Crescent becoming left in/left out as per the northern leg of Emplacement Crescent to the south;
- Lack of calculations for the average daily volume of weekday trips to be generated by the development, which is in the order of 262 daily trips;
- Lack of consideration of the needs of pedestrian traffic generated by the development;

To address the above issues, should Council approve the proposal, a condition can be imposed for a revised Traffic Report to be submitted to and approved by the City, in the format of a Transport Statement recommended by the WAPC, and with the consideration of the transport issues identified by the City and/or Main Roads. Any recommendations of the traffic report will need to be addressed by the developer.

In accordance with the objectives of the Newmarket Precinct Design Guidelines (APD 61) which seek to “ensure efficient and effective upgrade of infrastructure to support orderly development and meet the demands arising from new development”, some road network upgrades are recommended. These include the section of Boyd Crescent adjacent to the development being upgraded by reconstructing, kerbing, draining and resurfacing at the applicants cost to the City’s Engineering specifications. It also includes pedestrian linkages between the development and Cockburn Road through the construction of a footpath along the southern side of Boyd Crescent (due to level issues) connecting to the bus stops and pedestrian refuge on Cockburn Road. Should Council approve the proposal, conditions should be imposed requiring contributions being paid by the developer towards the road upgrade and footpath installation.

Access and Parking

The proposal provides 64 resident car parking bays which is deemed to comply with the R-Codes as it provides a 3 bay surplus. The proposal provides 9 visitor car parking bays on site and 4 visitor bays on-street/in-verge. This results in a deficiency of four on-site visitor bays. Whilst the City does not object to the installation of additional on-street car parking bays at the developer’s cost, given there is a 3 bay surplus of resident bays, it is considered that those surplus bays be used for on-site visitor car parking. Should Council approve the proposal, a condition should be imposed to convert the 3 surplus resident bays to on-site visitor bays. The deficit of 1 on-site visitor bay can be accommodated by the 4 on-street car parking bays proposed.

Privacy and Overlooking

Loss of privacy and/or overlooking was raised as a concern during consultation. Visual privacy is considered under clause 6.4.1 of the R-codes and the proposal is deemed to comply with this provision. In addition, the dwellings to the west of the property (which are the only residential dwellings abutting the subject site) have no major openings and essentially back on to the subject site to take advantage of the ocean views to the west.

Overshadowing

Possible overshadowing was raised as a concern due to the height of the development. Overshadowing is considered under clause 6.4.2 of the R-Codes and assessment of overshadowing is based on the property directly to the south. The road reserve sits directly to the south of this property and the extent of overshadowing does not encroach into the property on the southern side of Boyd Crescent. Therefore the proposal is deemed to comply with the R-Codes in this regard. One objection related to loss of morning sun (from the east) however given that the dwellings to the west have no major openings facing east, this is not considered to pose a negative impact on amenity for these residents. Two of the dwellings to the west do have roof-top terraces however an expectation of full eastern sun to these terraces given the elevating nature of the street is not considered reasonable. In addition access to morning (eastern) sun does not form any assessment criteria in the R-Codes.

Waste Management

As discussed above, the proposal complies with the City's Local Planning Policy APD 70 which relates to waste management and have lodged a draft Waste Management Plan (WMP) which has been approved. The proposal has been designed to accommodate the City's waste truck suitable to enter basements. Therefore all waste will be collected on-site with no requirement for on-street collection.

Conclusion

The proposal is supported for the following reasons:

- The proposal is generally compliant with the provisions of the City's Newmarket Precinct Design Guidelines;
- The proposal is compliant with the Residential Design Codes of Australia;
- The proposal will provide a good mix of small apartment dwellings to Hamilton Hill which is dominated by single residential dwellings resulting in more housing choice and more dwelling diversity;
- The proposal will assist in the revitalisation of Hamilton Hill by introducing more dwellings to the area in a building that will enhance the existing streetscape; and
- The proposal is not considered to cause any detrimental impacts on the amenity of adjoining residents or the area in general.

Strategic Plan/Policy Implications

Growing City

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

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

Leading & Listening

- Effective and constructive dialogue with all City stakeholders.

Budget/Financial Implications

Costs involved in defending the decision in the State Administrative Tribunal which can be met by the Statutory Planning Operational Budget.

Legal Implications

N/A

Community Consultation

See Community Consultation section of the report above.

Attachment(s)

1. Location Plan
2. Site plan floor plan, sections, elevations and coloured perspective

Advice to Proponent(s)/Submitters

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

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

Nil.

14.2 (OCM 12/12/2013) - SINGLE HOUSE - LOCATION: 21 (LOT 422) QUINCE WAY COOLBELLUP - OWNER: B BLAKE & J LUSHER-BLAKE - APPLICANT: TANGENT NOMINEES (1100888) (A LEFORT) (ATTACH)

RECOMMENDATION

That Council

- (1) grant planning approval for a Single House at 21 (Lot 422) Quince Way Coolbellup subject to the following conditions and footnotes:

Conditions

1. All stormwater being contained and disposed of on-site to the satisfaction of the City.
2. No construction activities causing noise and/or inconvenience to neighbours being carried out after 7:00pm or before 7:00am, Monday to Saturday, and not at all on Sunday or Public Holidays.
3. The Relative Level of the rear yard being reduced from RL8.65 to RL8.5 and retaining wall reduced to a height of 1.2m in the section as marked in red on the approved plans. Amended plans shall be submitted with the Building Permit Application to the satisfaction of the City.

Footnotes

1. This is a Planning Approval only and does not remove the responsibility of the applicant/owner to comply with all relevant building, health and engineering requirements of the Council, or with any requirements of the City of Cockburn Town Planning Scheme No. 3 or with the requirements of any external agency. Prior to the commencement of any works associated with the development, a Building Permit is required.
 2. With regard to condition 1, The City requires the onsite storage capacity be designed to contain a 1 in 20 year storm of 5 minute duration. This is based on the requirements to contain surface water by the Building Code of Australia.
- (2) notify the applicant and those who made submissions of Council's decision.

COUNCIL DECISION**Background**

The subject site is located in Quince Way Coolbellup, is 728m² in area and is currently vacant. The site previously contained a single house which was demolished in 2007. There is a significant fall of approximately 4m diagonally across the site from the north-western portion (abutting the street) to the south-eastern rear portion of the lot. The site abuts other single storey dwellings on all three sides. Quince Way contains mostly older-style cottage dwellings which were constructed in the 1960s when the suburb of Coolbellup was developed. Most dwellings are constructed of brick/brick veneer and tile with a limestone or brick build up. A new dwelling constructed on this site will make it one of the first redeveloped sites in the street.

Submission

The proposal is for a single storey brick and colorbond house with a floor area of approximately 330m² consisting of four bedrooms, two bathrooms, study, theatre, double garage and alfresco area under the main roof. The owner has advised that the proposed dwelling has been set back from the eastern boundary to accommodate rear vehicle access to a future shed they wish to construct in the rear south eastern corner of the site (not part of this application). The proposed dwelling contains three different finished floor levels (FFLs) which seeks to address the topography of the site.

To accommodate the FFL of the dwelling and rear yard area, the proposal includes excavation and fill across the site and associated retaining walls along the eastern, southern and western boundaries. Portions of the retaining walls abutting the eastern and southern boundaries seek assessment under the design principles of the Residential Design Codes. Based on this, the proposal was advertised to two adjoining potentially affected landowners who both object to the proposal.

The proposal is now being referred to Council for determination as staff do not have delegation to determine the application where objections are received which cannot be resolved through a condition or negotiations with the applicant.

Negotiations with the applicant have occurred but have not been able to resolve all matters. Council should be made aware that the plans contained in this proposal differ from what was originally submitted and the heights of the retaining walls abutting the southern and eastern boundaries have been reduced based on concerns held by adjoining neighbours and the City's technical officers.

Consultation

Due to the level of fill and heights of the retaining walls along the eastern and southern boundaries, the proposal was advertised to both adjoining landowners who provided the following objections:

Eastern Neighbour - 23 (Lot 423) Quince Way

- Concerned about visual bulk of the retaining wall;
- Concerned that the height of the retaining wall is excessive;
- Concerned about extreme modification to natural contours;
- Concerned about impact on use of backyard and future plans;
- Proposed does not fit in with existing properties;
- No/limited effort to cut in on western boundary which would reduce impact of eastern retaining wall;
- Does not comply with acceptable development provisions of the R-Codes; and
- Will only accept a maximum of 1m retaining along eastern boundary.

Southern Neighbour - 13 (Lot 435) Quince Way

- Will only accept 0.5m retaining wall along southern boundary (with a 1.8m fence on top);
- Concerned about loss of northern sun and impact on vegetation;
- Concerned about feeling claustrophobic and closed in;
- Concerned about the location of the proposed shed;
- Concerned about streetscape impacts; and
- Concerned that the proposed dwelling does not fit into the existing character of the street.

Report

Planning Framework

Zoning

The site is zoned 'Urban' under the Metropolitan Region Scheme (MRS) and Residential R20 under the City's Town Planning Scheme No.3 (TPS 3). The proposal for a single house is consistent with the zoning.

Residential Design Codes of Western Australia (R-Codes)

The proposal complies with the deemed-to-comply aspects of the R-Codes except for the following in which the applicant seeks assessment under the relevant Design Principles:

Clause	5.3.7 – Site Works
Deemed-to-comply	C7.2 – Excavation or filling within a site and behind a street setback line limited by compliance with building height limits and building setback requirements. C7.3 – Subject to subclause C7.2 above, all excavation and filling behind a street setback line and within 1m of a lot boundary, not more than 0.5m above natural ground level at the lot boundary except where otherwise stated in the scheme, local planning policy, local structure plan or local development plan.
Design Principle	P7.1 – Development that considers and responds to the natural features of the site and requires minimal excavation/fill. P7.2 – Where excavation/fill is necessary, all finished levels respecting the natural ground level at the lot boundary of the site and as viewed from the street.
Proposed	Eastern Boundary – Fill and Retaining Wall between 0.75m and 1.7m. Southern Boundary – Fill and Retaining Wall between 0.5m and 1.35m.

Clause	5.3.8 – Retaining Walls
Deemed-to-comply	C8.1 – Retaining walls set back from lot boundaries in accordance with the setback provisions of Table 1. This would equate to: Eastern Setback – 1.5m Southern Setback – 1.5m
Design Principle	P7.1 – Development that considers and responds to the natural features of the site and requires minimal excavation/fill. P7.2 – Where excavation/fill is necessary, all finished levels respecting the natural ground level at the lot boundary of the site and as viewed from the street.
Proposed	Eastern Boundary – Retaining Wall between 0.75m and 1.7m. Southern Boundary – Retaining Wall between 0.5m and 1.45m.

Assessment*Natural Topography*

The existing natural topography of the site contains a significant fall of approximately 4m from the north western corner abutting the street (RL 11.5) to the south-eastern corner at the rear of the lot (RL 7.5). The main floor area of the proposed dwelling has a finished floor level (FFL) of RL 9.086 but also includes portions of the dwelling at RL 9.6 and

garage at RL 9.858. A significant amount of excavation is proposed along the western boundary resulting in a retaining wall between 0.486m and 1.786m. The rear alfresco area and rear Master Suite have been designed with brick build ups and include several stairs leading to a relatively flat rear yard of RL 8.65 except for a small portion of the yard on the western side of the lot which sits between RL 9.3 and 9.5. It is considered that the dwelling FFL of 9.086 which essentially forms a mid-point of the natural ground level and topography which is considered reasonable and does respond to the natural features of the site.

It is however the desire for the owner to develop a relatively flat rear yard with rear access and good access to the rear alfresco that results in the need for the eastern and southern retaining walls which have caused objection. The applicant has advised the requirement for a flat rear yard is to provide a usable area which will accommodate a shed (which does not form part of this proposal) and potentially a pool with vehicle access from the street. Also, the owner has not proposed any brick build up along the eastern side of the dwelling (due to the cost) which has set the levels of the top of the retaining walls on the eastern boundary. The level of the rear yard (and retaining walls) has also been informed by the gradient required for a potential rear driveway to a potential shed. Should Council consider supporting the proposal, a minor reduction of the rear yard to RL 8.5 in the south-eastern portion of the lot is reasonable. This would result in a terraced rear yard, however the terracing could occur in the vicinity of the future shed, leaving the remainder reasonably level.

Bulk and Scale

Bulk and scale of the proposed retaining walls along the eastern and southern boundaries is a major concern of both adjoining neighbours, particularly when a 1.8m dividing fence is erected on top. The eastern retaining wall is approximately 34.6m in length and the height of the wall ranges between 750mm at the lowest point (adjacent to the existing car port) to 1.70m at its highest point (currently abutting a parking bay used for a boat, behind the car port, between the existing outbuilding and the boundary). Out of the 34.6m of retaining along the eastern boundary, it is the rear 9m that abuts an open area of active outdoor space and which is proposed to be 1.25m-1.35m in height. The remainder of the eastern retaining wall abuts a driveway, car port and boat car parking bay which is not considered to impact on the neighbour's amenity. It should be noted that the objecting neighbour has advised in their submission that they do plan to remove the outbuilding and associated structure which abuts the highest portion of the retaining wall at 1.7m. Notwithstanding this, it the main outdoor living area of the adjoining eastern property is to the east of the site.

There is an 8.5m length of the southern boundary which is between 500mm and 1.35m in height. This portion of the retaining wall abuts the rear open yard of the adjoining site (which is also 728m²). A reduction in the fill level in the south-eastern corner of the lot to 8.5m will reduce the retaining wall height in this section to a maximum of 1.2m which is considered reasonable.

Should Council support the proposal, a condition should be imposed to require the applicant to reduce the portion of the rear yard to RL8.5 in the south-eastern corner abutting the open yard areas of both southern and eastern lots. This minor reduction will assist to reduce the overall bulk and scale to both adjoining neighbours which contain open yards in this section. The increased driveway gradient caused by this slight reduction is expected to be minor.

Character

Both neighbours expressed concern about the proposed dwelling not fitting the existing character of the street. The existing character of the street consists of older-style single residential cottage homes constructed in the 1960s. Typical of the area, most of the dwellings sit on limestone blocks or brick build ups to accommodate the natural topography. Due to current trends towards larger modern dwellings being constructed it would be rare for any new dwellings in the area to be built using significant brick build up and it would be unreasonable to require modern dwellings to utilise this design. Overall, the dwelling is a single storey detached residential dwelling of brick construction which is generally consistent with the existing dwellings in Quince Way. Clearly the dwelling is going to differ to existing dwellings in the street but it is reasonable to expect that dwellings of this age which may not be suitable for current needs may be replaced with new dwelling stock.

In addition, much of Coolbellup's dwelling stock is being upgraded and/or replaced which is likely to significantly increase as part of the City's Draft Coolbellup Revitalisation Strategy. The strategy will identify development opportunities for further housing in the area which upon implementation, will inevitably lead to a change to the character of the area resulting in a mix of older style and more modern dwellings of different sizes.

Overshadowing

Clause 6.4.2 (C2.1) of the R-Codes deals with solar access for adjoining sites and provides a deemed-to-comply limit of 25% of the adjoining site which would be based on the site to the south. The proposed retaining wall will overshadow a small portion of the property to the south (12%) which is deemed-to-comply with this provision of the R-Codes. This calculation includes a 1.8m fence above the retaining

wall and is based on the 1.35m high section of the wall. In addition, the site includes a 6m wide shed across approximately one third of its rear boundary. The above clearly demonstrate that overshadowing from the proposed retaining wall (and fence above) is not significant.

Conclusion

The finished floor level of the dwelling is considered to achieve an acceptable mid-point of a steeply sloped lot which generally follows the natural topography of the site as much as practicable. This has resulted in excavation and fill exceeding what is deemed-to-comply in the R-Codes. The amount of fill and associated retaining walls which have been proposed along the eastern and southern boundaries to provide a relatively flat rear yard with reasonably good access to the level of the dwelling is considered to generally reflect the natural topography and provides a practical and usable outdoor area for the owners of the lot. It is however considered that a portion of the rear yard in the south-eastern corner can be slightly further reduced in height to reduce the bulk and scale of the wall where it abuts open areas garden areas on the adjoining lots and is reasonable. The proposal is therefore recommended to be approved subject to conditions.

Strategic Plan/Policy Implications

Growing City

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

Leading & Listening

- Effective and constructive dialogue with all City stakeholders.
- Effective advocacy that builds and manages relationships with all stakeholders.
- A responsive, accountable and sustainable organisation.

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

See Consultation section of the Report.

Attachment(s)

1. Location Plan/Aerial
2. Floor Plan
3. Elevations
4. Site Plan

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 December 2013 Council Meeting.

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

Nil.

14.3 (OCM 12/12/2013) - DRAFT WESTERN AUSTRALIAN STATE AVIATION STRATEGY (089/003) (R COLALILLO) (ATTACH)

RECOMMENDATION

That Council endorse this report as the basis to making a submission to the Department of Transport ('DoT') on the Draft Western Australian State Aviation Strategy ('Draft Strategy'), emphasising the following issues:

1. The Draft Strategy being updated to confirm and mandate the timely delivery of a third runway for Perth Airport.
2. More detailed information and actions directly related to Jandakot Airport be included within the document.
3. The requirement for appropriate Memorandums of Understanding to ensure the Federal Government does not consent to Airport Master Plans unless specific issues are addressed to the satisfaction of State and Local Governments.
4. Greater attention and emphasis being placed on the impacts of land use planning within airports and the impact on the surrounding transport network.
5. Scope for the formulation of relevant planning and engineering consultative groups (with Local Government representation) to deal with development in and around airports including Jandakot Airport.

6. The securing of a second commercial airport for Western Australia being elevated to a 'short term' action.

COUNCIL DECISION

Background

The Draft Strategy is the first developed for Western Australia and seeks to complement the National Aviation Policy White Paper and the State Government's other key transport strategies. It has been prepared by the Department of Transport in conjunction with key government agencies covering economic development, planning, tourism, local government and regional development.

Through the Draft Strategy, the State Government aims to improve airport planning across Western Australia by:

1. Seeking to establish a policy and regulatory framework for master planning of local government owned major regional airports within a state wide aviation network planning context.
2. Engaging and cooperating with Perth Airport, other major airports and the resources industry in coordinating aviation infrastructure planning across the state's aviation network.
3. Co-ordinating planning of transport linkages and the provision of public transport to airports.
4. Reviewing existing land-use planning controls for land around airports to ensure airports are not constrained by inappropriate development (such as noise sensitive developments).
5. Seeking to establish a transport approval process for the development of new airstrips and airports, especially those servicing resource companies.
6. Providing security for the expansion of airport services for the Perth metropolitan area by cooperating with Air Services Australia and other Commonwealth agencies in planning studies to locate suitable site for a future second Perth metropolitan airport and a future second general aviation airport.

The Draft Strategy is currently being advertised for comment. The purpose of this report is to examine the key implications for the City of

Cockburn ('City') and for Council to formulate a position with respect to the Draft Strategy and provide the DoT with a submission.

Submission

N/A

Report

The Draft Strategy in its current form primarily relates to Perth Airport and regional airports within the State. However, given the significant function and role of Jandakot Airport, the various actions and objectives within the Draft Strategy require careful consideration. The potential implications for the City and proposed modifications or recommendations for the Draft Strategy are discussed in detail as follows:

Perth Airport

The backlog of investment in runway and terminal infrastructure at Perth Airport can be considered a broad economic problem. Economic investment within the State, in particular regional areas, faces growing opportunity costs without the delivery of a third runway for the airport. Officers of the City have previously attended the Perth Airports Municipality Group and questions were raised about the timing for a third runway. It is not apparent what this timeline will actually be, however it does not appear possible to be delivered in a short term timeframe (i.e. 1 to 2 years). Arguably it is needed in a very short time frame, and thus it appears a priority that needs further emphasis within the Draft Strategy. It is recommended that the Draft Strategy include firm actions relating to the timely delivery of the third runway.

Jandakot Airport

The Draft Strategy understates the importance of Jandakot Airport. Although the document acknowledges that it is one of the busiest airports in Australia, it does not go any further in this regard. Regional airports are discussed in far greater detail and have specific strategies linked with their future development. As the second major airport in the Perth metropolitan area, it is considered appropriate that Jandakot Airport have its own specific section within the document.

It is evident from the lack of information or inclusion of Jandakot Airport, that there may be a lack of knowledge about just how significant the airport site has become. It may also place at risk the focussing of State Government infrastructure investment in the area surrounding the airport, particularly as it relates to some of the key entrance and exist points into the airport. As it is expected that this

Strategy (once adopted) will inform future consideration around budgeting and infrastructure, there should be a much greater elevation of Jandakot Airport in terms of recognised importance for the Perth metropolitan region.

Airport Master Plans

The Draft Strategy appears to lack focus on how important both State and Local Government input is to the airport master planning process. The City's ongoing involvement with Jandakot Airport Holdings shows that issues or concerns raised by the City do receive careful attention given how they inform the advancement of draft master plans.

In line with changes to the *Airports Act 1996*, such as the expectation of heightened ground transport plans, it is considered that the Draft Strategy should set out the need for Memorandums of Understanding ('MOU') with the Federal Government to ensure that road infrastructure issues be agreed as part of the ground transport planning. There are similar examples of this high level of MOU, notably the State Environmental Protection Authority ('EPA') and the Federal Department of the Environment ('DoE') on issues relating to the *Environment Protection and Biodiversity Conservation Act 1999* ("EPBC Act").

It is therefore recommended that the Draft Strategy include the requirement for appropriate MOU's to ensure that the Federal Government should not consent Airport Master Plans unless specific issues are addressed in collaboration with State and Local Government. This will be of benefit to both the airport operator and broader community.

Land Use Planning and Transport

The Draft Strategy appears to inadequately identify and discuss issues associated with the development of airport land for non-airport related land uses. This is particularly relevant to Jandakot Airport (and Perth to a lesser extent) and the need for the State and Federal Governments to have a greater role in the planning and provision of efficient land transport networks. In particular, providing access to/from the airports for existing traffic and the additional traffic that will be generated by the non-airport related land uses and around the airports for regional traffic.

It is common knowledge that the current inadequate operation of the regional/state road network in the vicinity of Jandakot Airport is directly impacting on access to the airport via Karel Avenue and Berrigan Drive. Whilst improved road infrastructure is now occurring for the Perth Airport via the 'Gateway Project', nothing similar is proposed by the State and Federal Governments for Jandakot Airport. It is noted

that the east link to Ranford Road is currently being planned and the Kwinana Freeway will have an additional lane south of Roe Highway however there needs to be more commitment from the State Government to planning and providing major infrastructure in this region.

It is considered that the issue of land transport infrastructure should have been discussed in greater detail within Part 8 of the document. This section includes an action being – ‘Action 8.10 – coordinate planning of transport linkages and the provision of public transport to airports’. However, the proposed action is not elaborated on with much detail to confirm what the current key issues are and how they may be addressed.

As outlined above, the rapid development of non-aviation related uses such as retail, commercial and industrial uses on Jandakot Airport land has greatly impacted on the surrounding area. Of greatest concern is the ongoing impacts related to traffic congestion, use of heavy vehicle on local roads and the accelerated depreciation of these infrastructure assets. The establishment of a specific Jandakot Airport planning and engineering technical consultative group with representation from affected Local Governments would assist in addressing current issues and providing greater security in dealing with future developments and expansions.

It is recommended that the Draft Strategy be updated to provide greater emphasis on the impacts of land use planning within airports and the impact on the surrounding transport network. Additionally, it should contain scope for the formulation of relevant planning and engineering consultative groups (with Local Government representation) to deal with development in and around airports including Jandakot Airport.

Second Commercial Airport

The securing of a second commercial airport for Western Australia is considered to represent a ‘short term’ action rather than the more long term view outlined by the Draft Strategy. The operation of Perth Airport as a monopoly does not help create an element of competition, particularly to attract new airline carriers to services the WA region. The faster than anticipated securing of a second commercial airport will aid in providing greater choice and economic travel for providers and consumers alike.

An example of this is the budget airline company Air Asia which has created a low cost competitive strategy by being able to access secondary commercial airports slightly outside major cities across Asia as a way to limit higher landing fees and taxes in major airports. While

there are other factors associated with this, should the State Government be successful in having a second commercial airport operational by 2020, it will enable Western Australia to attract other airlines which are seeking low cost landing choices which may not be currently available.

It is therefore recommended that the above be outlined as a short term action within the Draft Strategy.

Conclusion

It is positive to see high level strategic planning being undertaken by the State Government in relation to aviation across the state. However noting the importance of Jandakot Airport to the City and wider region, it is vital that a number of critical aspects as outline above be investigated and concluded prior to the Draft Strategy being considered for final adoption.

It is therefore recommended that the City make a comprehensive submission on the Draft Strategy, specifically emphasising the issues and concerns outlined in the above report.

Strategic Plan/Policy Implications

Growing City

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

Moving Around

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

Budget/Financial Implications

The Draft Strategy is a high level strategic and long term document and it is unlikely effect changes to the City's infrastructure and planning requirements in the short to medium term. In the long term, changes may be required and any amendments to the City's Scheme and upgrading of infrastructure will require staff resources and time in terms of preparation and implementation however these cannot be quantified at this stage.

Legal Implications

N/A

Community Consultation

The Draft Strategy is being advertised until 23 December 2013. The DoT has undertaken an extensive public consultation process including advertising within newspapers, internet and letters to government authorities and the private sector.

Attachment(s)

Draft Western Australian State Aviation Strategy

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

14.4 (OCM 12/12/2013) - PROPOSED MODIFICATION TO LOT 412 GAEBLER ROAD LOCAL STRUCTURE PLAN - LOCATION: HAMMOND PARK - OWNER: GOLD ESTATES HOLDINGS PTY LTD - APPLICANT: ROBERTS DAY (110/090) (R COLALILLO)(ATTACH)

RECOMMENDATION

That Council

- (1) endorse the Schedule of Submissions prepared in respect of the proposed modified Lot 412 Gaebler Road Local Structure Plan ('modified Structure Plan');
- (2) pursuant to Clause 6.2.9.1 of City of Cockburn Town Planning Scheme No. 3 ('Scheme'), adopt the modified Structure Plan;
- (3) in pursuance of Clause 6.2.10.1 of the Scheme, the proposed Structure Plan be sent to the Western Australian Planning Commission ('WAPC') for endorsement;
- (4) advise the proponent and those persons who made a submission of Council's decision; and
- (5) advise the proponent that the site is subject to Development Contribution Area No. 13.

COUNCIL DECISION**Background**

The original Lot 412 Gaebler Road Local Structure Plan ("Structure Plan") was approved by Council on 21 December 2004 and endorsed by the WAPC on 26 February 2005. Since then, the Structure Plan has been subject to minor modification/s, which was dealt with in accordance with the statutory requirements of the Scheme. The current version of the Structure Plan is dated 13 February 2006, a copy of which is contained in Attachment 2 to this report.

A proposal to modify the Structure Plan pertinent to the southern portion of the Structure Plan area ("subject land") has been lodged with the City in order to affect a density change and road deletion for the subject land.

The modified Structure Plan has been advertised for public comment and this report now seeks to specifically consider the proposal for adoption, in light of the advertising process and assessment by officers.

Submission

The modified Structure Plan (as shown in Attachment 4) was lodged by Roberts Day on behalf of Richard Noble (the landowner). The modified Structure Plan comprises the following:

- Removing the existing dual coding of Residential 'R20/R40' in favour of site specific density codings of R25 and R40 to provide for greater certainty of future development outcomes. This results in a proposed overall decrease in potential dwellings that can be developed on the land.
- Redesign of the former dual coded Residential 'R20/R40' precinct. The objective for the redesign is to seek a better outcome for this small precinct, which is dependent upon access past an existing laneway. In this regard the redesign proposes an entry road, which expands to a 22m reserve to facilitate an internal amenity area consisting of a strip of trees in a central median. The loop road is connected to a 10m PAW providing direct pedestrian access to Gaebler Road and the area of POS to the south.
- Increasing the size of the Local Centre lot to 1500m² to ensure the ability to facilitate a range of potential 'local centre' uses.

In addition to the above design changes, other modifications to the wider Structure Plan area have been undertaken:

- Relocation of the drainage sump associated with the Primary School site to its constructed location adjacent to Frankland Avenue.
- Deletion of the 300m 'sphere of influence' line arising from the former market gardens to the south, which have since been closed down.
- Deletion of the 40m 'strip of vegetation' along Gaebler Road, which has been cleared following the closure of the market gardens to the south.

Report

Planning Background

The subject land is 1.5 hectares in size and generally bound by residential development to the north and west, Irvine Parade to the east and Gaebler Road to the south as shown within Attachment 1.

The subject land is zoned 'Urban' under the Metropolitan Region Scheme ("MRS") and 'Development' under City of Cockburn Town Planning Scheme No. 3 ("Scheme"). The subject land is also located within Development Area 4 ("DA 9"), Development Contribution Area No. 3 ("DCA 3") and Development Contribution Area No. 13 ("DCA 13").

Proposed Modified Structure Plan

The proposed modifications to the existing Lot 412 Gaebler Road Local Structure Plan are considered to be fairly minor and consistent with the surrounding area. The implications of the modifications are discussed below.

Design and Density

The existing Structure Plan provides for a dual coding of R20/R40 for the subject area. This is supported by the current Detailed Area Plan which outlines potential development of lots closer to the R40 density than the base R20 density (as shown in Attachment 3).

Under the current dual coding framework, there is potential for 35 dwellings to be developed whereas the proposed modification would result in a maximum yield of 30 dwellings. The reduction is attributed to the modification specifying sites for R40 and R25 development and removing the 'blanket' dual coding. Whilst the base coding has

increased from R20 to R25, allocating only certain sites to be coded R40 has resulted in a net reduction in dwelling yield.

Whilst 'down codings' are generally in opposition to current planning practices which seek to promote higher densities where possible, the redesign of the subject area is considered a positive outcome. This is based on the future layout reducing the amount of battleaxe lots and removing an unnecessary additional road connection to Gaebler Road whilst maintaining pedestrian connectivity via Pedestrian Access Way ("PAW"). In addition, the increasing of size of the Local Centre site will enable a greater diversity in uses and improved design outcomes to be achieved as there will be greater area available for circulation, servicing and future businesses.

Other Modifications

The relocation of the 'Lakes & Drainage' Reserve is supported as it is reflective of the final positioning of the drainage sump located with the Primary School site. Originally it was located in an east/west direction adjacent to Gaebler Road however during the detailed design phase of the school site and surrounding subdivision it was deemed necessary to relocate the sump adjacent to Frankland Avenue in a north/south configuration.

The removal of the notations relating to the former market gardens located on the south of Gaebler Road is also supported. This is on the basis that the market gardens are no longer in operation and the land has since been developed for residential purposes.

Community Consultation Outcomes

The modified Structure Plan was advertised for public comment for a period of 21 days in accordance with the Scheme requirements. A total of four submissions were received with three raising objections and one providing support.

The submissions raising objection are primarily on the basis that the proposal may result in a net increase in dwellings, and therefore may result in adverse impacts such as additional traffic etc. As explained above however, the proposal will result in a net decrease in potential dwellings compared to what is currently possible. The design has also been assessed in respect of traffic and pedestrian safety, and is deemed to be compliant also. Accordingly the objections are noted but considered to be not relevant.

All submissions have been outlined and addressed in detail in the Schedule of Submissions (Attachment 5). No amendments to the

modifications to the Structure Plan are proposed as a result of the advertising process.

Conclusion

It is recommended that Council adopt the modified Structure Plan. Approval is recommended on the basis that it will facilitate a greater mix and diversity of dwelling types for the locality. The modified Structure Plan is considered to reflect the objectives of Directions 2031 and Liveable Neighbourhoods.

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.

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 and letters were sent to affected landowners in accordance with the Scheme requirements.

Four submissions were received during the advertising period. 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. Existing Lot 412 Gaebler Road Local Structure Plan
3. Existing 'Area 3' Detailed Area Plan
4. Proposed Modified Lot 412 Gaebler Road Local Structure Plan
5. 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 December 2013 Council Meeting.

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

Nil.

- 14.5 (OCM 12/12/2013) - PROPOSED NAMING OF PUBLIC OPEN SPACE RESERVE 51315 (RESERVE FOR PUBLIC USE & RECREATION) - LOT 8029 MEDINA PARADE, NORTH COOGEE - OWNER: PORT CATHERINE DEVELOPMENTS PTY LTD (6013930) (R CREEVEY/ A TROSIC) (ATTACH)**

RECOMMENDATION

That Council

- (1) endorse the name 'Djenark Cove for Reserve 51315 (Lot 8029) Medina Parade, North Coogee and refer it to the Geographic Names Committee with a request for their approval of the name; and
- (2) advise the developer of the Port Coogee subdivision and submissioners of Council's decision.

COUNCIL DECISION

Background

The City previously received a request for the naming of public open space reserve 51315 (Lot 8029 Medina Parade), which is the beach area within the Port Coogee development. The reserve request was for the name 'Marina Beach', which links to the marina location of the beach environment. The area is shown in Attachment 1 - Location Plan.

In accordance with Council policy and delegation, the request was considered according to Council Policy PSPD20 (Naming of Parks and Reserves) and the Geographic Names Committee ("GNC") Principles, Guidelines and Procedures document. It was deemed consistent with these.

At the Council meeting held on 12 September 2013, Council resolved to:

- (1) *undertake further community consultation, allowing further consideration of alternative name options.*

This was on the basis to encourage further community consideration of naming options, noting the important community focus that the beach represents. In accordance with Council's resolution, further community consultation was undertaken via newspaper advertisement in the 5 November 2013 edition of the Cockburn Gazette, as well as on the City's website.

This was successful in obtaining further suggestions for a name for the beach. The purpose of this report is to:

- i. Identify those names which comply with the GNC guidelines and Council Policy PSPD20 and which are considered feasible as options.
- ii. Ask Council to choose between one of the feasible names.

Submission

The City received a request for the naming of the public open space reserve from Australand, developers of the Port Coogee Marina. This public open space reserve is Reserve 51315 (Lot 8029 Medina Parade), which is the beach area within the Port Coogee development.

As per Council's resolution of 12 September 2013, further community consultation was undertaken via newspaper advertisement in the 5 November 2013 edition of the Cockburn Gazette, seeking alternate naming suggestions for the beach name. The request for further names was also promoted on the City's website.

The following table identifies these names, together with the accompanying justification that was submitted:

Name	Submitted Justification
Diana Beach	<p>The Diana was a wooden ship built and rigged in 1878. On the night of the 15th July 1878 severe storms drove four vessels ashore in Fremantle, including the "Diana". Its wreck lies adjacent to the South Fremantle Power Station about 100m from the shore.</p> <p>Diana Beach I think is a more fitting name for the beach. It would commemorate the maritime history of Coogee, and also be more in keeping with the wonderful nautical names that have been selected for the streets and most parks in Port Coogee.</p>
Marina Beach	Name makes a good connection with the marina location of the beach.
Brown Bay	Named after the Brown family who were Pioneers in the Bibra lake area.
Clarence Cove	Named after the Duke of Clarence who discovered much of this area.
Moort Beach	Local Nyungar name for "family beach."
Djenark Cove	<p>Port Coogee area was a place where the local Nyungar people camped in the 70's and was named "Seagull Camp." Djenark is the local Nyungar name for silver gull.</p> <p>The gull is forced to fight a reputation for being a pest. To many people, gulls are dirty, pesky thieves that seem to appear from nowhere to steal our seaside fish and chips – but to the Nyungar they play an important spiritual role that dates back to the end of the Ice Age.</p> <p>Nyungar tradition tells of the time before the sea levels rose, some 7500 years ago, when Rottnest and Garden islands were coastal hills. The Nyungar believed that the spirits of unborn children waited for their mothers in special places such as lakes and outcrops so, as the sea rose; these "spirit children" were cut off from any chance of finding a mother and being born into the real world.</p> <p>Seabirds - particularly Djenark, the silver gull - maintain the spiritual link between Nyungar country and the spirits trapped on the islands and beneath the sea, by flying between the coast and the islands.</p> <p>When a gull is seen washing its beak in the river's fresh water it is said to be releasing the spirits it has gathered at sea back into the landscape so that they can at last find a mother and fulfil their destinies as human beings.</p> <p>Perhaps the best known Australian sea bird, the silver gull has a strong pecking order – the "top gull" often seen making frantic efforts to chase all other gulls from a food source.</p>

	<p>An aggressive and hardy scavenger, it has adapted well to civilisation, and, given the chance, thrives around rubbish dumps and sewage outlets, picking up a variety of nasty diseases, including salmonella, earning them a reputation as "rats of the sky".</p> <p>It also enjoys a bath in our reservoirs and is attracted to fishing boats and insect-luring street lights.</p> <p>In its natural state it seeks out colonies of breeding terns, where it steals eggs and chicks.</p> <p>In the Perth area gulls are most numerous within 30km of Fremantle and become scarcer away from the islands it needs for breeding, which include not only Rottnest and Garden islands but just about every smaller island from Penguin Island in the south to Lancelin Island in the north.</p> <p>On Carnac Island their eggs and chicks are the main food source for tiger snakes, nearly all of which are blinded by attacking gulls at an early age but still manage to find and eat their favourite food using their keen senses of smell and heat sensitivity.</p> <p>Seen singly, in pairs or in flocks of up to 300 – sometimes up to 5000 when flying to their roosts – silver gulls breed from mid-March to mid-December, building a nest of seaweed, small sticks and feathers in a shallow scrape in the ground.</p> <p>In this the hen gull lays, one to three pale brown to dark olive-green eggs, blotched with dark brown or black.</p> <p>I also believe given the current situation at Port Coogee and surrounding areas that the Seagull is something you relate the beach. And something our kids will relate to.</p>
Don Miguel Beach	<p>The reason for this choice, is that Don Miguel did more than any other individual person to close down the noxious industries which covered this coastal land, and almost single-handedly set the wheels in motion to open up this coastline for domestic housing. It was Don Miguel who forced the hand of the Labor Government to close down the abattoirs when he refused to allow a broken pipeline to be repaired and pass over council land.</p> <p>He was a mayor with a very forceful personality, and a great founding father of the City of Cockburn.</p>

Officer Comment

In respect of the suggested names, the following are deemed not acceptable according to the GNC Guidelines and Council Policy PSPD20:

Don Miguel Beach and Brown Bay - The use of personal names is not acceptable when naming a topographical feature, this is noted within the GNC document under Section 3.8.1 - current or recent ownership of the land or recent public service shall not form sufficient grounds for a naming request to a topographical feature.

Diana Beach - In principle, the naming of a beach to reflect the maritime history of the area is an excellent suggestion. The development area to the north of Port Coogee however (known as 'Cockburn Coast') is in immediate proximity to the wreck of the Diana. The wreck lies just south west of the power station building and is concealed beneath sand. The Heritage Strategy prepared for the Cockburn Coast development recommends interpretation of this site in the Cockburn Coast project to communicate the tangible and intangible values and history of the wreck to the community. It makes a similar recommendation for the wreck of the 'James' which is located adjacent to the 'Diana'. Accordingly it is not considered appropriate to utilise this name for a beach area within Port Coogee.

Clarence Beach – In accordance with Section 5.3 of the GNC guidelines, duplication of names is not recommended. In this case a Clarence Beach Road exists within the Australian Marine Complex, and is considered to pose an issue of duplication and possible confusion if Clarence Beach was considered as a name. This is not recommended by the guidelines, particularly in respect of confusion for the public and emergency services.

According to the above this leaves Marina Beach, Moort Beach and Djenark Cove as possibilities. Each of the names is considered feasible options for Council to consider. In respect of the Nyungar names, these are particularly encouraged by the GNC guidelines under Section 4 as follows:

4: Recognition and Use of Indigenous Names

The GNC is committed to the promotion, preservation and restoration of Indigenous culture within Western Australia. This is acknowledged by a preference being given to Indigenous names where possible.

The use of Indigenous names is encouraged and the collection and compilation of recorded Indigenous topographic names is supported.

This is considered particularly important justification which elevates consideration of these names above that of Marina Beach. It is also worth noting t

12	SIGNAGE AND NAMING:			
	12.1 Create a list of appropriate Nyungar names to be used in naming Cockburn sites, roads and trails.	Family Services Manager	Ongoing	List is developed and accessed for signage and naming purposes.
	12.2 Encourage dual language on public signs, such as park signs, welcoming signs etc. where possible, plus historical descriptions of the land use.	Manager Parks Environment	July 2015 Existing	Where possible and appropriate dual language is used.
	12.3 Encourage the use of Aboriginal names for buildings/parks.	Manager Parks Environment	July 2014	Use of appropriate Aboriginal names/words for buildings or parks is considered in planning.

Naming the beach either Moort Beach or Djenark Cove would be an achievement of the above actions.

Of the two names suggested, the justification provided in support of Djenark Cove is considered very comprehensive and importantly provides the opportunity to tell a very meaningful story about the beach area. It is recommended that this be adopted by Council.

Strategic Plan/Policy Implications

Lifestyle and Aspiration Achievement

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

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

Public consultation was undertaken as per Council policy and the GNC guidelines.

Attachment(s)

Location Plan

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 December 2013 Council Meeting.

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

Nil.

14.6 (OCM 12/12/2013) - SALE OF LAND - LOTS 1 & 4218 QUARIMOR ROAD, BIBRA LAKE - OWNER: CITY OF COCKBURN (4414177, 4413938) (K SIM) (ATTACH)

RECOMMENDATION

That Council

- (1) sells Lots 1 and 4218 Quarimor Road, Bibra Lake for a consideration of \$2,728,000 (inc GST) to Sea Glow Pty Ltd subject to no objections being received as a result of the statutory advertising required by Section 3.58 of the *Local Government Act 1995*; and
- (2) amend the 2013/14 adopted municipal budget by transferring \$2.48m (net of GST paid to the ATO) to the Land Development and Investment Reserve.

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL

COUNCIL DECISION

Background

Lot 1 and 4218 Quarimor Road, Bibra Lake were both acquired from the State of Western Australia in 2001 and 1997 respectively. Lot 1 was formerly a private road while most of Lot 4218 was a former Railway Reserve.

Submission

An offer to purchase the land in the form of an Offer and Acceptance Contract has been received from Sea Glow Pty Ltd of 47 Cocos Drive, Bibra Lake. A valuation report has also been received from Licensed Valuer Wayne Srhoy from McGee's Property.

Report

The Land Management Strategy 2011-2016 has identified this property as being "Land Potentially Available for Sale". The 2013/14 Budget nominates this land to be developed and sold. An analysis of costs and return was undertaken on a proposal understand whether selling as is, or selling as potentially three subdivided lots, would yield the best return for the City.

Consulting Engineers Porter Consulting have estimated that the subdivision civil works would amount to \$378,650. Estimated selling prices for the three lot option were then sought from Commercial/Industrial Real Estate Companies active in the area. The estimated total selling price for all three lots was between \$2,422,695 and \$2,628,038 in total.

A second Commercial/Industrial Real Estate Company recommended a two lot subdivision and estimated the selling price for the two lots to be between \$2,628,038 and \$2,956,932.

The estimated selling price for the land as is, that is without subdivision, from the two companies was between \$2,475,000 and \$2,640,000 for the first and between \$2,464,000 and \$2,628,384 from the second real estate company.

These figures indicate that a subdivision, when the costs are deducted from the return, does not represent a viable proposition for the City to consider. Adopting the most optimistic selling scenario of \$2,956,932 and then deducting development costs of \$378,650 yields a \$2,578,282 return. This is less than the estimates to sell as the land in its current form as proposed by the two Real Estate agents that range from \$2,475,000 to \$2,628,384.

Local interest in this property was generated when the property was cleared of vegetation and illegal dumping. The offer from Sea Glow Pty Ltd is considered to be very attractive given that it is better than the higher of the two real estate company appraisals. The City will receive funds at settlement rather than sometime in the future as would be the case with a sales program undertaken by either of the real estate companies. The proposal also exceeds the valuation that has been received.

Sea Glow Pty Ltd is the trading name of a locally based engineering fabrication company. This company will be constructing their new headquarters on the site. This will be an important example of the City also supporting the generation of local employment.

The proposed sale price of \$2,728,000 (inc GST) is acceptable according to the Licensed Valuation that was received. It is recommended that the sale of the land proceed in accordance with the requirements of the Act.

Strategic Plan/Policy Implications

Demographic Planning

- To ensure the planning of the City is based on an approach that has the potential to achieve high levels of convenience and prosperity for its citizens.

Governance Excellence

- To conduct Council business in open public forums and to manage Council affairs by employing publicly accountable practices.

Budget/Financial Implications

Proceeds of the sale totalling \$2,728,000 (inc GST) will be transferred to the Land Development Reserve Fund.

Legal Implications

Provisions of Section 3.58 of the *Local Government Act 1995* apply.

Community Consultation

Details of the sale will be advertised in a newspaper for State wide publication, as required by Section 3.58 of the *Local Government Act 1995*.

Attachment(s)

Location Plan

Advice to Proponent(s)/Submissioners

The Proponent(s) have been advised that this matter is to be considered at the 12 December 2013 Council Meeting.

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

Nil.

14.7 (OCM 12/12/2013) - CLOSURE OF PORTION OF COCKBURN ROAD, COOGEE - LOCATION: ADJOINING LOT 13 KIESEY STREET, COOGEE - OWNER: STATE OF WESTERN AUSTRALIA - APPLICANT: MAIN ROADS WA (450601) (K SIM) (ATTACH)

RECOMMENDATION

That Council

- (1) request that the Minister for Lands permanently close portion of Cockburn Road, Coogee pursuant to Section 58 of the *Land Administration Act 1997* subject to the land being amalgamated with Lot 13 Kiesey Street, Coogee; and
- (2) advise the applicant of Council's decision accordingly.

COUNCIL DECISION**Background**

Cockburn Road, Coogee is a Proclaimed Main Road under the control of Main Roads WA. Lot 13 Kiesey Street is a freehold lot in private ownership.

Submission

Main Roads WA has written to the City of Cockburn requesting closure of portion of Cockburn Road, Coogee adjacent to Lot 13 Kiesey Street, Coogee.

Report

The request for closure submitted by Main Roads WA included a plan of the proposed Road Reserve to be closed. The portion of land being the full depth of Lot 13 and a width of 7.4 metres results in an area of 424 square metres. Main Roads WA and the owner of Lot 13 Kiesey Street have entered into an agreement to modify a drainage sump

constructed for road works associated with the deviation of Cockburn Road. The modification results in a strip of level land between the drainage sump and Lot 13. Main Roads has agreed to promote the road closure and inclusion of the land into Lot 13.

A subdivision approval, with support from the City of Cockburn, has been issued by the Western Australian Planning Commission to amalgamate Lot 13 Kiesey Street with the proposed road widening.

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

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

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

Strategic Plan/Policy Implications

Demographic Planning

- To ensure the planning of the City is based on an approach that has the potential to achieve high levels of convenience and prosperity for its citizens.
- To ensure development will enhance the levels of amenity currently enjoyed by the community.

Transport Optimisation

- To achieve provision of an effective public transport system that provides maximum amenity, connectivity and integration for the community.

Budget/Financial Implications

All associated costs are to be paid by the proponent.

Legal Implications

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

Community Consultation

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

Attachment(s)

Location Plan

Advice to Proponent(s)/Submissioners

The Proponent(s) have been advised that this matter is to be considered at the 12 December 2013 Council Meeting.

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

Nil.

14.8 (OCM 12/12/2013) - SCHEME AMENDMENT NO. 99 (OMNIBUS AMENDMENT) ADOPTION FOR FINAL APPROVAL - APPLICANT: CITY OF COCKBURN - OWNER: VARIOUS (93099) (D DI RENZO) (ATTACH)

RECOMMENDATION

That Council

- (1) endorse the Schedule of Submissions prepared in respect of Amendment No. 99 to City of Cockburn Town Planning Scheme No. 3 ("Scheme");
- (2) adopt Scheme Amendment No. 99 for final approval for the purposes of:
 1. Modifying the Scheme Text by deleting the Veterinary Consulting Rooms use from Schedule 1 - Land Use Definitions and Table 1 - Zoning Table.
 2. Modifying the Scheme Text by deleting the Veterinary Hospital use from Table 1 - Zoning Table.
 3. Modifying the Scheme Text by amending the use permissibility designation of Veterinary Centre from X to A for the Rural Living zone under Table 1 - Zoning Table.
 4. Modifying the Scheme Text by amending Clause 5.8.5(a)(ii) to read as follows:
"A home occupation or home business can be undertaken subject to clause 5.8.5 (a) (ii) by the occupier

of the land and is not transferable.”

6. Modifying the Scheme Text by correcting the spelling under Clause 8.2.1(h) as follows:
"the erection on a single lot of two grouped dwellings (included extensions and ancillary outbuildings) where a grouped dwelling is designated with the symbol 'P' in the cross-reference to that Use Class and a Zone in the Zoning Table, and where the development is consistent with Local Planning Policy No. APD58 (Residential Design Guidelines) and the Residential Design Codes".
7. Modifying the Scheme Text by amending Clause 8.2.1(i)(i) to read as follows:
"of 100 square metres or less and a wall height of 2.4 metres or less in the Development and Residential Zone".
8. Modifying the Scheme Text by amending Clause 8.3.2 to read as follows:
"Where planning approval has been granted subject to conditions, and one or more of the conditions and/or approved plans have not been complied with to the satisfaction of the local government, the local government may refuse to issue approval for the further use or development of the land to which the conditions of a previous approval are outstanding."
9. Modifying the Scheme Text by amending Clause 10.10.1 to read as follows:
"An applicant aggrieved by a determination of the local government in respect of the exercise of a discretionary power under the Scheme may apply for a review to the State Administrative Tribunal in accordance with Part 14 of the Planning and Development Act 2005."
10. Modifying the Scheme Text by amending the Town Planning Act definition under Schedule 1 - General Definitions to read as follows:
"means the Planning and Development Act 2005."
11. Modifying the Scheme Text by introducing a new Small Bar definition under Schedule 1 - Land Use Definitions as follows:
"Small bar: means premises licensed as a small bar under the Liquor Control Act and used to sell liquor for consumption on the premises, but not including the sale of packaged liquor; and with the number of persons who may be on the licensed premises limited to a maximum of

120."

12. Modifying the Scheme Text to add 'Small Bar' as a use class under the Commercial Uses category, with the use permissibility designation of A within the Regional Centre, District Centre and Local Centre zones, and as an X use in all other zones.
13. Modifying the Scheme Text by introducing a new Holiday Home (standard) definition under Schedule 1 - Land Use Definitions as follows:
 "Holiday Home (standard): means a single house (excluding ancillary accommodation), which may also be used for short stay accommodation for no more than six people (but does not include a bed and breakfast, guesthouse, chalet and short stay accommodation unit)."
14. Modifying the Scheme Text to add Holiday Home (standard) as a use class under the Residential Uses category, with the use permissibility designation of A within the Residential zone, and as an X use in all other zones.
15. Modifying the Scheme Text by introducing a new Holiday Home (large) definition under Schedule 1 - Land Use Definitions as follows:
 "Holiday Home (large): means premises conforming to the definition of holiday home (standard) with the exception that the premises provide short stay accommodation for more than six people but not more than 12 at any one time."
16. Modifying the Scheme Text to add Holiday Home (large) as a use class under the Residential Uses category, with the use permissibility designation of an X use in all zones.
17. Modifying the Scheme Text by amending the Hotel definition in Schedule 1 - Land Use Definitions to read as follows:
 "Hotel: means premises providing accommodation the subject of a hotel licence under the Liquor Control Act and may include a betting agency on those premises."
18. Modifying the Scheme Text by amending the Tavern definition in Schedule 1 - Land Use Definitions to read as follows:
 "Tavern: means premises licensed as a tavern under the

- Liquor Control Act and used to sell liquor for consumption on the premises.”
19. Modifying the Scheme Text by correcting the spelling error in Schedule 4, under SU9 Clause 3(e)(ii) as follows: “Signage is to complement the architectural proportion and scale of the building. Roof signs will not be permitted.”
 20. Modifying the Scheme Text by correcting the spelling error in Schedule 11, under DA7 Provision 2 as follows: “To provide for an integrated town centre with a mix of residential, commercial, recreation, community and education facilities, in accordance with an approved Structure Plan.”
 21. Modifying the Scheme Text by amending Schedule 11, under DA29 Provision 3 (b) (i) to read as follows: “(i) a minimum of 5% of the total area of each lot must be landscaped between the lot boundary and the building line (excluding verge areas) or as varied under the provisions of Clause 5.9.2 of the Scheme.”
 22. Rezoning the portion of redundant road reserve adjoining the southern boundary of Lot 50 (No. 18) Interim Road, Spearwood from Local Reserve - Local Road to Residential R30; (Note: Current zoning is ‘Local Reserve - Local Road’, and not ‘Not Zoned’).
 23. Rezoning the southern portion of Lots 1 (No. 15) and 2 (No. 29) Yangebup Road, and the adjacent Road Reserve, Yangebup from No Zone to Development Zone within Development Area 4 (DA4) and Development Contribution Area 4 (DCA4);
 24. Rezoning the southern portion of Lots 105 (No. 45) and 200 (No. 49) Armadale Road, Jandakot and the adjoining portion of Road Reserve from No Zone to Development Zone within Development Area 20 (DA20).
 25. Rezoning the western half of the former Pedestrian Access Way between Lot 2718 (No. 10) Benedick Road, Lot 157 (No. 14) Benedick Road and Lot 158 (No. 5) Rosalind Way, Coolbellup from No Zone to Development Zone within Development Area 34 (DA34) and the eastern half to ‘Residential R20’.
 26. Rezoning the stretch of land south of Bartram Road /

- Kwinana Freeway Primary Regional Roads Reservation and north of the Railways Regional Reservation from No Zone to Development Zone, excluding the portion of land set aside for road widening.
27. Rezoning the eastern portions of 44 Pearson Drive, 33 Gillen Way, and Reserve 47581 (Lot 5062) Gillen Way; Reserve 50764 (Lot 113) Pearson Drive; and adjacent Road Reserve, Success from No Zone to Residential R40.
 28. Rezone easternmost portion of Lot 9011 Gillen Way, Success from No Zone to Local Reserve – Public Purposes – Water Corporation.
 29. Rezoning the eastern portions of Lots 1 and 804 Pearson Drive (the stretch of No Zone land north of Pearson Drive) from No Zone to Residential R80.
 30. Rezone the eastern portions of Lots 1, 895 and Reserve 50960 (Lot 800) Malata Crescent, Success from No Zone to Residential R160.
 31. Rezoning the rear portions of Lots 100 and 101 Russell Road and Lots 102 and 103 Rockingham Road, Henderson from No Zone to Light and Service Industry.
 32. Rezoning Reserve 27691 (Lot 2054) (No. 59) Redmond Road and Lot 3001 (No. 57) Redmond Road, Hamilton Hill from Local Reserve – Parks and Recreation to Local Reserve - Public Purposes – Civic.
 33. Rezoning the southern portion of Lot 51 (No. 5) Dodd Street and 7 Dodd Street, Hamilton Hill from Residential R20 to Local Centre.
 34. Rezoning Reserve 46985 (Lot 4743) Richmond Entrance, Success from Residential R20 to Local Reserve - Parks and Recreation.
 35. Recoding Lots 1023 to 1026 (No. 1 to 7) Strand Close, Atwell from R5 to R20.
 36. Rezoning Lot 76 (No. 213) Winterfold Road; the western adjoining portion of Reserve 32581 (Lot 4613) (No. 219) Winterfold Road; and the northwest adjoining portion of Reserve 35431 (Lot 4612) (No. 30) Mopsa Way, Coolbellup from Residential R20, Local Reserve – Public

- Purposes – Civic and Local Reserve – Public Purposes – Pre-School to Residential R25.
37. Rezoning the southern portion of Reserve 32581 (Lot 4613) (No. 219) Winterfold Road and the adjoining eastern portion of Reserve 35431 (Lot 4612) (No. 30) Mopsa Way, Coolbellup Local Reserve – Public Purposes – Pre-School to Residential R25.
 38. Rezoning the southern portion of Reserve 46427 (Lot 4527) and the adjoining western portion of Lot 1301 (No. 301) Spearwood Avenue, Bibra Lake from Local Reserve - Lakes and Drainage to Industry.
 39. Rezoning the eastern portion of Lot 30 (No.50) and Lot 31 (No. 52) Myall Place, and western portion of Lot 40 Myall Place, Banjup from Local Reserve – Local Road to Resource Zone.
 40. Rezoning Lot 40 (No. 39) Cervantes Loop, Yangebup from Local Reserve - Lakes and Drainage to Residential R25.
 41. Rezoning Lot 282 Skeahan Street, Spearwood from Local Reserve - Lakes and Drainage to Residential R30.
 42. Rezoning northern portions of Strata Lots 1-13, 22 (No.1) Lomax Court, Beeliar from Development Zone to Residential R40 within Additional Use 9 (AU9).
 43. Modification to the description in the Scheme Text for AU9 to refer to Lots 1-22 on Survey Strata Plan 61588 (No.1) Lomax Court, Beeliar.
 44. Rezoning Lot 77 (No. 52) Malvolio Road, Coolbellup from Local Reserve - Lakes and Drainage to Residential R20.
 45. Deleting Additional Use 14 (AU14) from the Scheme Text and Map.
 46. Rezoning Lot 75 (No. 14) Bundy Court, South Lake from Local Reserve - Public Purpose (Civic) to Residential R20.
 47. Amending the Scheme Map accordingly.
- (2) ensure the amendment documentation, once modified, be signed and sealed and then submitted to the Western Australian

Planning Commission along with the endorsed Schedule of Submissions with a request for the endorsement of final approval by the Hon. Minister for Planning; and

- (3) advise those parties that made a submission of Council's decision accordingly.

COUNCIL DECISION

Background

The purpose of this report is to consider final adoption of an omnibus amendment to City of Cockburn Town Planning Scheme No. 3 ("Scheme").

The proposed Amendment has been compiled since the last omnibus amendment completed for the Scheme (Amendment No. 72). Council resolved to initiate the Amendment for the purposes of advertising at the Ordinary Meeting of 13 December 2012. It was advertised for public comment for a period of 42 days from 1 October to 12 November 2013.

Primarily the Amendment proposes a number of changes to both the Scheme Text and Map, aiming to correct anomalies and ensure land is appropriately zoned reflective of its current and intended use. It also includes the rezoning of three drainage sumps that are being rationalised.

This report seeks Council to consider all submissions received during the advertising and recommends adoption of the Amendment for final approval, subject to modifications.

Submission

This Amendment proposes modifications to both the Scheme Text and Map. Attachment 1 lists each of the proposals in more detail.

Report

The Scheme was gazetted on 20 December 2002 and has had two major omnibus amendments since that time. The first was completed in March 2004 and the second in December 2008. Consistent with this timing, this Amendment proposes a further omnibus amendment to the Scheme.

Attachment 1 outlines and explains each of the proposed changes. The majority of these proposed modifications are minor, and include corrections to the alignment of zonings on the Scheme Map, and corrections to the Scheme Text. A number of new land use definitions are proposed to be included, such as 'Holiday Homes', to reflect recent State Government guidelines.

The Amendment includes the proposed zoning of three drainage sumps which are being rationalised, and submissions were received regarding two of these proposals, which are discussed below.

Lot 282 Skeahan Street, Spearwood

Lot 282 Skeahan Street is a 534m² area of land reserved 'Local Reserve – Lakes and Drainage'.

This drainage sump is 'land-locked' and accessible only by an easement on private property. Accordingly, access and maintenance of the sump have been very difficult.

The pipe to the sump (located on private property) was identified as having insufficient capacity and an alternative solution is being implemented by the City's Engineering Services which redirects stormwater drainage from this site, including to the existing redesigned drainage basin at the corner of Phoenix Road and Bullfinch Street.

The site is therefore no longer required for drainage purposes, and given that the lot is surrounded by residential lots that are zoned Residential R30 it is therefore proposed to zone the land 'Residential R30'. The surrounding area was rezoned as part of the Phoenix Central Revitalisation Strategy, which was subject to a comprehensive community consultation process as part of the Strategy and subsequent rezonings.

If rezoned the City will seek expressions of interest from all adjoining landowners ie. Landowners with a property boundary that directly abuts the subject land. If this is unsuccessful other access and development options for the site will be investigated.

There have been eight objections received from surrounding landowners in relation to this proposal, and all comments are outlined and addressed in the Schedule of Submissions (Attachment 2). The key areas of concern were as follows:

- * Concern regarding increased crime if the lot were developed.
- * Concern regarding loss of privacy.
- * Concern regarding the purchase of land and amalgamation with adjacent land and development for grouped/multiple dwellings.

A number of objections to the proposal were specifically concerned about the land being sold to a specific adjacent landowner, however expressions of interest will be sought from all adjoining landowners.

The City is progressively eliminating these types of 'land locked' sumps because of the inherent difficulties and costs in managing them. Access to the sump is via an easement on private property, and undertaking any works to the sump requires the City to seek permission to use the accessway, and any works undertaken are more difficult and time-consuming than they would be in a more accessible location as the normal machinery used is unable to gain access. The benefit of rationalising sumps and dealing with the drainage within existing, accessible reserves (in a manner that does not impact on useable POS) is that it can largely be maintained as part of the maintenance of the POS, thereby resulting in greater efficiencies.

While there may be a perception that maintaining this one sump is not an excessive burden for Council, the cost of maintaining all of these types of sumps across the City is significant. The redirection of stormwater within the existing system and to an existing sump was considered to be a better outcome than upgrading a pipe (located on private property) to a sump that is land-locked and presents ongoing maintenance difficulties.

Any future residential development of this land will be subject to the Residential Design Codes of WA which include provisions to protect privacy and minimise overlooking.

39 Cervantes Loop, Yangebup

Lot 40 Cervantes Loop is a 1743m² lot that is reserved 'Local Reserve – Lakes and Drainage', but is no longer required for such purpose. It is proposed to rezone the site to Residential R30 to facilitate grouped dwellings.

An objection was received regarding this proposal, and the objection is outlined and addressed in the Schedule of Submissions (Attachment

2). The key objections relate to future loss of privacy from overlooking, and concerns regarding safe egress from the site onto Cervantes Loop.

A coding of R30 could facilitate five grouped dwellings, and it is considered that given the constraints of the site, particularly access arrangements, that a maximum of four dwellings would allow better vehicle manoeuvring, and more flexibility for design and placement of dwellings. This equates to a coding of R25, which is also classed as a 'low density' coding under the Residential Design Codes. It is therefore considered appropriate that the subject land be zoned 'Residential R25' rather than 'Residential R30'.

Particular concerns have been expressed regarding the possibility of two-storey development and overlooking. It is important to note that two storey development is possible in this area at a coding of R20, and the Residential Design Codes include provisions to protect privacy and minimise overlooking.

It is noted that Cervantes Loop is a long road with several bends which may be conducive to higher traffic speeds. In order to slow traffic and signal that there is a bend at the approach to the subject land the City will investigate the possibility of a median along this section of Cervantes Loop.

Pedestrian Accessway – Benedick Way

The Amendment includes the rezoning of a Pedestrian Accessway between Lot 2718 (No. 10) Benedick Road, Lot 157 (No. 14) Benedick Road and Lot 158 (No. 5) Rosalind Way, Coolbellup from No Zone to Development Zone within Development Area 34 (DA34) and the eastern half to 'Residential R20'. An objection was received from an adjacent landowner interested in purchasing half of the PAW when it is closed, and they have requested that half of the PAW be zoned 'Residential R20' to match the coding of their land. This is supported, and it is recommended that the western half of the PAW be zoned Development Zone within Development Area 34 (DA34), and the eastern half be zoned 'Residential R20'.

Proposed modifications to 'Holiday Homes – Standard'

It is proposed that a modification be made to the permissibility of the proposed new 'Holiday Homes (Standard)' use. It is proposed that this be an 'A' use in the 'Rural' and 'Rural Living' zone (rather than an 'X' use) in addition to being an 'A' use in the 'Residential' zone. This is considered appropriate as currently 'Tourist Accommodation' is a permissible use ('A' use) in these zones. 'Tourist Accommodation' is a similar use potentially on a larger scale and has the potential to have a

greater impact. Such proposed uses will require advertising to neighbours.

Conclusion

The proposed Amendment will correct a number of anomalies in the Scheme Map and text, and appropriately zone land no longer required for the purpose it is reserved.

It is therefore recommended that the Amendment be adopted for final approval, subject to modifications as discussed 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.
- 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.
- Community infrastructure that is well planned, managed, safe, functional, sustainable and aesthetically pleasing.

Environment & Sustainability

- A community that uses resources in a sustainable manner.

Budget/Financial Implications

The cost of preparing the omnibus amended was funded out of the existing budget of Strategic Planning.

The omnibus amendment will potentially release the following land for re-zoning and for sale:

- Lot 282 Skeahan Street Spearwood – yield one residential lot
- Lot 39 Cervantes Loop Yangebup – yield one residential lot
- Lot 219 Winterfold Road and Lot 4612 Mopsa Way Coolbellup – yield two to three residential lots.

The proceeds from the sale are unknown at present but will be presented to Council when the sale is proposed as per section 3.58 of the Local Government Act.

Legal Implications

N/A

Community Consultation

The Amendment was advertised for public comment for a period of 42 days from 1 October 2013 to 12 November 2013.

Attachment(s)

- 1 List of Proposals
- 2 Schedule of Submissions

Advice to Proponent(s)/Submissioners

Those who lodged a submission on the proposal have been advised that this matter is to be considered at the 12 December 2013 Council Meeting.

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

Nil.

14.9 (OCM 12/12/2013) - ALTERATIONS AND ADDITIONS TO EXISTING LODGING HOUSE - LOCATION: 163 (LOTS 43 & 44) HEALY ROAD HAMILTON HILL - OWNER: JASON TOWNES & BIG MORETON PTY LTD - APPLICANT: BERNARD SEEBER PTY LTD (2201398) (L REDDELL) (ATTACH)

RECOMMENDATION

That Council

- (1) grant approval to commence development for alterations and additions to an existing lodging house at 163 (Lots 43 & 44) Healy Road, Hamilton Hill, in accordance with the attached plans and subject to the following conditions and footnotes:

Conditions

1. All stormwater being contained and disposed of on-site to the satisfaction of the City.
2. Prior to the lodgement of a building permit application, the plans shall be revised to replace the low level chain mesh fence shown at the front of the property with a more appropriate residential fencing type such as timber or wrought iron pickets to the satisfaction of the City.

3. Prior to occupation of the development hereby approved vehicle parking bays, vehicle maneuvering areas, driveways and points of ingress and egress shall be sealed, kerbed, drained, line marked and made available for use to the satisfaction of the City.
4. Prior to occupation of the development hereby approved, parking bay No. 18 shall be clearly sign marked for use by staff only while parking bays No. 19-23 shall be clearly sign marked for use by visitors only to the satisfaction of the City.
5. Prior to occupation of the development hereby approved, the bicycle parking racks shown on the plans shall be installed for use by residents and visitors to the site to the satisfaction of the City.
6. During the construction phase, no activities causing noise and/or inconvenience to neighbours being carried out after 7.00pm or before 7.00am, Monday to Saturday, and not at all on Sunday or Public Holidays.
7. Prior to occupation, the landscaping as shown on the submitted landscaping plan shall be installed and thereafter maintained and irrigated to the satisfaction of the City.
8. The premises shall be kept in a neat and tidy condition at all times by the owner/occupier to the satisfaction of the City.
9. All plant and equipment (such as air conditioning condenser units and communications hardware etc.) is to be purposely located on site, or screened so as not to be visible from the street.
10. Prior to occupation of the development hereby approved, a Management Plan which addresses potential amenity impacts associated with the Lodging House including security, noise, anti-social behaviour, car parking and processes for dealing with public complaints shall be prepared to the satisfaction of the City and shall form part of the approval.
11. Prior to the occupation of the development hereby approved, a Waste Management Plan shall be submitted to and approved by the City's Manager of Waste Services and shall thereafter form part of the approval.

12. Prior to the commencement of any development on site, or as otherwise agreed to by the City, Lots 43 and 44 of Deposited Plan 34040 shall be amalgamated to the satisfaction of the City.

Footnotes

1. This is a planning approval only and does not remove the responsibility of the applicant/owner to comply with all relevant building, health and engineering requirements of the City, with any requirements of the City of Cockburn Town Planning Scheme No. 3, or the requirements of any other external agency.
 2. With regard to Condition 1, the City requires the on-site storage capacity be designed to contain a 1 in 20 year storm of five minute duration. This is based on the requirements to contain surface water by Building Codes of Australia.
 3. With regard to Condition 2, chainmesh fencing is not considered appropriate in the residential context of the area and accordingly, a more typical residential style of fencing is required to be provided.
 4. With regard to Condition 10, the Management Plan submitted with the application shall be submitted as a separate document and include contact details for the owner and site manager for use by neighbours and the City.
- (2) notify the applicant and those who made a submission of Council's decision.

COUNCIL DECISION

Background

The site is located on the southern side of Healy Road between Ivermey Road and Clara Road. The site is irregular in shape with a large truncation to the north-east, at the corner of Healy Road and Clara Street, the land within which is reserved for the purposes of a BP oil pipeline. The north-west boundary of the lot is also affected by a drainage easement. The site is generally surrounded by residential dwellings, typically low density single houses although there are some examples of more recent grouped dwelling developments in the vicinity.

DA09/0699, issued 17 December 2009, allowed a change of use from 'Residential Building' to 'Lodging House'. Condition 4 of this approval limits the number of lodgers to no more than 30 at any one time.

The application is being referred to Council for determination as a number of submissions have been received in response to the application being advertised for comment.

Submission

The current application seeks approval for alterations and additions to the existing lodging house including the construction of a two-storey extension at the rear of the property which will facilitate an increase in the total number of rooms from 24 to 35 including one Manager's unit, a corresponding increase in the total number of lodgers from 30 to 34 (noting that some rooms are currently shared by lodgers) and an increase in the number of parking spaces from 12 to 23.

Report

Zoning and Use

The subject site is zoned Residential in which 'Lodging House' is an "A" use which requires special notice in accordance with Clause 9.4 of the City of Cockburn Town Planning Scheme No. 3 (the Scheme). Clause 9.4.1 of the Scheme indicates that where an application is made for planning approval to commence a use or commence or carry out development which involves an "A" use, the local government is not grant approval unless notice is given.

Accordingly, while DA09/0699 issued approval for use of the site as a 'Lodging House', the proposed works to expand the existing use also trigger the need to advertise the application.

Development

In summary, the proposed works include:

1. Increase in the total number of rooms from 24 to 35 (including one Manager's unit) and a corresponding increase in the maximum number of lodgers from 30 to 34 noting that some rooms currently house more than one lodger.
2. Total increase in the number of parking bays from 12 to 23, including 17 residents bays accessed from Healy Road and 5 visitor bays and one staff bay accessed from Clara Road.
3. Demolition of the rear of the existing building.
4. Upgrades to the existing building including a new roof.
5. Alterations to the existing building to accommodate 17 single occupancy rooms.
6. Construction of a two-storey addition on the southern side of the site to accommodate 18 single occupancy rooms.

It is noted that a number of revisions were made to the plans after an initial review by the City indicated that there were simple improvements that could be made to the design. These changes included the inclusion of a privacy screen to the western side of the balcony for SOU 27, the provision of major openings to the ground floor south-facing units of the new building for better connection with the adjacent courtyards, additional articulation to the southern façade of the new building and the provision of screening to the bin store on the Clara Road frontage.

Built Form

It is noted that the proposed upgrades to the existing building on site will significantly improve its appearance in the streetscape as it is currently in a state of disrepair. The additions are single storey in nature and accordingly will have only a minimal impact on the neighbouring property to the west or the Healy Road and Clara Road frontages.

The proposed additions have been assessed against the relevant provisions of the R-Codes and are compliant in respect to building height, overshadowing and open space. The two-storey building proposed to the rear of the site however requires variations to the R-Code provisions for boundary setbacks and visual privacy, which are discussed below.

The first variation proposed is to the setback requirements from the southern boundary. When the application was submitted, the ground floor units were provided with only minor south-facing openings meaning that they had no real visual connection with their adjacent courtyards. In response to this issue, the City indicated that the amenity of these units would be improved if major openings were provided and that a reduced setback could be considered if there was

no subsequent impact on the amenity of the neighbouring property. Consequently, the applicant revised the plans to include major openings to these units. While the change in window type from 'minor' to 'major' technically increases the required setback from 2.8m to 6m, it is not considered necessary in this instance to require any additional setback. The type of window proposed has no impact on the appearance of the building from the neighbouring property or the street given the presence of a standard 1.8m high boundary fence which effectively screens views to the ground floor units. The variation can be supported given it will have no impact on the amenity of the adjacent lot (the rear of which is currently vacant) or the streetscape character of Clara Road and because it will provide a superior living space for future residents of the ground floor units.

The second variation is to the visual privacy requirements in regards to the first floor balcony of SOU 27. While a perforated metal screen has been provided to the western side of the balcony at the request of the City, there will still be some minor overlooking to the rear yard of the dwelling to the west at No. 4 Ivermey Road. The extent of the variation is minor however and does not affect the habitable room windows or outdoor living area of the dwelling which is considered acceptable as per Part 9 of Local Policy APD49. Given direct views to the adjacent lot are prevented by the perforated metal screen it is considered reasonable to allow a minor variation to the visual privacy requirements in this instance.

It is also noted that while the low level chain-mesh fencing proposed at the front of the lot is an improvement on the existing solid colourbond front fence, it is not appropriate in a residential context. Accordingly it is recommended that a more appropriate type of fencing such as palisade or picket fencing be provided as a condition of any approval.

Car Parking and Access

Local Planning Policy APD67 'Lodging House – Design Guidelines' specifies that parking be provided at a rate of one bay per four beds (as per Table 2 of the Scheme) as well as one bay per six beds for visitors and one bay per staff member resulting in the requirement for a total of 16 car bays.

The proposal includes a revised car park design which increases the number of car parking spaces from 12 to 23, including one universal access space. A total of 17 resident bays (accessed from Healy Road) as well as five visitor bays and one staff bay (accessed from Clara Road) are proposed. Accordingly, while there is technically a shortfall of one visitor bay, there is a total surplus of seven bays which is considered a positive outcome for both the site and the surrounding

area and should significantly reduce the number of people parking in the Ivermey Road and Clara Road verges.

The proposed separation of the residential and visitor vehicle access points is a good response to the context of the area, ensuring that the majority of the car parking bays will be accessed from Healy Road (which acts as a local thoroughfare), reducing the impact that the development has on Clara Road.

Amenity

The previous approval (DA09/0699) allowed the use of the site for Lodging House purposes. While the current proposal involves a significant built form addition to the site, the end result will be that only four additional residents will be accommodated on site. The upgrades to the existing Lodging House building and the construction of a new wing to accommodate 18 single occupancy units will greatly improve the living standards and amenity of the residents.

The application was advertised to surrounding properties within a radius of approximately 100m. Three submissions were received, none of which raised any in-principle concerns with the expansion of the existing use. A review of the City's electronic records indicates that the only complaint received in relation to the site referred to parking. Accordingly, it is considered that a Management Plan which details how the operators will deal with excessive noise, anti-social behaviour, public complaints and any parking issues should they arise will be sufficient to address any impact on local amenity.

Conclusion

In light of the considered built form outcome and the lack of any complaints to the City regarding anti-social behaviour resulting from the existing operation of the site, it is recommended that the additions to the existing Lodging House be approved subject to appropriate conditions. The provision of additional lodging rooms, which provide an important opportunity for those on low incomes to reside in private accommodation where they may not otherwise have the means to do so, will contribute to a better mix of housing types within the City.

Strategic Plan/Policy Implications

Growing City

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

Community & Lifestyle

- Community environments that are socially cohesive and embrace diversity.

Budget/Financial Implications

N/A

Legal Implications

Town Planning Scheme No 3
 Planning and Development Act 2005
 State Administrative Tribunal Regulations

Community Consultation

Three submissions were received which can be summarised as follows:

1. No definition provided for Lodging House.
2. No indication provided of the type of residents that will be accommodated at the lodging house.
3. No contact details provided for the owners / operators.
4. Question whether the site will be managed on a full time basis.
5. Security concerns associated with high density style living.
6. Increase in traffic.
7. Increase in number of people parking on the verge;
8. Not enough on-site car parking;
9. No provision of visitor car parking bays;
10. Concern about the bulk and scale of development and the impact in the surrounding area.
11. Plans unclear as to setbacks and building height.
12. No objection from southern neighbour (No. 6 Ivermey Road) subject to appropriate retaining and a new colourbond boundary fence.

In response to the submissions summarised above, it is noted that:

1. A follow up email was sent to the relevant respondent clarifying the definition of a Lodging House.
2. It is not appropriate for the City to specify or restrict who rooms can be rented to.
3. Contact details for the owners of the site and the full-time, on-site Manager will be required as part of a Management Plan should a DA be issued.
4. There is no correlation between high density living and crime. Further it is noted that the proposal will result in only an additional four people being accommodated on site as DA09/0699 allowed up to 30 lodgers.

5. The proposal will have no significant impact on the existing levels of traffic given only an additional four people are proposed to be accommodated on site.
6. The proposal complies with the minimum parking requirements specified by Table 2 of the Scheme (for residents and visitors) and will rationalise the parking arrangements for the site and minimise the number of residents parking on the verge by providing more on-site parking.
7. The bulk and scale of the development is considered acceptable in the context of the immediate area where two-storey development is as of right for dwellings. Further it is noted that when the eastern portion of 6 Ivermey Road is developed, the visual impact of the development on Clara Road will be significantly reduced.
8. The plans are clear as to setbacks and building height. It is noted that no phone calls or emails were received by the Officer during the advertising period requesting clear plans or further detail.
9. The provision of appropriate boundary fencing is a civil issue that does not involve the City. It is noted from discussion with the applicant however that they intend to replace the southern boundary fence as part of the development works as it is not in good repair.

Attachment(s)

1. Location Plan
2. Submitted Plans

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 December 2013 Council Meeting.

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

Nil.

14.10 (OCM 12/12/2013) - DEDICATION AS ROAD WIDENING - LOT 37 (PLAN 3699) BARRINGTON ROAD, BIBRA LAKE - OWNER WESTERN POWER - APPLICANT DEPARTMENT OF LANDS (4413027) (LGATT) (ATTACH)

RECOMMENDATION

That Council

- (1) request that the Minister for Lands dedicate Lot 37 on Plan 3699 Barrington Street, Bibra Lake as road reserve pursuant to Section 56(1) of the *Land Administration Act 1997*; and
- (2) indemnify the Minister for Lands against reasonable costs incurred in considering and granting the request in (1) above.

COUNCIL DECISION

Background

Western Power previously owned the entire Lot 37, comprising Lot 200-202 Barrington Street, Bibra Lake and from 1992 to 2007, Lot 37 was subdivided and sold to different people.

The south west corner of Lot 1 (201) Barrington Street shows a truncation of approximately 13 square metres being Lot 37 Barrington Street, which was intended to be part of the road reserve and was overlooked at the time of subdivision. A sketch showing the location can be reviewed at Attachment 1.

The purpose of this report is to finalise the matter by way of ensuring that the portion of land known as Lot 37 Barrington Street is dedicated as road reserve.

Submission

A letter from the Department of Lands dated 10 October 2013 details a request that Council consider dedicating the truncation on the western corner of Lot 37 Barrington Street, Bibra Lake to road reserve as it was overlooked at the time of subdivision. A copy of the letter can be reviewed at Attachment 2.

Report

Western Power previously owned the entire lot 37 Barrington Street, Bibra Lake. Lot 37 was subdivided into Lots 200 and 201 and between 1992 and 2007 it was further subdivided and sold to different people.

A truncation on the western corner of Lot 200 Barrington Street, Bibra Lake, being Lot 37 Barrington Street is currently owned by Western Power. It was intended that the truncation (Lot 37) would be dedicated to road reserve at the time of subdivision however it was not notated on the subdivisional plan therefore the land remains in the ownership of Western Power.

The Department of Lands has written to Council advising that Western Power has requested the land be dedicated as road reserve. Any costs that will be incurred from this transaction will be borne by Western Power.

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

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

Growing City

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

Leading & Listening

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

Moving Around

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

Budget/Financial Implications

N/A

Legal Implications

Provisions of the *Land Administration Act 1997*.

Community Consultation

N/A

Attachments

1. Location Plan
2. Letter from Department of Lands

Advice to Proponent(s)/Submissioners

The Applicants have been advised that the matter will be considered at the ordinary council meeting 12 December 2013.

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

Nil.

14.11 (OCM 12/12/2013) - HIGH IMPACT TELECOMMUNICATIONS FACILITY (MONOPOLE AND EQUIPMENT CABIN) - LOCATION: 233 (LOT 56) BARRINGTON STREET BIBRA LAKE - OWNER: JOANNE AND MARK WILLCOCKS - APPLICANT: PLANNING SOLUTIONS PTY LTD (4412611) (R SIM) (ATTACH)

RECOMMENDATION

That Council

- (1) grants approval to commence development for a High Impact Telecommunications Facility (Monopole and Equipment Cabin) at 233 (Lot 56) Barrington Street Bibra Lake, in accordance with the Telecommunications Act 1997, attached plans and subject to the following conditions and advice notes:

Conditions

1. The proposed equipment shall be of a colour compatible with the existing buildings onsite to the satisfaction of the City.
2. The number of antenna panels on the telecommunications facility be limited to 6 antenna panels and 6 remote radio units.
3. The premises shall be kept in a neat and tidy condition at all times by the owner/occupier to the satisfaction of the City.

Advice Note

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 regard to condition 2, should the landowner/applicant seek to increase the number of antenna panels on the telecommunications infrastructure, further planning approvals will be required;
 3. With regard to condition 1, please be advised that reflective materials will not be supported; and
- (2) notify the applicants and those who made a submission of Council's decision.

COUNCIL DECISION

Background

MRS Form 1 dated 27 September 2013 and plans dated 10 October 2013 have been received by the City for high impact telecommunications facility at 233 Barrington Street Bibra Lake. The site has a total lot area of 3,600m² and is zoned 'Light and Service Industry' under the City of Cockburn Town Planning Scheme No. 3. (The Scheme) Planning approval for an office and warehouse (no DA number) was issued on 12 May 1994. Council consideration is required for the proposed development as high impact telecommunication facilities are required to be referred to Council for determination in accordance with the City's APD 13 – High Impact facilities.

Submission

The applicant seeks approval, on behalf of Telstra Corporation Ltd, to install a new telecommunications monopole, an equipment cabin and ancillary access and safety equipment on the subject site. Specifically, it is proposed to accommodate six (6) antenna panels and six (6)

remote radio units mounted on a circular headframe on the proposed monopole.

The proposed monopole will measure a maximum height of 30m above the natural ground level of the site, with the equipment shelter measuring 3.28m in height. The monopole will be of a galvanised finish, with panel antennas closely mounted on the pole. The proposed equipment cabin is to be a colourbond structure in 'Pale Eucalypt' colour.

Report

The applicant has indicated as part of their application that the proposed telecommunications infrastructure is required to facilitate Telstra's 'Next G' mobile telephone network, which will assist in improved wireless broadband access for the surrounding community.

In its submission, the applicant has advised that detailed investigations of the locality revealed there are no other opportunities to co-locate telecommunications infrastructure or utilise existing buildings which would satisfy the coverage objectives for the facility.

Zoning and Use

The subject site is zoned 'Light and Service Industry' under the Scheme which is to provide for light and service industries and associated uses which are compatible with and acceptable in close proximity with residential uses. The telecommunications facility is proposed to be located at the rear of the property set back 1.25m from the rear lot boundary and 1.8m from the south western side lot boundary. Under the scheme and the City's APD 13, applications for telecommunication facilities are assessed as a 'use not listed'. As per the provisions of the City's APD 13, notice of the proposed development to all landowners within a 200 metre radius of the site, with 21 days in which to comment. Thirteen (13) submissions were received, with one (1) indicating no objection and twelve (12) objections. The table in the report below lists the issues raised and provides a response on those matters.

APD13

Local Planning Policy APD13 'Telecommunications– High Impact Facilities' was prepared to deal with non-low impact (high impact) facilities that must obtain planning approval. The policy states that in considering any application for new telecommunications infrastructure, Council will have regard for the following matters: -

1. The siting of mobile telephone towers is to be located where possible within industrial, commercial and other non-residential zoned land within the district and as far as possible from any residence;
2. Mobile telephone facilities are to be co-located with existing infrastructure where the opportunity exists;
3. The location and appearance of facilities should be chosen to minimise the visual impact on the locality. In particular, the amenity of residential inhabitants should not be affected; and
4. No new telecommunications towers are to be located within 200 metres of any existing/proposed residence or other sensitive land use activity.

The proposal does not comply with respect to the 200m setback from residential development. Existing residential development is located approximately 60m to the south west of the subject site. A railway reserve and native vegetation strip consisting of established shade trees and supporting low to medium height shrub cover separates the subject site from the nearest residential properties.

While the application does not comply with the 200m setback requirement of the policy, there have been specific decisions made by the State Administrative Tribunal and other courts in Australia that such policy provisions have no statutory weight and cannot be used to determine the location of telecommunication facilities. Decisions made on the basis of such policy provisions have been determined to be invalid and have no planning merit.

Furthermore, the aforementioned native vegetation acts to ameliorate any visual bulk issues when viewed from the nearest residential properties. The immediate area surrounding the subject site contains a number of tall structures including existing industrial buildings, overhead power lines and railway infrastructure. The monopole facility will not unduly impact on the amenity of the streetscape of Barrington Street which is predominantly industrial in character.

Statement of Planning Policy 5.2 – Telecommunications Infrastructure

Statement of Planning Policy 5.2– Telecommunications Infrastructure (SPP5.2) is a state wide planning policy which aims to facilitate the provision and development of effective state-wide telecommunications in a consistent manner which is considerate of the economic, environmental and social objectives of planning in Western Australia. SPP 5.2 is supported by the *Guiding Principles for the Location, Siting*

and Design of Telecommunications Infrastructure. Of key concern to this application are the following guidelines regarding the location and siting of Telecommunications infrastructure:

1. Telecommunications facilities should be located and designed to meet the communication needs of the community;
2. Telecommunications facilities should be designed and sited to minimise and potential adverse visual impact on the character and amenity of the local environment, in particular, impacts on prominent landscape features, general views in the locality and individual significant views;
3. Telecommunication facilities should be designed and sited to minimise adverse impacts on areas of natural conversation value and places of heritage significance or where declared rare flora are located;
4. Telecommunications facilities should be designed and sited to minimise adverse impacts on the visual character and amenity of residential areas

The guidelines go on to state that when determining an application for telecommunications infrastructure the local government shall consider and have regard to the following;

1. Extent to which the proposal contributes to the social and economic benefits of affordable and convenient access to modern telecommunications services for people and businesses throughout the state;
2. Need to continuity of supply of telecommunications services to people and businesses in the local area or region;
3. Effect of the proposal on the environment and natural landscape and the extent to which the proposal affords protection of these elements;
4. Effect of the proposal on any place of cultural heritage significance on or near the land;
5. Extent to which the proposal enhances or maintains visual amenity including streetscape and minimises adverse visual impacts;
6. Degree to which the proposal is co-ordinated with other services;

With regard to the proposed location of the telecommunications infrastructure, the applicant has advised that where possible, existing mobile network sites are utilized or other forms of existing infrastructure are shared. Detailed investigations of the locality have revealed that no other opportunities to co-locate telecommunications infrastructure exist which would satisfy the coverage objectives of the facility.

A site visit carried out on 25 November 2013 which incorporated observations of the subject site as viewed from across the railway reserve indicated that existing native vegetation consisting of several large shade trees and low to medium height shrubs will act to partially screen the telecommunications facility from nearby residences. The telecommunications facility does not impact on areas of natural vegetation or places of significant cultural heritage. It is also important to note that State Planning Policy 5.2 does not specify minimum setback distances from telecommunication facilities to sensitive land uses such as residential development, but rather appropriate siting and location of such facilities.

The proposed telecommunications infrastructure will facilitate the expansion of a high-speed mobile network, which will see customers enjoying improved high quality content, wireless broadband access and further mobilisation of business applications. This will make a positive contribution with regard to the communication needs of the community, with convenient access to modern telecommunications for people and businesses in the Bibra Lake area and surrounding suburbs.

The application was referred to the Public Transport Authority on 30 October 2013 for comment as the site abuts a Metropolitan Region Scheme (MRS) railway reserve. On the 25 November 2013, the PTA provided comment stating had no objection with regard to the telecommunications facility.

Conclusion

The proposed siting of the telecommunications facility meets the intent of APD 13 and SPP5.2. The existing vegetation onsite and the adjacent strip of land abutting the railway reserve acts to ameliorate bulk and scale OF the telecommunications facility to a suitable level and the colour matching of the facility with the existing background will further reduce its visual impact.

In relation to public health concerns, the report on the estimated Radiofrequency Electromagnetic Emissions demonstrates operation of the facility at a level well within the requirements set by the Federal Australian Communications Authority (ARPANSA) which are themselves below the World Health Organisation Standards.

As part of the carrier's obligations under the *Telecommunications Code of Practise* to co-locate facilities, the applicant has demonstrated that the potential for co-location at other telecommunications facilities within the Bibra Lake area was considered in this instance. The applicant has advised that there were no co-location opportunities in the vicinity of the subject site which would satisfy the coverage objectives for the facility.

In light of the above, it is considered that the proposed new telecommunications monopole and equipment at 233 Barrington Street, Bibra Lake is able to be supported.

Strategic Plan/Policy Implications

A Prosperous City

- Investment in the local economy to achieve a broad base of services and activities.
- Promotion and support for the growth and sustainability of local businesses and local business centres.

Budget/Financial Implications

N/A

Legal Implications

Town Planning Scheme No. 3
Planning And Development Act 2005
State Administrative Tribunal Regulations
Telecommunications Act 1997

Community Consultation

In Accordance with The City of Cockburn's Telecommunications Policy APD13 'High Impact Facilities', notice of the proposed development to all landowners within a 200m radius of the proposed location with an invitation to make comment on the proposal within 21 days was conducted. A copy of the schedule of submissions is detailed in Attachment 5.

Attachment(s)

1. Location Plan
2. Elevations
3. Photomontage
4. EME Report
5. 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 December 2013 Council Meeting.

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

Nil.

14.12 (OCM 12/12/2013) - CONSIDERATION OF PHASE 2 PLANNING REFORMS DISCUSSION PAPER (110/003) (A TROSIC) (ATTACH)

RECOMMENDATION

That Council makes a submission on the Phase 2 Planning Reforms discussion paper based on the contents of this report.

COUNCIL DECISION

Background

Following the 2009 release of 'Planning makes it happen: a blueprint for planning reform' the State Government has now launched 'Planning makes it happen - phase 2 - planning reform discussion paper', which identifies proposals to continue further reform of the Western Australian planning system. A significant amount of reforms directly impact local government's role in the planning system, and it is unfortunate the City of Cockburn has not been given the opportunity (as a leading growth council) to help formulate ideas for reform of the planning system. Accordingly much of the analysis in this report takes a critical focus, especially given the magnitude of significance that the reforms may have on a local government like the City of Cockburn. The timing of the discussion paper's release, being deep in the midst of local government reform, has also impacted the amount of resource that has been able to be allocated for this task.

It is recommended that Council resolve to make a submission based on the contents of this report.

Submission

N/A

Report

The Phase 2 discussion paper has a primary focus on statutory decision making processes, both at regional and local levels. The stated aims of the Phase 2 discussion paper are to:

- Embed best practice in the Western Australian planning system at both the State and Local Government level;
- Ensure further streamlining of planning processes, aligning statutory outcomes with strategic frameworks;
- Enable more integrated land use and infrastructure planning and support the timely release of development land in accordance with State Government policy objectives; and
- Reinforce the State and regional strategic focus of the Western Australian Planning Commission, supported by the Department of Planning.

This report takes a simple structure of identifying each line item of reform proposed, followed by an officer comment about that reform proposal. This will enable the Council resolution to effectively consider adopting the report as the basis of the City's submission on the Phase 2 discussion paper.

Analysis of Phase 2 discussion paper reforms

3.1 Review of MRS

Proposal: It is proposed to amend the MRS so that development will not require approval unless it is of a class expressly specified in the MRS or by a resolution of the WAPC.

This is supported on the simple basis that it seeks to replicate similar provisions which exist within Local Planning Schemes. It is generally of little significance to local government; given local government will still have its Local Planning Scheme provisions to regulate the use and development of land. In itself the proposal is supported.

Proposal: A review is proposed of the WAPC delegations to local government of development approval under the MRS, with the intent of examining appropriate delegations for development on both zoned and reserved land.

This proposal is too vague to be able to offer an informed position of support or otherwise. There is no insight given into what this reform paper interprets as 'appropriate delegation', and specifically whether

that would seek to empower greater decision making within local government, or depower local government. This should not be supported on the basis of it lacking information.

Proposal: It is proposed to introduce an Industrial Deferred zone to identify potential future industrial land, such as those sites proposed in the WAPC's Economic and Employment Lands Strategy.

This proposal lacks sufficient detail as to its intended purpose. Traditionally the Urban Deferred zoning has been used to provide a strong indication that land is physically and locationally suitable for urban purposes, although certain requirements have to be met before the Western Australian Planning Commission will agree to the land being transferred to the urban zone. This strong indication suggests the land being capable of development, subject to suitable information being discovered and proven to the WAPC that the land is suitable for urban development and all servicing constraints have been adequately addressed.

The WAPC have stressed in recent times that the Urban Deferred zone doesn't necessarily restrict land use to residential, but should be interpreted to providing for urban potential - including non-residential land uses like industry.

It is therefore an inconsistent position of the WAPC to now indicate that a new Industrial Deferred zone is necessary, particularly given the long held position of officers about the Urban Deferred zone being an encompassing zone for residential and non-residential land uses. This raises the question as to whether land currently zoned Urban Deferred, would be restricted to residential type development which may be incompatible with the issues that drove the land being Urban Deferred in the first place. Council would be aware of the situation around the Woodman Point Waste Water Treatment Plant for instance as an example of this tension.

3.2 Improve amendment process for region planning schemes

Proposal: It is proposed to restructure the provisions setting out the procedures for amending region planning schemes to effectively reverse the default position.

Currently Metropolitan Region Scheme amendments which are deemed major amendments require 15 steps to realise completion under the *Planning and Development Act 2005* (PD Act). However, under the PD Act there is a shorter available process if a proposal is considered a 'minor' alteration under a region planning scheme. It is proposed to have the shorter process as the default position, with the longer process required if it is considered a 'major' amendment.

To state the obvious, the lack of clarity between what is and is not considered a major amendment is of concern. This doesn't appear to be a reform proposal, rather an indication that the WAPC may begin viewing more proposals as minor in nature. While this may seem harmless, there would need to be a clearer understanding of the safeguards that are potentially removed in choosing a minor over a major amendment process. This isn't made clear enough especially if the community is genuinely being asked to make an informed judgement about whether any certain risks may arise in taking a more process efficient (as in shorter) avenue for MRS amendments. This shouldn't be supported in its current form, but rather pursued through a planning bulletin type arrangement that explains what the intentions are in terms of qualifying for a major versus minor amendment.

Proposal: No requirement to refer proposed amendments to the EPA with no relevant environmental considerations with a view of identifying types of exempt amendments and fast tracking amendments (i.e. referrals done concurrently with public advertising).

This would appear an appropriate change to contemplate provided that the same ability be extended to local government planning schemes.

3.3 Sub-regional structure plans to amend region planning schemes

Proposal: It is proposed that consideration be given to the feasibility of introducing amendments to the PD Act to enable an automatic or concurrent amendment to a region planning scheme to reflect the relevant zonings and reservations of a sub-regional structure plan, once the structure plan is given final approval by the WAPC and/or the Minister for Planning.

This is not an appropriate reform to consider. Sub-regional structure plans are akin to Local Planning Strategies, being set up as strategically based documents providing a guiding instrument to how ultimate planning, land use and development will evolve. This guiding instrument (in the case of a Local Planning Strategy) is implemented through its related Local Planning Scheme, which carries the demands of extremely close scrutiny by the community when it is advertised following the Local Planning Strategy process being completed. Given the representation of a statutory instrument is very different to that of a strategic (guiding) instrument, an attempt to blur the two appears to undermine the importance of effective strategic planning being able to take place.

The consideration of sub-regional structure plans as documents which have the capacity to automatically zone and reserve land removes the freedom that they have historically enjoyed in being able to help guide

(through challenging assumptions) the way planning is taking place. A sub-regional structure plan should be based upon strategic vision, objectives and actions, which help to programme how implementation of the structure plan takes place over a time horizon of short, medium and long term. To suggest that a sub-regional structure plan will be effectively implemented by simply zoning/reserving land under the MRS is an inaccurate portrayal of the strategic planning process, and its consideration of social, economic and environmental imperatives. It is much more than simply zoning or reserving land, and should not be attempted to be refocussed as simply an instrument that delivers a statutory outcome by way of zoning or reservation.

Given also the absence of process as to how sub-regional structure plans are prepared, how affected landowner who stand to be impacted are consulted, creates an unstable prospect to contemplate at this stage.

3.4 Concurrent amendment of region planning schemes and local planning schemes

Proposal: To further extend provisions to allow concurrent amendments for all classes of amendment to region planning schemes. For example, the region scheme and local scheme could be concurrently rezoned for Industrial purposes, with the region scheme amendment identifying the specific zoning that would apply under the local planning scheme (e.g. General Industrial, Light Industry).

This is not supported if the proposal is simply to extend the current provisions under the PD Act. These provisions prevent the imposition of anything else except a zone that reflects a zone imposed under the Region Scheme. For example within land zoned Industry under the MRS, there may be a broad spectrum of industrial type zones instigated at the local government level – e.g. light and service industry around the perimeter of land where it is close to residential, increasing to general industry internal to the land area once adequate separation to residential development has occurred. To suggest that a local planning scheme could be simply concurrently amended to impose an appropriate zoning, does not understand what the MRS is versus what a Local Planning Scheme is. Also it would place the local government in a very difficult position of not being able to support any land use or development taking place on the basis that the concurrent provisions do not allow the introduction of Special Control Area type provisions, particularly to ensure cost sharing of infrastructure occurs. In the absence of cost sharing provisions being able to be concurrently introduced really sees this reform as being incapable of successful implementation.

3.5 Improve local planning scheme review process

Proposal: Improvements to the local planning scheme preparation process to enable:

- regulations providing a set of standard provisions that will apply automatically to all local government schemes
- reviewing what proposals may be exempt from requiring planning approval
- improving administrative provisions, definitions, language and the general user friendliness of schemes
- regulations clearly setting out the steps required in the scheme preparation and scheme amendment process

This appears an attempt to further remove from local government its responsibility in terms of the regulation of land use and development by way of its Local Planning Scheme. This appears to take a very heavy handed approach which suggests a one size fits all outcome for urban planning across the vast and varying communities and landscapes of Western Australia. If the desire is to remove all capability for local governments to develop appropriate local planning provisions under its Local Planning Scheme which reflect the shared vision for development with the community, then this reform will be particularly negative.

Instead, it should be emphasised to the State Government that, particularly following local government reform, there be a significant increase in planning content flexibility for local government in order to allow them to redefine the new communities of interest making up the new local government entities. This flexibility for example should include being able to create a new statutory and policy framework that supersedes State imposed frameworks like the R Codes which lack the ability in creating distinct areas of urbanity across our communities.

Proposal: Streamlining the number and content of local strategies required as part of a scheme review.

While the introduction of local planning strategies has given schemes a far more rigorous strategic element, there is still inconsistency in terms of what needs to be focussed on by local planning strategies. The current framework takes a catchall approach to this, and this is seen to produce a document which is overly complex and which doesn't emphasise the key strategic planning initiatives. Local planning strategies should therefore be refined to focus on the ten year land use and planning direction for the district, with this underpinned by appropriate consideration of key environmental, social and economic considerations. Arbitrarily addressing copious policy requirements through local planning strategies creates a document which seems

more focused on administrative aspects, rather than creating a truly robust strategic land use direction. Local planning strategies can be made far simpler, and can have focus directed to the areas of real importance.

Informing strategies should be limited to an activity centres type strategy and nothing else (for metro based local governments). Examples of recent local government attempts with housing strategies have developed into assessments of zoning merits of why one street block is zoned in one way and the other the other way. This clearly lacks the understanding of strategy being to help create a dialogue for the future growth of the City. Something that emphasises the achievement of a clear vision, strategic objectives and actions which are able to be interpreted into a plan based set of guidances. Being able to therefore limit a Local Planning Strategy to no more than a succinct document should be the focus of the reform.

Proposal: Requiring major local planning schemes reviews every 10 years, with minor reviews occurring every five years or less.

In practice this is already occurring. The delay that Scheme reviews particularly encounter at the State Government level means that upon finalising a Scheme review based on the current 5 year requirement, it is time to immediately commence the next Scheme review which has only just been completed. This reform is therefore supported.

3.6 Improve local planning scheme amendment process

Proposal: It is proposed to consider modifying the process for referral of proposed amendments to the EPA, such that certain amendments with no relevant environmental considerations are not required to be referred to the EPA.

This is a common sense reform proposal.

Proposal: Introducing a 'minor local scheme amendment' which sets out a shorter local planning amendment process.

This is a common sense reform proposal also.

3.7 Streamline structure plan process

Proposal: As a part of the Model Scheme Text review, model local scheme provisions will be drafted to guide the preparation of structure plans.

The proposal for uniform structure planning provisions across local planning schemes makes sense on the basis that they be modelled similar to the structure planning provisions that Cockburn's Scheme is

based on. This retains the absolute discretion of Council in being able to determine whether or not a structure plan should be 1) permitted for advertising or 2) approved or refused following advertising. Clearly this is not supported by the suggested reform.

An attempt to make the WAPC the single authority responsibility for structure planning is a backward reorientation of power away from local government who have effectively handled the challenges that structure planning poses in being able to coordinate land use and development taking place. A suggestion of the centralisation of power to the WAPC will open the opportunity for applicants to abuse the structure planning process that was previously prevented by local government's handling and filtering of structure plans through the submission, assessment and determination phase. There is already the opportunity for the WAPC to finally approve structure plans which deal with the subdivision of land, and this power should not be extended any further than the extent to which it has.

It appears also to be inconsistent with the whole intent of planning reforms in being able to remove the administrative functions away from the WAPC. It appears that this reform, together with other mentioned reforms above, are attempting to have the WAPC perform an approval function which will distract the WAPC's core responsibilities that should be about guiding how our State will grow on a 20 to 40 year horizon. The WAPC should have its vision on the 20-40 year horizon of growth, not attempting to get involved in the day to day administration of functions which are already effectively managed by local government.

3.8 Develop a track-based (risk assessment) development assessment model

Proposal: The WAPC could establish the number and types of tracks to be used in the Western Australian system, set out the process of assessment for each track and provide a model schedule of types of development suited to each track based on a modified DAF model suited to WA needs.

This standardised approach across local government is supported. The City of Cockburn has already implemented a similar internal process albeit less detailed. Different timeframes and assessment processes for different types of approval would potentially streamline the approvals process but it must be integrated into town planning schemes (and model scheme text) which already set out many planning approval exemptions and detail what development standards are required for approval. The section for applications which are prohibited needs to be attached to the zoning table and list of prohibited uses. As per comments contained in the section below (3.9) the introduction of private certification into this system is met with

significant concern on the basis that it is incapable of recognising that planning approvals are discretionary decisions, not something that can or should attempt to be standardised and made private.

3.9 Private Certification of development applications

Proposal: Whether a private sector assessment and/or approval system would be of benefit to the Western Australian planning system.

A private certification system for planning decisions under a local planning scheme is not supported. While very basic planning applications may benefit from being able to be determined by the private sector, shouldn't the focus instead be on preventing these basic applications from requiring planning approval in the first place?

A private certification system for any planning application that requires discretion (which most planning applications do) is not supported and will be a dramatic undermining of community involvement in the planning process. Given discretionary decisions are often highly subjective, a paid planning consultant could not be relied upon to provide a fully independent assessment that seeks the best outcomes for the community as a whole. The risk of corruption would be an ever present reality facing any decision that was made by a private consultant who was also being paid by an applicant to perform that function.

The introduction of any private certification in Western Australia also poses issues in relation to appeals lodged with the State Administrative Tribunal. Should an applicant appeal a privately certified application and the matter is subject to an appeal, a local government could not be expected to defend such an appeal.

In addition, so many planning decisions involve a highly collaborative approach involving the input of many technical experts including strategic planning, environmental, engineering, waste, environmental health, parks and heritage who have intimate knowledge and expertise about a local area. It would be difficult for external private certifiers to access this information, which is often integral to informing a planning decision.

3.10 Standardise delegations of local government development decisions

Proposal: That a Model Delegation Schedule be prepared, setting out the types of development applications and planning decisions that are appropriate to be determined by planning staff, and what may be more appropriate for council to determine.

This proposal is supported and is acknowledged as a good initiative to provide consistency across local government. Local governments have different delegations and different frequency of Council meeting dates which all provide uncertainty to developers in proposing similar applications. A qualified planning officer should be capable of assessing and determining various types of applications under delegation regardless of the local government area. A model delegation schedule with set criteria would not only provide consistency for developers but would provide consistency for the community and realistic expectations about which matters elected members should be involved in. It would ideally result in elected members being involved in strategic decisions affecting the local government area and leave more administrative matters to planning professionals. The model delegation schedule would also need to retain community consultation as an integral part of the planning process where there are issues likely to affect the community.

3.11 Electronic application system

Proposal: The Department of Planning is developing a single interactive online portal for the lodgement and processing of all applications determined by the WAPC including subdivision, structure plan and development applications.

One central electronic lodgement system for the Department of Planning is supported. The Department of Planning should consider an interface with Local Government to integrate into the system through the referral of subdivision applications and subdivision clearance advice letters which would further improve timeframes for the subdivision and development process.

3.12 Refining the role of Development Assessment Panels

Proposal: Comment is sought on the appropriateness of the current optional and mandatory thresholds applicable to DAPs and any need for modifications.

It is recommended that the role of the Development Assessment panels should definitely be refined. No upper threshold limit for opt-in should be imposed which would allow local governments who engage strongly with applicants through pre-lodgement meetings to determine applications in a timely and efficient manner. The City of Cockburn has not received one opt-in DAP application since the introduction of the DAP process with all of its 23 applications meeting the mandatory threshold. The majority of these applications (which were all approved) could have been dealt with under delegation and without the additional fee payable by the applicant to the Development Assessment Panel. It would be interesting to see some research undertaken with applicants

who have had mandatory applications determined by the DAP to ascertain whether they would have opted in if the application had not been mandatory. It is also recommended that the opt-in limit be increased in accordance with CPI or some other appropriate measure.

The introduction of an exclusion list is supported particularly if the proposal is a permitted use, meets provisions of the scheme and is unlikely to generate any real interest or involve complex assessment. The reduction and reconfiguration of panels is supported to ensure better consistency between different panels.

4.1 Design and development

Proposal: In support of the identified need for further infill development across Perth metropolitan, WAPC to develop a 'Diverse City by Design' toolkit, providing fact sheets and best practice case studies regarding developing attractive and affordable housing at higher densities.

In response to "Directions 2031 and Beyond" the City of Cockburn has undertaken revitalisation strategies to identify infill development opportunities across the City. The Coolbellup revitalisation strategy is now underway, the Hamilton Hill Revitalisation Strategy is currently being finalised with the Commission and the Phoenix Revitalisation Strategy was completed in 2009. The development of educational material for industry and developers to encourage well designed affordable product is seen as a much needed complement and follow on from these strategies. It would be encouraging to see such a toolkit include:

- A background and overview of why infill development is necessary in the Perth context;
- Best practice case studies;
- Information on affordable living considerations;
- The diverse building typologies and materials available;
- An outline of the development process for individuals with no development experience and how to access important information;
- How to deal with the increased concentration of services and car parking constraints within streets and verges to encourage quality streetscape design outcomes;
- General design principles when undertaking development.

Consideration should be given to how local governments can contribute to such a toolkit by producing complementary local context specific information either as an appendix or separate information booklet/sheet. Alternatively guidance may be given on how to produce such an add-on for local government, including important considerations with regard to local context.

With regard to identifying opportunities for increased densities for Councils that have not undergone such a process it would also prove helpful if best practice case studies were highlighted.

Proposal: Develop a State Planning Policy, design manual or scheme provisions enshrining the importance of, and best practice principles for quality design, including architectural, urban landscape and environmentally sensitive design.

Design is an integrated part of development and should be an ongoing consideration at various stages and levels of the development process. Therefore the consideration of design should be embedded in several documents, including relevant SPP's such as *SPP4.2 Activity Centres* (which is already heavily guided by design considerations). This would emphasise that design is not a standalone consideration.

At the local level there is an argument for specific design guidance given the importance of local context and therefore design should be embedded in a number of local planning documents and be specific to the relevant issue/project. Support is also provided for a toolkit or guidance document to support planners in Local Government prepare design guidance documents and policies.

Further, there is scope to improve design knowledge and promote better design outcomes in the industry and therefore a manual, rather than a SPP may prove more appropriate. It would be encouraging to see such a manual(s) include:

- A dedicated design manual for Statutory Planners detailing design considerations at the development assessment stage. With a particular focus on how to consider local context.
- Best practice manuals - reference is made to the manuals produced by Landcom in NSW who have produced guidelines on street tree selection, residential dwelling design guidelines and the housing diversity guides.

The City of Cockburn recently participated in a Multi-Unit Housing Practice in Perth Workshop hosted by the Department of Planning. The technical workshop focused on achieving broad scale consistency in the approach to multi-unit housing across the metropolitan region and to identify issues and solutions when designing and assessment mixed use, higher density developments. The group discussed the merit in implementing a similar approach to NSW's *State Planning Policy 65 – Design Quality of Residential Flat Buildings*. It is agreed that such a policy would be beneficial, particularly one that sets out principles to design (of which the NSW SEPP65 does) rather than a prescriptive policy. The City encourages further technical workshops and the

involvement of Local Government in the development and implementation of future design policies including the 'Diverse City by Design' toolkit.

Conclusion

Overall there is little to support as part of this phase 2 reforms discussion paper. It appears a further attempt to undermine local government planning responsibilities, which in affect an undermining of community participation in the planning process. Local government is considered to be performing a very effective planning responsibility, especially as the intent of planning (being to prevent inappropriate forms of development occurring) is used as a measure of success. These reforms appear to focus on simply speeding up approval of development, as opposed to making better planning decisions for our community.

Strategic Plan/Policy Implications

Growing City

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

Community & Lifestyle

- Community environments that are socially cohesive and embrace diversity.

Leading & Listening

- Effective and constructive dialogue with all City stakeholders.

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

Comments and submissions are to be submitted to the Department of Planning by Friday 13 December 2013.

Attachment(s)

Reform paper

Advice to Proponent(s)/Submissioners

N/A

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

Ni

15. FINANCE AND CORPORATE SERVICES DIVISION ISSUES

15.1 (OCM 12/12/2013) - LIST OF CREDITORS PAID - OCTOBER 2013 (076/001) (N MAURICIO) (ATTACH)

RECOMMENDATION

That Council adopt the List of Creditors Paid for October 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 October 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 – October 2013.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

15.2 (OCM 12/12/2013) - STATEMENT OF FINANCIAL ACTIVITY AND ASSOCIATED REPORTS - OCTOBER 2013 (071/001) (N MAURICIO) (ATTACH)

RECOMMENDATION

That Council adopt the Statement of Financial Activity and associated Reports for October 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 & Opening Funds

The City's opening funds from 2012/13 FY have been revised upwards to \$11.25M (from \$10.06M) after the completion of external audit. The increase of \$1.2M relates mainly to a downwards adjustment in the amount of accrued expense for disputed land fill levy charges subsequently settled post June. There was also a minor adjustment between the current and non-current portions of long service leave provisions. Whilst the \$10.06M (comprising \$6.57M for carried forward projects and \$3.5M free surplus) has previously been dealt with by Council, the additional \$1.2M will be sent to the Waste & Recycling and Community Infrastructure reserves in accordance with budget management policy. This will be included in the mid-year budget review.

The City's closing funds of \$77.70M are \$3.58M higher than the YTD budget forecast. \$1.27M is attributable to a favourable net operating result with the balance stemming from the capital spending and funding program.

The revised budget currently shows end of year closing funds of \$0.31M (increased from a balanced budget position of nil). This has resulted from several upwards adjustments to revenue. The budgeted closing funds will fluctuate throughout the year, due to the impact of Council decisions and recognition of additional revenue. Details on the composition of the budgeted closing funds are outlined in Note 3 to the financial report.

Operating Revenue

Operating revenue of \$93.91M is slightly below the budget forecast of \$94.02M. However, several significant and compensating variances exist as detailed below:

- Revenue from rates is \$0.55M higher than the YTD budget target.
- Interest on investments exceed YTD budget by \$1.02M.
- Fees & charges related to rates collection are \$0.18M ahead of YTD budget.
- \$0.15M unbudgeted reimbursement of diesel fuel tax resulting from a tax review project completed by Deloitte.
- Human Services operating grants are \$0.65M ahead of budget due to \$0.25M of surpluses carried forward from the previous year and operating grants \$0.37M ahead of YTD budget.
- Statutory Planning revenue is \$0.34M ahead of budget (development application fees by \$201k & fines by \$121k).
- Land administration commercial lease revenue is \$0.37M ahead of budget primarily due to the Naval Base annual fees being invoiced ahead of cash flow budget.
- The waste collection levy is \$0.43M more than the YTD budget.
- Commercial income from the HWRP is \$1.12M behind the YTD budget target.

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

Operating Expenditure

Operating expenditure for August of \$35.34M was \$1.39M less than the budget target of \$36.73M (inclusive of depreciation).

A variance of \$1.83M is attributed to underspending in Material and Contracts with significant variances in the following units:

- Parks & Environmental Services - \$0.61M
- Waste Services - \$0.40M
- Community Services - \$0.36M
- Governance - \$0.21M
- Human Resource Management - \$0.13M
- Health Services - \$0.15M

Insurance expenses are \$0.18M over the YTD budget principally due to higher insurance costs for plant. Lower landfill levy charges contribute \$0.34M towards the \$0.45M variance under Other Expenses.

Salaries & direct oncosts are \$0.66M over YTD budget primarily due to \$534k of long service and & annual leave net accruals. The impact of these accruals on the salary budget will be lessened to a degree over the Christmas period, as leave is taken and booked against the balance sheet provision. However, a budgetary treatment for long service leave accrual expense in particular will be required in future budgets to cater for monthly accruals.

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	13.50	12.83	(0.66)
Materials and Contracts	9.40	11.23	1.83
Utilities	1.36	1.47	0.11
Insurances	2.18	2.00	(0.18)
Other Expenses	2.45	2.90	0.45
Depreciation (non-cash)	7.38	7.32	(0.06)

Capital Expenditure

The City's budgeted capital spend to the end of October was \$20.07M, with actuals incurred of just \$5.61M. 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	16.46	1.25	7.19	39.42
Roads Infrastructure	1.46	2.65	(1.19)	15.96
Parks Landscaping & Infrastructure	0.55	0.61	(0.06)	6.29
Land Acquisition & Development	0.61	0.49	0.12	2.09
Landfill Infrastructure	0.05	0.03	0.02	1.69
Plant & Equipment	0.44	0.49	(0.05)	4.68
Information Technology	0.50	0.09	0.41	1.41
	20.07	5.60	14.47	71.53

A budget cash flow review of capital projects was completed in October, immediately reducing the magnitude of budget variances in certain asset classes. However, this review did not include the GP Super Clinic project, which makes up half of the total capital budget variance. This will be reviewed in November.

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 \$17.24M 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 (\$11.98M) and the CCW project (\$3.28M).
- Developer contributions received under the Community Infrastructure plan (DCA13) and the road infrastructure DCA's were collectively \$1.41M more than the YTD budget due to several significant contributions.

Cash & Investments

Council's cash and current/non-current investment holding at October month end was \$139.72M, down slightly from \$140.49M in September. This result was attributable to the receipt of rates payments (both in full and first quarter instalments) due earlier in the month.

\$76.47M represents the balance held in the cash backed reserves and another \$5.36M represents funds held for other restricted purposes such as bonds, restricted grants and infrastructure contributions. The remaining \$57.89M 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 4.15% in October, down from 4.19% the previous month. Whilst this compares favourably against the benchmark UBS Bank Bill Index rate of 2.42% for the same period, it does reflect a downward trend due to recent cuts to the official cash rate (currently at 2.50%) by the Reserve Bank of Australia (RBA).

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.

The RBA has reduced rates over the current period of quantitative easing by 225 basis points (2.25%). However, the City's investment strategy of investing in terms nearing the extent of statutory limits has served to moderate any negative impact on the City's overall interest earnings performance. Given we could now be close to the bottom of the current interest rate cutting cycle, this strategy may need to be modified to target a shorter average duration for investments. This will reduce interest rate risk attached to a potential increase in rates in the medium term.

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 - October 2013.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

15.3 (OCM 12/12/2013) - TENDER NO. RFT 18/2013 - CONSULTANCY SERVICES - HYDRAULIC & FIRE ENGINEER - COCKBURN REGIONAL PHYSICAL ACTIVITY & EDUCATION CENTRE (RFT 18/2013) (A LACQUIERE) (ATTACH)

RECOMMENDATION

That Council accept the Tender submission from NDY Management Pty Limited t/a Norman Disney & Young for RFT 18/2013 Hydraulic and Fire Engineering Consultancy Services for the Cockburn Regional Physical Activity and Education Centre, for the total contract value of \$209,401.50 GST Inclusive) (\$190,365.00 Excl. GST), for a period of three (3) years from the date of award; with City instigated options to extend the period for up to twenty-four (24) months after that, to a maximum of five (5) years, in accordance with the submitted Lump Sum Price and additional schedule of rates for determining variations and additional services.

COUNCIL DECISION

Background

The City of Cockburn (CoC), the Principal, in conjunction with the Fremantle Football Club (FFC) is seeking an appropriately qualified, skilled and experienced Hydraulic and Fire Engineering Consultant to undertake the design, documentation and to provide construction consultancy services to assist the Superintendent for the construction of the new Cockburn Integrated Regional Physical Activity and Education Centre at Cockburn Central West, Western Australia.

Tender Number RFT 18/2013 Hydraulic and Fire Engineering Consultancy Services for the Cockburn Regional Physical Activity and Education Centre, was advertised on Wednesday 11 September 2013 in the Local Government Tenders section of "The West Australian" newspaper.

Tenders were also advertised on the City's E-Tendering website between Wednesday 11 September 2013 and Wednesday 2 October 2013.

Submission

Tenders closed at 2:00pm (AWST) Wednesday 2nd October 2013 and ten (10) tender submissions were received from:

	Tenderer's Name	Trading As
1.	Acor MCE Consultants Pty Ltd	Acor Consultants Pty Ltd
2.	AECOM Australia Pty Ltd	AECOM
3.	Arup Pty Ltd	Arup
4.	Aurecon Australia Pty Ltd	
5.	GHD Pty Ltd	
6.	NDY Management Pty Limited	Norman Disney and Young
7.	Sinclair Knight Merz Pty Ltd	
8.	SPP Group Pty Ltd	SPP Group
9.	Wood & Grieve Engineers Limited	
10.	WSP Buildings Pty Ltd	WSP

Report

Compliance Criteria

The following criteria was used to determine whether the submissions received were compliant.

	Compliance Criteria
A	Compliance with the Conditions of Tendering – Part 1 of this Request
B	Compliance with the Specification – Part 2 contained in the Request.
C	Completion and submission of Form of Tender – Section 3.1
D	Compliance with Insurance Requirements and completion of Section 3.2.6. <ul style="list-style-type: none"> · Public Liability Insurance \$20,000,000.00 AUD · Professional Indemnity Insurance \$10,000,000.00 AUD · Workers Compensation or Personal Accident
E	Completion of Qualitative Criteria - Section 3.3.2
F	Compliance with Fixed Price and completion of Section 3.6.2
G	Compliance with Sub-Contractors Requirements & Completion of Section 3.7

	Compliance Criteria
H	Compliance with and completion of the separate Price Schedule – Part 4 in the format provided. Refer to Section 1.11.2
I	Compliance with the OSH Requirements.
J	Compliance with ACCC Requirements
K	Acknowledgement of any Addenda Issued
S 3.4	Availability stated – Section 3.4
S 3.5	Tenderer's contact person – Section 3.5

Compliant Tenderers

All ten (10) Tenderers were deemed compliant and evaluated.

Evaluation Criteria

Tenders were assessed against the following criteria:

Evaluation Criteria	Weighting Percentage
Relevant Experience	30%
Sustainability Experience	10%
Company Profile	15%
Tenderer's Resources	30%
Methodology	5%
Tendered Price	10%
TOTAL	100%

Tender Intent/Requirements

The intent of this Tender is to select suitably qualified and experienced Hydraulic and Fire Engineering Consultants to undertake the design, documentation and to provide construction consultancy services to assist the Superintendent for the construction of the new Cockburn Integrated Regional Physical Activity and Education Centre at Cockburn Central West, Western Australia.

Tenderers were requested to submit for both an integrated facility including Fremantle Football Club and a non-integrated facility excluding Fremantle Football Club.

The focus of the documentation was to concentrate on the previous experience of the tenderers and the personnel selected for the project to assemble a first class design team whilst providing value for money to the City of Cockburn and Fremantle Football Club.

Evaluation Panel

The tender submissions were evaluated by the following:

1. Stuart Downing – Director Finance and Corporate Services (Chairperson), City of Cockburn
2. Rob Avar – Manager, Community Services, City of Cockburn
3. Steve McDonald – Senior Project Manager, NS Projects
4. Peter Giangliulo – Architect (Director), Sandover Pinder Architects

Scoring Table

Tenderer's Name	Percentage Scores		
	Cost Evaluation	Non - Cost Evaluation	Total
	10%	90%	100%
NDY Management Pty Ltd**	8.87%	65.53%	74.40%
WSP Buildings Pty Ltd	7.02%	61.97%	69.88%
Sinclair Knight Merz Pty Ltd	8.87%	60.12%	68.99%
Arup Pty Ltd	8.60%	58.66%	67.27%
AECOM Australia Pty Ltd	10.00%	57.24%	67.24%
Wood & Grieve Engineers Ltd	6.01%	61.10%	67.11%
Acor MCE Consultants Pty Ltd	5.93%	56.76%	62.69%
SPP Group Pty Ltd	8.90%	53.25%	62.15%
GHD Pty Ltd	4.18%	57.93%	62.11%
Aurecon Australia Pty Ltd	2.77%	52.89%	55.67%

****Recommended Submission**

Evaluation Criteria Assessment

Relevant Experience of Company and Personnel (30%)

All tenderers (17.13% - 22.50%) demonstrated clearly that they had experience to meet the City of Cockburn requirements as detailed in the Specifications and the General and Special Conditions of Contract as stated in the Tender document. These tenderers identified relevant previous experience in aquatic and/or elite sporting facilities.

Norman Disney and Young (NDY) (22.50% - highest), Wood & Grieve (21.88%) and WSP (21.06%) were the three highest scoring submissions providing a very good level of relevant experience along with references and a demonstration of adding value for stakeholders. The panel were able to identify that these tenderers have previous successful experience working with other Local Governments.

Sustainability (10%)

NDY (7.44%) were the highest overall providing the best level of understanding of sustainability issues with relevant projects identified containing very good sustainability content, The remaining tenderers (6.16% - 6.91%) all demonstrated a good level of understanding of sustainability issues and the projects identified were both relevant and had very good sustainability content. Suitable certification to ISO 14001 was not provided by all tenderers with GHD, SPP and WSP failing to provide relevant certification. A demonstration of their ability to achieve targeted environmental outcomes was clear in all submissions to vary degrees.

Company Profile (15%)

With the exception of Acor (9.47%), SPP (8.34%) and Wood & Grieve (8.91%), all remaining tenderers (10.22% - 11.58%) demonstrated a very good capability within their organisations backed up by a range of skills and expertise, financial stability and relevant Quality Assurance Certification. Acor, SPP and Wood & Grieve were lower scoring predominantly due to a lack of Certification or financial information.

Aecom (11.58%) were the highest placed due to the worldwide scale of the organisation and the depth of skills and resources available.

Tenderer's Resources (30%)

NDY (20.33%), Sinclair Knight Merz (SKM) (20.40%), Wood & Grieve (20.48%) and WSP (21% - highest) were the four highest placed tenderers for resources and provided a very good team of suitably qualified, experienced and capable personnel for the project.

With the exception of Aurecon (11.93%) all remaining tenderers (16.95% - 19.35%) provided a good team of suitably qualified, experienced and capable personnel for the project.

The hours stated ranged from 905 to 3,802 to undertake the project. The view from the panel was that the median of 1,730 hours was the appropriate level to undertake the project to a satisfactory standard. NDY (954 hours) and SKM (1,211 hours) were below this level.

NDY indicated their primary contact person with only 8 hours of resource allocated indicating that they misunderstood the question. All other tenderers provided personnel with varying levels of experience but with sufficient hours to cover the role required.

Methodology (5%)

With the exception of Arup (2.34%), SKM (2.67%) and SPP (2.48%) the remaining tenderers (2.80% - 3.88%) provided a relevant understanding of Building Information Modelling (BIM) and records management.

NDY (3.88% - highest), AECOM (3.70%) and Acor (3.36%) were considered to have provided a very good and clear understanding of the key issues to deliver a successful project. Predominantly the remaining tenderers only highlighted generic issues rather than project specific resulting in a lower score.

Summation

The evaluation panel determined that the highest scoring submission from NDY was the most advantageous; however concerns were expressed over the level of hours stated within the resource chart and the principal contact declared. It was agreed that NDY would be interviewed to provide further clarification over the number of hours and the primary contact and this was held on Monday 18 November 2013 at 4pm in the City of Cockburn Offices. This interview clarified that Rob Murdoch was to be the primary contact and that delivering the scope of service takes precedent over the hours stated which they acknowledged were low. Both of these clarifications were acceptable to the panel.

On the basis of the clarifications, the evaluation panel recommends that Council accept the submission from NDY Management Pty Limited t/a Norman Disney & Young scoring overall 74.40%, as being the most advantageous tenderer to deliver the Hydraulic and Fire Engineering Consultancy Services for the Cockburn Regional Physical Activity and Education Centre.

Overall NDY scored highest in both Relevant Experience and Personnel and were highly placed in the remaining sections resulting in the highest overall non-cost evaluation score of 65.53%.

The recommendation is based on:

- Well demonstrated experience in performing similar consultancy services on relevant project for other local governments;
- Confirmed personnel that have relevant experience in delivering projects such as this with the technical capability to deliver the services in accordance with the Scope defined within the contract requirements;
- Having the required available resources and contingency measures to undertake the works;
- Providing a competitive price

Strategic Plan/Policy Implications

Growing City

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

Infrastructure

- Community facilities that meet the diverse needs of the community now and into the future.
- Community infrastructure that is well planned, managed, safe, functional, sustainable and aesthetically pleasing.
- Facilities that promote the identity of Cockburn and its communities.

Leading & Listening

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

A Prosperous City

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

Budget/Financial Implications

The City has included \$6,750,000 in the 2013/14 budget under the account code CW 4449.

The appointment of NDY Management Pty Limited at a fixed lump sum of \$190,365.00 as part of the Design Team for the new Cockburn Integrated Regional Physical Activity and Education Centre at Cockburn Central West is in line with the budget set aside for this element of the consultancy services.

Legal Implications

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

Community Consultation

N/A

Attachment(s)

The following Confidential Attachments are provided under a separate cover:

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

Advice to Proponent(s)/Submissioners

Those who lodged a tender submission have been advised that this matter is to be considered at the 12th December 2013 Council Meeting.

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

Nil.

15.4 (OCM 12/12/2013) - TENDER NO. RFT 19/2013 - CONSULTANCY SERVICES - MECHANICAL ENGINEER - COCKBURN REGIONAL PHYSICAL ACTIVITY & EDUCATION CENTRE (RFT 19/2013) (A LACQUIERE) (ATTACH)

RECOMMENDATION

That Council accept the Tender submission from WSP Buildings Pty Ltd t/a WSP for RFT 19/2013 Mechanical Engineering Consultancy Services for the Cockburn Regional Physical Activity and Education Centre, for the total contract value of \$304,700.00, GST Inclusive (\$277,000.00 Excl. GST), for a period of three (3) years from the date of award; with City instigated options to extend the period for up to twenty-four (24) months after that, to a maximum of five (5) years, in accordance with the submitted Lump Sum Price and schedule of rates for determining variations and additional services.

COUNCIL DECISION

Background

The City of Cockburn (CoC), the Principal, in conjunction with the Fremantle Football Club (FFC) is seeking an appropriately qualified, skilled and experienced Mechanical Engineering Consultant (including Geothermal Consultancy) to undertake the design, documentation and to provide construction consultancy services to assist the Superintendent for the construction of the new Cockburn Integrated Regional Physical Activity and Education Centre at Cockburn Central West, Western Australia.

Tender Number RFT 19/2013 Mechanical Engineering Consultancy Services for the Cockburn Regional Physical Activity and Education Centre, was advertised on Wednesday 11 September 2013 in the Local Government Tenders section of "The West Australian" newspaper.

Tenders were also advertised on the City's E-Tendering website between Wednesday 11 September 2013 and Wednesday 2 October 2013.

Submission

Tenders closed at 2:00pm (AWST) Wednesday 2 October 2013 and ten (10) tender submissions were received from:

	Tenderer's Name	Trading As
1.	AECOM Australia Pty Ltd	AECOM
2.	Arup Pty Ltd	Arup
3.	Aurecon Australia Pty Ltd	
4.	Froster Engineering Pty Ltd	
5.	NDY Management Pty Ltd	Norman Disney and Young
6.	Sinclair Knight Merz Pty Ltd	
7.	SPP Group Pty Ltd	SPP Group
8.	Unmow Lai & PGD Consulting	Unmow Lai Vic Pty Ltd
9	Unmow Lai & PGD Consulting Alternative Tender Electrical, Hydraulic, Mechanical & ESD	Unmow Lai Vic Pty Ltd
10.	WSP Buildings Pty Ltd	WSP

Report

Compliance Criteria

The following criteria were used to determine whether the submissions received were compliant.

	Compliance Criteria
A	Compliance with the Conditions of Tendering – Part 1 of this Request
B	Compliance with the Specification – Part 2 contained in the Request.
C	Completion and submission of Form of Tender – Section 3.1
D	Compliance with Insurance Requirements and completion of Section 3.2.6. <ul style="list-style-type: none"> · Public Liability Insurance \$20,000,000.00 AUD · Professional Indemnity Insurance \$10,000,000.00 AUD · Workers Compensation or Personal Accident
E	Completion of Qualitative Criteria - Section 3.3.2
F	Compliance with Fixed Price and completion of Section 3.6.2
G	Compliance with Sub-Contractors Requirements & Completion of Section 3.7
H	Compliance with and completion of the separate Price Schedule – Part 4 in the format provided. Refer to Section 1.11.2
I	Compliance with the OSH Requirements.
J	Compliance with ACCC Requirements
K	Acknowledgement of any Addenda Issued
S 3.4	Availability stated – Section 3.4
S 3.5	Tenderer's contact person – Section 3.5

Compliant Tenderers

Nine (9) Tender submissions were deemed compliant and evaluated. Unmow Lai submitted an Alternative Tender for four combined consultancy disciplines (Electrical, Hydraulic, Mechanical and ESD) which was deemed non-compliant and not evaluated as Unmow Lai had only submitted separate conforming tenders for RFT 19/2013 (Mechanical Engineer) and RFT 22/2013 (ESD Compliance).

Evaluation Criteria

Tenders were assessed against the following criteria:

Evaluation Criteria	Weighting Percentage
Relevant Experience	30%
Sustainability Experience	10%
Company Profile	15%
Tenderer's Resources	30%
Methodology	5%
Tendered Price	10%
TOTAL	100%

Tender Intent/Requirements

The intent of this Tender is to select a suitably qualified and experienced Mechanical Engineer to undertake the design, documentation and to provide construction consultancy services to assist the Superintendent for the construction of the new Cockburn Integrated Regional Physical Activity and Education Centre at Cockburn Central West, Western Australia.

Tenderers were requested to submit for both an integrated facility including Fremantle Football Club and a non-integrated facility excluding Fremantle Football Club.

The focus of the documentation was to concentrate on the previous experience of the tenderers and the personnel selected for the project to assemble a first class design team whilst providing value for money to the City of Cockburn and Fremantle Football Club.

Evaluation Panel

The tender submissions were evaluated by the following:

1. Michael Littleton – Director Engineering and Works, City of Cockburn
2. Peter McCullagh – Project Manager, Facilities City of Cockburn
3. Brad Paatsch – Strategic Projects General Manager, Fremantle Football Club
4. Steve McDonald – Senior Project Manager (Chairperson); NS Projects
5. Mike McGrath – Architect (Director), DWP|Suters

Scoring Table

Tenderer's Name	Percentage Scores		
	Cost Evaluation	Non - Cost Evaluation	Total
	10%	90%	100%
WSP Buildings Pty Ltd**	8.62%	62.76%	71.38%
AECOM Australia Pty Ltd	9.14%	62.02%	71.16%
Norman Disney & Young	8.79%	61.86%	70.65%
Sinclair Knight Merz	8.65%	61.64%	70.29%
Aurecon Australia Pty Ltd	7.16%	62.94%	70.10%
Arup Pty Ltd	10.00%	59.87%	69.87%
Unmow Lai & PGD Consulting	3.50%	62.27%	65.77%
SPP Group	8.88%	52.12%	61.00%
Froster Engineering Pty Ltd	4.89%	52.59%	57.48%

***Recommended Submission**

Evaluation Criteria Assessment

Relevant Experience of Company and Personnel (30%)

With the exception of SPP (17.40%) all remaining tenderers (18.80% - 21.90%) demonstrated clearly that they had experience to meet the City of Cockburn requirements as detailed in the Specifications and the General and Special Conditions of Contract as stated in the Tender document. These tenderers identified relevant previous experience in aquatic and/or elite sporting facilities.

Unmow Lai (21.90% - highest), WSP (21.50%) and Norman Disney and Young (NDY) (20.95%) were the three highest scoring submissions providing a very good level of relevant experience along with references and a demonstration of adding value for stakeholders. The panel were able to identify that these tenderers have previous successful experience working with other Local Governments.

Sustainability (10%)

With the exception of SPP (5.70%) and Froster (5.83%) the remaining tenderers (6.68% - 7.65%) all demonstrated a good level of understanding of sustainability issues and the projects identified were both relevant and had very good sustainability content. Suitable certification to ISO 14001 was not provided by all tenderers with Froster, SPP with Unmow Lai indicating that they have the Certification but none was provided. A demonstration of their ability to achieve targeted environmental outcomes was clear in all submissions to vary degrees.

Company Profile (15%)

With the exception of Froster (9.47%) and SPP (8.34%), all remaining tenderers (10.31% - 11.40%) demonstrated a very good capability within their organisations backed up by a range of skills and expertise, financial stability and relevant Quality Assurance Certification.

AECOM (11.40%) were the highest placed due to the worldwide scale of the organisation and the depth of skills and resources available.

Tenderer's Resources (30%)

WSP (20.52% - highest), Aurecon (20.34%) and Sinclair Knight Merz (SKM) (20.10%) were the three highest placed tenderers for resources providing a very good team of suitably qualified, experienced and capable personnel for the project.

With the exception of Froster (17.28%) and SPP (16.44%) all remaining tenderers (19.26% - 20.52%) provided a good team of suitably qualified, experienced and capable personnel for the project.

The hours stated ranged from 1,283 to 4,470 to undertake the project. The view from the panel was that the median of 1,649 hours was the appropriate level to undertake the project to a satisfactory standard. No tenderer was significantly below this figure, however Unmow Lai (3180) and WSP (4,470) greatly exceeded this level.

All tenderers provided personnel with varying levels of experience but with sufficient hours to cover the role required.

Methodology (5%)

All tenderers (2.60% - 3.59%) provided a relevant understanding of Building Information Modelling (BIM) and records management. Aurecon (3.38%), SPP (2.60%) and WSP (3.04%) were considered to have provided a very good and clear understanding of the key issues to deliver a successful project. Despite the good response, SPP and WSP failed to provide a detailed Gantt Chart resulting in a lower score. Predominantly the remaining tenderers only highlighted generic issues rather than project specific resulting in a lower score.

Summation

The evaluation panel determined that the highest scoring submission from WSP was the most advantageous; however concerns were expressed over the apparent excessive level of hours stated within the resource chart and the involvement in the early stages of the principal contact.

It was agreed that WSP would be interviewed to provide further clarification over the number of hours and the primary contact and this was held on Monday 13 November 2013 at 11:30pm in the City of Cockburn Offices. This interview clarified that the primary contact was intrinsically involved in the early stages and that delivering the scope of service takes precedent over the hours stated which they acknowledged were high but based on previous experience. Both of these clarifications were acceptable to the panel.

On the basis of the clarifications, the evaluation panel recommends that Council accept the submission from WSP Buildings Pty Ltd t/a WSP scoring overall 71.38%, as being the most advantageous tenderer to deliver the Mechanical Engineering Consultancy Services for the Cockburn Regional Physical Activity and Education Centre.

Overall WSP scored highest in Tenderer's Resources and second highest in Relevant Experience and Personnel and were highly placed in the remaining sections resulting in the second highest overall non-cost evaluation score of 62.76%. Their price was sixth lowest overall but around the median of the tendered prices received.

The recommendation is based on

- Well demonstrated experience in performing similar consultancy services on relevant project for other local governments;
- Confirmed personnel that have relevant experience in delivering projects such as this with the technical capability to deliver the services in accordance with the Scope defined within the contract requirements;

- Having the required available resources and contingency measures to undertake the works;
- Providing a competitive price.

Strategic Plan/Policy Implications

Growing City

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

Infrastructure

- Community facilities that meet the diverse needs of the community now and into the future.
- Community infrastructure that is well planned, managed, safe, functional, sustainable and aesthetically pleasing.
- Facilities that promote the identity of Cockburn and its communities.

Leading & Listening

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

A Prosperous City

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

Budget/Financial Implications

The City has included \$6,750,000 in the 2013/14 budget under the account code CW 4449.

The appointment of WSP at a fixed lump sum of \$277,000.00 as part of the Design Team for the new Cockburn Integrated Regional Physical Activity and Education Centre at Cockburn Central West is in line with the budget set aside for this element of the consultancy services.

Legal Implications

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

Community Consultation

N/A

Attachment(s)

The following Confidential Attachments are provided under a separate cover:

4. Compliance Criteria Assessment;
5. Consolidated Evaluation Score Sheet;
6. Tendered Prices

Advice to Proponent(s)/Submissioners

Those who lodged a tender submission have been advised that this matter is to be considered at the 12 December 2013 Council Meeting.

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

Nil.

15.5 (OCM 12/12/2013) - TENDER NO. RFT 20/2013 - CONSULTANCY SERVICES - BUILDING CODE AUSTRALIA (BCA) COMPLIANCE CONSULTANT - COCKBURN REGIONAL PHYSICAL ACTIVITY & EDUCATION CENTRE (RFT 20/2013) (A LACQUIERE) (ATTACH)

RECOMMENDATION

That Council accept the Tender submission from John Massey Group Pty Ltd for RFT 20/2013 BCA Compliance Consultancy Services for the Cockburn Regional Physical Activity and Education Centre, for the total contract value of \$109,340.00 GST Inclusive (\$99,400.00 Excl. GST), for a period of three (3) years from the date of award; with City instigated options to extend the period for up to twenty-four (24) months after that to a maximum of five (5) years, in accordance with the submitted Lump Sum Price and schedule of rates for determining variations and additional services.

COUNCIL DECISION

Background

The City of Cockburn (CoC), the Principal, in conjunction with the Fremantle Football Club (FFC) is seeking an appropriately qualified,

skilled and experienced BCA Compliance Consultant to undertake the design, documentation and to provide construction consultancy services to assist the Superintendent for the construction of the new Cockburn Integrated Regional Physical Activity and Education Centre at Cockburn Central West, Western Australia.

Tender Number RFT 20/2013 BCA Compliance Consultancy Services for the Cockburn Regional Physical Activity and Education Centre, was advertised on Wednesday 11 September 2013 in the Local Government Tenders section of "The West Australian" newspaper.

Tenders were also advertised on the City's E-Tendering website between Wednesday 11 September 2013 and Wednesday 2 October 2013.

Submission

Tenders closed at 2:00pm (AWST) Wednesday 2 October 2013 and four (4) tender submissions were received from:

	Tenderer's Name	Trading As:
1.	Cadds Group Pty Ltd	Cadds Compliance
2.	Hendry Group (WA) Pty Ltd	
3.	John Massey Group Pty Ltd	JMG Building Surveyors
4.	Philip Chun & Associates Pty Ltd	Philip Chun Building Code Consulting

Report

Compliance Criteria

The following criteria was used to determine whether the submissions received were compliant.

	Compliance Criteria
A	Compliance with the Conditions of Tendering – Part 1 of this Request
B	Compliance with the Specification – Part 2 contained in the Request.
C	Completion and submission of Form of Tender – Section 3.1

	Compliance Criteria
D	Compliance with Insurance Requirements and completion of Section 3.2.6. <ul style="list-style-type: none"> · Public Liability Insurance \$20,000,000.00 AUD · Professional Indemnity Insurance \$5,000,000.00 AUD · Workers Compensation or Personal Accident
E	Completion of Qualitative Criteria - Section 3.3.2
F	Compliance with Fixed Price and completion of Section 3.6.2
G	Compliance with Sub-Contractors Requirements & Completion of Section 3.7
H	Compliance with and completion of the separate Price Schedule – Part 4 in the format provided. Refer to Section 1.11.2
I	Compliance with the OSH Requirements.
J	Compliance with ACCC Requirements
K	Acknowledgement of any Addenda Issued
S 3.4	Availability stated – Section 3.4
S 3.5	Tenderer's contact person – Section 3.5

Compliant Tenderers

All four (4) Tenderers were deemed compliant and evaluated.

Evaluation Criteria

Tenders were assessed against the following criteria:

Evaluation Criteria	Weighting Percentage
Relevant Experience	30%
Sustainability Experience	10%
Company Profile	15%
Tenderer's Resources	30%
Methodology	5%
Tendered Price	10%
TOTAL	100%

Tender Intent/Requirements

The intent of this Tender is to select suitably qualified and experienced BCA Compliance Consultants to undertake the design, documentation and to provide construction consultancy services to assist the Superintendent for the construction of the new Cockburn Integrated Regional Physical Activity and Education Centre at Cockburn Central West, Western Australia.

Tenderers were requested to submit for both an integrated facility including Fremantle Football Club and a non-integrated facility excluding Fremantle Football Club.

The focus of the documentation was to concentrate on the previous experience of the tenderers and the personnel selected for the project to assemble a first class design team whilst providing value for money to the City of Cockburn and Fremantle Football Club.

Evaluation Panel

The tender submissions were evaluated by the following:

1. Andy Armstrong – (Chairperson) Project Director; NS Projects
2. Daniel Arndt – Director Planning and Development, City of Cockburn
3. John West – Manager Building Services, City of Cockburn
4. David Karotkin – Architect (Director), Sandover Pinder Architects

Scoring Table

Tenderer's Name	Percentage Scores		
	Cost Evaluation	Non - Cost Evaluation	Total
	10%	90%	100%
John Massey Group Pty Ltd**	8.29%	58.56%	66.85%
Cadds Group Pty Ltd	4.98%	55.59%	60.57%
Philip Chun & Associates Pty Ltd	10.00%	47.49%	57.49%
Hendry Group (WA) Pty Ltd	5.57%	44.33%	49.90%

****Recommended Submission**

Evaluation Criteria Assessment

Relevant Experience of Company and Personnel (30%)

With the exception of Hendry (14.45%), all remaining tenderers (18.98% - 22.95%) demonstrated clearly that they had the experience to meet the City of Cockburn requirements as detailed in the Specifications and the General and Special Conditions of Contract as stated in the Tender document. These tenderers identified relevant previous experience in aquatic and/or elite sporting facilities.

John Massey Group (JMG) (22.95%) and Cadds Group (19.05%) were the two highest scoring submissions providing a very good level of relevant experience along with references and a demonstration of adding value for stakeholders. The panel were able to identify that both tenderers have previous successful experience working with other Local Governments.

Sustainability (10%)

All tenderers were weak in addressing sustainability issues. Suitable certification to ISO 14001 was not provided by any tenderer which resulted in scores ranging from 3.44% to 6.00%. All tenderers did however provide examples of project experience incorporating sustainability content.

Company Profile (15%)

The top 3 tenderers demonstrated a good capability within their organisations backed up by a range of skills and expertise, financial stability however no tenderers provided Quality Assurance Certification.

With the exception of Philip Chun & Associates (6.47%) all tenderers scored satisfactorily in this area (7.31% - 10.22%).

Tenderer's Resources (30%)

JMG (21.68%) and Cadds Group (18.45%) were the two highest scoring submissions and provided a team of suitably qualified, experienced and capable personnel for the project. The Hendry Group and Philip Chun & Associates submissions were weaker in this area with scores of 15.00% and 15.30% respectively.

The hours stated ranged from 368 to 733 to undertake the project. The view from the panel was that JMG's allocation of 497 hours was the appropriate level to undertake the project to a satisfactory standard.

Methodology (5%)

The tenderers generally provided a response that covered methodology in delivering the services. Only JMG provided project specific examples of critical issues surrounding BCA Compliance. Scores ranged from 1.88% - 2.81% with JMG rating highest in this area.

Summation

The evaluation panel determined that the highest scoring submission from JMG was the most advantageous; however concerns were raised over the capacity of the primary contact declared. It was agreed that JMG would be requested to provide a second suitably experienced and qualified primary contact. JMG has since confirmed that Jonathan Evans will be available as an alternative primary contact, a team member that was identified in JMG's original submission as having been lead BCA consultant on the Karratha Leisure Centre and Lakeside Joondalup projects. This clarification was acceptable to the panel.

On the basis of the clarification, the evaluation panel recommends that Council accept the submission from John Massey Group Pty Ltd scoring overall 66.85%, as being the most advantageous tenderer to deliver the BCA Compliance Consultancy Services for the Cockburn Regional Physical Activity and Education Centre.

Overall JMG scored highest in both Relevant Experience and Personnel and were highly placed in the remaining sections resulting in the highest overall non-cost evaluation score of 58.56%. Their price was second lowest overall.

The recommendation is based on:

- Well demonstrated experience in performing similar consultancy services on relevant projects for other local governments;
- Confirmed personnel that have relevant experience in delivering projects such as this with the technical capability to deliver the services in accordance with the Scope defined within the contract requirements;
- Having the required available resources and contingency measures to undertake the works;
- Providing value for money.

Strategic Plan/Policy Implications

Growing City

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

Infrastructure

- Community facilities that meet the diverse needs of the community now and into the future.
- Community infrastructure that is well planned, managed, safe, functional, sustainable and aesthetically pleasing.
- Facilities that promote the identity of Cockburn and its communities.

Leading & Listening

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

A Prosperous City

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

Budget/Financial Implications

The City has included \$6,750,000 in the 2013/14 budget under the account code CW 4449.

The appointment of JMG at a fixed lump sum of \$99,400 as part of the Design Team for the new Cockburn Integrated Regional Physical Activity and Education Centre at Cockburn Central West is 4.6% over the budget set aside for this element of the consultancy services.

Legal Implications

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

Community Consultation

N/A

Attachment(s)

The following Confidential Attachments are provided under a separate cover:

- 7. Compliance Criteria Assessment;
- 8. Consolidated Evaluation Score Sheet;
- 9. Tendered Prices

Advice to Proponent(s)/Submissioners

Those who lodged a tender submission have been advised that this matter is to be considered at the 12 December 2013 Council Meeting.

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

Nil.

15.6 (OCM 12/12/2013) - TENDER NO. RFT 21/2013 - CONSULTANCY SERVICES - POOL ENGINEER - COCKBURN REGIONAL PHYSICAL ACTIVITY & EDUCATION CENTRE (RFT 21/2013) (A LACQUIERE) (ATTACH)

RECOMMENDATION

That Council accept the Tender submission from Brown Consulting (Vic) Pty Ltd t/a Brown Consulting for RFT 21/2013 Pool Engineering Consultancy Services for the Cockburn Regional Physical Activity and Education Centre, for the total contract value of \$292,380.00GST Inclusive (\$265,800.00 Excl. GST), for a period of three (3) years from the date of award; with City instigated options to extend the period for up to twenty-four (24) months after that, to a maximum of five (5) years, in accordance with the submitted Lump Sum Price and schedule of rates for determining variations and additional services.

COUNCIL DECISION

Background

The City of Cockburn (CoC), the Principal, in conjunction with the Fremantle Football Club (FFC) is seeking an appropriately qualified, skilled and experienced Pool Engineering Consultant to undertake the design, documentation and to provide construction consultancy services to assist the Superintendent for the construction of the new Cockburn Integrated Regional Physical Activity and Education Centre at Cockburn Central West, Western Australia.

Tender Number RFT 21/2013 Pool Engineering Consultancy Services for the Cockburn Regional Physical Activity and Education Centre, was advertised on Wednesday 11 September 2013 in the Local Government Tenders section of "The West Australian" newspaper.

Tenders were also advertised on the City's E-Tendering website between Wednesday 11 September 2013 and Wednesday 2 October 2013.

Submission

Tenders closed at 2:00pm (AWST) Wednesday 2 October 2013 and six (6) tender submissions were received from:

	Tenderer's Name	Trading As
1.	Acor MCE Consultants Pty Ltd	Acor Consultants Pty Ltd
2.	Brown Consulting (Vic) Pty Ltd	Brown Consulting
3.	Geoff Ninnes Fong & Partners Pty Ltd	
4.	Leisure Engineering Pty Ltd	
5.	NDY Management Pty Limited	Norman Disney & Young
6.	Sinclair Knight Merz Pty Ltd	

Report

Compliance Criteria

The following criteria was used to determine whether the submissions received were compliant.

	Compliance Criteria
A	Compliance with the Conditions of Tendering – Part 1 of this Request
B	Compliance with the Specification – Part 2 contained in the Request.

	Compliance Criteria
C	Completion and submission of Form of Tender – Section 3.1
D	Compliance with Insurance Requirements and completion of Section 3.2.6. <ul style="list-style-type: none"> · Public Liability Insurance \$20,000,000.00 AUD · Professional Indemnity Insurance \$10,000,000.00 AUD · Workers Compensation or Personal Accident
E	Completion of Qualitative Criteria - Section 3.3.2
F	Compliance with Fixed Price and completion of Section 3.6.2
G	Compliance with Sub-Contractors Requirements & Completion of Section 3.7
H	Compliance with and completion of the separate Price Schedule – Part 4 in the format provided. Refer to Section 1.11.2
I	Compliance with the OSH Requirements.
J	Compliance with ACCC Requirements
K	Acknowledgement of any Addenda Issued
S 3.4	Availability stated – Section 3.4
S 3.5	Tenderer's contact person – Section 3.5

Compliant Tenderers

All six (6) Tenderers were deemed compliant and evaluated.

Evaluation Criteria

Tenders were assessed against the following criteria:

Evaluation Criteria	Weighting Percentage
Relevant Experience	30%
Sustainability Experience	10%
Company Profile	15%
Tenderer's Resources	30%
Methodology	5%
Tendered Price	10%
TOTAL	100%

Tender Intent/Requirements

The intent of this Tender is to select a suitably qualified and experienced Pool Engineer to undertake the design, documentation and to provide construction consultancy services to assist the Superintendent for the construction of the new Cockburn Integrated Regional Physical Activity and Education Centre at Cockburn Central West, Western Australia.

Tenderers were requested to submit for both an integrated facility including Fremantle Football Club and a non-integrated facility excluding Fremantle Football Club.

The focus of the documentation was to concentrate on the previous experience of the tenderers and the personnel selected for the project to assemble a first class design team whilst providing value for money to the City of Cockburn and Fremantle Football Club.

Evaluation Panel

The tender submissions were evaluated by the following:

1. Adrian Lacquiere – Recreation Services Coordinator, City of Cockburn (Chairperson)
2. Daniel Arndt – Director Planning and Development, City of Cockburn
3. Brad Paatsch – Strategic Projects General Manager, Fremantle Football Club
4. Steve McDonald – Senior Project Manager, NS Projects
5. Mike McGrath – Architect (Director), DWP|Suters

Scoring Table

Tenderer's Name	Percentage Scores		
	Cost Evaluation	Non - Cost Evaluation	Total
	10%	90%	100%
Brown Consulting (Vic) Pty Ltd**	7.02%	64.52%	71.54%
NDY Management Pty Limited	9.44%	61.82%	71.25%
Acor MCE Consultants Pty Ltd	10.00%	56.84%	66.84%
Geoff Ninnes Fong & Partners Pty Ltd	3.58%	62.99%	66.57%
Sinclair Knight Merz Pty Ltd	4.04%	59.03%	63.07%
Leisure Engineering Pty Ltd	3.89%	44.63%	48.52%

****Recommended Submission**

Evaluation Criteria Assessment

Relevant Experience of Company and Personnel (30%)

Brown Consulting (23.70%) and Geoff Ninnes (24.80% highest) provided the best demonstration that they had experience to meet the City of Cockburn requirements as detailed in the Specifications and the General and Special Conditions of Contract as stated in the Tender document.

Other tenderers (18.50% - 21.55%) provided a good level of previous relevant experience in aquatic and/or elite sporting facilities.

The panel were able to identify that all tenderers have previous successful experience working with other Local Governments.

Sustainability (10%)

Norman Disney and Young (NDY) (7.00% - highest), Acor (6.78%) and Sinclair Knight Merz (SKM) (6.68%) were the three highest placed tenderers demonstrating a very good understanding of sustainability issues backed up by relevant projects with appropriate content.

With the exception of Leisure Engineering (3.90%) the remaining two tenderers Brown Consulting (5.85) and Geoff Ninnes (5.68%) provided a good level of understanding of sustainability issues and the projects identified were both relevant and had good sustainability content.

A demonstration of their ability to achieve targeted environmental outcomes was clear in all submissions to vary degrees. Suitable certification to ISO 14001 was not provided by Geoff Ninnnes or Leisure Engineering.

Company Profile (15%)

With the exception of Geoff Ninnnes (7.88%) and Leisure Engineering (6.60%) all remaining tenderers (10.05% - 11.48%) demonstrated a very good capability within their organisations backed up by a range of skills and expertise, financial stability and relevant Quality Assurance Certification.

Geoff Ninnnes and Leisure Engineering failed to provide Quality Assurance Certification. Brown Consulting confirmed that Quality Assurance Certification was held in their Melbourne office but not their Perth office and as such did not provide a copy of their Certificate.

Tenderer's Resources (30%)

Brown Consulting (21.12%) and Geoff Ninnnes (21.96% - highest) were the two highest placed tenderers for resources providing a very good team of suitably qualified, experienced and capable personnel for the project.

With the exception of Leisure Engineering (13.68%) all remaining tenderers (17.04% - 19.68%) provided a good team of suitably qualified, experienced and capable personnel for the project.

The hours stated ranged from 930 to 2,813 to undertake the project. The view from the panel was that the median of 1,694 hours was the appropriate level to undertake the project to a satisfactory standard. Both Acor and NDY were well below this figure with 930hours and 799 hours respectively.

All tenderers provided personnel with varying levels of experience but with sufficient hours to cover the role required.

Methodology (5%)

All tenderers (2.38% - 3.60%) provided a relevant understanding of Building Information Modelling (BIM) and records management and provided adequate responses to the key issues in the project. Despite the good response, Brown Consulting failed to provide a detailed Gantt Chart resulting in a lower score.

Summation

The evaluation panel determined that the highest scoring submission from Brown Consulting was the most advantageous; however concerns were expressed over the attendance at meetings given their main office is in Melbourne and the lack of a Quality Assurance Certificate. A clarification on this point was requested and Brown Consulting responded on 18 November 2013 providing their Certificate and confirming that a suitably qualified pool engineer will attend all necessary meetings.

On the basis of the clarifications, the evaluation panel recommends that Council accept the submission from Brown Consulting (Vic) Pty Ltd t/a Brown Consulting scoring overall 71.54%, as being the most advantageous tenderer to deliver the Pool Engineering Consultancy Services for the Cockburn Regional Physical Activity and Education Centre.

Overall Brown Consulting scored highest in Company Profile and were highly placed in the remaining sections resulting in the highest overall non-cost evaluation score of 64.52%. Their price was third lowest overall but within the median of the quotes received.

The recommendation is based on

- Well demonstrated experience in performing similar consultancy services on relevant project for other local governments;
- Confirmed personnel that have relevant experience in delivering projects such as this with the technical capability to deliver the services in accordance with the Scope defined within the contract requirements;
- Having the required available resources and contingency measures to undertake the works;
- Providing a competitive price.

Strategic Plan/Policy Implications

Growing City

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

Infrastructure

- Community facilities that meet the diverse needs of the community now and into the future.
- Community infrastructure that is well planned, managed, safe, functional, sustainable and aesthetically pleasing.

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

Leading & Listening

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

A Prosperous City

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

Budget/Financial Implications

The City has included \$6,750,000 in the 2013/14 budget under the account code CW 4449.

The appointment of Brown Consulting at a fixed lump sum of (\$265,800.00) as part of the Design Team for the new Cockburn Integrated Regional Physical Activity and Education Centre at Cockburn Central West is in line with the budget set aside for this element of the consultancy services.

Legal Implications

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

Community Consultation

N/A

Attachment(s)

The following Confidential Attachments are provided under a separate cover:

10. Compliance Criteria Assessment;
11. Consolidated Evaluation Score Sheet;
12. Tendered Prices

Advice to Proponent(s)/Submissioners

Those who lodged a tender submission have been advised that this matter is to be considered at the 12 December 2013 Council Meeting.

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

Nil.

15.7 (OCM 12/12/2013) - TENDER NO. RFT 22/2013 - CONSULTANCY SERVICES - ENVIRONMENTAL SUSTAINABLE DESIGN (ESD) CONSULTANT - COCKBURN REGIONAL PHYSICAL ACTIVITY & EDUCATION CENTRE (RFT 22/2013) (A LACQUIERE) (ATTACH)

RECOMMENDATION

That Council accept the Tender submission from NDY Management Pty Limited t/a Norman Disney & Young for RFT 22/2013 ESD Consultancy Services for the Cockburn Regional Physical Activity and Education Centre, for the total contract value of \$148,995.00 GST Inclusive (\$135,450.00 Excl. GST), for a period of three (3) years from the date of award; with City instigated options to extend the period for up to twenty-four (24) months after that, to a maximum of five (5) years, in accordance with the submitted Lump Sum Price and schedule of rates for determining variations and additional services.

COUNCIL DECISION

Background

The City of Cockburn (CoC), the Principal, in conjunction with the Fremantle Football Club (FFC) is seeking an appropriately qualified, skilled and experienced ESD Consultant to undertake the design, documentation and to provide construction consultancy services to assist the Superintendent for the construction of the new Cockburn Integrated Regional Physical Activity and Education Centre at Cockburn Central West, Western Australia.

Tender Number RFT 22/2013 ESD Consultancy Services for the Cockburn Regional Physical Activity and Education Centre, was advertised on Wednesday 11 September 2013 in the Local Government Tenders section of "The West Australian" newspaper.

Tenders were also advertised on the City's E-Tendering website between Wednesday 11 September 2013 and Wednesday 2 October 2013.

Submission

Tenders closed at 2:00pm (AWST) Wednesday 2 October 2013 and ten (10) tender submissions were received from:

1.	AECOM Australia Pty Ltd	AECOM
2.	Arup Pty Ltd	Arup
3.	Aurecon Australia Pty Ltd	
4.	Cadds Group Pty Ltd	Cadds Energy
5.	Cundall Johnston & Partners Pty Ltd	Cundall
6.	Full Circle Design Services Pty Ltd	Full Circle Design Services
7.	NDY Management Pty Limited	Norman Disney and Young
8.	SLR Consulting Australia Pty Ltd	
9.	Unmow Lai Pty Ltd	
10.	Wood & Grieve Engineers Limited	

Report

Compliance Criteria

The following criteria was used to determine whether the submissions received were compliant.

	Compliance Criteria
A	Compliance with the Conditions of Tendering – Part 1 of this Request
B	Compliance with the Specification – Part 2 contained in the Request.
C	Completion and submission of Form of Tender – Section 3.1
D	Compliance with Insurance Requirements and completion of Section 3.2.6 . <ul style="list-style-type: none"> · Public Liability Insurance \$20,000,000.00 AUD · Professional Indemnity Insurance \$5,000,000.00 AUD · Workers Compensation or Personal Accident
E	Completion of Qualitative Criteria - Section 3.3.2
F	Compliance with Fixed Price and completion of Section 3.6.2
G	Compliance with Sub-Contractors Requirements & Completion of Section 3.7

	Compliance Criteria
H	Compliance with and completion of the separate Price Schedule – Part 4 in the format provided. Refer to Section 1.11.2
I	Compliance with the OSH Requirements.
J	Compliance with ACCC Requirements
K	Acknowledgement of any Addenda Issued
S 3.4	Availability stated – Section 3.4
S 3.5	Tenderer's contact person – Section 3.5

Compliant Tenderers

Nine (9) Tender submissions were deemed compliant and evaluated.

The tender submitted by Cundall Johnston & Partner Pty Ltd was deemed non-compliant due to not including in their submission Sections 3.3.2 and 3.3.2D (Qualitative Criteria).

Evaluation Criteria

Tenders were assessed against the following criteria:

Evaluation Criteria	Weighting Percentage
Relevant Experience	30%
Sustainability Experience	10%
Company Profile	15%
Tenderer's Resources	30%
Methodology	5%
Tendered Price	10%
TOTAL	100%

Tender Intent/Requirements

The intent of this Tender is to select suitably qualified and experienced ESD Consultants to undertake the design, documentation and to provide construction consultancy services to assist the Superintendent

for the construction of the new Cockburn Integrated Regional Physical Activity and Education Centre at Cockburn Central West, Western Australia.

Tenderers were requested to submit for both an integrated facility including Fremantle Football Club and a non-integrated facility excluding Fremantle Football Club.

The focus of the documentation was to concentrate on the previous experience of the tenderers and the personnel selected for the project to assemble a first class design team whilst providing value for money to the City of Cockburn and Fremantle Football Club.

Evaluation Panel

The tender submissions were evaluated by the following:

1. Andy Armstrong – Project Director; NS Projects (Chairperson)
2. Stuart Downing – Director Finance and Corporate Services, City of Cockburn
3. Doug Vickery – Manager Infrastructure Services, City of Cockburn
4. David Karotkin – Architect (Director), Sandover Pinder Architects

Scoring Table

Tenderer's Name	Percentage Scores		
	Cost Evaluation	Non - Cost Evaluation	Total
	10%	90%	100%
AECOM Australia Pty Ltd	7.49%	62.73%	70.23%
NDY Management Pty Ltd**	1.85%	62.78%	64.63%
Aurecon Australia Pty Ltd	3.88%	53.41%	57.29%
Arup Pty Ltd	3.61%	52.48%	56.09%
Unmow Lia Pty Ltd	5.32%	48.07%	53.39%
Wood & Grieve Engineers Ltd	5.48%	47.52%	53.01%
Cadds Group Pty Ltd	10.00%	42.64%	52.64%
Full Circle Design Services Pty Ltd	6.37%	42.81%	49.18%
SLR Consulting Australia Pty Ltd	8.82%	39.73%	48.55%

****Recommended Submission****Evaluation Criteria Assessment****Relevant Experience of Company and Personnel (30%)**

With the exception of SLR (11.94%), all remaining tenderers (14.63% - 20.81%) demonstrated clearly that they had experience to meet the City of Cockburn requirements as detailed in the Specifications and the General and Special Conditions of Contract as stated in the Tender document. These tenderers identified relevant previous experience in aquatic and/or elite sporting facilities.

Norman Disney and Young (NDY) (20.81%) and AECOM (20.50%) were the two highest scoring submissions providing a very good level of relevant experience along with references and a demonstration of adding value for stakeholders. The panel were able to identify that both tenderers have previous successful experience working with other Local Governments.

Sustainability (10%)

With the exception of Cadds Group (4.88%) and Full Circle Design (4.50%), all remaining tenderers demonstrated a good level of understanding of sustainability issues. Suitable certification to ISO 14001 was provided by each (with the exception of Cadds Group and Full Circle Design) and the projects identified were both relevant and had very good sustainability content. A demonstration of their ability to achieve targeted environmental outcomes was clear in their submissions.

NDY (8.13%) stood out from the other highest scoring tenderers (6.38%- 6.88%) in providing better relevant examples and clearly demonstrated to have added value the projects cited.

Company Profile (15%)

With the exception of Cadds Group (5.53%) and Full Circle Design (4.27%), all remaining tenderers (8.25% - 10.83%) demonstrated a very good capability within their organisations backed up by a range of skills and expertise, financial stability and relevant Quality Assurance Certification.

AECOM and NDY were placed highest both with scores of 10.83% due to the depth of skills and resources available.

Tenderer's Resources (30%)

With the exception of Full Circle Design (13.58%) and SLR (11.70%) all remaining tenderers (14.70% - 21.00%) provided a team of suitably qualified, experienced and capable personnel for the project.

The hours stated ranged from 178 to 750 to undertake the project. The view from the panel was that at least 500 hours was an appropriate level to undertake the project to a satisfactory standard.

NDY provided a time allocation of 645 hours however AECOM's 287 hours was below the required level. On further investigation the panel found that AECOM's tender was qualified with a significantly reduced scope of service which reflected the lower time allocation. This issue is covered in more detail in the 'Summation' section of this report.

Methodology (5%)

With the exception of Cadds (1.78%), SLR (1.47%) and Wood & Grieve (1.59%), all remaining tenderers (2.38% - 3.53%) provided a generally consistent approach to ESD consulting services delivery methods however none of the tenderers were standout in identifying critical issues for success of the project

Summation

On review, the evaluation panel determined that the highest scoring submission from AECOM was deemed non-conforming and was disqualified for the following reasons:

- The tender did not reflect the scope of service required by the brief.
- AECOM's revised scope failed to address key detail required by the brief.
- The attendance at both meetings and workshops was significantly reduced from that required by the brief.
- The number of ESD initiatives to be modelled was qualified and limited in the revised scope.
- The tender did not provide value for money. This was reflected by the reduced scope, low number hours allocated to the project and the low fee provided.

On the basis of the AECOM's disqualification, the evaluation panel recommends that Council accept the submission from NDY Management Pty Limited t/a Norman Disney & Young scoring overall 64.63%, as being the most advantageous tenderer to deliver the ESD Consultancy Services for the Cockburn Regional Physical Activity and Education Centre.

Overall NDY scored highest in the areas of Relevant Experience, Sustainability and Company Profile and were highly placed in the remaining sections resulting in the highest overall non-cost evaluation score of 62.78%.

The recommendation is based on:

- Well demonstrated experience in performing similar consultancy services on relevant projects for other local governments;
- Confirmed personnel that have relevant experience in delivering projects such as this with the technical capability to deliver the services in accordance with the Scope defined within the contract requirements;
- Having the required available resources and contingency measures to undertake the works;
- Providing value for money.

Strategic Plan/Policy Implications

Growing City

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

Infrastructure

- Community facilities that meet the diverse needs of the community now and into the future.
- Community infrastructure that is well planned, managed, safe, functional, sustainable and aesthetically pleasing.
- Facilities that promote the identity of Cockburn and its communities.

Leading & Listening

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

A Prosperous City

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

Budget/Financial Implications

The City has included \$6,750,000 in the 2013/14 budget under the account code CW 4449.

The appointment of NDY at a fixed lump sum of \$135,450.00 as part of the Design Team for the new Cockburn Integrated Regional Physical

Activity and Education Centre at Cockburn Central West is in line with the budget set aside for this element of the consultancy services.

Legal Implications

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

Community Consultation

N/A

Attachment(s)

The following Confidential Attachments are provided under a separate cover:

13. Compliance Criteria Assessment;
14. Consolidated Evaluation Score Sheet;
15. Tendered Prices

Advice to Proponent(s)/Submissioners

Those who lodged a tender submission have been advised that this matter is to be considered at the 12 December 2013 Council Meeting.

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

Nil.

16. ENGINEERING AND WORKS DIVISION ISSUES

16.1 (OCM 12/12/2013) - TENDER NO. RFT 08/2013 - PLANT (DRY) HIRE SERVICES - HENDERSON WASTE RECOVERY PARK (RFT 08/2013) (L DAVIESON) (ATTACH)

RECOMMENDATION

That Council

- (1) accept the tender submission from The Tony and Jan Masetti Family Trust trading as City Excavations Pty Ltd for RFT 08/2013 – Plant (Dry) Hire Services – Henderson Waste Recovery Park for the hire of a track loader for 18 months and two (2) excavators for three (3) years from the date of award for the estimated total lump sum of \$750,934.00 (Inc GST) (\$682,668.00 Ex GST) based on the submitted schedule of rates and additional services.

- (2) approve the employment of the 7th plant operator to operate the machinery associated with (but not part of) of RFT 08/2013; and
- (3) amend the 2013/14 adopted municipal budget by increasing OP 8304 by \$80,710 from \$4,601,224 to \$4,681,934.

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL

COUNCIL DECISION

Background

In an ongoing programme to equip the Henderson Waste Recovery Park (HWRP), the City of Cockburn (the City) budgeted to purchase a 21 tonne excavator (CW 7780 for \$217K) and a 14 tonne excavator (CW 7781 for \$180K) in 13/14 FY. This expense was funded from the Waste Reserve at \$397K in total. Both these machines target an improved recovery effort at the HWRP.

Before proceeding to purchase the remaining necessary plant items, (one track dozer, two excavators and dump truck) officers thought prudent to test the market and compare assumptions made in the initial business case presented in November 2011. Tenders for the dry hire of plant were subsequently prepared and assessed against actual charge out rates should council own and operate the equipment. The outcomes of this analysis essentially support continuing to hire excavators and track dozers whilst purchasing outright a dump truck. This matter was presented to Council in November (Minute 5209) and Council approved the purchase of a dump truck to the value of \$250K in lieu of the purchase of the two (2) excavators described above.

This item seeks council support to enter into a contract for the ongoing hire of the remaining plant and an adjustment to our operating costs to enable a staff member to be hired to operate the equipment.

The Plant proposed under Contract is required to carry out the following:

- Track Loader 13 Tonne Minimum – Push and cover waste on the active commercial landfill cell, landfill benching, batter construction/capping and construction/maintenance of temporary landfill cell roads.
- Excavator 20 tonne – Recover recyclable materials or products unsuitable for burial at landfill (at the discretion of the principal) from approximately 250,000 tonnes of waste per annum generated from both commercial users and residential trailer traffic (approximately 50,000 per annum).
- Excavator 14 tonne – Recover recyclable materials or products unsuitable for burial at landfill (at the discretion of the principal) from approximately 250,000 tonnes of waste per annum generated from both commercial users and residential trailer traffic (approximately 50,000 per annum).

Tender number RFT 08/2013 Plant (Dry) Hire Services – Henderson Waste Recovery Park was advertised on Saturday, 1st June 2013 in Local Government Tender Section of Saturday's West Australian.

The Tender was also listed on the City of Cockburn's E-tendering website from Saturday, 1st June to Wednesday, 19th June 2013 inclusive.

Submission

Tenders closed at 2:00 p.m. (AWST) on Wednesday, 19 June 2013; tender submissions were received from the following fourteen (14) companies':

1. Allwest Plant Hire;
2. Brooks Hire Service;
3. Cat Civil Pty Ltd;
4. The Tony and Jan Masetti Family Trust T/as City Excavations Pty Ltd;
5. Coalcliff Plant Hire;
6. Complete Field Maintenance;
7. Cranewest Pty Ltd T/as Western Tree Recyclers;
8. JSB Fencing and Machinery Hire Pty Ltd;
9. Mayday Earthmoving;
10. Mining Maintenance Solutions Australia;
11. Peel Resource Recovery Pty Ltd;
12. Sherrin Rentals Pty Ltd;
13. The Trustee for Fenton Family Trust T/as Miniquip; and
14. Tiger Hire Pty Ltd.

Cat Civil Pty Ltd submitted two (2) alternate tender submissions.

Report

Compliance Criteria

Compliance with the Specification contained in the Request.
Compliance with the Conditions of Tendering this Request.
Compliance with Fixed Price and completion of Clause 3.3.5A
Compliance with Insurance Requirements and completion of Clause 3.2.7.
Compliance with Occupational Safety & Health Requirements and completion of Appendix A.
Compliance with ACCC Requirements and completion of Appendix B.
Compliance with and completion of the Price Schedule, in the format provided in this Request in Part 4.
Compliance with Subcontractors (Proposed) and completion of Clause 3.4

Compliant Tenderers

Tenderer's Name		Compliance Assessment
1	Allwest Plant Hire	Compliant
2	Brooks Hire Service	Compliant
3	Cat Civil Pty Ltd	Compliant
	Cat Civil Pty Ltd – Alt' Submission 1	Non-Compliant
	Cat Civil Pty Ltd – Alt' Submission 2	Non-Compliant
4	The Tony and Jan Masetti Family Trust T/as City Excavations Pty Ltd;	Compliant
5	Coalcliff Plant Hire	Compliant
6	Complete Field Maintenance	Compliant
7	Cranewest Pty Ltd T/as Western Tree Recyclers	Compliant
8	JSB Fencing and Machinery Hire Pty Ltd	Compliant

9	Mayday Earthmoving	Compliant
10	Mining Maintenance Solutions Australia	Compliant
11	Peel Resource Recovery Pty Ltd	Compliant
12	Sherrin Rentals Pty Ltd.	Non-Compliant
13	The Trustee for Fenton Family Trust T/as Miniquip	Non-Compliant
14	Tiger Hire Pty Ltd.	Non-Compliant

The City was keen to ensure that the successful tender was able to supply all plant items; Sherrin Rentals Pty Ltd and The Trustee for Fenton Family Trust T/as Miniquip were deemed non-complaint from as they failed to offer a track loader and were not evaluated.

Cat Civil Pty Ltd submitted two (2) alternate tender submissions – both of these were deemed non-complaint as the City required new / near new equipment.

A total of eleven (11) compliant submissions were forwarded to the Panel for evaluation.

Administrative delays occurred between the RFT closing date and the Evaluation Panel's assessment, due to two (2) of the panel members taking annual leave.

In consequence, the 90 day tender validity period was nearing expiry and was extended to 28th November 2013.

In extending the tender validity period an Addendum was issued to all previous tenderers removing the dump truck from the tender and reducing the Contract period for the track loader to 18 months.

In response to this Addendum, the compliant Tenders were as follows:

Tenderer's Name		Compliance Assessment
1	Allwest Plant Hire	Compliant
2	Brooks Hire Service	Non-Compliant
3	Cat Civil Pty Ltd	Non-Compliant
4	The Tony and Jan Masetti Family Trust T/as City Excavations Pty Ltd;	Compliant
5	Coalcliff Plant Hire	Compliant
6	Complete Field Maintenance	Compliant
7	Cranewest Pty Ltd T/as Western Tree Recyclers	Compliant
8	JSB Fencing and Machinery Hire Pty Ltd	Compliant
9	Mayday Earthmoving	Compliant
10	Mining Maintenance Solutions Australia	Compliant
11	Peel Resource Recovery Pty Ltd	Compliant
12	Sherrin Rentals Pty Ltd.	Non-Compliant
13	The Trustee for Fenton Family Trust T/as Miniquip	Non-Compliant
14	Tiger Hire Pty Ltd.	Non-Compliant

Both Brooks Hire Service and Cat Civil Pty Ltd failed to respond to the Addendum and were ruled non-compliant.

This now reduced the compliant tender submissions to nine (9) that were forwarded to the Panel for evaluation.

Evaluation Criteria

Evaluation Criteria	Weighting Percentage
Relevant Experience & Key Personnel	20%
Demonstrated Understanding	15%
Tenderers Resources	25%
Tendered Price – Lump Sum	40%
TOTAL	100%

Tender Intent/ Requirements

The City (through the Addendum) sought a suitably competent and experienced contractor for the dry hire of a track loader (18 month period), two (2) excavators (20 tonne and 14 tonne minimum for a three (3) year period with extensions at the City's invitation) for use in landfill, waste recovery and transportation at the Henderson Waste Recovery Park.

- Track Loader 13 Tonne Minimum – Push and cover waste on the active commercial landfill cell, landfill benching, batter construction/capping and construction/maintenance of temporary landfill cell roads.
- Excavator 20 tonne – Recover recyclable materials or products unsuitable for burial at landfill (at the discretion of the principal) from approximately 250,000 tonnes of waste per annum generated from both commercial users and residential trailer traffic (approximately 50,000 per annum).
- Excavator 14 tonne – Recover recyclable materials or products unsuitable for burial at landfill (at the discretion of the principal) from approximately 250,000 tonnes of waste per annum generated from both commercial users and residential trailer traffic (approximately 50,000 per annum).

Evaluation Panel

The Evaluation Panel (the Panel) consisted of the following City of Cockburn Officers:

1. Lyall Davieson – Waste Manager (Chairman);
2. Phil Crabbe – Facilities and Plant Manager; and
3. Roan Barrett – Accounting Services Coordinator.

Scoring Table - Combined Totals

Tenderer's Name	Percentage Score		
	Non-Cost Evaluation	Cost Evaluation	Total
	60%	40%	100%
<i>The Tony and Jan Masetti Family Trust T/as City Excavations Pty Ltd</i>	35.11%	39.12%	74.23%
Complete Field Maintenance	38.33%	33.28%	71.61%
JSB Fencing and Machinery Hire Pty Ltd	30.89%	40.0%	70.89%
Mining Maintenance Solutions Australia	38.89%	29.72%	68.61%
Cranewest Pty Ltd T/as Western Tree Recyclers	36.22%	28.90%	65.12%
Coalcliff Plant Hire	30.78%	31.75%	62.53%
Allwest Plant Hire	24.22%	38.28%	62.50%
Peel Resource Recovery Pty Ltd	26.44%	32.07%	58.51%
Mayday Earthmoving	15.56%	27.93%	43.49%

**** Recommended Submission**

Evaluation (Qualitative) Criteria AssessmentDemonstrated Experience

Cranewest Pty Ltd T/as Western Tree Recyclers were considered to have the most experience in operating plant on a landfill site with a score of 14%.

In descending order, The Tony and Jan Masetti Family Trust T/as City Excavations Pty Ltd, Complete Field Maintenance, Peel Resource Recovery Pty Ltd, JSB Fencing and Mining Equipment Pty Ltd all scored above 10% in this criterion.

The balance of the submissions was not considered to have a satisfactory level of relevant experience by the Panel.

Key Personnel, Skills and Experience

Complete Field Maintenance was considered to offer the best key personnel, skills and experience with a score of 13.11%.

In descending order, Mining Maintenance Solutions Australia, Cranewest Pty Ltd T/as Western Tree Recyclers, Coalcliff Plant Hire and Machinery Hire Pty Ltd all scored above 10% in this criterion.

The balance of the tender submissions was not considered to have a satisfactory level of relevant staff by the Panel.

Tenderer's Resources

Mining Maintenance Solutions Australia was considered to offer the most extensive resources with a score of 15.33%.

In descending order, Complete Field Maintenance, The Tony and Jan Masetti Family Trust T/as City Excavations, Coalcliff Plant Hire and Cranewest Pty Ltd T/as Western Tree Recyclers all scored above 10% in this criterion.

The balance of the tender submissions was not considered to have adequate resources for this tender by the Panel.

Summation

With the exception of Allwest Plant Hire, Peel Resource Recovery Pty Ltd and Mayday Earthmoving, the Evaluation Panel considered the remaining tender submissions to have the capacity to meet the City of Cockburn's requirements detailed in the Specifications and complying with both the General and Special Conditions of Contract outlaid within the RFT.

The Evaluation Panel found that The Tony and Jan Masetti Family Trust T/as City Excavations Pty Ltd in conjunction with offering machinery to suit the HWRP working environment and the combined non-cost and cost score provided the most advantageous assessment against the selection criteria.

Therefore the Evaluation Panel recommends to Council that the RFT submission (as amended) by The Tony and Jan Masetti Family Trust T/as City Excavations Pty Ltd tender be supported.

Additional FTE

For this tender to be awarded, it is essential that the 7th full time employee (FTE) identified in the business case submitted in November 2011 (Minute 4673) be employed to operate the 14 tonne excavator.

The 14 tonne excavator will further improve the recovery of heavy gauge steel, non-ferrous metal, timber packaging, mattresses, cardboard, E-Waste and Recycle Shop product; furthermore, the 14 tonne excavator operator will create additional air space savings, improved environmental outcomes and avoid the need to hire casual staff, which will improve onsite safety.

The machine hire (8hrsx\$48), fuel (\$1.65x8hrsx5lt/hr) and operator (8hrsx\$52) will cost \$866/day.

It is anticipated that the machine will recover 5 tonne of product/day with an airspace saving of \$675. The return on extra ferrous and non-ferrous material recovered is anticipated to be \$200/day. The savings in deploying the 14 tonne excavator to the Site will be \$875/day, matching the cost to the operation.

In addition, the 14 tonne excavator will complete sensitive, routine earthmoving tasks, particularly around landfill cell liners throughout the site. This will improve site capability and will dissolve the need to resort to expensive daily or weekly machine hire.

Given the value the 14t Excavator will provide to operation and the cost neutral basis of the proposal, it is recommended that the additional staff member be employed on a full time basis as opposed to using hire labour.

Strategic Plan/Policy Implications**Environment & Sustainability**

- A community that uses resources in a sustainable manner.
- Identification and minimisation of impacts to human health risk.
- Community and businesses that are supported to reduce resource consumption, recycle and manage waste.
- Greenhouse gas emission and energy management objectives set, achieved and reported.

Budget/Financial Implications

The hire of a track loader for 18 months and two (2) excavators (14 and 21 tonne) for three (3) years, is calculated to be \$750,934.00 (Inc GST) (\$682,668.00 Ex GST) based on the schedule of rates submitted by the recommended Tenderer.

- The additional plant operation costs to the City as a result of awarding this RFT will be \$27,710.00 (Ex GST) per year – an increase of 0.6%.
- The employment of the final plant operator will result in an additional \$53,000 per year cost.
- The total additional operational cost to the HWRP will increase by \$80,710.00 (Ex GST) per year.
- This cost is suitably covered by the annual surplus at HWRP and savings already created in the current 2013/2014 operating budget.
- The net financial benefit in deploying the 14 tonne excavator further supports the award of this tender and the employment of the final plant operator at the HWRP.

Legal Implications

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

Community Consultation

N/A

Attachment(s)

The following confidential attachments are provided under a separate cover:

Consolidated Evaluation Panel Score Sheets and prices

Advice to Proponent(s)/Submissions

Those who lodged a tender submission on the proposal have been advised that this matter is to be considered at the 12 December 2013 Council Meeting.

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

Nil.

17. COMMUNITY SERVICES DIVISION ISSUES

18. EXECUTIVE DIVISION ISSUES
19. MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN
20. NOTICES OF MOTION GIVEN AT THE MEETING FOR CONSIDERATION AT NEXT MEETING
21. NEW BUSINESS OF AN URGENT NATURE INTRODUCED BY COUNCILLORS OR OFFICERS
22. MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE
23. CONFIDENTIAL BUSINESS
24. (OCM 12/12/2013) - 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 AUDIT & STRATEGIC FINANCE COMMITTEE MEETING HELD ON THURSDAY, 21 NOVEMBER 2013 AT 6:00 PM

	Page
1. DECLARATION OF MEETING.....	1
2. APPOINTMENT OF PRESIDING MEMBER (IF REQUIRED)	1
3. ACKNOWLEDGEMENT OF RECEIPT OF WRITTEN DECLARATION.....	2
4 (ASFC 21/11/2013) - APOLOGIES & LEAVE OF ABSENCE	2
5 (ASFC 21/11/2013) - PUBLIC QUESTION TIME.....	2
6 (ASFC 21/11/2013) - DEPUTATIONS & PETITIONS	3
7. CONFIRMATION OF MINUTES.....	3
7.1 <u>(MINUTE NO 124)</u> (ASFC 21/11/2013) - MINUTES OF THE AUDIT AND STRATEGIC FINANCE COMMITTEE MEETING - 18/7/2013.....	3
8. BUSINESS LEFT OVER FROM THE PREVIOUS MEETING (IF ADJOURNED)	3
9. DECLARATION OF COUNCILLORS WHO HAVE NOT GIVEN DUE CONSIDERATION TO MATTERS IN THE BUSINESS PAPER.....	3
10. COUNCIL MATTERS.....	4
10.1 <u>(MINUTE NO 125)</u> (ASFC 21/11/2013) - LEGAL PROCEEDINGS BETWEEN COUNCIL AND OTHER PARTIES (118/001) (J NGOROYEMOTO) (ATTACH).....	4
10.2 <u>(MINUTE NO 126)</u> (ASFC 21/11/2013) - DRAFT ORGANISATION RISK REGISTERS (021/012; 155/001) (D GREEN) (ATTACH).....	6
11. PLANNING & DEVELOPMENT DIVISION ISSUES	8
12. FINANCE & CORPORATE SERVICES DIVISION ISSUES	8
12.1 <u>(MINUTE NO 127)</u> (ASFC 21/11/2013) - ANNUAL FINANCIAL STATEMENTS 2012/13 AND EXTERNAL AUDIT REPORT (071/003; 067/001) (S DOWNING) (ATTACH)	8
12.2 <u>(MINUTE NO 128)</u> (ASFC 21/11/2013) - ANNUAL PERFORMANCE REVIEW OF MONETARY AND NON-MONETARY INVESTMENTS (073/001; 073/004) (S DOWNING).....	13
12.3 <u>(MINUTE NO 129)</u> (ASFC 21/11/2013) - INTERNAL AUDIT PROJECTS FOR 2013/14 (067/004) (N MAURICIO)	18
13. ENGINEERING & WORKS DIVISION ISSUES.....	23
14. COMMUNITY SERVICES DIVISION ISSUES.....	23
15. EXECUTIVE SERVICES DIVISION ISSUES	23
16. MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN.....	23
17. NOTICES OF MOTION GIVEN AT THE MEETING FOR CONSIDERATION AT NEXT MEETING.....	23

18.	NEW BUSINESS OF AN URGENT NATURE INTRODUCED BY DECISION OF MEETING BY COUNCILLORS OR OFFICERS	23
19.	MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE.....	23
20.	CONFIDENTIAL BUSINESS.....	23
21	(ASFC 21/11/2013) - CLOSURE OF MEETING	24

CITY OF COCKBURN

MINUTES OF AUDIT & STRATEGIC FINANCE COMMITTEE MEETING HELD ON THURSDAY, 21 NOVEMBER 2013 AT 6:00 PM

PRESENT:

ELECTED MEMBERS

Mrs C Reeve-Fowkes	-	Deputy Mayor
Mr Y Mubarakai	-	Councillor
Mr P. Eva	-	Councillor

IN ATTENDANCE

Mr S. Cain	-	Chief Executive Officer
Mr D. Green	-	Director, Governance & Community Services
Mr S. Downing	-	Director, Finance & Corporate Services
Mr D. Arndt	-	Director, Planning & Development
Mr M. Littleton	-	Director, Engineering & Works
Mr N. Mauricio	-	Manager, Financial Services
Ms V. Viljoen	-	PA to Chief Executive Officer

1. DECLARATION OF MEETING

The Chief Executive Officer declared the meeting open at 6.07pm.

2. APPOINTMENT OF PRESIDING MEMBER (If required)

The Chief Executive Officer advised the meeting that he received one nomination for Presiding Member from Cllr Mubarakai, and invited those present if they wished to nominate. There being no further nominations, Cllr Mubarakai was appointed Presiding Member.

The Presiding Member acknowledge the presence of Mr Anthony Macri and Mr Terry Tan of auditing firm Macri Partners.

The Presiding Member also acknowledged the presence of Mr Tim Mason of RMRI who would be making a presentation to the committee in relation to Item 10.2, at the appropriate time.



3. ACKNOWLEDGEMENT OF RECEIPT OF WRITTEN DECLARATION

Nil

4 (ASFC 21/11/2013) - APOLOGIES & LEAVE OF ABSENCE

- Clr Kevin Allen - Apology
- Clr Lee-Anne Smith - Apology

At this point in the meeting, the Presiding Member advised that Mayor Logan Howlett had resigned his membership of the Audit & Strategic Finance Committee, due to work commitments.

5 (ASFC 21/11/2013) - PUBLIC QUESTION TIME

Mr Colin Crook, Spearwood

Item 12.2 – Annual Performance Review of Monetary and Non-Monetary Investments

At the Ordinary Council Meeting on 14 November 2013, two questions were raised by others concerning Council’s surplus funds:

- Q1. *How much surplus funds are still in non-current investments?*
- Q2. *How will those surplus funds be divided out by participating amalgamation parties?*

Can we have these answers repeated as there appears to be a discrepancy about long term investments still active – are there four or two?

A1. The first question was not about surplus funds, rather Mr Hol asked “did Council have a Future Fund?” The Future Fund is a construct of the Federal Government that was put in place to deal with the long term superannuation liabilities. As such, the City of Cockburn has superannuation liabilities but does not have a Super Fund. However, the City takes its surplus each year in accordance with Council policy and applies it to reserves.

Council had approximately \$A3.0M surplus this financial year and that has gone into the Community Infrastructure Reserve as per the policy that Council adopted.

A2. In regard to the number of long term investments, Council has two



investments, one of which has a sub-set of three smaller investments – making four in total.

6 (ASFC 21/11/2013) - DEPUTATIONS & PETITIONS

Nil.

7. CONFIRMATION OF MINUTES

7.1 (MINUTE NO 124) (ASFC 21/11/2013) - MINUTES OF THE AUDIT AND STRATEGIC FINANCE COMMITTEE MEETING - 18/7/2013

RECOMMENDATION

That Council adopt the Minutes of the Audit and Strategic Finance Committee Meeting held on Thursday, 18 July 2013 as a true and accurate record.

COMMITTEE RECOMMENDATION

MOVED Deputy Mayor C Reeve-Fowkes SECONDED Cllr P Eva that the recommendation be adopted.

CARRIED 3/0

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

Nil

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

Nil



10. COUNCIL MATTERS

10.1 **(MINUTE NO 125) (ASFC 21/11/2013) - LEGAL PROCEEDINGS BETWEEN COUNCIL AND OTHER PARTIES (118/001) (J NGOROYEMOTO) (ATTACH)**

RECOMMENDATION

That Council receive the report on legal proceedings commenced or responded to by the City of Cockburn.

COMMITTEE RECOMMENDATION

MOVED Deputy Mayor C Reeve-Fowkes SECONDED Cllr P Eva that the recommendation be adopted.

CARRIED 3/0

COUNCIL DECISION

Background

At its meeting held on 12 October 2006, Council adopted a new Position Statement PSES13 "Legal Proceedings Between Council and Other Parties".

Submission

N/A

Report

Under Clause 2 of Position Statement PSES13, sub-clause (8) and (9) states:

(8) *The Chief Executive Officer shall establish and maintain a procedure which enables those matters which are subject to the terms of this Position Statement to be centrally recorded and updated, as appropriate.*

(9) *A record of the procedure mentioned in (8) above shall be presented to the Audit Committee at least annually, or as*



often as considered appropriate by the Chief Executive Officer or as requested by any member of the Audit Committee.

The Audit Calendar – Part 6 in the month of November states:

- (6) *Monitor the progress of any major lawsuits facing the Council. (Internal Audit).*

A Summary of the Legal Proceedings commenced or responded to by the City has been circulated under separate confidential cover.

Strategic Plan/Policy Implications

Leading & Listening

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

Budget/Financial Implications

Legal costs incurred:

2012/13	Actual	\$352,849.59
	Budgeted	\$323,280.00

The City has received income from fines and infringements etc. of \$112,359.18.

Legal Implications

Position Statement PSES13 'Legal Proceedings Between Council and Other Parties, refer.

Community Consultation

N/A

Attachment(s)

Summary of Legal Proceedings commenced and/or responded to by the City (provided under separate confidential cover).

Advice to Proponent(s)/Submissioners

N/A

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

Nil.



AT THIS POINT IN THE MEETING, THE PRESIDING MEMBER INVITED MR TIM MASON OF RMRI TO THE TABLE TO GIVE A POWERPOINT PRESENTATION TO COUNCIL IN RELATION TO ITEM 10.2.

FOLLOWING THE PRESENTATION, THE PRESIDING MEMBER THANKED MR MASON FOR THE INTERESTING BACKGROUND INFORMATION PROVIDED IN HIS PRESENTATION.

10.2 (MINUTE NO 126) (ASFC 21/11/2013) - DRAFT ORGANISATION RISK REGISTERS (021/012; 155/001) (D GREEN) (ATTACH)

RECOMMENDATION

That Council

- (1) adopt the Draft Organisational Risk Registers, as shown in the attachments to the Agenda; and
- (2) require an update on the progress of the risk mitigation program to be provided to the Audit and Strategic Finance Committee during 2014.

COMMITTEE RECOMMENDATION

MOVED Deputy Mayor C Reeve-Fowkes SECONDED Cllr P Eva that the recommendation be adopted.

CARRIED 3/0

COUNCIL DECISION

Background

The City's administration has embarked on an Enterprise Risk Management (ERM) program, the details of which were presented to the Committee in July 2013 by the consultants engaged by the City, RMRI. A commitment was given at the time that the first major step in the process was the preparation of Risk Registers for the Operational areas (Business Units) of the City of Cockburn. This involved an intensive program of meetings with relevant staff to identify and document the risks associated with the operations of the City of



Cockburn and what is being, or should be, done in order to reduce, or eliminate, any liability exposure for Council. The Risk Registers are now sufficiently advanced to enable them to be presented to the Committee for perusal.

Submission

N/A

Report

The process of producing the Registers has involved staff responsible for specific operational areas to identify the major cause of perceived or potential risks to their Business/Service Units and record these, along with an index of the associated level of risk. The Registers are then completed by applying mitigation mechanisms against each risk, to ensure that Council's exposure is reduced to an acceptable level. This process has required intensive negotiation between management and operational staff to agree on risk assessments, with an acceptable level of retained risk being the outcome.

Accordingly, the Risk Register for the organisation is considered to represent an accurate account of the most likely areas of foreseeable risk exposure for Council and is able to demonstrate that these risks have sufficient controls applied to ensure that Council is not unreasonably exposed to liability.

It is proposed to update the Registers as the risks are addressed and progressively report these achievements to the Committee.

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 identified risk management cost implications will be submitted through Council's normal budget processes.

Legal Implications

Risk assessment and management is subject to Australian Standards.



Community Consultation

N/A

Attachment(s)

Draft Organisational Risk Registers.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

AT THIS POINT IN THE MEETING, THE PRESIDING MEMBER INVITED MESSRS MACRI AND TAN OF MACRI PARTNERS TO THE TABLE SO THAT COUNCILLORS MAY ASK QUESTIONS OF THEM IN RELATION TO ITEM 12.1.

11. PLANNING & DEVELOPMENT DIVISION ISSUES

Nil

12. FINANCE & CORPORATE SERVICES DIVISION ISSUES

12.1 (MINUTE NO 127) (ASFC 21/11/2013) - ANNUAL FINANCIAL STATEMENTS 2012/13 AND EXTERNAL AUDIT REPORT (071/003; 067/001) (S DOWNING) (ATTACH)

RECOMMENDATION

That Council adopt the:

- (1) annual Financial Statements and External Audit Report for the year ended 30 June 2013, as attached to the Agenda; and
- (2) concise Annual Financial Statements and External Audit Report for the year ended 30 June 2013, as attached to the Agenda.

COMMITTEE RECOMMENDATION

MOVED Clr P Eva SECONDED Deputy Mayor C Reeve-Fowkes that the recommendation be adopted.

CARRIED 3/0



COUNCIL DECISION

Background

At its meeting on 8 November 2006, the Audit Committee decided that the Annual Financial External Audit Report should first be presented to the Audit and Strategic Finance Committee to review and then forwarded to Council for its adoption, as set out in the Terms of Reference.

Under the Audit and Strategic Finance Committee's Terms of Reference, the Committee is to report to Council and provide appropriate advice and recommendations on matters relevant to its Terms of Reference in order to facilitate decision-making by Council in relation to the discharge of its responsibilities.

The principal objective of the audit is to carry out such work as is necessary to form an opinion as to whether:

- (a) the accounts are properly kept; and
- (b) the annual financial report:
 - (i) is prepared in accordance with financial records; and
 - (ii) represents fairly the results of the operations of the local government at 30 June in accordance with the Australian Accounting Standards and the Local Government Act 1995.

As part of the Audit Committee Calendar the following issues are to be considered by the Committee in regards to the Annual Financial Audit Report:

7. *Review Council's draft annual financial report, focussing on:*
 - *accounting policies and practices;*
 - *changes to accounting policies and practices;*
 - *the process used in making significant accounting estimates;*
 - *significant adjustments to the financial report (if any) arising from the audit process;*
 - *compliance with accounting standards and other reporting requirements;*
 - *significant variances from prior years. (External Audit)*
8. *Recommend adoption of the annual financial report to Council. Review any significant changes that may arise*



subsequent to any such recommendation but before the financial report is signed. (External Audit)

9. *Discuss with the external auditor the scope of the audit and the planning of the audit. (External Audit)*
10. *Discuss with the external auditor issues arising from the audit, including any management letter issued by the auditor and the resolution of such matters. (External Audit)*
11. *Review the annual performance statement and recommend its adoption to Council. (External Audit).*

Submission

N/A

Report

2012/13 - Annual Financial Statements

The Financial Statements are presented to the Audit and Strategic Finance Committee in two formats:

1. Annual Financial Statements including all accounting and supporting notes (Detailed).
2. Concise Annual Financial Statements excluding all accounting and supporting notes.

Both sets of financial statements are the same but the former is longer and provides more detail in the accompanying 49 pages of notes. Both sets of financial statements have been approved by the Chief Executive Officer, Mr Stephen Cain and the Auditor, Mr Tony Macri of Macri Partners in accordance with Australian Accounting Standards. The Concise Financial Statements will be published with the Annual Report as has occurred for the last two financial years. The detailed Annual Financial Statements are published on the Council's website in conjunction with the Annual Report and a copy is available for any interested ratepayer or resident.

Statement of Financial Position

The City's net assets and total equity increased by \$51.1M during the reporting year to \$884.2M. This predominantly reflects an increase in current assets of \$19.7M and non-current assets of \$33.4M due to asset revaluations and capital works spending.

Total current assets increased by \$19.7M for the reporting year with cash and investments up by \$22.4M due to cash held in financial reserves and municipal bank for delayed capital projects. Off-setting



this, receivables decreased \$2.7M year on year due to lessor value of outstanding trade and other debtors.

Current liabilities were down \$1.8M year on year to \$15.0M with trade creditors outstanding down \$3.2M. Current provisions for staff leave were little changed. Interest bearing liabilities of \$1.4M were recognised for the first time due to borrowings by the City during the year.

Non-current liabilities doubled year on year to \$7.4M. Provisions increased by \$0.6M to \$1.4M, reflecting a greater amount of long service leave treated as non-current. Interest bearing liabilities of \$3.5M were recognised for the first time due to borrowings by the City during the year.

The increase in non-current assets of \$33.4M resulted from \$14.2M in asset revaluations with the balance of \$19.2M made up of capital acquisitions less annual depreciation charges.

Changes in Equity

Cash/investment backed reserves held by the City increased by \$14.6M to \$75.4M during the year. \$57.3M of this balance represents funds available for future capital spending needs.

The asset revaluation reserve increased by \$14.2M to \$409.9M as a result of the internal revaluation of parks infrastructure using industry unit rates and useful lives.

The City's accumulated surplus increased by \$22.4M to \$398.9M. This represented the \$31.8M net operating result less the \$14.6M net transfer to financial reserves.

Statement of Comprehensive Income

The overall net result was down \$7.7M to \$31.8M with the main cause a reduction of \$9.4M in the value of gifted infrastructure assets.

The City's result from operating activities was slightly up \$1.6M to \$10.6M through a greater increase in revenues opposed to expenses.

Operating revenues were up \$7.2M (6.4%) year on year to \$119.2M. Revenue sources up for the year included rates \$54.5M (+\$3.7M) and fees and charges \$47.9M (+\$5.1M). Interest earnings were down \$1.0M to \$5.6M as a result of falling interest rates. Operating grants and subsidies reported of \$9.6M are \$0.9M lower than last year. But this is caused by the Federal Government's policy on the timing of financial assistance grants payments.

Operating expenses were also up \$5.6M (5.4%) for the year to \$108.6M. Employee costs, the City's biggest expense item, were up



\$3.1M (8.5%) to \$40.0M. Spending on materials and contracts was up \$4.7M (16.0%) to \$34.3M. Other expenses were down \$1.6M due to a reduction in landfill levies incurred.

Depreciation expenses were down \$1.4M (16%) to \$20.6M, mainly as a consequence of a review of fair values and useful lives for roads infrastructure assets.

Capital grants received were up \$2.1M for the year to \$7.0M, whilst developer contributions were little changed at a total of \$3.3M.

Net profit from the sale of assets was down by \$2.8M primarily due to land sales transactions.

Statement of Cash Flows

The City's net cash flows from operating activities fell by \$4.8M to \$31.5M in the reporting year. However, this still reflects strong financial performance and the City's ability to fund asset renewal and upgrades as they become necessary.

Cash outlays on capital spending were slightly up to \$48.3M from \$47.1M the previous year. However, a construction delay to the GP Super Clinic and Integrated Health Facility prevented the outlays from reaching a figure of some \$20M higher.

Capital funding received from the sale of assets were up \$13.8M to \$21.5M. However, this included the sale of lot 9001 Ivankovich Avenue to the Coles Group for \$12.2M.

Proceeds from borrowings for the underground power and emergency services building projects injected \$4.9M cash into the City.

Cash and cash equivalents increased by \$20.5M for the year to \$95.1M adding to the City's already strong liquidity.

Audit Report

The 2012/13 Annual Financial Statements were audited by Macri Partners and their assigned Audit Partner, Mr Tony Macri.

The 2012/13 Annual Financial Statements were signed off as true and fair without qualification.

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

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

N/A

Attachment(s)

1. The Annual Financial Statements for 2012/13 (detailed).
2. Independent Auditor's Report from Macri Partners to the Ratepayers of the City of Cockburn.
3. Discussion and Analysis of the Financial Statements for the year ended 30 June 2013.
4. Concise Financials for use in the Annual Report.
5. Independent Auditor's Report (Concise Financials) from Macri Partners to the Ratepayers of the City of Cockburn.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

AT THIS POINT IN THE MEETING, THE PRESIDING MEMBER THANKED MESSRS MACRI AND TAN FOR THEIR ATTENDANCE AT THE MEETING AND FOR THEIR POSITIVE COMMENTS AS TO THE FINANCIAL VIABILITY OF THE CITY OF COCKBURN.

12.2 (MINUTE NO 128) (ASFC 21/11/2013) - ANNUAL PERFORMANCE REVIEW OF MONETARY AND NON-MONETARY INVESTMENTS (073/001; 073/004) (S DOWNING)

RECOMMENDATION

That Council receive the information.



COMMITTEE RECOMMENDATION

MOVED Deputy Mayor C Reeve-Fowkes SECONDED Cllr P Eva that the recommendation be adopted.

CARRIED 3/0

COUNCIL DECISION**Background**

As required under Council Policy SFCS1, the City reports on an annual basis for the performance of its monetary investments against a benchmark agreed by Council.

Submission

N/A

Report

Report on Monetary Investment Returns for 2012/13.

The following table indicates the performance of the City's funds over the last five financial years.

Table 1 - Cash Interest Returns on Monetary Investments 08/09, 09/10, 10/11, 11/12, 12/13

Year	Avg Cash Holding	Benchmark	Portfolio	Variance	Value
2008/09	\$49,645,021	4.80%	7.49%	2.69%	\$1,335,451
2009/10	\$54,089,008	3.67%	5.67%	2.00%	\$1,081,780
2010/11	\$66,423,360	4.98%	7.35%	2.37%	\$1,574,234
2011/12	\$78,060,317	4.70%	7.61%	2.91%	\$2,271,555
2012/13	\$84,889,655	3.28%	4.81%	1.53%	\$1,298,812

The Council's cash investments which include its structured investments and term deposits returned a rate of 4.81% over the twelve months against a benchmark of 3.28%. Both the portfolio and benchmark rates are a weighted interest rate given the rising interest rate environment over the reporting period. The higher return was primarily due to having the City's cash from rates to keeping the money in short term deposits to maximise our return during this financial year. Interest rates have fallen as the RBA intervened in monetary policy by lowering the official cash rate from 3.25% to 2.50% over the reporting period.



Table 1, above does include the capitalised interest of the CBA Bond (Argon) investment. All other interest is received in cash and booked to interest income.

The City's other monetary investments are split into various categories as follows:

Table 2 - Value of Monetary investments 2012/13 (excluding cash on hand and at bank).

Investment	Face value	market value	Interest rate
Term Deposits	\$92,500,000	\$92,500,000	4.47%
CBA Bond (Zero Coupon)	\$2,000,000	\$3,060,000	7.17%
Reverse Mortgage	\$2,900,167	\$1,654,283	3.57%
Total	\$97,400,167	\$97,214,283	4.25%

The City continues to invest money only in term deposits with Australian Banks. Funds from maturing structured investments will also be treated similarly. This is as required by the Local Government Act.

The term deposits will generally mature over the next twelve months and are currently structured in such a manner so as to coincide with the City's cash flow requirements. The Emerald Australian Reverse Mortgages mature in July/August 2022. Argon, which is the zero-coupon CBA Senior Bond matures in January 2018. All other investments have been repaid to the City as and when they matured over the last twelve months with interest.

The City will continue its classification of the investments as current and non-current as required by the accounting standards.

Report on Non-Monetary Assets for 2012/13

The City has a second range of assets it manages that are non-monetary assets. The largest of these is the freehold land assets owned by the City. The summary below highlights a number of land assets currently being developed to improve the financial position of the City.

The amount to be transferred into the Land and Infrastructure Development Reserve is earmarked for the development of land that will provide a commercial return similar to interest income on surplus cash. The intention is for returns on commercial property to be invested into other income generating land assets, as well as to pre-fund community infrastructure with this money paid back into the Land and Infrastructure Development Reserve by future budget allocations.

Lot 7, Cockburn Central

The City retains ownership and the current value attached to that land is \$2.2m. The City will be undertaking a short term lease of a portion of this land for the purposes of a café and rents out space on a short term



basis to builders who are undertaking construction works in the precinct and require car parking space.

Wentworth Parade, Success

This represents Crown land, and has been created as a reserve for community purposes. Being a reserve it has been placed under the care, control and management of the City, by way of a Management Order registered against the relevant parcel of Crown land and endorsed on the Certificate of Land Tenure. In accordance with the purpose of the reserve and Scheme requirements, the City is currently constructing an Integrated Health Facility to serve the southern suburbs of the municipality. The City has received \$6.5m from the Federal Government for this purpose. In addition to this an allied health facility is being constructed, integrated with the city's new library. The City has applied for freehold ownership over the land and is currently working with the Department of Lands to achieve this aim.

Tuart Rise Estate -18 Grandpre Crescent Hamilton Hill

All 28 lots of this development have now been sold. Total sales including GST total \$6.9m with costs for land development of \$2.12m or \$42,700 per lot. As at 30 June 2012, the City had settled on 10 lots. The City settled 17 lots in 2012/13 with a further one settled in 2013/14. Proceeds from 2012/13 total \$4.48m and were placed into the Land Development Reserve.

Part Lot 9001 Yangebup Road Beeliar (formerly Ivankovich Ave)

The City settled with the Coles Property Group in 2012/13 for \$12.2m with the funds placed into the Land Development Reserve earmarked to fund the commercial portion of the Integrated Health Facility at Wentworth Parade Success. The Coles Shopping Centre is due for completion in late November 2014.

The Land on the northern side of Beeliar Drive is still being considered by Coles for a potential Kmart Store. The small parcel on the north west corner of this land parcel is zoned development. The City has received two enquiries from a not-for-profit group (for an office complex) and a medical group. Both groups have not proceeded with any further enquiries. The land would be suitable for an Aldi Supermarket if the sump currently located on the south portion of the land parcel was relocated to the west.

Lot 237 Dacre Court, Hamilton Hill

The City filled in an old unused sump and created two lots which were sold yielding \$0.54m.



Lot 61 Gumina Place Munster

The City relocated a sump and part of the drainage network. The sump was filled in as it was no longer required. The land was then disposed of yielding two lots for a net \$0.45m.

Lot 485 and 459 Bourbon Street, Hamilton Hill

This land was deemed not required under the Land Management Strategy and the three lots were sold yielding a net \$0.48m, which were settled in 2012/13 with a further one settled in 2013/14 for \$0.46m

Lot 331 Boswell Place, Spearwood

This was a freehold piece of land owned by the City adjacent to the local primary school. In part the land was bush and part, grassed area used by the school as an active playing area extending their playing oval. To ensure that the school did not end up with a small oval, the Education Department purchased the land from Council for \$1.6m. It is noted that the land on which the school and oval are situated is subject to an application to have the land converted from Crown land to freehold land held in the name of the Education Department.

Portion of Lot 11 Brenchly Drive, Atwell

This was a small lot running parallel to the Freeway in Atwell. The land was sold to a developer who added it to their development. The yield was \$0.17m.

All funds were allocated to the Land Development Reserve.

The City is undertaking further work in 2013/14 on the Land Management Strategy involving the following parcels of land:

- Lot 65 Erpingham Road, Hamilton Hill (Sub-Division)
- Lot 40 Cervantes Loop, Yangebup
- Lot 23 Russell Road, Hammond Park (Sub-division)
- Lots 1, 4218 and 4219 Quarimor Drive, Bibra Lake (Sub-division)
- Lot 33 Davilak Ave, Hamilton Hill (in partnership with Dept of Housing for Affordable Housing)

Strategic Plan/Policy Implications

Growing City

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

Leading & Listening

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



Environment & Sustainability

- A community that uses resources in a sustainable manner.

Budget/Financial Implications

As noted, all funds are placed in the Land Development Reserve.

Legal Implications

N/A

Community Consultation

N/A – It should be noted that all land sales are advertised in accordance with Council Policy and the Local Government Act.

Attachment(s)

N/A

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

12.3 (MINUTE NO 129) (ASFC 21/11/2013) - INTERNAL AUDIT PROJECTS FOR 2013/14 (067/004) (N MAURICIO)

RECOMMENDATION

That Council endorse the following internal audit projects for the 2013/14 financial year:

- (1) Project 1 – Review Implementation of Fraud Risk Management;
- (2) Project 2 – Revenue Recognition (rates and other sources); and
- (3) Project 3 – Audit salaried employees’ time-keeping practices.

COMMITTEE RECOMMENDATION

MOVED C/r P Eva SECONDED Deputy Mayor C Reeve-Fowkes that the recommendation be adopted.

CARRIED 3/0



COUNCIL DECISION

Background

Each financial year, the audit committee needs to review internal audit requirements and prioritise audit projects to be undertaken that year.

Potential projects are identified through various means including executive staff, strategic business managers, internal auditors and risk reviews.

The Council has a supply contract with Deloitte for the provision of internal auditing services. This is for a period of four years ending 30 June 2015 with this year being the third of the current plan.

Submission

N/A

Report

With the appointment of Deloitte, a proposed audit plan was reported to the Audit & Strategic Finance Committee (ASFC) at the November 2011 meeting. The following table indicates the progress of completion against that original plan and the current status for each auditable area:

Auditable Issues/areas	Originally Proposed Timetable	Status
Fraud Control Assessment	2011/12	Completed 2011/12
Procurement/Supply Chain Management Process	2011/12	Completed 2012/13
IT Security	2011/12	This will now be covered in the RMRI Risk Register Review as per attached Risk Registers.
Contract Management	2012/13	Reschedule to 2014/15
Revenue Recognition (rates and other sources)	2012/13	Conduct in 2013/14
Employee Health and Safety	2012/13	This will now be covered in the RMRI Risk Register Review as per attached Risk Registers.



Auditable Issues/areas	Originally Proposed Timetable	Status
Cash handling (all areas)	2013/14	This will now be covered in the RMRI Risk Register Review as per attached Risk Registers.
Confidential Information (awareness and protection)	2013/14	This will now be covered in the RMRI Risk Register Review as per attached Risk Registers.
Payroll Function	2013/14	This will now be covered in the RMRI Risk Register Review as per attached Risk Registers.
Payment processing	2014/15	This will now be covered in the RMRI Risk Register Review as per attached Risk Registers.
Long term financial planning	2014/15	Conduct in 2014/15
Major land transactions	2014/15	Conduct in 2014/15

In addition to the above, the following areas have since been flagged for audit by management:

Auditable Issues/areas	Proposed Timetable	Status
Exercise of Delegated Authorities	2012/13	Completed 2012/13
Assurance of financial processes at FESA funded services	2012/13	Reschedule 2014/15
Audit compliance with new Building Act requirements effectiveness of business processes	2012/13	This will now be covered in the RMRI Risk Register Review as per attached Risk Registers.
Audit salaried employee timekeeping practices	2013/14	Conduct 2013/14
Cash handling procedures across the City	2013/14	This will now be covered in the RMRI Risk Register Review as per attached Risk Registers.
Review implementation of fraud risk management	2013/14	Conduct 2013/14



Procurement/Supply Chain Management Process

The focus of internal audit activity in 2012/13 was directed towards the procurement function. Deloitte completed a comprehensive review into the overall effectiveness of the procurement function and the adequacy of internal controls and made key recommendations around procurement methods, strategy and supplier relationship management.

Also during 2012/13, the City voluntarily participated in a CCC commissioned audit into local government procurement (along with 4 other large metropolitan Councils). This audit specifically evaluated the City's capacity to prevent, identify and respond to misconduct in procurement practices. This concentration on procurement in 2012/13 did not allow scope for completion of other audit assignments.

Risk Management Framework Development

The City has progressed significantly its implementation of a risk management framework during the 2013/14 year. This project has to date resulted in the adoption of a formal risk management policy and the development of strategic and operational risk registers for all key service and business areas of the City. Risk consultants, RMRI were engaged by the City to assist this process.

The exercise of establishing operational risk registers across service delivery areas has assisted to identify areas of high risk and appropriate treatment plans. This to some extent has negated the need for formal internal audit in certain areas as noted in the above tables. This will allow the use of independent internal audit to be more targeted at high priority/high risk areas.

The following projects are recommended for internal audit in 2013/14:

Project 1: Review Implementation of Fraud Risk Management

A comprehensive assessment of the City's fraud risks and control environment was completed in 2011/12. Given the extensiveness of this audit, no other internal audit assignments were completed that year. The audit committee requested at the time for the internal auditor to provide a progress report after two years on the progress of the implementation of fraud risk management.

The City has engaged RMRI, its current risk management advisor, to undertake this review, which will also include the development of a formal fraud policy and fraud control plan. Using RMRI will ensure that the format and content of outcomes from the review are consistent with and aligned to existing policy and risk registers within the risk management framework.



Project 2 – Revenue Recognition (rates and other sources)

The City raised revenues totalling over \$130M in the 2012/13 FY. The regulatory, information technology, internal control and operating environment are constantly changing around the City's various sources of revenue. This review will look to provide assurances that no leakage of revenue is occurring due to shortcomings in processes, procedures, system controls and staff knowledge and training.

The audit scope will include a high level review of revenue sources in order to identify specific areas for further analysis. Based on materiality, revenue sources expected to be audited include property rates and charges, HWRP landfill revenue and SLLC usage charges.

Project 3 - Audit salaried employee timekeeping practices

Time-keeping for permanent administration staff is predominantly self-managed with management oversight. Salaries are mostly paid on an 'autopay' basis with any exceptions to the standard needing to be advised to the payroll team. This area was previously subjected to audit in 2009/10 and should be revisited to ensure attendance monitoring systems and processes are still relevant, meeting organisational requirements and being monitored and complied with. This engagement is broadly aligned with the Payroll Function audit previously planned for 2013/14.

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

Funding for internal audit activities is provided for within the City's operational budget.

Legal Implications

N/A

Community Consultation

N/A



Attachment(s)

N/A

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

13. ENGINEERING & WORKS DIVISION ISSUES

Nil

14. COMMUNITY SERVICES DIVISION ISSUES

Nil

15. EXECUTIVE SERVICES DIVISION ISSUES

Nil

16. MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Nil

17. NOTICES OF MOTION GIVEN AT THE MEETING FOR CONSIDERATION AT NEXT MEETING

Nil

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

Nil

19. MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE

Nil

20. CONFIDENTIAL BUSINESS

Nil



21 (ASFC 21/11/2013) - CLOSURE OF MEETING

MEETING CLOSED AT 6.39PM

CONFIRMATION OF MINUTES

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

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



CITY OF COCKBURN

SUMMARY OF MINUTES OF THE DELEGATED AUTHORITIES, POLICIES & POSITION STATEMENTS COMMITTEE MEETING HELD ON THURSDAY, 28 NOVEMBER 2013 AT 6:00 PM

	Page
1. DECLARATION OF MEETING	1
2. APPOINTMENT OF PRESIDING MEMBER (IF REQUIRED).....	1
3. ACKNOWLEDGEMENT OF RECEIPT OF WRITTEN DECLARATIONS OF FINANCIAL INTERESTS AND CONFLICT OF INTEREST (BY PRESIDING MEMBER).....	1
4. (DAPPS 28/11/2013) - APOLOGIES & LEAVE OF ABSENCE	2
5. CONFIRMATION OF MINUTES	2
5.1 (MINUTE NO 214) (DAPPS 28/11/2013) - MINUTES OF THE DELEGATED AUTHORITIES, POLICIES AND POSITION STATEMENTS COMMITTEE MEETING - 22/8/2013.....	2
6. DEPUTATIONS & PETITIONS	2
7. BUSINESS LEFT OVER FROM THE PREVIOUS MEETING (IF ADJOURNED).....	2
8. (DAPPS 28/11/2013) - DECLARATION OF COUNCILLORS WHO HAVE NOT GIVEN DUE CONSIDERATION TO MATTERS IN THE BUSINESS PAPER	2
9. COUNCIL MATTERS.....	3
9.1 (MINUTE NO 215) (DAPPS 28/11/2013) - REVIEW OF COUNCIL POLICIES (AC1 - AC4) (SC1 -SC53) AND RELATED DELEGATED AUTHORITIES (086/001; 086/003) (D GREEN).....	3
(MINUTE NO 216) (DAPPS 28/11/2013) - REVIEW OF COUNCIL POLICY SC50 AND RELATED DELEGATED AUTHORITY (086/001; 086/003) (D GREEN)	7
10. PLANNING & DEVELOPMENT DIVISION ISSUES.....	8
10.1 (MINUTE NO 217) (DAPPS 28/11/2013) - PROPOSED AMENDMENT TO POLICY SPD6 'HEALTH ACT 1911 & FOOD ACT 2008 - AUTHORISATION OF DEPUTIES AND PROPOSED NEW DELEGATED AUTHORITIES ASSOCIATED WITH THE FOOD ACT 2008 (086/001; 086/003) (P OORJITHAM) (ATTACH).....	8
10.2 (MINUTE NO 218) (DAPPS 28/11/2013) - AMENDMENTS TO DELEGATED AUTHORITY APD54 'DEVELOPMENT APPLICATIONS AND DETAILED AREA PLANS, SUBDIVISIONS, APPEALS AND DEVELOPMENT COMPLIANCE' (083/003) (A LEFORT) (ATTACH).....	13

10.3	(MINUTE NO 219) (DAPPS 28/11/2013) - DRAFT LOCAL PLANNING POLICY - BUSHFIRE PRONE AREAS - 109/025 (C HOSSEN) (ATTACH).....	16
10.4	(MINUTE NO 220) (DAPPS 28/11/2013) - VARIATION TO POLICY APD62 'VEHICLE ACCESS' (C CATHERWOOD) (086/001) (ATTACH).....	20
11.	FINANCE & CORPORATE SERVICES DIVISION ISSUES.....	23
11.1	(MINUTE NO 221) (DAPPS 28/11/2013) - PROPOSED AMENDMENT TO POSITION STATEMENT PSFCS23 ' SUPERANNUATION' (086/002) (M TOBIN) (ATTACH).....	23
11.2	(MINUTE NO 222) (DAPPS 28/11/2013) - PROPOSED AMENDMENT TO POLICY AFCS1 'EMPLOYEE DEVELOPMENT' (086/001) (M TOBIN) (ATTACH).....	25
11.3	(MINUTE NO 223) (DAPPS 28/11/2013) - PROPOSED AMENDMENT TO POSITION STATEMENT PSFCS22 'SALARY PACKAGING' (086/001) (M TOBIN) (ATTACH).....	27
11.4	(MINUTE NO 224) (DAPPS 28/11/2013) - PROPOSED NEW DELEGATED AUTHORITY LGAFCS2 'OBJECTIONS TO THE RATE RECORD & RATEABLE STATUS OF LAND' (086/003) (N MAURICIO) (ATTACH).....	29
12.	ENGINEERING & WORKS DIVISION ISSUES.....	32
13.	COMMUNITY SERVICES DIVISION ISSUES.....	32
13.1	(MINUTE NO 225) (DAPPS 28/11/2013) - PROPOSED NEW POLICY SC54 'STREET ENTERTAINMENT' (086/001) (S SEYMOUR-EYLES) (ATTACH).....	32
14.	EXECUTIVE DIVISION ISSUES.....	36
15.	MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN.....	36
16.	NOTICES OF MOTION GIVEN AT THE MEETING FOR CONSIDERATION AT NEXT MEETING.....	36
17.	NEW BUSINESS OF AN URGENT NATURE INTRODUCED BY DECISION OF MEETING BY COUNCILLORS OR OFFICERS.....	36
18.	MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE.....	36
19.	CONFIDENTIAL BUSINESS.....	37
20.	(DAPPS 28/11/2013) - CLOSURE OF MEETING.....	37

CITY OF COCKBURN

MINUTES OF THE DELEGATED AUTHORITIES, POLICIES & POSITION STATEMENTS COMMITTEE MEETING HELD ON THURSDAY, 28 NOVEMBER 2013 AT 6:00 PM

PRESENT:

Mrs C Reeve-Fowkes	-	Deputy Mayor
Mr S. Portelli	-	Councillor
Mr S. Pratt	-	Councillor
Mr Y. Mubarakai	-	Councillor
Ms L. Wetton	-	Councillor

IN ATTENDANCE:

Mr S. Cain	-	Chief Executive Officer
Mr D. Green	-	Director, Governance & Community Services
Mr S. Downing	-	Director, Finance & Corporate Services
Mr D. Arndt	-	Director, Planning & Development Services
Ms V. Viljoen	-	PA to Chief Executive Officer

1. DECLARATION OF MEETING

The Chief Executive Officer declared the meeting open at 6.02pm.

2. APPOINTMENT OF PRESIDING MEMBER (If required)

The Chief Executive Officer advised the meeting that he had received one nomination for Presiding Member from Deputy Mayor Carol Reeve-Fowkes, and invited those present if they wished to nominate. There being no further nominations, Deputy Mayor Reeve-Fowkes was appointed Presiding Member.

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

Nil



4 (DAPPS 28/11/2013) - APOLOGIES & LEAVE OF ABSENCE

➤ Clr Bart Houwen - Apology

5. CONFIRMATION OF MINUTES

5.1 (MINUTE NO 214) (DAPPS 28/11/2013) - MINUTES OF THE DELEGATED AUTHORITIES, POLICIES AND POSITION STATEMENTS COMMITTEE MEETING - 22/8/2013

RECOMMENDATION

That Council adopt the Minutes of the Delegated Authorities, Policies and Position Statements Committee Meeting held on Thursday, 22 August 2013, as true and accurate record.

COMMITTEE RECOMMENDATION

MOVED Clr Y Mubarakai SECONDED Clr S Portelli that the recommendation be adopted.

CARRIED 5/0

6. DEPUTATIONS & PETITIONS

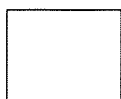
Nil

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

Nil

8 (DAPPS 28/11/2013) - DECLARATION OF COUNCILLORS WHO HAVE NOT GIVEN DUE CONSIDERATION TO MATTERS IN THE BUSINESS PAPER

Nil.



AT THIS POINT IN THE MEETING, THE FOLLOWING ITEMS WERE CARRIED BY AN "EN BLOC" RESOLUTION OF THE COMMITTEE:

10.4	11.1	13.1	
	11.2		
	11.3		

9. COUNCIL MATTERS

9.1 **(MINUTE NO 215) (DAPPS 28/11/2013) - REVIEW OF COUNCIL POLICIES (AC1 - AC4) (SC1 -SC53) AND RELATED DELEGATED AUTHORITIES (086/001; 086/003) (D GREEN)**

RECOMMENDATION

That Council adopt:

- (1) Policies AC1 – AC4 and SC1 – SC53; and
- (2) Delegated Authorities AC1, AC2, SC8 and SC38

as contained in the Report.

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL

COMMITTEE RECOMMENDATION

MOVED Deputy Mayor C Reeve-Fowkes **SECONDED** Cllr S Pratt that the recommendation be adopted with the following amendment:

- (1) Policies AC1 – AC4 and SC1 – SC53, with the exclusion of SC50 which is to be withdrawn for further consideration; and
- (2) Delegated Authorities AC1, AC2, SC8 and SC38

as contained in the Agenda Report.

CARRIED 5/0

COUNCIL DECISION

Background

In accordance with Council Policy SC47, it is a requirement for all Council Policies to be formally reviewed through its established Delegated Authorities, Policies and Position Statements (DAPPS) Committee.

The major focus of this Meeting is to consider the "Council" Policy documents, prefixed as "AC" and "SC", together with 4 Delegated Authority documents.

Submission

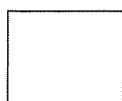
N/A

Report

The last major review of these documents was undertaken by DAPPS in March 2012 and subsequently adopted at the Council Meeting in April 2012.

Accordingly, the content of the majority of these documents remains current from that review with only minor cosmetic changes required to update Delegated Authority (DA) documents, as identified in the Table below:

<u>No</u>	<u>Name</u>	<u>Comment</u>
AC1 & AC1(DA)	Election of Board Members Representing Local Government	Reviewed June 2012
AC2 & AC2(DA)	Seating Arrangements for Council Meetings	No change
AC3	Elected Member Requests	No change
AC4	Distribution of Promotional Items and Material	No change
SC1	Meeting Attendance Fees – Elected Members	Reviewed September 2013
SC2	Strategic Consultation with Community Stakeholders	No change
SC3	Council Meetings	No change
SC4	Establishment of Issue Based Committees	No change
SC5	Corporate Strategic Planning Process	No change
SC6	Communication & Information Dissemination	No change
SC7	Briefing Sessions for Electoral Candidates & New Elected Member	No change



No	Name	Comment
SC8 & SC8(DA)	Review of Electoral Matters	Minor change to DA – Title of sub-delegate
SC9	Representation at Council Related Forums	No change
SC10	Mayor's Authority to Arrange Functions & Provide Hospitality/Gifts	No change
SC11	Letterheads for Elected Members	No change
SC12	Response to Enquiries from the State Ombudsman	No change
SC13	Procedural Fairness	No change
SC14	Mayoral & Deputy Mayoral Allowances	Reviewed September 2013
SC15	Elected Member Information Communication (ICT) Allowance	Reviewed September 2013
SC16	Council Administration Centre – Designation of Areas & Access Protocols	No change
SC19	Raising of Staff Issues at Council Meetings	No change
SC21	Use of Cab Charge Facilities	Minor change – Under Policy - 'Cabcharge' Voucher to 'Cabcharge'
SC22	Authority to Attend Functions, Events & Information Forums	No change
SC24	Community Use of City of Cockburn Corporate Logo	No change
SC25	Recognition of Elected Members on Retirement	No change
SC26	Reimbursement of Elected Member Expenses	No change
SC27	Honorary Freeman of the City of Cockburn	Reviewed June 2012
SC28	Proposed Amendments by Elected Members to Recommendations for Council	No change
SC29	Elected Members Representing Council on External Committees	No change
SC30	Appointment of Acting Chief Executive Officer	No change
SC31	Access to Information by Council & Committee Members	No change
SC33	Sister City Relationships	Reviewed June 2012
SC34	Budget Management	No change
SC35	Grants, Donations & Sponsorships – Community Organisations & Individuals	Reviewed September 2013
SC36	Recognition – City of Cockburn Pioneers	No change
SC37	Sustainability	Reviewed February 2013

<u>No</u>	<u>Name</u>	<u>Comment</u>
SC38 & SC38(DA)	Sustainable Procurement	Minor change to DA – Title of sub-delegate
SC39	Asset Management	No change
SC40	Elected Member Training & Development	No change
SC41	Employee Achievement Awards	No change
SC42	Smoke Free Environment	No change
SC43	Smoke Free Council	No change
SC44	Acknowledgement of Traditional Owners	No change
SC45	Flying of Flags – City of Cockburn Administration Building	No change
SC46	Installation and Use of Closed Circuit Television (CCTV) in the City of Cockburn	No change
SC47	Formal Introduction and Review of Council Policies, Position Statements and	Reviewed June 2013
SC48	Provision of Mayoral Vehicle	No change
SC49	Death of Local Notable Citizen	Adopted July 2012
SC50	Annual Civic Dinner – Guest List	Adopted June 2013
SC51	Enterprise Risk Management	Adopted June 2013
SC52	Recreation and Leisure Traders Licence – Foreshore Reserves	Adopted June 2013
SC53	Social Media	Adopted September 2013

Strategic Plan/Policy Implications

Leading & Listening

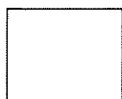
- A culture of risk management and compliance with relevant legislation, policy and guidelines

Budget/Financial Implications

N/A

Legal Implications

Local Government Act, 1995, Sec. 5.42 refers.



Community Consultation

N/A

Attachment(s)

1. Amended Policy SC8 – Conduct of Elections by Postal Ballot.
2. Amended Policy SC38 – Sustainable Procurement.
3. Amended Policy SC21 – Use of Cab Charge Facilities.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

(MINUTE NO 216) (DAPPS 28/11/2013) - REVIEW OF COUNCIL POLICY SC50 AND RELATED DELEGATED AUTHORITY (086/001; 086/003) (D GREEN)

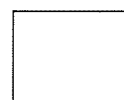
COMMITTEE RECOMMENDATION

MOVED Deputy Mayor C Reeve-Fowkes SECONDED Cllr S Portelli that Policy SC50 – Annual Civic Dinner – Guest List be adopted, as shown on the attachment to the Minutes.

CARRIED 5/0

Reason for Decision

The minor changes reflect an inclusionary policy rather than exclusionary. With so many volunteers within our community not receiving recognition, these changes provide an opportunity to recognise their contribution.



10. PLANNING & DEVELOPMENT DIVISION ISSUES

10.1 **(MINUTE NO 217)** (DAPPS 28/11/2013) - PROPOSED AMENDMENT TO POLICY SPD6 'HEALTH ACT 1911 & FOOD ACT 2008 - AUTHORISATION OF DEPUTIES AND PROPOSED NEW DELEGATED AUTHORITIES ASSOCIATED WITH THE FOOD ACT 2008 (086/001; 086/003) (P OORJITHAM) (ATTACH)

RECOMMENDATION

That Council:

- (1) adopt proposed amendments to Policy SPD6 'Health Act 1911 – Authorisation of Deputies;
- (2) adopt proposed new Delegated Authorities as follows:
 1. OLPD29 'Food Act 2008 – Prosecution'.
 2. OLPD30 'Food Act 2008 – Prohibition Orders'.
 3. OLPD31 'Food Act 2008 – Registration of Food Business'.
 4. OLPD32 'Food Act 2008 – Appointment of Authorised Persons & Designated Officers'; and
- (3) update the Delegated Authorities Register accordingly.

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL

COMMITTEE RECOMMENDATION

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

CARRIED 5/0

COUNCIL DECISION



Background

The Food Act 2008 (the Act) came into effect on 23 October 2009. The Act replaced portions of the Health Act 1911 relating to food safety. A recent review of delegations has highlighted that appointments and delegations under the Act have not appropriately been made.

This report recommends that Council make a series of appointments and delegations under the Act.

With the introduction of the Food Act 2008, all provisions relating to food safety under the Health Act 1911 were repealed.

The Act is the principal piece of legislation regulating the sale of food in Western Australia. It provides food safety regulation over the entire food supply chain and represents a significant shift in the direction of food regulation and management within WA.

The Act is a modern piece of legislation that has many new functions and tools within it that did not form part of the food provisions under the Health Act 1911. The Act allows for authorised officers to rapidly respond to new and emerging issues with effective tools.

These new functions and tools under the Act include:

- The requirement for all food businesses to be registered with the local government.
- The ability for infringement notices to be issued for non-compliance with the Act.
- The ability to issue improvement notices to a food business for non-compliance with the Act.

These new provisions place the onus for food safety upon the food business proprietor and allow for appropriately approved officers to respond to issues in a timely and effective manner, subject to the severity of the matter at hand.

The report also recommends for Council to adopt changes to Policy SPD6 'Health Act 1911 – Authorisation of Deputies', as this Policy currently covers provisions of the Health Act and the Food Act. All Food Act matters will now be covered within the new proposed delegations, leaving the Policy to deal with Health Act matters only.

Submission

N/A



Report

Section 122 of the Food Act 2008 provides the ability for an Enforcement Agency (defined within the Act to include a Local Government) to appoint Authorised Officers to administer a range of functions under the Act. These functions typically include duties such as conducting routine food premise inspections, food sampling and complaint investigation.

Environmental Health Officers have historically performed this function under the Health Act 1911 and this is reflected in Section 122(1)(b) of the Act where reference is made to a person that holds office as an Environmental Health Officer may be appointed as an Authorised Officer.

For the purposes of this report, a reference to an Environmental Health Officer also includes the Manager, Health Services as well as the Co-ordinator, Environmental Health.

Section 123 of the Act requires the enforcement agency to provide an Authorised Person with a certificate of authority as an authorised officer.

One of the new provisions available under the Act is the ability to issue infringement notices for breaches under the Act. This enables a timely response to transgressions without having to see a matter taken to Court. This is seen to be a useful tool to manage breaches that are more minor in nature.

An officer appointed as a Designated Person under Section 126(2) of the Act and thus with the power to issue infringement notices cannot under the Act also be appointed Designated Officers under Sections 126(3), (6) or (7) of the Act. That is, an officer with the power to issue an infringement notice cannot be appointed as an Authorised Person with the power to receive the money from an infringement notice; or to extend the time period during which an infringement may be paid or to withdraw an infringement. It is therefore considered appropriate that the Chief Executive Officer be appointed as an Authorised Person under Section 126(3) to receive payment of an infringement.

Section 65 of the Act allows for the enforcement agency to serve a prohibition notice upon a food premise that would have the effect of closing a food premise. This can be served if:

- the food handling practices and/or the physical conditions of the food premises is degraded such that it does not meet the requirements of Section 62 of the Act; and



- the proprietor of the business has not complied with an improvement notice within the required time, or, the matter at hand is so serious as to require urgent action to mitigate a serious danger to public health.

This is a strong provision and could only be used in extraordinary times to protect public health where there is either a failure to comply with an improvement notice or there is a need to mitigate an urgent danger to public health.

Sections 66 and 67 of the Act relate to prohibition notices issued under Section 65 of the Act and provide for the enforcement agency to issue a certificate of clearance; and written notification of a decision not to issue a certificate of clearance respectively.

Once a prohibition notice has been issued, it can only be lifted by way of issuing a certificate of clearance once it has been determined that the food handling practices/physical conditions of the food premise has been rectified. Should it be determined that the food premise remains in a poor state then the enforcement agency must give written notification to the proprietor of the decision not to issue a certificate of clearance.

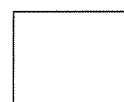
Section 110 of the Act now requires all food businesses to be registered with the appropriate enforcement agency. Sections 110 and 112 allow for enforcement agencies to grant (with or without conditions), refuse, vary conditions or cancel a registration. It is therefore considered essential that this be delegated to allow for timely administration of what is an operational matter.

Officers recommend that Council Delegates under Section 118 of the Food act 2008 to the Chief Executive Officer the following powers:

- Ability to appoint Authorised Officers under Section 122 of the Act
- Ability to issue Certificates of Authority under Section 123 of the Act in relation to Authorised Officers appointed under Section 122 of the Act.
- Ability to appoint Designated Officers under Section 126(2), (6) and (7) of the Act to issue, extend time for payment or withdraw infringement notices

Appoints the Chief Executive Officer as a Designated Officer under Section 126(3) of the Act to receive payments from an infringement notice.

Delegates to the Manager, Health Services and the Director, Planning and Development under Section 118 of the Food Act 2008 the following powers:



- Issue a prohibition order; a certificate of clearance; and to provide written notification not to issue a certificate of clearance approval under Sections 65, 66 and 67 of the Act; and
- Grant, apply conditions, refuse, vary or cancel registration of a food business under Sections 110 and 112 of the Act.

Amend Policy 'SPD6 Health Act 1911 and Food Act 2008 – Authorisation of Deputies', in order to remove provisions of the Food Act 2008 from the Policy, and also specify the powers of the deputies in accordance with the Health Act 1911.

Strategic Plan/Policy Implications

Infrastructure

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

Community & Lifestyle

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

Leading & Listening

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

Environment & Sustainability

- Identification and minimisation of impacts to human health risk.

Budget/Financial Implications

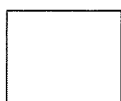
N/A

Legal Implications

Failure to make the necessary appointments and delegations would result in the City being unable to administer the Act effectively.

Community Consultation

N/A



Attachment(s)

1. Proposed amended Policy SPD6 'Health Act 1911 – Authorisation of Deputies'.
2. Proposed new Delegated Authority OLPD29 'Food Act 2008 – Prosecution'.
3. Proposed new Delegated Authority OLPD30 'Food Act 2008 – Prohibition Orders'.
4. Proposed new Delegated Authority OLPD31 'Food Act 2008 – Registration of Food Business'.
5. Proposed new Delegated Authority OLPD32 'Food Act 2008 – Appointment of Authorised Persons & Designated Officers'.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

10.2 (MINUTE NO 218) (DAPPS 28/11/2013) - AMENDMENTS TO DELEGATED AUTHORITY APD54 'DEVELOPMENT APPLICATIONS AND DETAILED AREA PLANS, SUBDIVISIONS, APPEALS AND DEVELOPMENT COMPLIANCE' (083/003) (A LEFORT) (ATTACH)

RECOMMENDATION

That Council

- (1) adopt amendments to Delegated Authority APD54 'Development Applications and Detailed Area Plans, Subdivisions, Appeals and Development Compliance' made under Town Planning Scheme No. 3 Sections 11.3.1 and 11.3.2, as shown in the attachments to the Agenda; and
- (2) update the Delegated Authority Register accordingly.

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL

COMMITTEE RECOMMENDATION

MOVED Clr Y Mubarakai SECONDED Clr S Pratt that the recommendation be adopted.

CARRIED 5/0



COUNCIL DECISION

Background

Several sections of the delegation require updating. The proposed changes and explanation for the changes are discussed in the report section below.

Submission

N/A

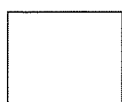
Report

The proposed amendments are detailed on the attached draft version of APD54 'Development Applications and Detailed Area Plans, Subdivisions, Appeals and Development Compliance' and include:

1. Removal of the exclusion for Detailed Area Plans ("DAP") applicable to Cockburn Central (Town Centre) and Port Coogee Structure Plan areas. The Cockburn Central Town Centre DAP has been completed however at times requires minor modifications which are easily able to be undertaken by staff and would provide for a more effective approval process.

Similarly, DAPs for the Port Coogee Local Structure Plan area require Council determination. Since the Port Coogee Local Structure Plan (LSP) was first endorsed by the Western Australian Planning Commission, 24 DAPs in the Port Coogee area have been approved by Council in accordance with the Officer's recommendations. The majority of the Port Coogee area is covered by approved DAPs and therefore having Council to continue to determine the DAPs, particularly where there are no changes to the officer's recommendations would provide for a more effective approval process.

2. Add reference to LDPs to reflect the amended version of the Western Australian Planning Commission's State Planning Policy 3.1 which was released in August 2013 in which Detailed Area Plans are now referred to as Local Development Plans.
3. Add the subdivision officer/s to the Sub-Delegate section under 'Subdivisions'. The Subdivision Officer is a relatively new position in the Statutory Planning Department responsible for the



assessment of Subdivision Applications. Delegation is required for the position to effectively carry out the required role. The role was added to Clauses 3 (Appeals and 4 (Development Compliance) of the Delegated Authorities however was not added to Clause 2 (Subdivision) which is the core function of the role which appears to have been an oversight.

Strategic Plan/Policy Implications

Leading & Listening

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

Budget/Financial Implications

N/A

Legal Implications

Sec. 5.46 (2) of the Local Government Act, 1995 refers.

Community Consultation

N/A

Attachment(s)

Proposed amendments to APD54 'Development Applications and Detailed Area Plans, Subdivisions, Appeals and Development Compliance'.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.



10.3 **(MINUTE NO 219)** (DAPPS 28/11/2013) - DRAFT LOCAL PLANNING POLICY - BUSHFIRE PRONE AREAS - 109/025 (C HOSSEN) (ATTACH)

RECOMMENDATION

That Council

- (1) in pursuance of Clause 2.3.1 of City of Cockburn Town Planning Scheme No. 3, resolves to prepare a Local Planning Policy for Bushfire Prone Areas; and
- (2) publishes a notice of the proposed Local Planning Policy in accordance with Clause 2.5.1(a) of the Scheme.

COMMITTEE RECOMMENDATION

MOVED Clr S Portelli SECONDED Clr S Pratt that the recommendation be adopted.

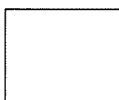
CARRIED 5/0

COUNCIL DECISION

Background

Australia and Western Australia specifically is a land mass prone to incidences of bushfire. In recent times a number of fire events have come under scrutiny from various State Governments to ascertain the cause, appropriateness of response and need for change. The need for the City of Cockburn to identify Bushfire Prone Areas and take reasonable and appropriate responses to this issue is in response to these reports.

At its Ordinary Council Meeting held on 12 April 2012 Council resolved to initiate Amendment No. 92 to City of Cockburn Town Planning Scheme No. 3 ("Scheme"). The purpose of the amendment is to place a Special Control Area over land currently zoned Rural, Resource, Rural Living and Conservation under the Scheme, dealing with bushfire risk management through the planning process. The amendment also proposes a number of alterations and additions to the Scheme Text.



Council adopted for final approval Amendment No. 92 at its Ordinary Council Meeting held on 4 May 2013. Point 2 of the Council recommendation noted the following: that Council:

“resolves to prepare a Local Planning Policy to help guide development within designated Bushfire Prone Areas to provide consistency to officers, landowners and developers going forward;”

Officers have forwarded Amendment No. 92 to the Western Australian Planning Commission for the Hon Minister’s consideration. In anticipation of the Hon Minister’s decision, the City has begun preparation of Bushfire Hazard Assessment Maps and Local Planning Policy (the subject of this report). The preparation of both documents is seen as pivotal in ensuring that the regulatory framework is in place in anticipation of the gazettal of Amendment No. 92.

Submission

N/A

Report

Once Scheme Amendment No. 92 is gazetted the City of Cockburn Town Planning Scheme No. 3 (‘Scheme’) will provide discretion with regard to the assessment of a proposal for development within areas identified as Bushfire Prone under Clause 6.6.1. The Scheme also provides for a right of review for landowners with respect of a decision of the City to identify their land on a Bushfire Hazard Assessment Map. Both these aspects require Local Planning Policy guidance.

Considering the discretion allowed for under the Scheme and following consultation with affected landowners during the Amendment No. 92 advertising period, it was deemed necessary to provide policy guidance for the exercise of discretion in respect of development within Bushfire Prone Special Control Areas. Further to this it was deemed necessary to provide guidance as to how requests for review received from landowners concerning Bushfire Hazard Assessment Mapping should be handled.

The Draft Policy provides guidance with regards to the following matters:

1. Identification of Bushfire Prone Land;
2. Minor Extensions to Existing Dwellings, Swimming Pools and Outbuildings; and
3. Review under Clause 6.6.9



With regards to Point 1 above; at its Ordinary Council Meeting held on 12 April 2012 Council initiated Scheme Amendment No, 92 and also endorsed the methodology for the identification of Bushfire Prone Areas on any Bushfire Hazard Assessment Map. The process for such identification being:

1. Inclusion of identified native vegetation of 1 Ha or greater (by aerial photograph);
2. Identification of native vegetation less than 1 Ha in size but within 50m of identified native vegetation (>1 Ha); and
3. Buffering of all the above by 100m (shown in different colour from main hazard area).

For the purpose of registering an accurate assessment of bushfire risk; the identification of bushfire prone areas includes land meeting the first two criteria but which is not within the Bushfire Prone Special Control Area.

It was deemed warranted to include the identification methodology within the Draft Local Planning Policy as opposed to just as part of a recommendation of Council. Having it within the Policy gives it weight under the Scheme and also makes clear any process for changing the approach should further direction come from the State Government in the future as part of their formulation of a State Planning Policy on bushfire protection.

With regard to Point 2 above; research of the approach of other jurisdictions and consultation with landowners outlined concern regarding how the City would treat existing building in Bushfire Prone Areas when extensions were proposed. The need for consistency of decision making was clear.

The Draft Policy notes that in some cases where an existing single house has further development proposed the bushfire attack level assessment may recommend upgrading of that single house. While there is an expectation that this is intended under the Scheme, the following types of proposed development would unlikely necessitate a condition of planning approval to upgrade the existing single house at the discretion of the City:

1. Extensions to an existing single house that increases the floor area of that single house (as of the date of gazettal of Scheme Amendment No. 92) by no more than 20% in total and does not increase the bushfire attack level assessment rating of the existing single house.
2. Swimming Pools.
3. Outbuildings where in the opinion of the City the proposal does not increase the bushfire attack level assessment rating of the existing single house.



4. Ancillary Accommodation where the proposal is built to the required bushfire attack level assessment rating and where in the opinion of the City the proposal does not increase the bushfire attack level assessment rating of the existing dwelling.

However, point (1) to (4) will not be applied where the bushfire attack level assessment rating of the existing dwelling is BAL-29, BAL-40 or BAL-FZ. In such situations, where the fire risk is clear and extreme, the City does not see it as wise to allow any discretion in regards to addressing the fire risk. This approach is consistent with the approach to this matter in other states.

With regard to Point 3 above; Clause 6.6.9 of the Scheme allows for any landowner whose land is identified on a Bushfire Hazard Assessment Map to request a review of that classification by the City. The Draft Policy outlines the procedures and rationale behind how a review will be assessed. Also, the Draft Policy outlines expectations for the information to be provided by the landowner as part of any review. Importantly the Draft Policy makes it clear that any decision will be accompanied by clear guidance that discretionary decisions made under 6.6.9 can be appealed to the State Administrative Committee.

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.

Community & Lifestyle

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

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

Community consultation will be undertaken in accordance with Clause 2.5 of the Scheme.



Attachment(s)

Draft Bushfire Prone Areas Local Planning Policy.

Advice to Proponent(s)/Submissioners

N/A

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

N/A.

10.4 (MINUTE NO 220) (DAPPS 28/11/2013) - VARIATION TO POLICY APD62 'VEHICLE ACCESS' (C CATHERWOOD) (086/001) (ATTACH)

RECOMMENDATION

That Council

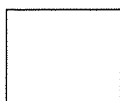
- (1) initiate an amendment to Appendix 1 and 2 of Local Planning Policy APD62 'Vehicle Access', in accordance with the procedures set out in Section 2.5 of the City of Cockburn Town Planning Scheme No. 3, for the purposes of updating the vehicle access arrangements to North Lake Road to facilitate the detailed design requirements for the North Lake Road bridge; and
- (2) in association with (1) undertake concurrent minor amendments to the Muriel Court Structure Plan and Solomon Road Structure Plans in accordance with the requirements of Part 6 of the Scheme.

COMMITTEE RECOMMENDATION

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

CARRIED 5/0

COUNCIL DECISION



Background

Policy APD62 'Vehicle Access' was first adopted by Council on 10 March 2011. Its purpose is to provide a framework for the planning and development of safe and efficient movement of motorists, public transport users, pedestrians and cyclists, where a coordinated approach to vehicle access is required.

The last review of this policy was completed 12 September 2013. The previous review was initiated 27 September 2012 and incorporated minor rewording of the policy text. This was adopted at the 14 February 2013 meeting of Council.

Main Roads Western Australia ('MRWA') has now advised the Vehicle Access Policy Plans ('VAPP') related to North Lake Road require updating. MRWA are responsible for the proposed bridging of North Lake Road over the Kwinana Freeway. The updates to the VAPP will impact on the existing access arrangements to a number of commercial properties along the section of North Lake Road between Semple Court and Armadale Road. While some landowners may expect these changes (due to conditions on development approvals), there is likely to be some landowners and tenants who are not aware of the need for access changes

Submission

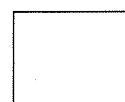
N/A

Report

Policy APD62 was prepared to ensure that when land adjacent to major/arterial/distributor/important roads is developed for more intensive uses, the resulting additional traffic generated by such uses does not cause conflict, especially where pre-existing traffic volumes are high.

The City is generally responsible for the approval of development on land adjacent to major/arterial/distributor/important roads. Policy APD62 allows the City to ensure development approval provides for:

1. safe and efficient movement of motorists, public transport users, pedestrians and cyclists;
2. safe and efficient movement of waste management and other service vehicles;
3. minimisation of the potential for conflict between through and local traffic;
4. visually attractive road environments; and



5. reasonable property access that is direct, convenient and safe.

Main Roads Western Australia ('MRWA') has now advised the Vehicle Access Policy Plans ('VAPP') related to North Lake Road require updating. This will impact on the existing access arrangements to a number of commercial properties along the section of North Lake Road between Semple Court and Armadale Road. Many current access points will be removed, while others will be altered to 'left in, left out' only. An indicative concept plan is attached and will be used as the basis for preparation of plans for public consultation.

It is understood that these modifications are necessary to finalise a design for the North Lake Road bridge infrastructure, which the City understands is currently under consideration for funding by MRWA. This creates a situation whereby the City understands that its changes to the policy and associated Structure Plans (Muriel Court and Solomon Road) are necessary in order to continue the State Government's consideration of funding the bridge.

It is recommended Council proceed with modifications to both the policy and Structure Plans.

Strategic Plan/Policy Implications

Infrastructure

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

Moving Around

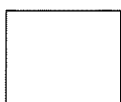
- An integrated transport system which balances environmental impacts and community needs.
- A safe and efficient transport system.

Budget/Financial Implications

Nil.

Legal Implications

There are currently endorsed local structure plans in place which refer to differing vehicle access arrangements. These plans would also need to be updated to reflect the updated policy. It is recommended these be concurrently processed.



Community Consultation

Changes to any Local Planning Policy will need to be advertised for public comment for a minimum period of 21 days, as per the City's Town Planning Scheme No. 3. Minor modifications to Structure Plans need to also be advertised in accordance with the requirements for minor modifications under Part 6.

Attachment(s)

1. Main Roads concept plans (west and east of freeway).
2. Copy of current policy APD62.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

11. FINANCE & CORPORATE SERVICES DIVISION ISSUES

11.1 (MINUTE NO 221) (DAPPS 28/11/2013) - PROPOSED AMENDMENT TO POSITION STATEMENT PSFCS23 'SUPERANNUATION' (086/002) (M TOBIN) (ATTACH)

RECOMMENDATION

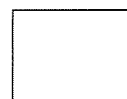
That Council adopt proposed amendments to Position Statement PSFCS23 'Superannuation', as shown in the attachments to the Agenda.

COMMITTEE RECOMMENDATION

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

CARRIED 5/0

COUNCIL DECISION



Background

The City of Cockburn pays superannuation contributions as required by the Superannuation Guarantee (Administration) Act 1992 and in accordance with the Superannuation Legislation Amendment (Choice of Superannuation Funds) Act 2004. The City also offers additional superannuation contributions as an incentive to employees to make their own additional contributions pre-tax or post-tax.

Submission

N/A

Report

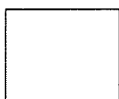
This Position Statement has been updated to reflect the changes included at Clause 12 Superannuation in the City of Cockburn Enterprise Agreement 2013 – 2016. The main change is that The City is guaranteeing increased employer contributions to superannuation which whilst proposed by the previous government, have not been assured by the current government. This benefit has been offered to employees so that the City of Cockburn can remain competitive by offering attractive employment benefits and conditions.

The City's Workforce Plan 2012 - 2017 has organisational and workforce development strategies in recruitment and retention which require it to maintain competitive superannuation contributions and competitive overall remuneration packages. The changes to the Enterprise Agreement and this Position Statement are to ensure the City remain competitive in attracting and retaining people to provide services to our community.

Strategic Plan/Policy Implications

Leading & Listening

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



Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

N/A

Attachment(s)

Proposed amended Position Statement PSFCS23 'Superannuation'.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

11.2 (MINUTE NO 222) (DAPPS 28/11/2013) - PROPOSED AMENDMENT TO POLICY AFCS1 'EMPLOYEE DEVELOPMENT' (086/001) (M TOBIN) (ATTACH)

RECOMMENDATION

That Council adopt proposed amendments to Policy AFCS1 'Employee Development', as shown in the attachments to the Agenda.

COMMITTEE RECOMMENDATION

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

CARRIED 5/0

COUNCIL DECISION



Background

The current policy has been updated to clearly define the parameters of employee entitlements in regards to development. These changes have arisen from recent mis-interpretations of the policy, significant costs increases by TAFE institutions and subsequent budgetary impacts.

Submission

N/A

Report

The Policy has been reviewed to clearly define how it is applied to employees who are on leave without pay, including maternity and paternity leave. The level of support for employees undertaking TAFE courses has been reduced as the TAFE fees have increased significantly over the past few years and Council support is being brought into line with university level support. In addition, there have been grammatical changes to points (2) and (7)(a)(iii).

The Policy is now more directive to ensure the training expenditure can be better planned and the use of study leave can be better balanced with our service commitments.

Strategic Plan/Policy Implications

Leading & Listening

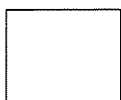
- Effective and constructive dialogue with all City stakeholders.
- A responsive, accountable and sustainable organisation.
- Quality customer service that promotes business process improvement and innovation that delivers our strategic goals.
- A skilled and engaged workforce.

Budget/Financial Implications

This policy will assist in reducing study reimbursements where employees are on leave from the organisation.

Legal Implications

The policy is in accordance with current legislation.



Community Consultation

N/A

Attachment(s)

Proposed amended Policy AFCS1 'Employee Development'.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

11.3 (MINUTE NO 223) (DAPPS 28/11/2013) - PROPOSED AMENDMENT TO POSITION STATEMENT PSFCS22 'SALARY PACKAGING' (086/001) (M TOBIN) (ATTACH)

RECOMMENDATION

That Council adopt proposed amendments to Position Statement PSFCS22 'Salary Packaging', as shown in the attachments to the Agenda.

COMMITTEE RECOMMENDATION

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

CARRIED 5/0

COUNCIL DECISION

Background

Salary packaging means that the cash component of the gross salary is reduced by the cost of the item(s) to be taken in lieu of cash. To attract and retain staff, the City of Cockburn offers salary packaging of certain



items including novated vehicle leases, laptop computers, income protection insurance and superannuation.

The position statement has been updated to advise that all salary packaged items, other than superannuation, will be administered by the Council appointed salary packaging provider.

Submission

N/A

Report

The Enterprise Agreement 2013-2016 makes provision for salary packaging as follows:

“Employees may by written agreement with the Employer, enter into a salary packaging arrangement. Any arrangement must comply with relevant taxation laws and the Employer will not be liable for additional tax, penalties or other costs payable or which may become payable by the Employee.

In 2013 during the Enterprise Agreement negotiation, income protection insurance was added to the list of items the Council allows employees to package. The legal complexity of salary packaging and the addition of more items have resulted in higher workloads for Council staff and some confusion for staff so it is proposed that these (other than superannuation) will be administered by the Council appointed salary packaging provider (currently Selectus). Salary packaging of superannuation will remain an in-house function as it is relatively straightforward to process. This will result in efficiencies for payroll processing and accounts payable functions and simplify the enquiry process for Council employees who wish to salary package.

Strategic Plan/Policy Implications

Leading & Listening

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



Budget/Financial Implications

There is no cost to Council for a salary packaging firm to administer the arrangements.

Legal Implications

No change as employees must have their packaging approved and are required to seek financial advice for significant items.

Community Consultation

N/A

Attachment(s)

Proposed amended Position Statement PSFCS22 'Salary Packaging'.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

11.4 (MINUTE NO 224) (DAPPS 28/11/2013) - PROPOSED NEW DELEGATED AUTHORITY LGAFCS2 'OBJECTIONS TO THE RATE RECORD & RATEABLE STATUS OF LAND' (086/003) (N MAURICIO) (ATTACH)

RECOMMENDATION

That Council

- (1) adopt proposed new Delegated Authority LGAFCS2 'Objections to the Rate Record and Rateable Status of Land', as shown in the attachments to the Agenda; and
- (2) update the Delegated Authority Register accordingly.

TO BE CARRIED BY ABSOLUTE MAJORITY OF COUNCIL



COMMITTEE RECOMMENDATION

MOVED Cllr L Wetton SECONDED Cllr Y Mubarakai that the recommendation be adopted.

CARRIED 5/0

COUNCIL DECISION

Background

Sections 5.42 and 5.44 of the *Local Government Act 1995* allow local government powers and duties to be delegated to the CEO who in turn can then sub-delegate to other employees. Section 5.46 requires local governments to keep and maintain a Register of Delegated Authority.

Section 6.76 (1) of the *Local Government Act 1995* allows a person to object to the rate record on several grounds including the rateability of the land as defined under section 6.26. A local government is required to consider and allow or disallow the objection in accordance with section 6.76 (5). These determinations are carried out at the City by the responsible managers utilising their professional judgement and having regard to legal precedence and industry practice.

This delegation is proposed to formalise the current arrangements for determining rating objections.

Submission

N/A

Report

Section 6.76 (5) of the *Local Government Act 1995* requires a local government to consider and determine objections to the rate record on various grounds. These grounds include:

- an error in the rate record with respect to the identity of the owner or occupier of any land (S 6.76 (1)(a)(i));
- on the basis that the land or part of the land is not rateable land (S 6.76 (1)(a)(ii));



- the characteristics of the land used as the basis for imposing a differential rate are incorrect. (S 6.76 (1)(b)).

Section 6.76 (6) requires the local government to provide written notice to the objector of its decision on the objection stating its reason for that decision. Section 6.76 (4) allows a local government to extend the statutory time of 42 days for a person to make an objection in relation to the rate record. In exercising its duty to consider objections to the rate record, local governments may determine land to have a non-rateable status where held or used for purposes in accordance with the *Local Government Act 1995* section 6.26 (2). These include land held exclusively for religious, educational or charitable purposes.

A review of industry practice found very few local governments have established delegations for dealing with rating objections and claims for rating exemptions. In most cases, these are dealt with by the administration through application of professional judgement and having regard to the requirements of the Local Government Act and legal precedence. However, the City should further strengthen its governance of this area.

For administrative competence and expediency, it is proposed that the above powers and duties of Council are delegated to the CEO and sub-delegated to senior management within the Finance function. In respect to approving objections on the grounds of non-rateability of land, it is recommended the delegation be limited to circumstances where general rates charged do not, or would not, exceed \$5,000.

Appropriate records will be maintained on the exercise of this delegation within the City's Rate Book.

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

Allowed objections against rate records, including the non-rateability of land will result in a reduction of rates revenue. A register will be maintained with a listing of non-rateable land allowed under section 6.76 (1)(a) (ii) and the value of foregone rates.



Legal Implications

N/A

Community Consultation

N/A

Attachment(s)

Proposed new Delegated Authority LGAFCS2 'Objections to the Rate Record & Rateable Status of Land'.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

12. ENGINEERING & WORKS DIVISION ISSUES

Nil

13. COMMUNITY SERVICES DIVISION ISSUES

13.1 (MINUTE NO 225) (DAPPS 28/11/2013) - PROPOSED NEW POLICY SC54 'STREET ENTERTAINMENT' (086/001) (S SEYMOUR-EYLES) (ATTACH)

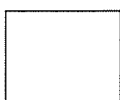
RECOMMENDATION

That Council adopt proposed new Policy SC54 'Street Entertainment', as shown in the attachment to the Agenda.

COMMITTEE RECOMMENDATION

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

CARRIED 5/0



COUNCIL DECISION**Background**

The City of Cockburn is working with Landcorp in the area of Cockburn Central to consider cost effective and sustainable ways of activating the small town square to create a more vibrant atmosphere for the community and visitors, with the aim of encouraging people to the area. The new Cockburn Central Town Square was completed in January, 2013. Consideration has been given for some of the City's existing events (Civic, Summer of Fun) to be re-located to this area. Street entertainers (buskers) are popularly encouraged in Cities throughout the world as a means of activating city/town centres in a cost effective way and as a means of showcasing local talent. Mandurah, Fremantle, Perth and Bunbury are examples of centres that encourage buskers.

In February 2013, Council approved advertising of an amendment to the City of Cockburn (Local Government Act) Local Laws, 2000 to allow street entertainment. Advertising has occurred and the local law will be brought back to Council as a separate item to the December 2013 Council meeting. The amendment will then be gazetted before the local law will come in to effect. The amendment is then reviewed by the Joint Standing Committee on Delegated Legislation.

Submission

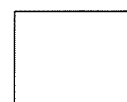
There was 1 submission received as a result of the letters dropped to interested parties detailing the proposed changes to street entertaining within Cockburn Central Town Square. The submission was in support of the proposed changes.

Report

A space has been designated in Cockburn Central Town Square as suitable for street entertainment. The policy will initially apply as the sole place for busking in the City of Cockburn, but could extend to additional areas, such as Port Coogee Marina, following consultation with residents and businesses, in future.

Permits

Street entertainers must apply for a permit, which will be valid for one year and issued free of charge.



Booking System

As there will only be one designated area in Cockburn at this point, a booking system will be implemented.

Non-acceptable acts

These include dangerous acts and acts which use animals.

What is not considered busking/street entertainment

These include political rallying and balloon sculptors.

Group Acts

The policy details the maximum number of people in a group as 5, due to pedestrian access. However larger groups will be assessed on a case by case basis.

Merchandise Sales

The policy allows performers to sell their own original CDs or DVDs.

Fundraising

The policy specifies that registered charities may fundraise through permitted entertainment. There will be one slot per week allocated for fundraising in this way, but not exclusively to fundraising. The slot will be offered on a first come first served basis.

Behaviour

What is deemed as inappropriate behaviour is outlined in the policy, eg. using offensive language.

Amplification

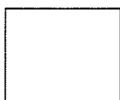
The policy details that only battery operated amplification may be used.

Insurance

The City will purchase public liability insurance through LGIS for an estimated \$900 plus GST which will cover up to 30 acts per year.

Complaints

The City's Contact Centre will be briefed on where to direct any complaints during business hours and outside business hours, as will



businesses and residents located around the Square. A sign will be installed designating the busking area. This sign will also include the contact details for complaints during work hours and after work hours. Rangers/Environmental Health Officers will issue warnings or recommend cancellation of a permit for non-compliance with the permit, as applicable.

Monitoring

Additional Information

The procedures for getting a permit, booking a time-slot and all other information will be on the City's website.

Promotion

The intention is to promote the opportunity to both potential buskers and to the public.

Strategic Plan/Policy Implications

Community & Lifestyle

- Community environments that are socially cohesive and embrace diversity.
- Communities that take pride and aspire to a greater sense of community.
- The significance and richness of our local Indigenous people and diverse multicultural community will be recognised and celebrated.

Leading & Listening

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

Budget/Financial Implications

\$10,000 has been budgeted for the current year to pay for:
 \$1000 - Public Liability Insurance for up to 30 performers –
 Advertising and promotion to encourage buskers and to promote busking - \$2000
 \$1500 – signage on site to highlight busking spot and contact numbers.
 \$5,500 – provision to contract acts in the first season if deemed

Legal Implications

N/A



Community Consultation

A letter detailing the proposed change to the local law was dropped to businesses around the square and residents where it was possible to access buildings. One submission was received from Century 21 who fully supported the proposal.

Attachment(s)

1. Proposed new Policy SC54 'Street Entertainment'.
2. Proposed amendment to City of Cockburn (Local Government Act) Amendment No.2 Local Law 2013.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

14. EXECUTIVE DIVISION ISSUES

Nil

15. MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Nil

16. NOTICES OF MOTION GIVEN AT THE MEETING FOR CONSIDERATION AT NEXT MEETING

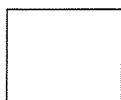
Nil

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

Nil

18. MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE

Nil



19. CONFIDENTIAL BUSINESS

Nil

20. (DAPPS 28/11/2013) - CLOSURE OF MEETING

MEETING CLOSED AT 6.20PM

CONFIRMATION OF MINUTES

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

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



POL	ANNUAL CIVIC DINNER – GUEST LIST	SC50
-----	----------------------------------	------

POLICY CODE:	SC50
DIRECTORATE:	Executive Services
BUSINESS UNIT:	Executive Support
SERVICE UNIT:	Executive Support
RESPONSIBLE OFFICER:	Chief Executive Officer
FILE NO.:	086/001
DATE FIRST ADOPTED:	13 June 2013
DATE LAST REVIEWED:	
ATTACHMENTS:	N/A
DELEGATED AUTHORITY REF.:	N/A
VERSION NO.	1

Dates of Amendments / Reviews:	
DAPPS Meeting:	31 January 2013 23 May 2013 <u>28 November 2013</u>
OCM:	14 February 2013 <u>12 December 2013</u>

BACKGROUND:

Council has traditionally conducted an Annual Civic Dinner towards the end of each calendar year to acknowledge the contribution of stakeholders to the District.

PURPOSE:

To provide guidance to the Mayor and Chief Executive Officer (CEO) in compiling an appropriate guest list for this function.

POLICY:

- (1) The City will host an Annual Civic Dinner function to recognise individuals and organisations who have contributed significantly to the past success of the City and / or key stakeholders in the future development of the City.
- (2) The function will be scheduled on a selected date towards the end of each calendar year and will be normally conducted in the Council Reception Area, but may be held at another venue if considered appropriate to do so by the Mayor and CEO, following consultation with councillors.
- (3) The guest list will be comprised of the following:

POL	ANNUAL CIVIC DINNER – GUEST LIST	SC50
-----	----------------------------------	------

1. State and Federal Parliamentary Representatives, whose electorates are contained within the District,
 2. Honorary Freeman of the City,
 3. Mayor and councillors of the City,
 4. Mayor and CEO of adjoining local government Districts,
 5. Minister and/or Director General of state government portfolios/Departments, as considered appropriate,
 6. Representatives of local business and industries within the City of Cockburn/ commerce / industry representative groups, with whom the City has an affiliation, as considered appropriate,
 7. Representatives of community organisations within the District, with whom Council has an association. A maximum of one (1) representative per organisation, per year, per Elected Member, will be invited,
 8. Individuals who have contributed to the community/District, and individuals who the Elected Members recognise for their volunteering and voluntary support within the community of Cockburn. Such individuals may include former Elected Members, and
 9. Staff (maximum 8 per year) at the discretion of the CEO.
- (4) Invitations to all guests will include partners.
 - (5) Elected members may submit the names of up to six (6) persons from the categories as contained in Clause (3) 5 to 8 above to be considered for inclusion on the guest list for the function.
 - (6) ~~Subject to confirmation on the suitability of the submitted names, the~~ The Mayor and CEO will finalise the guest list and arrange for invitations to be sent.
 - (7) The Mayor will advise the relevant councillor of any person nominated by that councillor not considered to be qualified for inclusion on the guest list, in accordance with this Policy. The councillor will have the opportunity to substitute an alternative names in these instances, ~~in accordance with the Mayor's direction.~~

LOCAL GOVERNMENT ACT 1995
City of Cockburn
 (LOCAL GOVERNMENT ACT) AMENDMENT No.2 LOCAL LAW 2013

Under the powers conferred by the *Local Government Act 1995* and all other powers enabling it, the City of Cockburn resolved on to adopt the following local law.

1. Citation

This local law may be cited as the *City of Cockburn (Local Government Act) Amendment No. 2 Local Law 2013*.

2. Commencement

This local law comes into operation 14 days after the day of its publication in the *Government Gazette*.

3. Principal Local Laws

The *City of Cockburn (Local Government Act) Local Laws 2000* as published in the *Government Gazette* on 9 October 2000 and as published and amended in the *Government Gazette* on 13 November 2001, 15 November 2002, 26 September 2003, 25 November 2003, 27 July 2004, 17 May 2005, 11 January 2008, 10 December 2010, 16 December 2011, and 22 June 2012, is referred to as the Principal Local Law. The Principal Local Law is amended.

4. Part VI amended

After clause 6.18 insert the following:

Division 4 — Street Entertainers

6.19 Interpretation

In this Division, unless the context otherwise requires —

indecent exposure means the revealing to view of those parts of the body, especially the genitals, which by law and convention should be covered by clothing under the given circumstances;

perform includes to play a musical instrument, sing, mime, dance, give an acrobatic or aerobic display or entertain, but does not include public speaking;

permit means a permit issued under clause 6.24

permitted area means the area or areas, specified in a permit, in which the permit holder may perform; and

permitted time means the time or times, specified in a permit, during which the permit holder may perform.

6.20 Permit required to perform

(1) A person shall not perform in a public place without a permit.

(2) An exemption to s 6.20 (1) may be granted if the City has requested a person to perform at events run by the City.

6.21 Variation of permitted area and permitted time

- (1) An authorised person may by notice in writing to a permit holder vary —
 - (a) the permitted area;
 - (b) the permitted time; or
 - (c) both the permitted area and the permitted time, shown on a permit.
- (2) An authorised person may direct a permit holder to move from one permitted area to another permitted area, if more than one area is specified in a permit.

6.22 Obligations of permit holder

Authorised officers may ask a person performing to cease performing immediately if they:

- (a) are not properly dressed in clothing which covers the body to prevent indecent exposure;
- (b) act in an offensive manner;
- (c) place, install, erect, play or use any musical instrument or any device which emits music, including a loud speaker or an amplifier —
 - (i) other than in the permitted area; and
 - (ii) unless the musical instrument or device is specified in the permit;
- (d) sell or offer for sale any articles, commodity or services with the exception of the performer's own original CDs and DVDs;
- (e) use dangerous implements or materials as part of the performance without a local government permission;
- (f) use foul or abusive language;
- (f) use animals in their act;
- (g) are intoxicated or under the influence of drugs;
- (h) cause a nuisance or obstruct pedestrian or vehicle traffic and entrances to shops or buildings;
- (i) interfere with an approved entertainment or activity;
- (j) do not keep their site safe and clean while working' and
- (k) solicit donations in appreciation of their performance.

Division 5— Permits

Subdivision 1 — Applying for a permit

6.23 Application for permit

- (1) Where a person is required to obtain a permit under this local law, that person may apply for the permit in accordance with subclause (2).
- (2) An application for a permit under this local law shall —
 - (a) be in the form determined by the local government;
 - (b) be signed by the applicant;
 - (c) provide the information required by the form; and
 - (d) be forwarded to the CEO together with any fee imposed and determined by the local government under and in accordance with sections 6.16 to 6.19 of the Act.

- (3) The local government or an authorised person may require an applicant to provide additional information reasonably related to an application before determining an application for a permit.
- (4) The local government or an authorised person may require an applicant to give local public notice of the application for a permit.
- (5) The local government or an authorised person may refuse to consider an application for a permit which is not in accordance with subclause (2).

6.24 Decision on application for permit

- (1) The local government or an authorised person may —
 - (a) approve an application for a permit unconditionally or subject to any conditions; or
 - (b) refuse to approve an application for a permit.
- (2) If the local government or an authorised person approves an application for a permit, it is to issue to the applicant a permit in the form determined by the local government.
- (3) If the local government or an authorised person refuses to approve an application for a permit, it is to give written notice of that refusal to the applicant.
- (4) Where a clause of this local law refers to conditions which may be imposed on a permit or which are to be taken to be imposed on a permit, the clause does not limit the power of the local government or an authorised person to impose other conditions on the permit under subclause (1)(a).
- (5) Where a clause of this local law refers to the grounds on which an application for a permit may be or is to be refused, the clause does not limit the power of the local government or an authorised person to refuse the application for a permit on other grounds under subclause (1)(b).

Subdivision 2 — Conditions

6.25 Conditions which may be imposed on a permit

The local government or an authorised person may approve an application for a permit subject to conditions relating to —

- (a) the payment of a fee;
- (b) the duration and commencement of the permit;
- (c) the commencement of the permit being contingent on the happening of an event;
- (d) the rectification, remedying or restoration of a situation or circumstance reasonably related to the application;
- (e) the approval of another application for a permit which may be required by the local government under any written law;
- (f) the area of the district to which the permit applies;
- (g) the payment of a deposit or bond against possible damage;
- (h) the obtaining of public risk insurance in an amount and on terms reasonably required by the local government; and
- (i) the provision of an indemnity from the permit holder indemnifying the local government in respect of any injury to any person or any damage to any property which may occur in connection with the use of the public place by the permit holder.

6.26 Imposing conditions under a policy

- (1) In this clause —
policy means a policy of the local government adopted by the Council containing conditions subject to which an application for a permit may be approved under clause 6.24(1)(a).
- (2) Under clause 6.24(1)(a) the local government or an authorised person may approve an application subject to conditions by reference to a policy.
- (3) The local government is to give a copy of the policy, or the part of the policy which is relevant to the application for a permit, with the form of permit referred to in clause 6.24(2).
- (4) An application for a permit is to be taken not to have been approved subject to the conditions contained in a policy until the local government gives the permit holder a copy of the policy or the part of the policy which is relevant to the application.
- (5) Sections 5.94 and 5.95 of the Act shall apply to a policy and for that purpose a policy is to be taken to be information within section 5.94(u)(i) of the Act.

6.27 Compliance and variation of conditions

- (1) Where an application for a permit has been approved subject to conditions, or where a permit is to be taken to be subject to conditions under this local law, the permit holder shall comply with each of those conditions.
- (2) The local government or an authorised person may vary the conditions of a permit, and the permit holder shall comply with those conditions as varied.

Subdivision 3 — General

6.28 Duration of permit

- A permit is valid for one year from the date on which it is issued, unless it is —
- (a) otherwise stated in this local law or in the permit; or
 - (b) cancelled under clause 6.32.

6.29 Renewal of permit

- (1) A permit holder may apply to the local government in writing prior to expiry of a permit for the renewal of the permit.
- (2) The provisions of —
 - (a) this Part; and
 - (b) any other provision of this local law relevant to the permit which is to be renewed,shall apply to an application for the renewal of a permit with appropriate modifications.

6.30 Transfer of permit

- (1) An application for the transfer of a valid permit is to —
 - (a) be made in writing;
 - (b) be signed by the permit holder and the proposed transferee of the permit;
 - (c) provide such information as the local government or an authorised person may require to enable the application to be determined; and

- (d) be forwarded to the CEO together with any fee imposed and determined by the local government under and in accordance with sections 6.16 to 6.19 of the Act.
- (2) The local government or an authorised person may approve an application for the transfer of a permit, refuse to approve it or approve it subject to any conditions.
- (3) Where the local government or an authorised person approves an application for the transfer of a permit, the transfer may be effected by —
 - (a) an endorsement on the permit signed by the CEO; or
 - (b) issuing to the transferee a permit in the form determined by the local government.
- (4) Where the local government or an authorised person approves an application for the transfer of a permit, it is not required to refund any part of any fee paid by the former permit holder.

6.31 Production of permit

A permit holder is to produce to an authorised person the permit issued by the local government immediately upon being required to do so by that authorised person.

6.32 Cancellation of permit

- (1) Subject to clause 6.33, a permit may be cancelled by the local government or an authorised person if —
 - (a) the permit holder has not complied with a —
 - (i) condition of the permit; or
 - (ii) provision of any written law which may relate to the activity regulated by the permit; or
 - (b) it is relevant to the activity regulated by the permit that —
 - (i) the permit holder has become bankrupt, or gone into liquidation;
 - (ii) the permit holder has entered into any composition or arrangement with creditors; or
 - (iii) a manager, an administrator, a trustee, a receiver, or a receiver and manager is appointed in relation to any part of the permit holder's undertakings or property.
- (2) On the cancellation of a permit the permit holder is to be taken to have forfeited any fees paid in respect of the permit.
- (3) An authorised person may cancel a permit if, in the opinion of the authorised person, the volume of sound caused by the permit holder in connection with the performance adversely affects the enjoyment, convenience or comfort of other persons in a public place, or the performance otherwise constitutes a nuisance.

6.33 Application of Part 9 Division 1 of Act

When the local government or an authorised person makes a decision —

- (a) under clause 6.23(1); or
- (b) as to whether it will renew, vary, or cancel a permit,

the provisions of Division 1 of Part 9 of the Act and regulation 33 of the Regulations apply to that decision.

Dated:

The Common Seal of the City of Cockburn was affixed under the authority of a resolution of Council in the presence of –

LOGAN K. HOWLETT, Mayor

STEPHEN CAIN, Chief Executive Officer

Proposed



City of Cockburn
Annual Report

2013



www.cockburn.wa.gov.au

.....

Our mission is to make the City of Cockburn
the most attractive place to live, work, visit
and invest in in the Perth metropolitan area.

.....



Front cover picture: The Coogee Beach Surf Life Saving Club and Community Facility.

Elected Members 2012-13

Mayor
Logan K Howlett JP



Councillor
Central Ward
Val Oliver



Deputy Mayor
West Ward
Kevin Allen



Councillor
Central Ward
Bart Houwen



Councillor
West Ward
Tony Romano



Councillor
Central Ward
Stephen Pratt



Councillor
West Ward
Carol Reeve-Fowkes



Councillor
East Ward
Yaz Mubarakai



Councillor
East Ward
Steven Portelli



Councillor
East Ward
Lee-Anne Smith



Executive Team

Stephen Cain
Chief Executive
Officer



Daniel Arndt
Director Planning
and Development



Michael Littleton
Director
Engineering and
Works



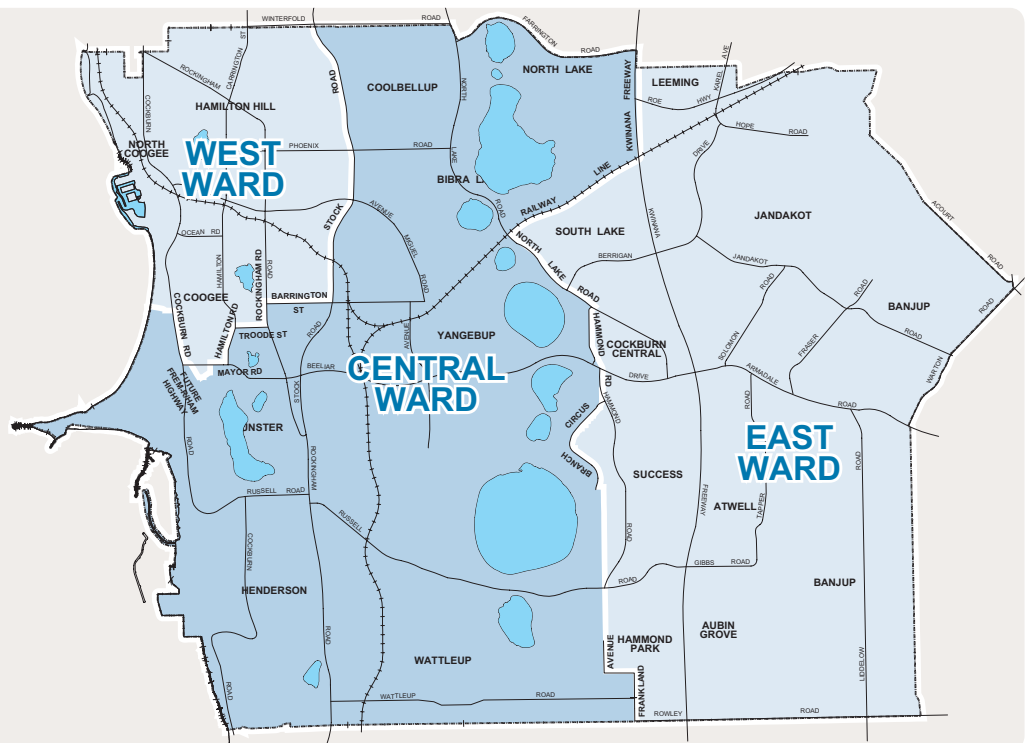
Don Green
Director
Governance
and Community
Services



Stuart Downing
Director Finance
and Corporate
Services



City of Cockburn Ward Map 2013





The Mayor, Councillors and Staff of the City of Cockburn acknowledge the Nyungar people who are the traditional owners of this land. The City would like to thank the Aboriginal Reference Group for their enthusiastic support and assistance in implementing the Reconciliation Action Plan.



Contents

Mayor's Message	7
Report of the Chief Executive Officer	9
Winning Performances	11
Demographic Data	12
Corporate Strategic Plan	14
Measuring our Performance	16
State of Sustainability Report	18
National Competition Statement	20
The Year Ahead	22
Organisational Chart	23
Governance and Community Services Division	24
Engineering and Works Division	38
Planning and Development Division	48
Finance and Corporate Services Division	54
Annual Financial Statements (Concise Version)	60

Left: Guided Indigenous walk, Manning Park.



The City's free community events attract thousands of residents over the season.

Top: The West Australian Symphony Orchestra Concert at the City's 2012 Free Community Regional Concert in Manning Park. Left: Cockburn Idol Winner 2013 Shanti-Lee Fitzgerald.

Mayor's Message

I am pleased to provide this, my fourth annual report statement to the ratepayers and residents of the City of Cockburn. The year under review continued to see the landscape of Cockburn change with the construction of new homes, the expansion of commercial and retail activities and sound growth through our business parks and industrial locations.

Port Coogee and Cockburn Central continued to develop with the offer of lifestyle choices for both families and investors. Planning also continued for the Cockburn Coast (the land between Port Coogee and South Beach), land surrounding the former Watsonia site and a myriad of smaller single landowner subdivisions across the City. These activities auger well for land availability, choice of home size, location and employment opportunities. It also continues the transformation of Cockburn from the traditional setting of market gardens, flower gardens, orchards, vineyards and dairy farms – a rich and diverse history that we need to promote at every opportunity.

Projects such as the Coogee Beach Surf Life Saving Club & Community Facility, the Volunteer Emergency Services Headquarters, the Integrated Health & Community Facility and the new Success library are well advanced in terms of construction work. These projects will add value to the community infrastructure and service delivery across our district.

Arts, craft, theatre, history, heritage and cultural activities continued to provide a wealth of opportunities for people of all ages and abilities while the Seniors Centre and Youth Centre continued to grow in terms of membership and activities. The 'Summer of Fun' was an outstanding success with the concerts, Cockburn Idol competition, Coogee Beach Festival, Hello Baby, Teddy Bears' Picnic and other events all showcasing an exciting range of family orientated fun and adventure. The City's libraries, Wetlands Centre and Azelia Ley Homestead Museum provided an exciting range of activities with the school holiday programs being well received.

Since the adoption of the City's Reconciliation Action Plan in May 2011 aimed at 'closing the gap' between Aboriginal and Torres Strait Islander peoples and other Australians, work on implementing the action plan has substantially progressed. I congratulate the City's Aboriginal Reference Group members and others for their contribution in achieving the outcomes to date.

The continued promotion and practical application of sustainability within our community remained a high priority with practical and innovative examples of protecting the environment and reducing our carbon footprint being demonstrated. The City was selected as one of only three finalists for the prestigious 2012 State Sustainable Cities Award in June and was recently notified that it has been awarded the overall State Award and therefore eligible for the National Award to be announced later this year.

Local government reform remains a topic of interest with the independent panel's final report on appropriate boundaries and governance models for the Perth metropolitan area due to be presented to the Minister for Local Government. As with other local government communities we are anxious to see the recommendations and how it will influence our City's future direction.

In closing, I thank the elected members, the executive group, other members of staff, our volunteers and the community that is Cockburn for the achievements made throughout the year to ensure that Cockburn continues to be the place of choice to live, work, visit and invest for an ever increasing number of people.



Logan K Howlett, JP
Mayor



Investment in reserves, bike paths and other infrastructure.



Top left. The new Coogee Beach Surf Lifesaving Club, completed in 2013. Left: Berrigan Lake. Right: Bibra Lake.

Report of the Chief Executive Officer

The City of Cockburn is a great place to live, work, visit and invest in. This position continues to be reinforced by our residents. The 2012 Community Perceptions Survey produced the highest level of satisfaction ratings since annual surveys commenced.

The City's official population statistics showed our City's population tipped to over 100,000 residents. Many more people are set to benefit from the City's world-class services.

As part of our ongoing urban renewal program, the City initiated the Hamilton Hill revitalisation project last year. A detailed review of the opportunities for urban infill and public open space enhancement produced a well-defined strategy for this area. Community participation in the review process was particularly pleasing, further reinforcing our belief that our residents are active participants in their community.

Complementing the City's urban renewal planning, the Council also approved a significant investment in infrastructure in our older suburbs. Over \$5M is being invested in underground power in Coolbellup and Hamilton Hill. While this will only see half of each suburb receive this infrastructure, it paves the way to seek further financial assistance from the State Government. As the wires came down, the City also commenced a landscape improvement program to further beautify the streetscapes in those suburbs and others.

This investment in infrastructure improvements is only one example how the Council has been working to make Cockburn a more liveable place. A major upgrade of Coogee Beach is in progress, the key to which is a \$10M new Surf Club. A new regional library is being built at Success as a part of a \$35M GP Super Clinic and Allied Health facility complex. There has been continuing investments in local sports fields, playgrounds, bushland reserves, bike paths, urban trails and other infrastructure.

Perhaps the most significant of these community projects is a Regional Aquatic and Recreation Facility being planned for Cockburn Central West. At an estimated \$107M, this project dwarfs anything the City has built to date. It is a joint venture that will also, as this annual report is being written, see the Fremantle (Dockers) Football Club Elite Athlete Training Centre and part of Curtin University's ports Sciences Faculty collocated on this site. The scale and scope of the project was sufficient for it to receive commitment for a \$10M contribution from the Federal Government's Regional Development Australia Fund. A similar sizeable contribution has also been sought from the State Government.

What has underpinned this project is a 'visionary' view that seeks to make Cockburn Central a true regional centre. Council has a clear idea what is required and has been busy laying down the foundations for this. These come in the form of *Corporate Business Plan, Asset Management Plan, Workforce Development Strategy and Long-Term Financial Plan*. During the past year the Council adopted updated versions of these strategic documents, all of which had been subject to intense community consultation. They provided the guidance for staff to propose many other specific issue Strategic Plans, which Council also considered and adopted during the year.

The City is one of the most recognised and awarded Local Governments in Western Australia. Our staff continually look for new opportunities to improve the way we do business. As Local Government in the Perth Metropolitan area is on the cusp of major transformational change from the State Government's Reform Plan, we remain well placed to succeed in this environment.



Stephen Cain
Chief Executive Officer

The City is one of the most recognised and awarded Local Governments in Australia.

Below: 2012 Australian Sustainable Cities Awards - WA State Award. Bottom: Staff proudly display the 2012, National Australian Sustainable Cities Award.



Winning Performances

Keep Australia Beautiful	
2012 Australian Sustainable Cities Awards – National Award	Overall Winner (National) National Winner (Energy Innovation) National Winner (Community Action and Partnerships)
2012 Australian Sustainable Cities Awards – WA State Award	Overall Winner (WA) State Winner (Young Legends) State Winner (Environmental Innovation and Protection) Highly Commended (Heritage and Culture) Highly Commended (Community Action and Partnership)
Heritage Council	
2013 Western Australian Heritage Awards	Finalist, Outstanding Heritage Practices by a Local Government
Planning Institute of Australia	
2012 PIA Planning Excellence Awards	Award for Planning Excellence, Hard Won Victory Award - Community Infrastructure Contribution Plan 13 Commendation, Improving Planning Process and Practices Award - Local Commercial and Activity Centres Strategy President's Commendation - Community Infrastructure Contribution Plan 13
Public Health Advocacy Institute WA	
2012 Children's Environment and Health, Local Government Awards	Winner (Shade in Public Spaces) Winner (Child Health) Second Place, City of Cockburn (Best in WA)
Public Sector Commission	
2012 Western Australia Premier's Award	Finalist, Cockburn Community Fund (Strengthening Families and Communities)
Sister Cities Australia	
2012 Sister Cities Australia's National Awards	Winner of Community Involvement for Sister City themed Rotary Spring Fairs
Department of Fire and Emergency Services	
2012 Resilient Australian Awards	Highly Commended – Resilient Australia Award for the "Can you do 72" project
Australia Council	
2013 Queen's Birthday Honours List	Order of Australia Medal – Individual Award to Councillor Lee-Anne Smith for her commitment to Aboriginal youth and community
Telstra	
2012 Telstra Business Woman of the Year Awards	Councillor Lee-Anne Smith finalist

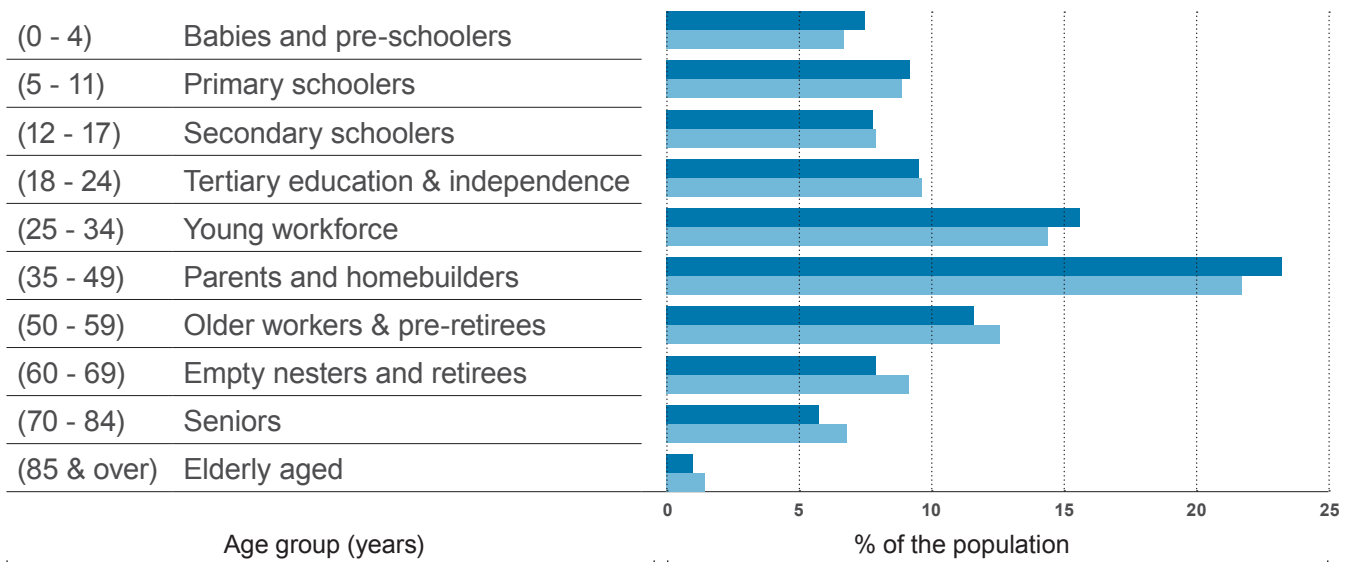
Demographic Data

Total population

As of June 2012, the official ABS estimate resident population for the City was 99,232 (ABS Release 3218.0 Regional Population Growth). It is interesting to see that between June 2011 (95,316) and June 2012 (99,232) the City had grown 4.1%. The City's population surpassed 100,000 in the first half of 2013.

Age Structure 2011

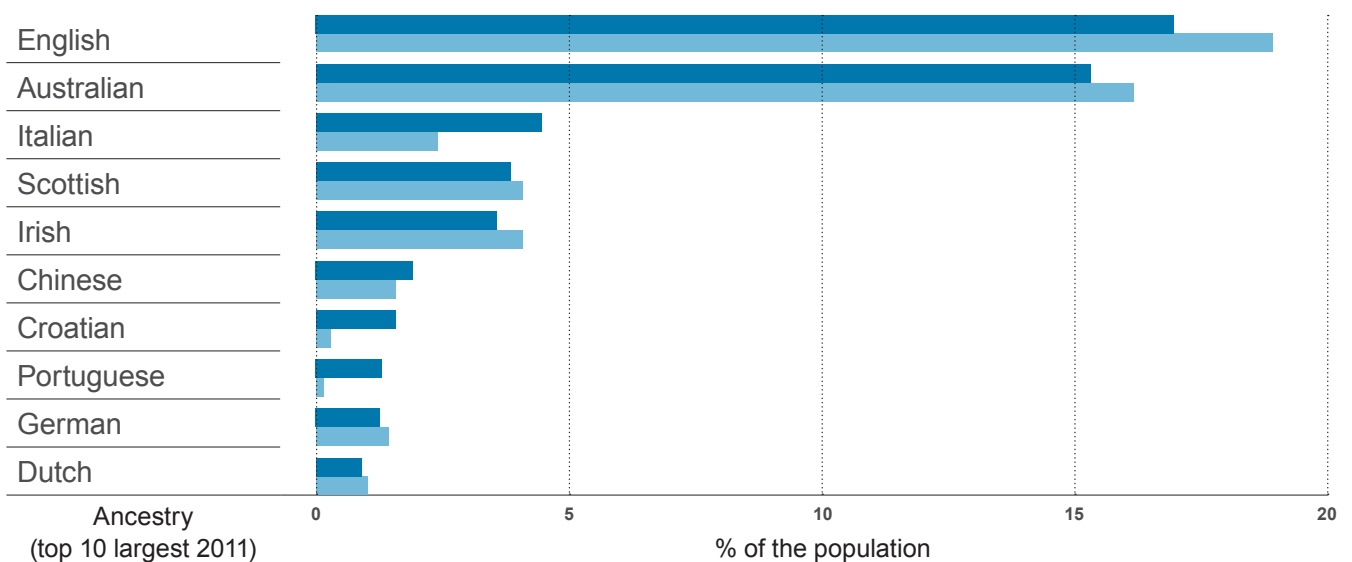
■ City of Cockburn ■ Western Australia



Source: Australian Bureau of Statistics, Census of Population and Housing, 2011 (Usual residence data). Compiled and presented in profile i.d. by i.d. the population experts

Ancestry 2011

■ City of Cockburn ■ Western Australia

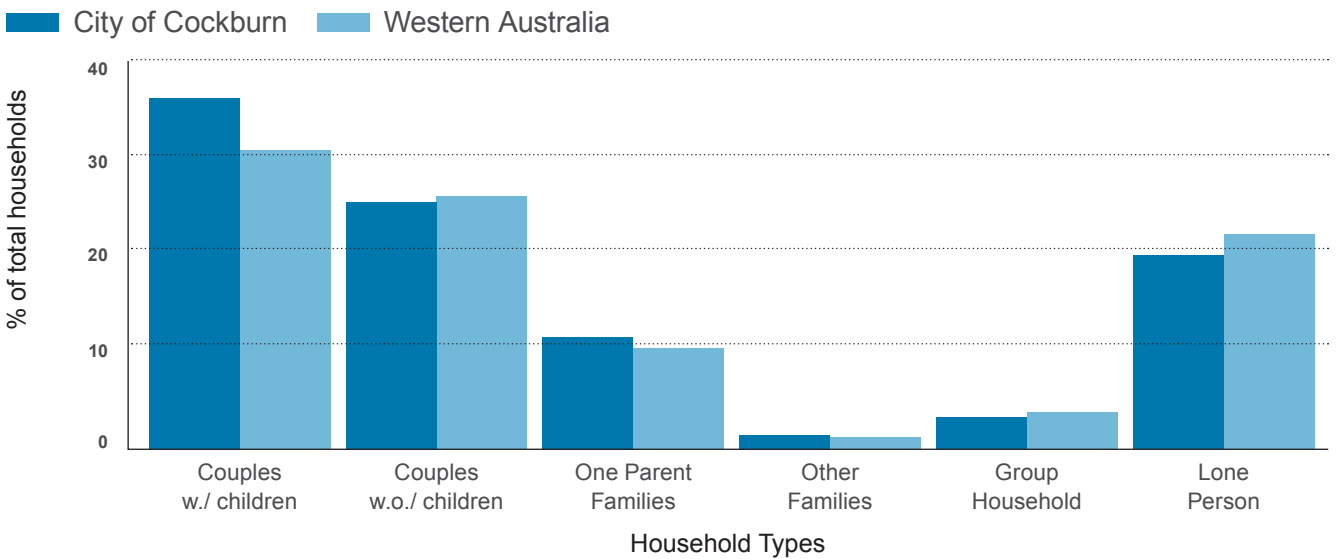


Source: Australian Bureau of Statistics, Census of Population and Housing, 2011 (Usual residence data). Compiled and presented in profile i.d. by i.d. the population experts



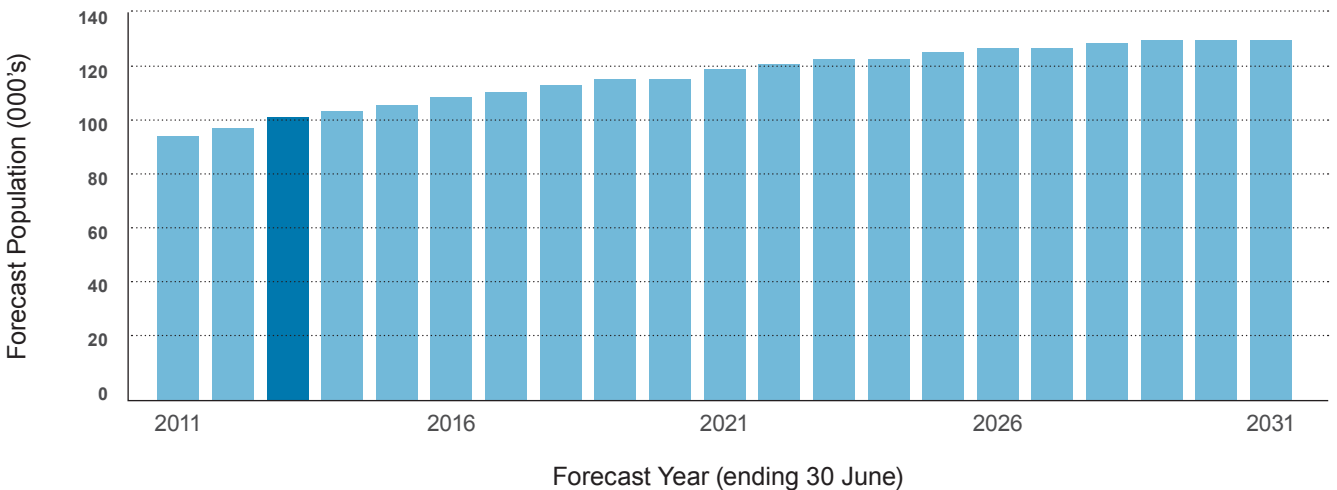
The City celebrates its 100,000 population milestone in 2013.

Household Types 2011



Source: Australian Bureau of Statistics, Census of Population and Housing, 2011 (Usual residence data). Compiled and presented in profile i.d, by i.d, the population experts

Forecast Population, City of Cockburn



Source: Australian Bureau of Statistics, Census of Population and Housing, 2011 (Usual residence data). Compiled and presented in profile i.d, by i.d, the population experts

Corporate Strategic Plan

The Corporate Strategic Plan 2012 - 2022 identified seven key themes to meet future needs and address community concerns.

01	Growing the City Plan for growth of our City.	Cater for a population expansion of around 25,000 new residents and increase the amount of serviced industrial land.
02	Community and Lifestyles Improve communities and lifestyle options.	Provide existing and new residents with high quality services, safe places to recreate and interact, as well as activities for their leisure time.
03	A Prosperous City Strengthen our economic base.	Create opportunities for businesses to develop, helping people to access education and/or improve their skills and increase local employment and career opportunities.
04	Environment and Sustainability Sustainably manage our environment.	Protect, manage and enhance our unique natural habitats, manage our natural resources sustainably and minimise risks to human health.
05	Infrastructure Provide community and civic infrastructure.	Create and maintain sporting, educational, social facilities, waste and other civic requirements for our community.
06	Moving Around Facilitate movement.	Develop road, pedestrian and cycleway networks to facilitate the safe movement of people and goods. Advocate for improvements to the public transport system.
07	Leading and Listening Deliver sustainable governance.	Lead the community through an exercise of stewardship over the City's assets and resources, and listen and engage with our residents and ratepayers.

Clockwise from right. Success Netball Team. Cockburn Town Centre (photo courtesy Landcorp). Australian Marine Complex (photo courtesy Landcorp).



Measuring our performance

The City annually measures the perceptions of residents on: the services it delivers, infrastructure and facilities it provides, and how satisfied people are to live in Cockburn. This year's independent survey was undertaken by Catalyse in April 2013 from a representative sample of City of Cockburn residents. The majority of the statistics detailed below are from this survey. Where they are not, the source is cited. The percentage (%) relates to

how many people rated the question seven out of ten in the survey, with 1 representing 'totally dissatisfied/totally disagree' and ten representing 'extremely satisfied/totally agree'. Comparisons are based on results from the same survey undertaken in 2012. These measurements relate directly back to the City's commitments outlined on page 14 and in more detail in the City's Corporate Strategic Plan.

MEASUREMENT	2013	2012
Residents who agree that the City has developed and communicated a clear vision.	60%	53%
Residents who agree that the City has a good understanding of the community's needs.	66%	58%
Overall satisfaction with access to housing that meets your needs.	70%	76%
Frequency of using alternative transport.		
Households with someone who walks to local destinations instead of driving.	58%	NAP
Households who have someone who cycles weekly or more often.	23%	NAP
Number of residents who use public transport weekly or more often.	35%	NAP
Delivered infrastructure that meets the community's needs and is well maintained.		
Overall satisfaction with the:		
Maintenance of local roads.	81%	77%
Community buildings, halls and toilets.	71%	72%
Sport and recreation facilities.	86%	81%
Well-developed partnerships with strategic stakeholders.		
The City maintained strong relationships with a wide range of stakeholders including the South West Group, State and Federal Government Departments, Community Groups, Advisory and Reference Groups, The Melville Cockburn Chamber of Commerce, the WA Police, and local clubs.		
Demonstrated a strong commitment to sustainability.		
Satisfaction with efforts to promote and adopt sustainable practices.	69%	NAP
STRONG JOB GROWTH, INCREASED VISITOR NUMBERS AND MORE JOBS	2011	2006
Visitor numbers are not currently reported by Tourism Western Australia for the City of Cockburn.		
Number of jobs in Cockburn (not FTES).	29,746	21,759
Increased educational and skill development opportunities.		
Measurement: Percentage of residents in Cockburn who had a qualification.	55.6%*	51.8%

NAP (Not asked previously) *Source ABS Stats Economic ID based on Census data.

OUR COMMUNITY	2013	2012
Enjoy living in the City of Cockburn.	91%	90%
Feel included and connected to the community.	77%	NAP
Satisfaction with:		
The way Council performs.	86%	82%
The control of graffiti, vandalism and anti-social behaviour.	73%	66%
Mobile security controls.	71%	67%
Safety and Security.	71%	68%
How local history and heritage is preserved and promoted.	68%	NAP
The way the environment is managed.	78%	80%
Our service delivery.	80%	78%
Sports and recreation options.	87%	89%
The way we care for those with special needs.	71%	65%

NAP (Not asked previously)

OVERALL CUSTOMER SATISFACTION

The City also measures customer satisfaction by using an independent research company to survey its customers each year. A variety of methodologies are used including online, by telephone, paper surveys and intercept surveys. The percentage of customer satisfaction is reported in the number of customers who rated the service six out of ten or more. Following these surveys each year, managers propose initiatives to improve customer satisfaction. These are presented to the Executive Team and Elected Members and the outcomes of these initiatives, together with the results are reported back each year.

The results of these surveys are reported throughout the report.



State of Sustainability Report 2012 - 2013

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.

For this reporting period, the City had 65 indicators for sustainability across the organisation. In comparison to the previous year of reporting, 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.

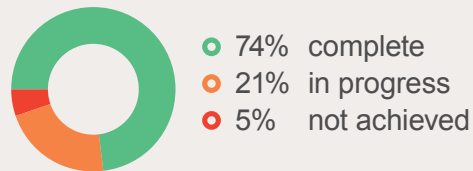
A snapshot of the City's progress towards sustainability can be found below. To read the report in full, please visit: www.cockburn.wa.gov.au/sustainability.



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.

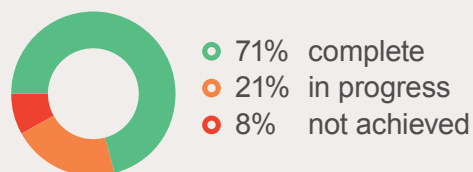
19 Key Performance Indicators



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.

14 Key Performance Indicators



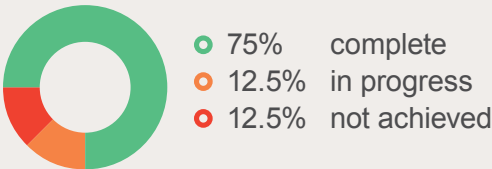
The City's success in sustainability was recognised by the Keep Australia Beautiful Council, when in 2012, the City of Cockburn became Australia's Most Sustainable City.



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.

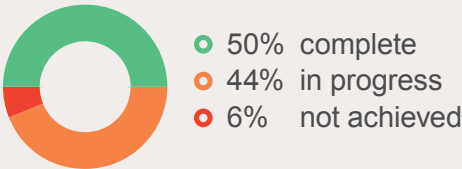
16 Key Performance Indicators



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.

12 Key Performance Indicators



National Competition Statement

The Competition Policy Statement

In 2007, all Australian governments recommitted to the *Competition Principles Agreement* (11 April 1995).

The *Competition Principles Agreement* is an intergovernmental agreement between the Commonwealth and State/Territory governments that sets out how governments will apply National Competition Policy Principles to public sector organisations within their jurisdiction. The National Competition Policy itself concluded in 2005-06 and has been succeeded by Australia's National Reform Agenda which is an addition to, and continuation of, the highly successful National Competition Policy reforms. The COAG reform agenda is implemented through National Agreements, National Partnerships, Water Management Partnerships under the Agreement on Murray-Darling Basin Reform, and other intergovernmental agreements. The National Reform Agenda comprises three streams — competition, regulatory reform and improvements to human capital. The competition and regulatory reform streams can be regarded as falling broadly within the framework established by the previous National Competition Policy, with a focus on productivity and economic efficiency of activities and industries within product markets.

The Competition Principles Agreement as amended 13 April 2007 sets out nominated principles from the agreement that now applies to Local Government. The provisions of Clause 5 within the Competition Principles Agreement require local government to report annually on the implementation, application and effects of Competition Policy.

Competition Policy does not require contracting out or competitive tendering. It does not preclude local government from continuing to subsidise its significant business activities from general revenue, nor does it require privatisation of government functions. It does require local governments to identify their significant business activities and apply competitive disciplines to those businesses practices which compete with private business.

A number of the City's services are exempt from Competition Policy, as it applies only to business activities that generate income in excess of \$200,000 from fee revenue that is directly generated from external users. Activities undertaken by the City which have previously been considered for market testing, owing to the competitive nature of the service are:

- South Lake Leisure Centre;
- Waste Collection; and
- Waste Disposal Site.

The City has resolved to retain the in-house provision of the leisure centre and its domestic waste collection. Council has awarded approximately 12% of its waste disposal site operation to the private sector.

Below: Henderson Waste Recovery Park.
Right: Verge collections.



Legislative Review

Under the Clause 5 Statement of the *Competition Principles Agreement*, local governments must review their Local Laws to ensure that they do not unnecessarily restrict competition.

Under the Clause 5 Statement, a local government must ensure that its Local Laws do not unnecessarily restrict competition unless it can be demonstrated that:

- The benefits of the restriction outweigh the costs to the community; and
- The objective of the law can only be achieved through such a restriction.

The City of Cockburn has completed a review of its Local Laws to ensure compliance with the National Competition Policy.

No complaints have been lodged pursuant to Sec. 5.121 of the *Local Government Act* during the year and accordingly no details are required to be entered into the complaints register established for this purpose.

Remuneration of Senior Employees

Annual Salary Between	No. of Employees
\$100,000 – \$109,999	7 ⁽¹⁾
\$110,000 – \$119,999	3 ⁽²⁾
\$120,000 – \$129,999	5 ⁽³⁾
\$130,000 – \$139,999	1
\$140,000 – \$149,000	0
\$150,000 – \$159,999	0
\$160,000 – \$169,999	2 ⁽⁴⁾
\$170,000 – \$179,999	2 ⁽⁵⁾
\$290,000 – \$299,999	1 ⁽⁶⁾

The above information does not include the payment of motor vehicle allowances:

¹ \$17,000, ² \$17,600, ³ \$17,600, ⁴ \$22,600, ⁵ \$22,600, ⁶ \$18,000.

This information is correct at 30 June 2013.

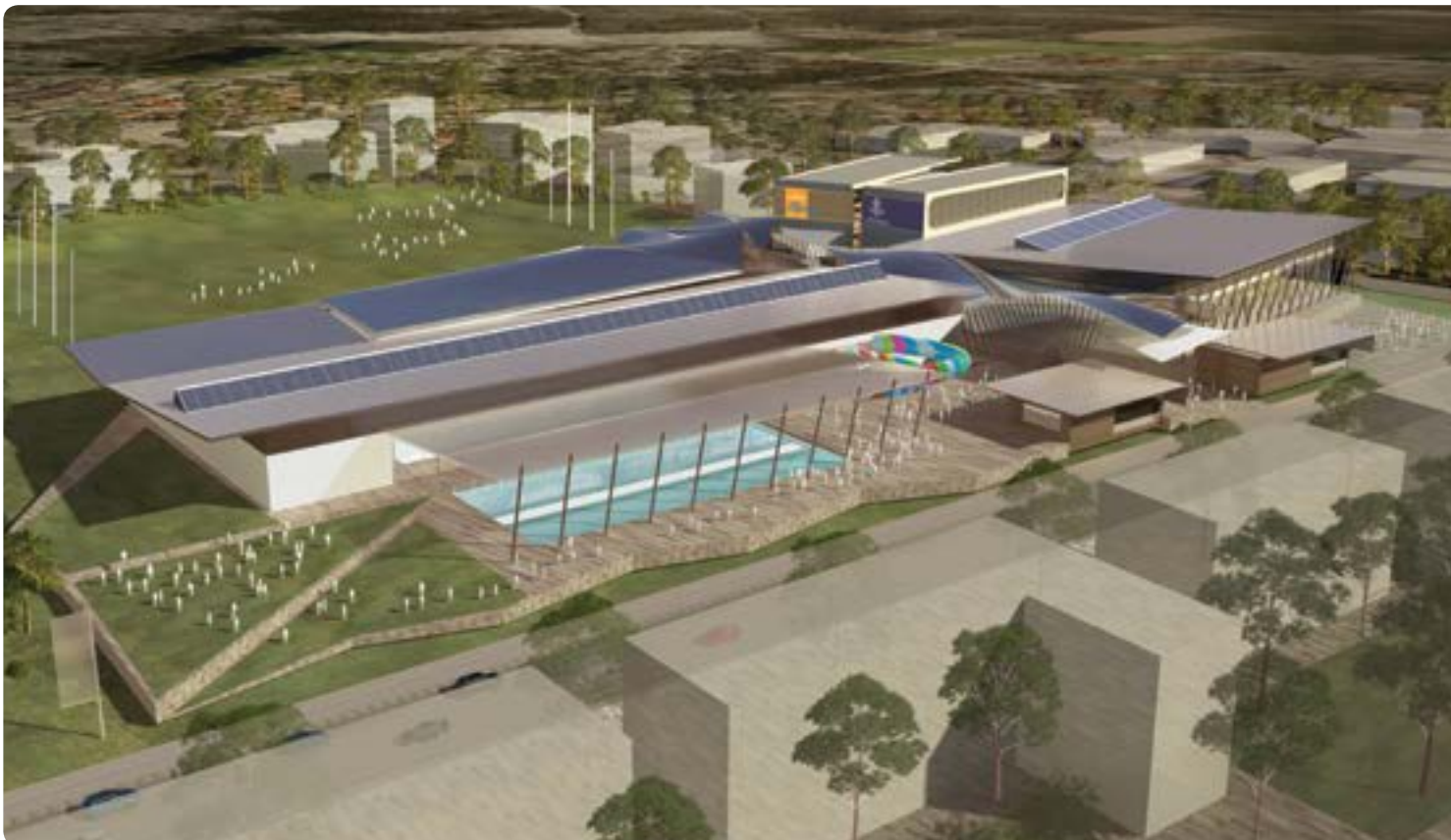


The Year Ahead

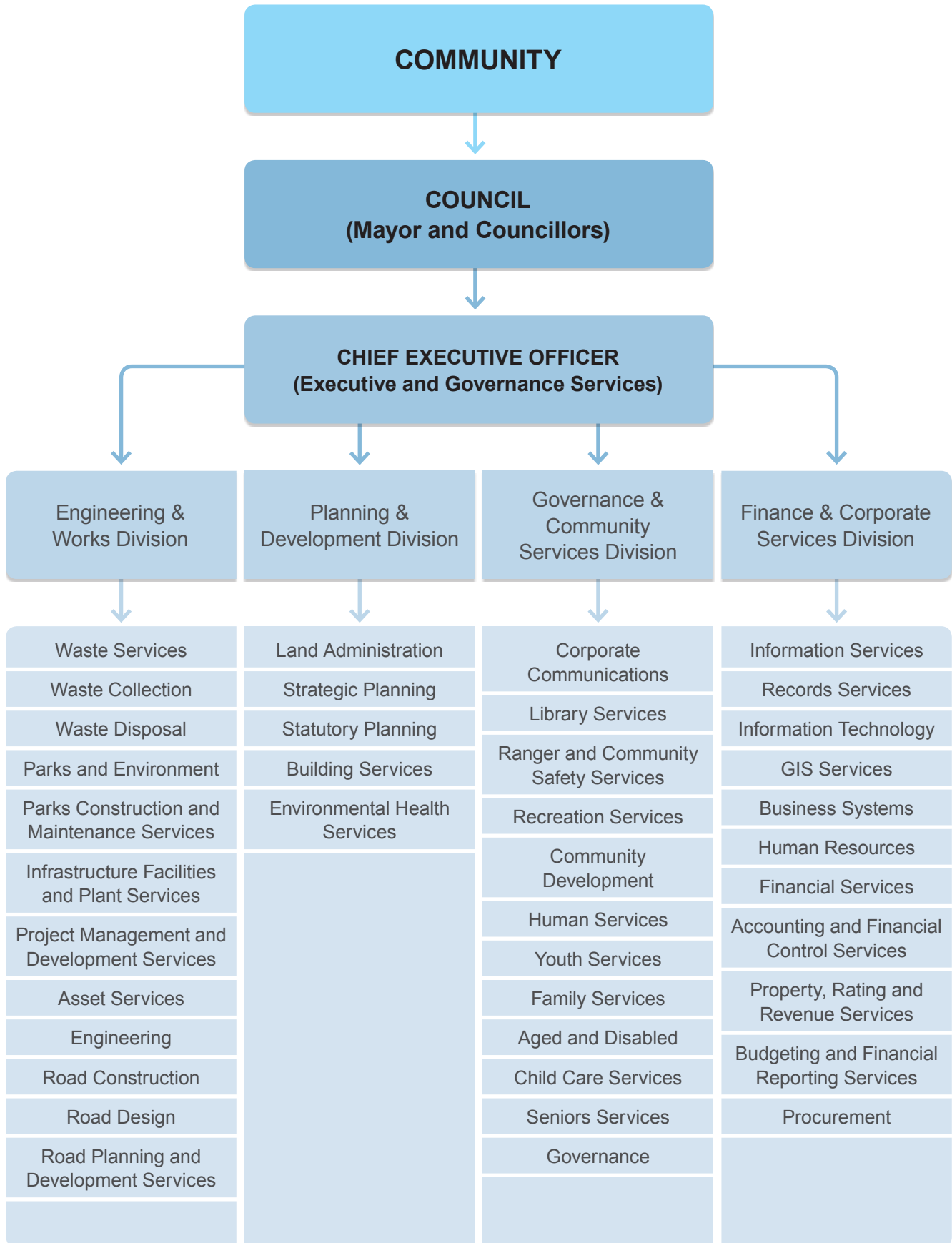
Council adopted the 2013-14 budget in June 2013. The budget is used to fund major projects and services. These include:

- » The \$42 million GP Super Clinic, associated health and medical facilities and library and civic/community facilities at Cockburn Gateway Shopping City (Wentworth Parade, Success) will be completed in 2013–2014;
- » Installation of underground power in East Hamilton Hill will be completed 2013–14;
- » \$22.6 million allocated to roads, footpaths and drainage, road planning and design and depot operations during 2013–14;
- » \$6.8 million (out of a total \$107 million) will be spent on the largest community facility the City has built, an Aquatic, Recreation and Community Facility, to be constructed in Cockburn Central West in 2013–14;
- » \$5.14 million will be spent on playgrounds and parks upgrades in 2013–14; and
- » A Community Engagement Policy and Framework will be developed to ensure that the Community is engaged, consulted and advised appropriately during 2013–14.

Regional Aquatic Recreation and Community Facility (artist's impression)



Organisational Chart



Governance and Community Services Division

The Governance and Community Services Division is responsible for providing a wide range of services to the community including community development initiatives, events, recreation services, ranger and community safety initiatives and a wide range of human services. The division is responsible for communications including the operation of the Customer Contact Centre. The aim of the unit is to improve the quality of community life of residents and to ensure good governance.

HIGHLIGHTS

91%

Percentage of residents who like living in the City of Cockburn.

700

Number of local juniors funded by the City to participate in club sport.

100,992

Number of calls taken in the contact centre

65,999

Number of jobs CoSafe attended to.

480,573

Number of library loans



Left: Bibra Lake Fun Run. Right: Cockburn Community Care In Home Service.

COMMUNITY SERVICES DEPARTMENT

Public Library & Information Service

City libraries aspire to be accessible, vibrant and innovative places that instil and encourage the joy of reading for pleasure, recreation and lifelong learning. They provide connection to innovative services, knowledge, ideas and works of imagination.

Overall Satisfaction	
With visit experience	98%
With customer service	96.8%

(see page 17 for explanation)

Library Service

2012-2013 was a year of mixed fortunes. While enrolments increased, there were small falls in physical loans and visits. Nevertheless significant improvements were made to library systems.

The all-consuming project for the year was the installation of the long awaited RFID (Radio Frequency Identification system). From February, library staff carried out the enormous task of placing RFID tags in over 110,000 items. Major system installation and training took place in May. The new technologies were enthusiastically accepted by clients when they went live in early June. It was all completed with little disruption to service. No branch closed for more than two days. Also in June, stage one of the self-managed print system was installed in Spearwood Library. It allows users to independently pay for and collect their own prints. Installation throughout the service will follow.

Interest in the service's events and activities has been strong with an attendance for the year of about 12,513 people of all ages. There has been a decrease of 6.8% in loans to 480,573 and an increase in website visits, up 6.2% to 158,476. Visits to the libraries have decreased by 4.3% to 358,701.

Planning continued for the new Success Public Library, to be located at the GP Super Clinic and Integrated Health Facility and due to open in 2014.

Cockburn was part of the Statewide e-books launch in August 2012, as well as independently adding to the number of e-book titles available to its readers.

E-magazines followed in April 2013. There will be system enhancements to be added as they become available.

The libraries continued to hold pram jams, story times and interesting, well attended holiday programs for children.

Ranger and Community Safety Services

These services work to improve the safety and security of City residents and visitors through the administration of local laws and state legislation utilising a range of education, prevention and mitigation strategies.

Ranger Services

The last financial year has once again seen a number of minor changes to the administration and operations of the City's Ranger Services. The fruit of these changes will be seen as this current financial year progresses.

The City's Rangers have attended to a total of 10,280 jobs in the last twelve months, primarily in the following areas:

- 3263 Parking Complaints. There was a reduction in complaints at Cockburn Central & Cockburn Gateway Shopping City;
- 2837 dog related reports and animal patrols;
- 331 off road vehicle complaints;
- 382 litter complaints; and
- Additional patrol jobs.

Governance and Community Services Division (continued)

Dogs Captured by Rangers

- 739 dogs picked up by Rangers.
- 534 dogs were impounded.
- 353 were returned to their owners.
- 62 were re-homed.
- 16 were euthanized.

Other Animals

- 119 other animals were picked up (livestock, etc.).

Ranger Service vehicles have been upgraded with mobile CCTV to assist with Ranger functions, mostly provided as part of government grants.

Community Safety Services including Cockburn Community Security and Safety Service (CoSafe)

The last twelve months has again seen an increase in awareness of the City's CoSafe service and in the number of jobs being attended to by these security officers.

From July 2012 to 30 June 2013 Co safe attended to 65,999 jobs in total. 89% of these jobs were attended to within 15 minutes or less.

Of these, the top five were in relation to the following areas:

- Traffic Complaints (abandoned motor vehicles, hooning, theft/damage to motor vehicles);
- Anti-social behaviour;
- Noise complaints – Residential and Commercial;
- Suspicious activity; and
- Alarm at premises (Council owned).

The Pilot CCTV and Lighting system project at the Coogee Beach Foreshore has been fully operational since October 2012, and as a result, there has been a significant reduction in the number of reported events to both the Western Australia Police and the City. CCTV has also been rolled out at the City's Youth Centre and at Coolbellup Library.

The City will implement further rollouts of CCTV projects in line with its CCTV Strategy 2011-2015. In 2013-2014 the City will install CCTV at the new Integrated Community Facility in Coogee and at the Coolbellup Hub Community Centre.

In addition to the installation of permanent CCTV the City uses its variable message trailers and static signs to inform residents of current crime and community safety trends within their area.

Emergency Services

Emergency management continues to be a growth area for the City, with the City ensuring that all the legislative requirements and the City's needs are continually monitored, reviewed and maintained.

Over the last twelve months the City has continued to focus on building resilience within the Cockburn Community by presenting a number of disaster preparedness workshops. These workshops offer residents the skills to become more resilient and self-reliant focusing on the initial 72 hour period post a major incident. The workshops are part of the 'Can You Do 72' project, which has won the City a Highly Commended and Commended nomination in the 2012 and 2013 Resilient Australia Award.

Recreation Services including South Lake Leisure Centre

Provide and facilitate a range of recreation and leisure opportunities for residents of the City.

Overall Satisfaction	
With sports field hire and booking service	92.9%
With facility booking and management services	92%

(see page 17 for explanation)

Recreation Services

Recreation Services continued to achieve many positive outcomes in the 2012-13 financial year. A number of Capital Works Projects were completed that included:

Project	Cost
Tempest Park Floodlighting	\$50,000
Soccer Goal Replacements	\$23,000
Visko Park Bowling Club - Concept Designs	\$70,000
Cricket Pitch – Edwardes Reserve	\$10,000

The plans for the Regional Aquatic and Recreation facility at Cockburn Central West continued to progress well with some great feedback from the general public and major stakeholders influencing the final concept design. The City also announced the Fremantle Dockers Football Club commitment to relocate their training and administration facility to Cockburn Central West and the Federal Government acknowledged this integration by announcing \$10M towards the project.

Club development continued to provide many positive outcomes with a number of external grants being sourced to assist local sporting clubs and the continued strong participation at the 'super club workshop' held in March 2012.

Other major achievements or outcomes for the year included:

- Over 700 participants took part in the 2012 Bibra Lake Fun Run;
- The City gave \$19,027 in grants to 22 clubs for sporting equipment ;
- Minor Capital Works grants helped fund over \$23,000 of works completed by local sporting clubs on clubroom and reserve facilities;
- Over 700 kids participated in club sport through the KidSport program which equated to approximately \$114,000 in club fees; and
- Overall there were 6439 participants involved in club sport on reserves within the City of Cockburn.

South Lake Leisure Centre

Overall Satisfaction

Overall customer satisfaction*	88%
--------------------------------	-----

Source: National CERM Study, Uni SA. January 2013.

- South Lake Leisure Centre achieved over 428,000 attendances (highest achieved to date).
- Centre Memberships dropped to 1150-1200 members, due to staff changeovers and restraints on progressing contemporary marketing techniques.
- Swimming Lesson term enrolments topped

1600 in term 1, which is the highest number of enrolments achieved. Pool size and water temperature is restricting further growth.

- Financial performance – \$320,000 positive ledger, which is the highest achieved.
- Outdoor pool maintenance was performed to stop water leaks and maintain operation through summer. Further maintenance will be required to keep it safe and operational for future seasons. It still may not be possible to maintain for remaining life of the centre.

Community Development Services

Provide capacity building and community engagement mechanisms to strengthen and support community groups and volunteers operating within the City of Cockburn.

Community Support

- Continual development and implementation of Social Media to engage with the Community in a relevant manner. An increase of 143 new social media users (175%) since June 2012.
- Development of an improved E-newsletter as an effective communication tool for community news. An increase of 205 new subscribers (160%) since June 2012.
- Successful development and delivery of Cockburn's first community and business partnership expo with over 100 attendees.
- Successful facilitation of the Cockburn Community Group Bowls Tournament. The event was held on Wednesday 10 April with 20 teams representing Cockburn not-for-profit organisations.
- Successful facilitation of the Parents and Citizens Association and Residents Associations groups to network and share knowledge and information with one another.
- Supported 15 community driven projects through the On-The-Job support initiative. The On-The-Job support initiative is a capacity building program available to all not-for-profit community groups who are embarking on a

Governance and Community Services Division (continued)

new project or initiative and require training and support to ensure the initiatives they implement are successful.

- Cockburn Volunteer Resource Centre (CVRC).
- Successful delivery of the Inspirational Volunteer Awards 2012, with a total of 41 nominations. The event was held on Sunday 2 December and attracted 425 guests from a diverse cross-section of community groups.
- Successful delivery of the Dive into Volunteering Youth Initiative with 84 entries from 16 primary and secondary schools within Cockburn. An exhibition was held at the Cockburn Gateway Shopping Centre in August to showcase all entries. Winning entries were published in the Cockburn Gazette Community Newspaper.
- Successful delivery of the Very Important Volunteer Card program. The Very Important Volunteer Card is a free program in which Cockburn businesses offer discounts on goods and services to volunteers in the City of Cockburn. In the 2012-2013 financial year the program was supported by 63 Cockburn businesses and cards were sent to 1686 volunteers.
- Successful delivery of a National Volunteer Week initiative involving a stall at the Cockburn Gateways Shopping Centre that 16 volunteer groups were able to access at no cost to raise awareness of their group and volunteering. This initiative was funded with grant funds.
- Ongoing delivery of CVRC Resource Space. The project offers local community groups access to a desk space with phone and internet, as well as free photocopying, laminating, binding and scanning. Over 48,400 copies were made in the 2012-2013 period.

HUMAN SERVICES DEPARTMENT

Child Care Services

Administer grant and fees provided to Council for the operation of the Family Day Care/In Home Care Services and the Outside School Hours Care Service.

Family Day Care Service (FDC):

A mainstream childcare service operates in compliance with the Education and Care Services National Law (WA) Act 2012 and National Regulations 2012. Priority focus is on the selection, monitoring, resourcing and training of educators to support continuing quality early education and care in compliance of the Service Educator Membership Agreement. Of the 28 applicants interviewed for service registered membership in 2012-13:

- 11 were successful, attended orientation training and commenced operation;
- 7 applicants continue to successfully proceed through selection processes;
- 11 established Educators closed their FDC Service Membership; and
- 2 memberships were placed 'on hold' for 6 months.

The Service is funded through client fees and Commonwealth (DEEWR) funding.

- The FDC Service received Commonwealth approval to operate and the new 'Assessment and Ratings' (quality) confirmation will occur in 2013-14;
- At 30 June 2013 the FDC Service operated with a weekly childcare enrolment of 460 children.

In Home Child Care Service (IHC):

A 'gap' service, IHC Service operates in compliance of specific family Commonwealth eligibility criteria to enable a limited number of families to receive childcare within the family home. The Commonwealth partially funds the service which is only for families who are unable to access existing child care services and who additionally meet one of the following criteria:



Left: The Mayor, City Staff, Department of Fire & Emergency Services and South Coogee Bushfire Brigade launch the Can you do 72 project. Right: Aboriginal Reference Group.

- Parent(s) work shift work or non-standard hours; or
- Parent or child with illness or disability; or
- Three or more children in the family not yet attending pre-school; or
- The family lives in a rural or remote area.

At 30 June 2013 the IHC Service operated with a weekly childcare enrolment of 77 children and has consistently operated at its Commonwealth imposed ceiling since July 2011.

The City has a policy to support the provision of child care centres within the City of Cockburn. The policy encourages the location of child care centres adjacent to schools, public open spaces, or other spaces for community or recreational use.

Outside School Hours Care (OSHC):

Throughout 2012-13 the City of Cockburn operated with two approved Outside School Hours Care Centres at Coolbellup and South Lake. These centres are not-for-profit, operating on a Parent fee-for-service basis for a limited number of children within specific sessions, including one Before School Care, two After School Care and two Vacation Care programs. During the year financial viability issues had continuing impact.

Family Services

Provides a range of individual, family and child focused services for residents, via a community development approach or direct service delivery, including information, referral, advocacy or direct assistance and support.

Aboriginal Community Development

This area plays a key community development role in responding to the needs and aspirations of Aboriginal and Torres Strait Islander people and working towards reconciliation across the broader community.

The Aboriginal Community Development Officer role provides information and support to Aboriginal community groups and individuals living in the local area. The position also assists the Aboriginal Reference Group which meets monthly to liaise and strengthen communication between the Aboriginal community and the City.

Some of the events and programs over the past year include:

- Acknowledgement and celebration of the fifth anniversary of 'Apology Day';
- Reconciliation Week activities with displays of programs and achievements, and a lunch and facilitated discussion on reconciliation for seniors;

Governance and Community Services Division (continued)



Left: Manning Park. Right: Beading at Jean Willis Centre.

- A full program of NAIDOC Week activities including: Flag Raising, a Youth Event, a Seniors catered lunch Event, and library cultural activities; and
- A Professional Development day for staff from schools on using the 'Beeliar Boodjar' Aboriginal history in Cockburn booklets, in the school curriculum.

The City continued to implement actions from its Reconciliation Action Plan 2011-13 (RAP), with the focus on Relationships, Respect and Opportunities. Some of the actions achieved include:

- Funding for a feasibility study into a proposed Aboriginal Cultural Centre;
- Provision of a community bus tour, raising Aboriginal cultural awareness;
- The Aboriginal and Torres Strait Islander flags flying daily at the Council building;
- A School graduation award specifically for Aboriginal and Torres Strait Islander students;
- A 'Good News' newsletter highlighting successes in the Aboriginal community;
- Increase of Aboriginal/Torres Strait Islander books and resources in the libraries;
- Development of an Aboriginal Employment Strategy;
- 'Welcome to Country' ceremonies provided at the City's Citizenship events; and

- A Reconciliation event bringing senior residents together through a doll making program.

The RAP is available on the Council website at www.cockburn.wa.gov.au/aboriginal.

The City's second RAP Plan was developed with extensive consultation during this time, in readiness for Council adoption, and approved by Reconciliation Australia.

Disability Access and Inclusion

The City employs a fulltime Disability Access and Inclusion Officer, offering a point of liaison between the community and the City. The Officer will follow up on issues of concern, provide information, raise awareness around access and inclusion, and support projects and events that enhance participation for people with disability.

Achievements include the annual 'Celebrate Ability Day' which is attended by a number of schools; the beach wheelchair available for public use; the accessible beach area at Port Coogee, and a grant which achieved an Inclusion Support Worker to assist children with disabilities to participate in After School Care and Vacation Care programs.

The City's Disability Access and Inclusion Plan 2012-17 was renewed during this period. The seven DAIP outcome areas provide a framework for translating the principles and objectives of the Disability Services Act into achievable results:

Outcome 1: People with disabilities have opportunities to access the services of, and any event organised by, the City of Cockburn:

The City provides a range of initiatives to support people with a disability at events, including a contact liaison person at the major events and transport support for residents with a disability who can't access transport independently. Auslan interpreters are used at the regional concert and other concerts upon request. All events provide accessible parking and accessible toilet facilities as a minimum.

The City's administration building has installed an audio induction loop system at the front counter. This has greatly improved customer service for people with hearing impairment. A mobile audio loop is also available to use at other public meetings and for public consultation (also relates to outcome 6).

A comprehensive database of service providers to directly communicate services and event notifications to people with disabilities has been established.

Outcome 2: People with a disability have the same opportunities as other people to access the buildings and other facilities at the City of Cockburn:

The City of Cockburn has conducted an access audit of Manning Park and Bibra Lake Reserve. Recommendations from the audit have been prioritised for implementation.

A fishing ramp has been installed at Port Coogee, with two accessible parking bays nearby. The City has also been reviewing all accessible parking bays within its jurisdiction and is steadily bringing them up to current Australian standards.

Outcome 3: People with a disability receive information from the City of Cockburn in a format that will enable them to access the information as readily as other people are able to access it:

All publications include the text "Available in alternative formats upon request". The City's quarterly newsletter, Cockburn Soundings, is available in a tagged PDF format.

The City's website displays the "International Access" symbol on the top right corner of the homepage, as a link to the information page on the services available from the Customer Contact Centre.

Through the City's database of service providers we have been able to reach more people with disability and establish individual formatting requirements.

Two pull up banners have been created for use at events to inform people of Access and Inclusion Services and contacts within the City of Cockburn.

Outcome 4: People with a disability receive the same level of quality service from the staff of the City of Cockburn as other people do:

Disability Awareness Training for all Council staff is delivered over a 3 year period, with more than 75% of staff having already received the training. Recently included in this training is a component about Customer Service when assisting people with disabilities.

An internal document has been provided for staff detailing how to provide an accessible event from start to finish.

The City of Cockburn has agreed to be involved in the pilot project for the Local Government Employment Strategy. This strategy works towards an increase in the number of people with disability engaged in meaningful, open employment positions within the City (also relates to outcome 7).

Outcome 5: People with a disability have the same opportunity as other people to make complaints to the City of Cockburn:

Customer requests or complaints can be directed to the Customer Contact Centre on 9411 3444 or emailed through to customer@cockburn.wa.gov.au. The City provides the National Relay Service (NRS), a phone solution for people who are deaf or have a hearing or speech impairment. Customers can use the NRS if they have access to the internet or a special phone called a TTY. The City's Customer Contact Centre has NRS-trained staff familiar with the procedures of communication with the customer via a relay officer.

Governance and Community Services Division (continued)

The majority of Customer Service Staff have attended Disability Awareness Training. Through training they understand the various methods required to assist people with disability with their complaints.

Outcome 6: People with a disability have the same opportunity as other people to participate in public consultation by the City of Cockburn:

The City's Disability Reference Group (DRG) provides a voice to people with disabilities and makes their needs and aspirations known to Council. Membership is open to all residents and service providers in Cockburn.

Outcome 7: Businesses and services within the City of Cockburn are encouraged to improve the access and inclusion of their businesses for people with disabilities:

The Disability Access and Inclusion Officer has held discussions with the local Chamber of Commerce to look at ways that the local business community can work towards making businesses more accessible and inclusive.

Children's Development

This area plays a key community development role in responding to identified needs of children and families in the City of Cockburn, as well as networking and advocating about issues and service gaps related to children aged 0 to 12.

The City's Children's Services Plan 2010-15 continued to be implemented this year, providing direction and outcomes for Children's Services up until 2015. This Plan is available on the City's website at www.cockburn.wa.gov.au/Children_Services

Some of the key programs and events provided to the community include:

- 'Froggy's Fun on the Green', a mobile outdoor play program for families with children 0 to 5 years, providing two sessions per week, at Manning Park and another rotating venue. Up to 70 families attend at one time;

- The weekly Atwell Play Club for parents and their three year old children offers a stepping stone for children entering more formal schooling the following year. It is led by a qualified Play leader, with semi structured activities, and 15 families attend per week;
- Events held annually include 'Teddy Bears' Picnic' for toddlers, and 'Hello Baby', which welcomes new babies into the Cockburn community, with about 3000 people attending across the two events; and
- A quarterly email newsletter, 'Cockburn Kids', is compiled and sent to 230 families and service providers as a means of disseminating child and parent-related information.

The City aims to maintain a focus on the importance of the early years in a child's development through involvement in the regional 'Purely Early Years' network group, in the Australian Early Development Index (AEDI) survey of 5 year olds, and the provision of public forums such as the 'Mem Fox Parent Forum' for promoting reading in the early years, held in 2012.

Children's Development staff liaise closely with Playgroups, including the development of new ones such as an Aboriginal Playgroup; with Child Health staff regarding programs, events and co-location in our Hub venue; and in the planning of regional and local playgrounds, and childcare planning issues. A partnership with the City's Youth Services enabled provision of successful skateboarding programs to include both youth and younger primary aged children.

A Children's Reference Group was established in 2012 allowing the City a means of consulting effectively with children. There are 12 children currently on the Reference Group aged from 5-12 years and so far they have participated in event planning, establishing the group and setting goals for the year.



Left: Teddy Bears Picnic Event. Right: Activities at Coolbellup Hub.

Early Years Program

A free service supporting parents-to-be, and families with children aged 0-8 years living in Cockburn.

The service provides a home visiting service for parents and children, as well as centre or school based parenting groups, using the 'Parenting by Connection' approach, and child development groups, such as 'Sing and Play'. 23 groups were delivered during the year and approximately 134 families provided with an individualised home visiting program. The 'My Time' Aboriginal Parent Support Group is provided for Aboriginal parents and families, offering support and social connection.

The Service successfully renewed its funding agreement with Department for Communities and was able to employ a part time Early Years Officer for Aboriginal Families. This Officer has been trained in the 'Toddler Tucker' program, assisting Aboriginal parents and carers to develop healthy eating behaviours in their children, aged one to three.

Support Services

The Support Services Team comprises the City of Cockburn's two Financial Counselling Services (grant funded by Department for Child Protection) and two Family Support Services (funded by the Department for Communities).

The core business of the Team is to provide counselling, information, advocacy, options and referrals to individuals living in the City of Cockburn. Over the past year more than 785 individuals in total were assisted by these services.

Other initiatives were undertaken to meet the needs of the community, such as the Lifeskills program which includes a food security focus on healthy eating strategies for people on a low income. The Team delivers the annual International Family's Day event, as well as groups that aim to minimise isolation, including the Worldly Wise Women's Group, weekly Parent Child Hub groups at Aubin Grove and Beeliar, 'Barbecue and a Blanket' for people sleeping rough, and other health and well-being programs. The team also participated in outreach activities servicing the community via a Fly-in/ Fly-out program, at schools and at a weekly service to community centres.

Governance and Community Services Division (continued)

Youth Services

Administer grant and Council funded services, programs and facilities aimed at providing and developing increased social support, amenity, activity and leisure opportunities for the young people of Cockburn. Youth services offers three streams of services for young people – youth work, youth centre programs and youth development.

Overall Satisfaction	
With the Youth Centre	100%
With the Youth Bus	100%

(see page 17 for explanation)

Youth Work

This year the City successfully secured additional funds to employ a part-time Aboriginal Youth Outreach Worker to compliment funding continuing to be received from the Department for Child Protection and the Department of Corrective Services. These funds enable the City to employ three full time youth workers and two part-time youth workers to support young people in Cockburn aged 12–18 years and their families. These services provide individual case management, information, advocacy and support as well as group programs for young people up to the age of 18 years. Group programs developed in response to community needs in this last 12 months have included an Automotive program, Netball team, Basketball teams, fishing program, Landscaping, Community garden & young woman's programs as well as one off educationally focused topical sessions.

Youth Centre Programs

The Cockburn youth centre is a versatile facility with many rooms available for hire to meet a variety of needs and requirements. Services and programs offered by centre staff include:

- Subsidized and affordable life skill and activity programs during school term and during school holidays;
- Supervised hang out space for young people to relax and enjoy non structured social activities with their peer group; and
- End of School term events.

The most popular structured programs over the last 12 months have included the Deadly Moves Dance Party, The Big Night In, Drama program, Cooking program and Music Lessons.

Other Partner organisations that collocate from the Youth Centre building include St John of God Healthcare Services Murdoch, Youth Reach South, Headspace and Strong Families.

Youth Development

The City provides a broad range of activities and programs that are accessible to all young people living in the City aged 10 to 24 years of age. The activities and programs are a mix of community wide activities and include school holiday programs, art workshops, and recreational based programs (such as skate, bike riding and band) competitions.

The Youth Development Officer also facilitates the activities of the City's Youth Advisory Council ensuring effective inclusion of young people's voices into their local community.

The City completed an evaluation of the mobile Youth Recreation Service 'Blissco' which was trialled throughout 2012. This service provides free after school activities for Young people three afternoons per week at different locations. The evaluation found the service to be highly effective at engaging young people, as a result Council has committed to continue to provide this service.

Youth Services Strategic Plan 2011-2016

The City of Cockburn contracted an independent organisation to complete a community wide consultation into its existing Youth services and future youth requirements. The findings of this consultation highlighted the following seven key areas for action over the next five years:

1. Outreach;
2. Transport;
3. Vibrancy (built environment and natural environment);
4. Education and employment;
5. Youth participation;

6. Recreation and entertainment; and
7. Building on existing youth services.

The full strategy was launched and released to the public in the 2011-2012 financial year and is available on the website at www.cockburn.wa.gov.au/Youth_Services

Seniors Services

Administer Council funded services, programs and facilities aimed at providing and developing increased social support, activity and leisure opportunities for the senior citizens of Cockburn.

Overall Satisfaction	
With The Seniors Centre	94.6%

(see page 17 for explanation)

Cockburn Seniors Centre

The Cockburn Seniors Centre had 900 members for the past year and over 1500 visits each month. The centre was a busy place offering a diverse range of programs to promote an active ageing community.

The centre offered 14 hours per week of physical activities including Heartmoves classes, pilates, yoga, line dancing, Zumba, table tennis, tai chi and social dancing. This year the Centre held its first seniors cycling course to offer people an opportunity to rediscover the joy of cycling.

The Centre also offered a range of social activities including caring and sharing craft group, indoor bowls, pool and darts, bridge, social cards, progressive whist and the popular monthly Sundowner. There are also opportunities to keep learning and creating through computer classes, mahjong, choir, jewellery and paper-craft, art and drawing classes, mosaics, crime club, quiz, Toastmasters and the Tales of Times Past oral history group.

The Centre had over 50 volunteers who contributed more than 250 hours each week in the kitchen, running the café, driving our buses and running programs.

The Centre also provided more than 5000 affordable healthy meals last year. These are prepared on site by the Centre cook and volunteers three days a week.

The Seniors Centre hosted the Regional Seniors Group providing an opportunity for networking with local seniors clubs and to discuss any issues or concerns.

The Seniors Centre Coordinator continues to assist in the implementation of the Age Friendly Strategic Plan 2008 available on the web site at www.cockburn.wa.gov.au/2009AFSP.

The City also undertook a feasibility study for a Men's Shed in Cockburn. The feasibility study recommended the establishment of a Community and Men's Shed on reserve land in Cockburn Central. An interim Men's Shed was also recommended in the old South Coogee Bush Fire Brigade building in Wattelup. A working group of interested community members was established in February 2013 with a planned opening for the interim shed in October 2013.

Cockburn Community Care

Administer grant funds provided to Council for the operation of the Home and Community Care and Community Aged Care packages. Provide programs and services for aged and disabled citizens to assist them in maintaining their independence.

Overall Satisfaction	
With Cockburn Community Care	98%

(see page 17 for explanation)

Governance and Community Services Division (continued)

Home and Community Care (HACC)

HACC programs provide a basic level of support to enable clients to remain living at home and stay active in the community. The programs are aimed at reducing inappropriate admission to residential care. Funding is negotiated to produce an annual service agreement including contracted hours of service, hourly unit costs and infrastructure funding.

Growth funding of \$176,000 per annum was secured in 2012-2013 to increase the hours of Domestic Assistance in the community and a non-recurrent sum of \$15,750 secured to improve office infrastructure.

Community Aged Care Packages (CACP)

The Community Aged Care Packages are designed to meet the needs of seniors with more extensive and complex needs than the HACC funded services. The Coordinator acts as a Case Manager for each client. Each client's package may include any or all of the HACC services as well as medication prompting. Cockburn Community Care is currently funded to provide packages for up to 35 clients.

Centre Based Day Care.

The day centre provides a range of activities and outings catering to the physical, social and emotional needs of members. The program also functions as respite for carers. Activities include craft, cooking, men's activities, outings to places of interest, entertainment and exercise programs. Programs are customised for different needs and include a mainstream program for seniors, a program for younger people with disabilities and a program for people with dementia. Lunch and refreshments are included and transport is provided in specially equipped vehicles to allow easy access for people with physical disabilities.

Kwobarup Aboriginal Program

This service caters specifically for Aboriginal people. This Centre Based Day Care service runs an art program, activities and outings in a relaxed and friendly atmosphere. Kwobarup

staff also assist the Home Support Service to provide culturally appropriate support for Aboriginal people.

Home Support Service

A variety of services are provided and include help with cleaning, shopping, bill paying, social support to engage in the community, respite, personal care, transport and basic home and garden maintenance.

Carer Support Service

A carer is someone who provides care and support for a parent, partner, child, relative or friend who has a disability, is frail aged or has a chronic mental illness. Services for carers include support and advocacy, information and assistance to access respite, coffee mornings, luncheons and carers' retreats.

CORPORATE COMMUNICATIONS DEPARTMENT

Marketing, Customer Services and Media Liaison

Provide a range of communications material and services that ensure that the community is informed about the City's services and programs.

In 2012-13 customer satisfaction surveys were independently undertaken for 15 of the City's services. The top level results are included throughout this report. The annual Community Perceptions and Needs Survey 2012 was also completed (see page 17 for some of the results). The report determined that traffic issues are of the greatest concern to residents (19% dissatisfied, down from 25% in 2012) with streetscapes and safety and security related matters next highest areas of concern. Satisfaction with noise, dust, emissions and pollution management has improved, up to 70% from 47% in 2011, with 16% of residents dissatisfied compared to 24% last year. 17% of residents are dissatisfied with coastal planning and development. The big improvers this year were leadership in developing and communicating a clear vision for the area (+7%), informing and consulting the community (+8%) and promoting and adopting sustainable practices (+8% since 2011).

Overall Satisfaction	
Customer Contact Centre	92.4%
Customer Service at the front desk	98%

(see page 17 for explanation)

- 121 media releases were issued in the period and approximately 362 media responses were answered.
- 18,930 – Customers served at front counter.
- 100,992 – Calls taken in contact centre.
- 7,196 – Customer requests raised by the Customer Service Team.
- Stakeholders interacting via Facebook and Twitter (social media) continued to increase.
- There were 514,908 visits to the website compared to 431,807 (+19.5%) the previous year.

Event Management, Arts and Cultural Services

Provide a range of entertainment and cultural events to the community that properly and positively reflect the Council's commitment to deliver quality and cost effective programs, services and activities.

Nectar Festival

The City sponsored this event for the first time. The International Women's Day event was held over a weekend in March at Manning Park. The event had previously been held in Fremantle.

Show Off Art Exhibition

52 artists participated in the exhibition, held at Memorial Hall this year. Attendance over the 10 day event was up to 1500 through the exhibition. 25 works were sold including works by Sharyn Egan and Tresa Mundraby purchased by the City.

Azelia Ley Museum

The Historical Society won the WA Heritage Award for 'Recognising Excellence in the Promotion and Conservation of the Cultural Heritage of WA.'

The Historical Society Cockburn were recognised for demonstrating, 'an outstanding commitment to the principles of good heritage management, museology and effective community engagement,' and, 'for gaining strong community support and respect through its initiative.'

Sister City – Mobile visit

A delegation from the City of Cockburn visited the Mobile in November 2012. The visit was timed to coincide with the Mobile International Festival and the City participated in the festival by bringing along some performers who could represent the City and Australia. The Aboriginal performers were well received.

Summer of Fun Events Season highlights

5,500 people attended the regional concert at Manning Park, featuring the West Australian Symphony Orchestra and 5,000 people attended a John Williamson concert. The Australia Day BBQ was held at Coogee Beach and the Coogee Beach Festival and Cockburn Rotary Spring Fair (Medieval theme) attracted several thousand people. Events will be promoted as smoke free in the 2013-2014 season.

Engineering and Works Division

The Engineering and Works Division is responsible for delivering and maintaining a safe road, cycleway and path system, developing and maintaining parks, and landscaping the natural environment for the enjoyment of everyone; the collecting and disposing of waste from all properties in the district and providing and maintaining all buildings and other facilities on Council property for community use.

HIGHLIGHTS

176,300

Tonnes of waste received at Henderson.

62,800

Bins lifted per week by the City's trucks.

72,875

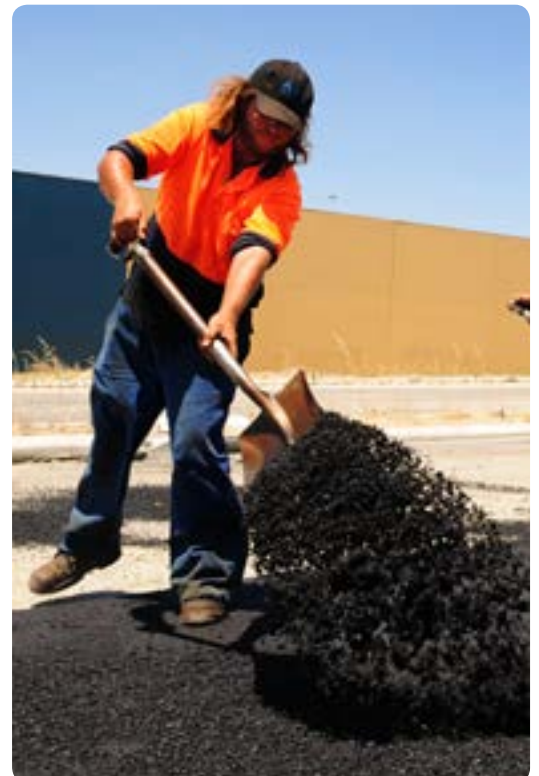
Number of plants revegetated in Cockburn.

4,100

Hours of volunteer time dedicated for planting days.

7,239

Number of assets logged across 311 parks.



Left: The City's Park Services Team. Right: Building roads.

Asset Development	\$M
Roads, footpath and drainage	9,202
Developer contributed infrastructure	5,015
Parks and environment	3,988
Buildings	25,353
Landfill site	2,844
Plant - New & Replacement	4,748
Total	46,135

Operational Activities	\$M
Roads, footpaths and drainage maintenance	7,427
Parks and environment maintenance	10,695
Waste disposal	9,535
Waste collection	10,332
Facilities maintenance	4,892
Plant maintenance	3,201
Underground power infrastructure contribution	4,400
Total	50,482

WASTE SERVICES DEPARTMENT 2012-13

Waste Disposal Services

Purpose: to operate a landfill site at Henderson to accept waste in accordance with the requirements of a Class III site under the Environmental Protection Act and maximise the financial return.

Overall Satisfaction	
Domestic customers	92.5%
Commercial customers	98.1%

(see page 17 for explanation)

Henderson Waste Recovery Park (HWRP)

The annual tonnages received at Henderson increased by 12,400 tonnes to 176,300 tonnes of waste, returning \$1.677M above the annual budget estimate of \$15.510M. This was due mostly to the Department of Environment and Conservation closure of the South Metropolitan Regional Council (SMRC), diverted product from the Western Metropolitan Council, waste diverted from an upgrade at the Cleanaway Facility in Maddington and a general increase in customers' tonnages.

The site improved its recovery of recyclables from the previous year by 53% to 6750 tonnes. This was due mostly to an effective recovery of inert waste (bricks, rubble, sand) from the Transfer Station. As a result of poor steel prices in 2012-13, sale of salvaged material fell short of its \$600,000 budget by \$280,000.

Within the year, the City continued to consolidate its management of the waste handling operation, which resulted in a \$476,000 over spend in operating expenses from the annual adopted budget to manage the additional 12,400 tonnes.

The Recycle Shop continued to perform well, though there was a 32% reduction in tonnes of product diverted from landfill. The site fell short of the 25,000 tonnes CO₂-equivalent threshold and reported accordingly under National Greenhouse and Energy Reporting System (NGERS).

Engineering and Works Division (continued)

Achievements

- Cell 7, two Leachate Ponds and a new wash down facility were completed in July 2012.
- Construction of three new workshops, security fencing, a production bore, three water storage tanks and a toilet with a septic system were also completed in July 2012.
- The City received a new loader, hook truck and traxcavator to assist in managing waste.
- Establish an E-Waste processing agreement under the Commonwealth's *Product Stewardship Act 2011*.
- A dispute with the DEC in respect to the landfill levy on clean fill was resolved.

Waste Collection Services

Purpose: to provide a regular reliable and safe waste and recycling collection service for every premise within the district and dispose of it in an environmentally acceptable manner.

The Waste Collection Service unit made significant performance improvements in the past financial year. This was due mostly to creation of improved daily run charts, a younger fleet of waste trucks and improved plant maintenance schedules.

In 2012-13 the drivers lifted an average of 62,800 bins/week (3% increase from 2011-12), amounting to 3.2 million bins for the year. The service was delivered with 13 trucks, 5 recycle trucks and 6 composting trucks on the road at any one time. In July 2012 the SMRC opened its new Materials Recovery Facility.

Achievements

- The City created a Waste Management and Education Strategy 2013-2023.
- The City's 'In House' verge collection program continued to perform well collecting a total of 4,000 tonnes in 2012-13.
- The City's low profile rear loading truck collected 375 tonnes of waste from parks, street litter bins and three basements of multi-rise units.

PARKS AND ENVIRONMENT DEPARTMENT

The Parks and Environment Department delivers the design, construction, rehabilitation and maintenance of the City's open space by using the skills of a team of dedicated of qualified, experienced and passionate staff. The team manages water resources, greenhouse gas emissions, natural and wetland areas, highly manicured playing fields, passive parks, foreshore areas, streetscapes and park infrastructure.

Parks Management Services

The Parks Management Services unit develops strategies and policies, provide advice on park and horticultural related matters, assess district and local structure plans, construct and maintain parks, ovals and streetscapes on Council-owned land in accordance with agreed service levels.

Parks Operations and Maintenance

The Parks service unit performs a range of ground maintenance activities across locations, providing a functional and attractive amenity for use by local residents and visitors. Achievements in this period included:

- Maintenance to over 690Ha of turf and landscape areas on sporting ovals, passive parks and community facilities;
- Annual turf renovation program to ensure safe and accessible playing fields;
- Collection station to monitor leachate and nutrient content to accurately determine fertiliser programs;
- Management and maintenance of park infrastructure including 211 playgrounds of which 25 have shade sails; and
- Response to 3000 customer requests; and
- Streetscape Management;
- Delivery of an aesthetically and interesting streetscape environment, namely:
 - Maintenance of over 47Ha of streetscapes, including roundabouts, median islands and verge treatments;

- Management of significant road treatments: Spearwood Avenue (Friendship way), Phoenix Road, Beelias Drive, Russell Road, Wentworth Parade;
 - Pruning of around 2000 trees under power lines to meet Western Power regulations;
 - 500 individual requests for street trees actioned; and
 - Management of the delivery of approximately 500km of verge mowing and 1550km of kerb line and 550km of footpath spraying.
- Replacement of 3 Irrigation Systems, Enright Res, Lucken Res, Alamanda Park Refurbishment of the McTaggart Cove Shelters;
 - New BBQ installations at Radonich Park, Radiata; and
 - Renewal of Cricket facilities at Tempest Park, Goodchild Park, Davilak Oval.

Greening Plan

The plan outlines an implementation program of landscaping road networks following major road construction and street tree planting, namely:

- Street Tree Planting: Kent Street, Sussex Street, Coolbellup Avenue, Bullfinch Street, Yangebup Road;
- Wentworth Parade – streetscape refurbishment; and
- Beelias Drive - landscaping following road construction.

Shade Sail Strategy

The strategy identifies the criteria for the installation of shade sails to playgrounds and planting of trees around playgrounds. The following playgrounds had the shade sails installed:

- Ramsay Park;
- Perena Rochi North;
- Perena Rochi Sandpiper;
- Picotte Park; and
- Anning Park.

Bibra Lake Management Plan

The Plan identifies a vision for the Bibra Lake precinct to ensure the recreational and environmental values are enhanced to meet community expectation and delivering sound environmental objectives. Major objectives achieved include:

- Completion of the Boardwalk and birdhide;
- Footpath upgrades to the birdhide; and
- Revegetation works 1.5ha- 23,000 tubestock planted.

Water Operating Strategy

The water operating strategy outlines the City's management and monitoring of groundwater abstraction in accordance with Department of Water Licence conditions.

Achievements

- Management and maintenance of 164 bore locations across seven groundwater abstraction sub areas.
- Monthly monitoring of 145 locations enabling individual water budgets for each park.
- Water Quality Monitoring of five significant locations adjacent to environmentally sensitive areas: Kurrajong Reserve, Kevin Bowman Reserve, Manning Reserve, Bibra Lake Picnic area and Waterbuttons Park.
- Annual Report to Department of Water outlining the City's annual abstraction per licence, water quality and impact in water draw from aquifer.

Parks Construction & Renewal

The Parks Service unit designs and constructs a wide range of park infrastructure and facilitates the renewal of equipment that has reached the end of its useful life. These are the:

- Construction and/or renewal of 12 Playgrounds, including Jubilee Reserve, Beale Oval, Picottee Park, Albion Park. Playgrounds are designed with consideration to the demographics of the community;

Engineering and Works Division (continued)

Environmental Management Services

The Environmental Service unit incorporates the combined disciplines of natural area management, environmental education, climate change and sustainability. The team seeks to provide excellent customer service and strives to maintain and continuously improve environmental values and sustainable outcomes for the City.

Natural Area Management

The environmental service team manages over 1000Ha of natural areas and seeks to improve and protect the environmental values of these conservation reserves by undertaking rehabilitation and intensive maintenance programs.

Environmental Operations

The environmental service unit undertakes management programs to minimise weed invasion, maintain and enhance vegetation condition and habitat values while minimising fire risk. Regular monitoring is undertaken by way of annual vegetation condition assessment and weed mapping to ensure effectiveness.

Achievements

- Adoption and implementation of the Natural Areas Management Strategy 2012–2022.
- Annual Vegetation and Weed Mapping completed - 16 reserves covering 85ha were mapped in 2012 for vegetation condition and weed cover.
- Annual Revegetation Program: 72,875 plants installed covering 7.46ha installed in nine project locations including Coogee Beach, Yangebup Lake, Bibra Lake and Market Garden Swamp.
- Control of *Typha orientalis* at Bibra Lake.
- Local Wetlands Living Stream Development Project: continuation of works within living streams to create habitat and reduce nutrient flows into wetlands at Yangebup Lake and Market Garden Swamp.
- Implementation of an intensive Feral Animal Control Program in eastern reserves.

- Preparation of the Eastern Reserves Management Plan.
- Numerous Bat and Bird Nesting Boxes installed and monitored by fauna specialists and community members.
- Fauna monitoring program conducted in Denis De Young reserve.
- Installation of Dieback signage and Phytofighter 1000 at Denis De Young Reserve.
- Dieback mapping undertaken in Lot 800 Gwillam Drive and Banksia Eucalypt Woodland.
- Veldt Grass control undertaken in 13 reserves to reduce fuel loading and biodiversity loss.
- Offset works - revegetation works and monitoring conducted in Coogee beach, Bibra Lake and Little Rush Lake.

Environmental Capital and Renewal Works

The environmental service unit designs and implements a range of infrastructure projects to enhance natural areas. Projects completed include:

- Installation of an Osprey nesting pole at Coogee Beach;
- Limestone Verge Parking Area installed at a Denis De Young Reserve;
- Fencing of Lot 800 Gwillam Drive - 1.9 km;
- Revegetation of Lot 27 Progress Drive - 18,187 plants, fauna fence, signage and limestone firebreaks installed;
- Installation of limestone firebreaks at Gil Chalwell, Emma Treeby, Buckingham, Triandra and Rose Shanks reserves; and
- Installation of fence and paths at Baler Reserve in Hammond Park.

Community Engagement

- Forty five LandCare events conducted throughout the City's reserves totalling 884 volunteers contributing over 4100 person hours; and
- Native Christmas Tree giveaway - 50 Rottneest Island Pines given to staff and residents.



Left: Revegetation program. Right: Henderson Waste Recovery Park bike tree.

Grants

- Coastwest - \$18,141 received for restoration of coastal heath within Manning Park.
- Lotterywest - \$40,000 received for completion of trail network within Market Garden Swamp.
- NRM grant - \$24,205 received for restoration of habitat within Bibra Lake wetland in conjunction with Cockburn Wetlands Education Centre.
- Birdlife Australia- \$5000 received for fence installation at Manning Park revegetation site.

Research Projects

The Environmental team implemented two research projects to guide best practice management in natural resource management objectives. This included the:

- Fauna Movement Study (Partner Curtin University); and
- Turtle Research Project (Murdoch).

Renewable Energy / Greenhouse Gas Emission

The City has invested significantly in a range of renewable energy technologies to reduce its greenhouse gas emissions. Key outcomes achieved:

- Greenhouse Gas Inventory indicates that the City is on track to achieve its emissions reduction targets;

- Energy Audit Program – inspection and analysis of major facilities underway;
- Solar Photovoltaic Installations - 599 solar photovoltaic panels installed across ten community buildings;
- Renewable Energy Art – six Artistically-designed park lights, HWRP Bike tree and a Renewable Energy Art Exhibition;
- Waste Gas to Energy - Partnership with Waste Gas Resources to convert landfill gas to electricity;
- Three wind turbine installations;
- Household Energy Audit Program and waterwise retrofit program- Free advisory visits for 80 households, offered in 2012-13;
- Greenhouse Gas Emission Reduction Strategy 2011 – 2020 v 2.0;
- Renewable Energy Policy ADP63; and
- City of Cockburn Climate Change Risk Assessment Adaptation Action Plan 2012.

Engineering and Works Division (continued)



Recycle Shop

Sustainability

A range of sustainability programs and initiatives linked to the goals of the Corporate Strategic Plan have been implemented. Key objectives achieved:

- The City produced its second State of Sustainability Report, with key performance indicators;
- Living Smart Course (Living Smart);
- Design a Sustainable Home Workshops (September and April);
- Sustainable September Events;
- Sustainability grants program – 14 grants were awarded;
- Revised and updated Sustainability Strategy and Action Plan and Policy SC37 Sustainability;
- Hosting two sustainability internships in partnership with Murdoch University resulting in research outcomes in sustainable residential design and urban forestry;
- Future Generation Renewable Energy Public Art Exhibition;
- The City coordinated a summer design studio for the School of Architecture at the University of Western Australia to design sustainable homes; and
- Retrofitting for Sustainability – Weatherboard Cottages – information flyer.

Environmental Education and Community Events

A range of educational programs, environmental workshops and community events were conducted with great success, including:

- World Environment Day Schools Festival - 6 primary schools, over 200 children participated;
- 15 school tours of Henderson Waste Recovery Park
- Pilot Resident Worm Farm/Compost Subsidy – 45 subsidized worm farm units, 20 compost bins, subsidized package offered to residents including: educational workshops, unit with FAQ information, free delivery/ongoing advice, survey pre-post workshops;
- Cockytubes - 12 installed within three reserves at Bibra Lake, Manning Lake and Lake Coogee. A workshop for community members was held to provide them with information about the nesting boxes, how they work and monitoring requirements;
- Guided Indigenous Walk at Manning Lake and Denis De Young Reserves - total of 59 participants attending;
- Native Seed Collection workshop-capacity building workshop for community members on how to identify, collect and store native seed. This attracted 22 participants.

- Feral Animal Control Workshop-37 participants;
- Get Wild About Wetlands - A family-based school holiday program in partnership with the Cockburn Wetland Education Centre (CWEC) and Native Arc that promotes environmental education through interactive activities (Participation in 2012 – 925 residents);
- Environmental Education Initiatives for Primary Schools Program - 45 presentations delivered in local schools;
- Turtle Watch Program in partnership with CWEC: Citizens science to study protecting Oblong Turtles, two community workshops, two night stalks, more than 300 participants;
- Residential Native Plant Subsidy Scheme - 200 residents participating, 3333 plants sold at discounted rate;
- Adopt-a-Beach School Program (Coastcare/UN Sandwatch) - partnership with South Coogee Primary School and Coastcare. In-class learning, on-ground action and link with school in Kiribati; 60 students; 385 hours; and
- Environmental Education Initiatives Grants - six grants awarded.

Landowner Biodiversity Conservation Grants Program

The City provides assistance to land owners with remnant vegetation on their property through funding and workshops. This included 17 landowners and over 50 hectares of private property. A workshop was held on weed control.

Water

The City endeavours to reduce its annual water consumption and has implemented a range of key deliverables to achieve this goal:

- Waterwise Council Status achieved;
- Wetland litter audit instigated;
- Reduction Targets - The City has set water management targets to help reduce water consumption and improve water quality in Cockburn;
- Resident Water Audits - Free water and energy advisory visits provided for 80 households annually;
- Three waterwise Garden Workshops. Over 140 participants attended workshops on using fertiliser wisely, water-wise gardening and soil improvement. Free Water-wise Verge Makeovers were delivered as part of the program; and
- The City continues to work towards achieving reduction targets based on ICLEI campaign and has met Milestone 4.

Community partnerships

The City liaises with community and industry groups to deliver on ground environmental objectives, such as:

- Hands on Wetlands- continuation of partnership with Cockburn Gateway Shopping City to deliver on ground activities to improve Yangebup Lake;
- Clean Up Australia Day - The City supported five community groups to undertake clean-up sites within the City; and
- Adopt a Spot Program-Supporting Keep Australia Beautiful program. This program currently links eight groups to eight reserves.

Engineering and Works Division (continued)

Infrastructure Services

Facilities and Plant Services

Manage maintain and deliver Council owned buildings, structure and plant services to provide for the requirement of the staff and community.

The following has been achieved in 2012-13:

- Completion of a building and facility capital works program including:
 - Construction and/or refurbishment of various community sporting buildings including Lucius and Goodchild Park clubrooms;
 - Construction of Manning southern toilet block replacement;
 - Upgrade works at Jandakot Hall;
 - Improvements to the Cockburn Tennis centre facility; and
 - Coogee beach and café toilet sewerage upgrades.
- Ongoing reviews and amendments of audits undertaken of the City's buildings and facilities for:
 - The presence of asbestos and their treatment plans; and
 - Accessibility for mobility impaired persons, from which improvement works are ongoing.
- Plant acquisition in accordance with the City's 10 year new plant and replacement program including:
 - Three replacement waste collection trucks along with a replacement front end loader.
 - Roads Flocon truck upgrade and 3 tonne graffiti crew truck for Road Services;
 - Mowing trucks, trailers and ride on mowers for Parks Services; and
 - Thirty six new and replacement sedans, wagons and utilities required for Council's management, operations supervision and services.
- A continued focus on fleet optimisation and use of technology to reduce overall running costs and vehicle emissions. Also a focus on value for money plant acquisitions and on plant maintenance scheduling to reduce heavy fleet downtime.

Asset Services

To ensure that Council's assets meet and provide the required levels of service in the most cost effective method through an optimal balance of creation, preservation, enhancement and disposal.

For the Asset Services area, the following has been achieved in 2012-13:

- Alignment of the City with the WA Department of Local Government's Legislative Asset Management Framework;
- Development and adoption of five Asset Management Plans, these covering the Council's roads, footpaths, buildings, parks and environment and drainage assets;
- Asset data collection of over 7239 parks and environmental assets across 311 parks and reserves;
- Formalised 'As Constructed' asset data capture methodologies for both external and internal engineering projects;
- Development of the City's Asset Management website <http://www.cockburn.wa.gov.au/assetmanagement>; and
- Parks and Environment works activities incorporated into the City's Works and Assets system.

Project Management and Development Services

To provide a consistent framework and methodology for the development and implementation of all major projects within the City.

The Service Unit's achievements in 2012-13 have included:

- Contract management of the \$2.6M Cockburn Volunteer Emergency Services building in Cockburn Central West built by Gavin Construction, completed in September 2012;
- Contract management of the architectural design and specification development of the City's planned Wellard Street, Bibra Lake Operations Centre building and Depot upgrade; and

- Assisting Community Services in the management of the construction contract for the Integrated Health and Community Facility incorporating a GP Super Clinic, allied health facilities, library and offices, located on the corner of Beeliar Avenue and Wentworth Parade, Success.

Additional achievements of the Infrastructure Services Business Unit have included advancing the Special Projects of:

- Cockburn Sound coastal vulnerability and adaption planning, in liaison with adjacent Local Authorities and agencies of Fremantle, Kwinana, Rockingham, Department of Defence and the Cockburn Sound Management Council; and
- Sustainability initiatives associated with energy use reduction and increased renewable energy take up for the City's buildings and facilities, and investigating Electric Vehicles for potential incorporation into the City's vehicle fleet.

Engineering Services

Road Construction Services

Purpose: to construct and maintain roads, drains and associated infrastructure in accordance with adopted designs.

Road Design Services

To provide design services for roads, paths, drains, development assessment and traffic management treatments that are under the responsibility of Council in accordance with Australian Standards and industry best practice.

Road Planning and Development Services

To ensure development occurs in accordance with all relevant Australian Standards and Council's development conditions and specifications.

Transport and Traffic Services

To ensure that planning and development of the transport network within the City meets people and industry needs while minimising environmental impact.

Engineering Services

Achievements

- The construction of the second carriageway of Beeliar Drive from Hammond Road to Dunraven Drive was completed.
- The widening of Hammond Road from Russell Road to Bartram Road progressed well during 2012-13. All Telstra's Services and Water Corporation's infrastructure relocation was completed and the majority of road works, drainage and street lighting has been commenced. The completion of the project is scheduled for September 2013.
- The completion of the design to construct a second carriageway of Frankland Avenue from Russel Road to Gaebler Road was initially delayed due to the relocation of Western Power's. The completion of project is scheduled for October 2013.
- Major pavement rehabilitation and more than 8.5km of resurfacing works were completed on various roads within the City.
- A major path and cycleway construction and rehabilitation program was completed, including the provision of on road cycleway along Beeliar Drive between Hammond Road and Dunraven Drive.
- The regional road network has been reviewed and a road classification within the City of Cockburn has been completed.
- A regional and district level traffic model that will assist in determining the road infrastructure requirements to reflect the growth and need within the City has been developed; the Major Regional Road Program 2013 – 2030 which identifies the road projects driven by City's District Traffic Study action plan and a need for the road network improvements was completed.
- The State Underground Power Program was completed in Coolbellup East. The Hamilton Hill project has been progressing well during 2012-13 with completion scheduled for December 2013.

Planning and Development Division

The Planning and Development Division is responsible for managing the statutory and strategic planning for the City, as well as overseeing heritage, urban design and sustainable development. This division oversees building approvals, development compliance and environmental health services, as well as managing the acquisition and sale of the City's land assets.

HIGHLIGHTS

\$574M

Value of proposed works of building applications submitted this year.

1478

Number of new building lots created in the City.

6209

Number of pools or spas registered with the City.

506

Number of food premises in the City which require inspection.



Left: Memorial Hall, Hamilton Hill. Right: Sculpture, Cockburn Town Centre.

Building Services

To ensure that buildings and structures within the district provide acceptable levels of public safety, amenity and comply with all relevant building codes, standards and regulations.

The City issued 2914 building permits for the year, an increase of 15.7% on the previous year.

The fees collected during this period were substantially lower than the 2011-2012 period (see table below). The substantial reduction in fees has been caused by the introduction of the *Building Act 2001* in April 2012.

The total number of building permits has increased by 15.7% to 2914 permits. Value of building work increased by 20.6% to \$574M, whilst fee income decreased by 14.25% to \$0.987M.

Building permits on average were issued in 22 working days in 2012. The average issuance time for a Building Permit has fallen to 16.2 working days in 2013.

Building Approvals for the 2012-2013 period are as follows compared to the previous four years:

Year Ending	Permits	\$ Value	\$ Fee	Residential	Commercial	Industrial	Other Ancillary Buildings
30/06/09	2776	474M	1.432M	1021	188	5	1562
30/06/10	3007	457M	1.402M	1265	165	-	1577
30/06/11	2578	380M	1.375M	899	186	1	1492
30/06/12	2519	476M	1.151M	919	154	2	1447
30/06/13	2914	574M	0.987M	983	186	17	1728

Electronic Lodgement System

The City issued 416 Building Licence/Permit approvals for single residential dwellings online for the 2012-2013 period, 44% more than the previous year. These applications are lodged with no paperwork at all and are all completed, stamped and issued electronically. The City expects that this form of lodgement will continue to increase over the coming years.

Built Strata Title Applications

This is another area that has come under reform with the *Building Act 2011* and approvals are now called Occupancy Permit-Strata and Building Approval - Strata. A total of 22 built strata's were approved 2012-13.

Occupancy Permits

77 Occupancy Permits were issued.

Demolition Permits

57 Demolition Permits were issued.

Sign Licences

31 Sign Licences were issued.

Mandatory Private Swimming Pool Inspections

The number of registered pools and spas within the City has increased by 346 bringing the total number of registered pools and spas to 6,209. 1634 pools were checked for compliance during the year, this was a reduction from last year due to the City not having two swimming pool inspectors on staff for the full year.

Introduction of a new Building Act

The introduction of the new *Building Act 2011* has provided many challenges for the Building Service. The Building Act and associated Building Regulations were changed a total of 13 times within the first 16 months of implementation of the Act. It is likely that more changes to the legislation will continue to occur over next year, to address concerns and issues as they are revealed.

Planning and Development Division (continued)

Environmental Health Services

To ensure that the conduct and operation of premises and activities within the district comply with accepted standards and practices for public health and to ensure that the quality of the environment is protected and improved.

Co-Health Healthy Lifestyle Programs

In the second year of the Co-Health Healthy Lifestyles Project, the number of participants in Co-Health free physical activity and nutrition programs rose to over 900, consisting of residents not predominantly in the full-time workforce, Aboriginal and Torres Strait Islanders, single parents and those at risk of lifestyle-related chronic diseases. Benefits of healthy lifestyles have also been promoted to thousands through events and health screening. The City of Cockburn was one of 90 local governments to receive funding (\$703,607) from the Australian Government to run this as part of the national Healthy Communities Initiative which now enters its third and final year. Successful elements of the Co-Health program are intended to continue beyond the funding period through the engagement, by the City, of a full-time health promotion officer.

Healthy Lifestyles Website

The Be Active Cockburn Healthy Lifestyles website (www.beactivecockburn.com.au) is used to promote Co-Health programs and events (nutrition and physical activity) and TravelSmart initiatives. It also has information and links pages relating to other areas of health promotion such as alcohol and drugs, mental health and smoking prevention/cessation. There has been a steady rise in website hits since the start of the Co-Health program.

Physical Activity and TravelSmart

The TravelSmart program aims to reduce single occupant vehicle use through the promotion of active transport, including walking, cycling and public transport.

The City's TravelSmart Officer works collaboratively with internal service units, external

service providers, both government and non-government organisations, primary schools and local business to promote active transport messages and initiatives.

Major components of the program include:

- Collaboration with Dismantle and the City's Youth Centre to deliver a successful Bike Rescue Project with 10 'high risk' young people;
- Success in securing a partnership with the Department of Transport and Department of Sport and Recreation to see the 'Your Move' project developed and delivered to 10,000 households in the City in 2013-14. 'Your Move' is an intensive behaviour change program aiming to get households more physically active and opting for active travel;
- Intensive engagement with local primary schools to see 15 schools on board with the TravelSmart to School program including provision of an inaugural program sundowner and half day teacher professional development session, continued grants to support active travel event days and collection of data around behaviour change at schools;
- Securing an RAC Community Partnerships Grant of \$20,000 to fund bike education in 7 schools and 5 workplaces via Cycling WA and provision of two new bike maintenance stations for commuter use in the City;
- Advocacy and support for the Cockburn Bicycle User Group (BUG);
- Participation in the Australia-wide Super Tuesday Bike count, to be repeated in 2015;
- Continued provision of a daily shuttle bus for the City's Civic Centre staff from Cockburn Central train station;
- Making active transport accessible to staff by promoting use of corporate Smartriders, fleet bikes and provision of lunch break commuter bike maintenance courses;
- More than 600 people taking the TravelSmart pledge to not drive at least one day per week;
- Provision of community events that celebrate



Left: Kitchen inspection. Right: Mosquito sampling.

active transport such as the Bikeweek bike extravaganza held in March at the Town Square; and

- Cockburn Fremantle Council's combined TravelSmart Trek held in October each year.

Environmental Health Programs

The City's Health Services team continued to play a regulatory role to ensure environmental health standards across the City were maintained.

Mosquito Program

In the Summer of 2012-13 the City received 37 notifications from the WA Department of Health for follow up patient interviews - 20 Ross River Virus (RRV), 17 Barmah Forest Virus (BFV).

A total of 411 stormwater structures were treated with larvaecide. Frequent treatments were focussed in suburbs around Thomsons Lake – Success, Atwell, Aubin Grove, Hammond Park and Beeliar.

Industrial Premises Program

The City's industrial premises program is now in its sixth year. The Industrial Premises Officer works pro-actively with proprietors to achieve compliance with a wide range of minimum environmental management standards. Of the 55 premises that were visited in regard to mechanical, equipment hire and transport/laydown depots 31 (56%) were

non-compliant. The main offence (80% of the 31 Premises) was discharging a Schedule 1 material to stormwater soakwells and/or soil onsite. In all cases 100% compliance has been achieved with the cooperation of proprietors. Two infringements (\$250 & \$500) were served to a repeat offender for truck washing after being given instruction to cease activity.

Contaminated Sites

The City's contaminated sites strategy for council-owned properties was adopted in February 2008. Like many other local governments in Perth, most of these properties are old waste disposal sites that remain as recreation reserves or are vacant with no immediate threat to health. All potentially contaminated sites owned or vested in the City have been reported to the WA Department of Environment and detailed inspections of these sites are progressing. Currently, 10 sites have been reported and the City is investigating eight of these to varying degrees. These sites comprise land associated with McTaggart Cove in North Coogee, Dixon Reserve in Hamilton Hill, Bibra Lake Reserve, Howson Way, Bibra Lake, Dubove Reserve, Spearwood, Poole Reserve in Coogee, the Cockburn Fremantle Pistol Club site on the corner of Warton and Armadale Roads, Banjup, and the reserve adjacent lot to this on Warton Road.

Planning and Development Division (continued)

The City's Health Service has been active in coordinating the investigations and the development of Site Management Plans for the McTaggart Cove North Coogee and Howson Way, Bibra Lake, sites. It is envisaged that these two sites will be classified by the Department of Environment by December 2013 and the City may proceed with development plans.

Noise

Health Services received 223 Noise complaints compared to 174 in 2011-12. These were predominantly about excessive noise from residential and industrial premises, noisy air conditioners, out-of-hours construction noise and bird noise.

Under the *Environmental Protection Act 1986* (EPA) seven infringements were issued for the emission of unreasonable noise with fines totalling \$2000, which consisted of out-of-hours construction noise and unreasonable noise emissions from residential premises.

Infringements under the EPA range from \$250 for first offence to \$500 thereafter. Under the EPA the City has also seized equipment for a period of seven days on one occasion due to unreasonable noise emissions from stereo equipment. The City has received an increase in the number of noise from air conditioners within residential areas, as a result under section 80 of the EPA an air-conditioner installer was found to have installed a noisy residential unit and required to move the unit or face legal action.

Dust

The City's zero-tolerance policy with regard to potentially dusty activities on development sites is having a measurable impact on the improved performance of the development construction industry. As a result, during 2012-13, seven infringements were served for dust emissions and for works commencing without an approved Dust Management Plan.

The City's moratorium continues to be strictly enforced whereby bulk earthworks are not permitted between 1 October and 1 April without

the special approval of Council. In the lead up to the 2012-13 summer moratorium, developers also indicated an increased willingness to complete high risk earthworks before 1 October. Five developments were awarded ongoing approvals for low-risk earthworks after this date after reducing the works areas into separate stages. This approach is proving to be satisfactory for industry and is likely to be preferred rather than seeking an exemption for high risk earthworks from Council.

Food

The number of food premises requiring inspection increased to 506 premises. The City approved 135 temporary food businesses in this period and Officers conducted 738 food premises inspections which resulted in 18 improvement notices being issued for poor cleanliness, maintenance and inadequate pest control. Seven Infringement notices of \$250 each were issued for repeated minor offences. One prosecution was taken under the *Food Act 2008*. The total penalty including costs was \$22,190. The offences related to poor cleanliness, maintenance and inadequate pest control. The premises has since ceased to operate. The Safe Food Handler Training session continued to be offered with 13 sessions being conducted resulting in 128 food handlers being trained.

Statutory Planning Services

To provide control and management of development, land use and subdivision functions within the City to ensure standards of amenity are maintained. The Service also undertakes compliance and enforcement action against unapproved development.

Between 1 July 2012 and 30 June 2013 the City received 1052 development applications while 1037 applications were approved in this period. Six applications were also submitted and determined under the Development Assessments Panel (DAPS) legislation. The estimated value of development applications received over this period is \$390M. The average processing time for all approved applications was 51 calendar days. The

City provided recommendations and conditions of support for the creation of approximately 1478 new lots and processed 16 new Detailed Area Plans for small lot development. 175 Development Compliance matters were logged and investigated over the 12 month period.

Strategic Planning Services (including Land Administration)

To prepare structure plans, scheme amendments, formulate strategies and adopt policies which provide guidance and direction for the growth of the City.

Key achievements over the last 12 months:

Structure Plans

- Endorsement of the Banjup North Scheme amendment and Structure Plan, providing for delivery of approximately 1,800 new dwellings as part of the Cockburn Regional Centre.
- Preparation and endorsement of the Southern Suburbs (Stage 3) District Structure Plan.
- Endorsement of the Coolbellup Town Centre Structure Plan.
- Endorsement of the Robb Jetty and Emplacement Crescent Structure Plans, as an important step in moving the Cockburn Coast redevelopment project towards implementation.

Scheme Amendments

- Review and modification to Scheme Amendment No. 28 dealing with the implementation of new Development Contribution Areas covering the urban development cells of Hammond Park and Wattleup.
- Preparation and endorsement of the Bushfire Planning Scheme amendment for the City of Cockburn, as one of the first metropolitan local governments to do this.

Growth Strategies

- Adoption of the annual update to the City's Local Government Inventory of Heritage Places. This formed part of the City's success as a finalist in the Local Government category of the State Heritage Awards.

- Adoption of the City's latest revitalisation strategy for the suburb of Hamilton Hill, dealing with matters such as housing densities and beautification.
- Adoption of the City's Local Commercial and Activity Centre Strategy.

Housing density

The City has a wide range of residential development opportunities - from traditional family sized dwellings through to grouped dwellings and apartment styles dwellings. These provide a good range of housing choice, which helps to contribute to housing affordability especially for young families who have been attracted to the growth areas of the City.

Planning Approaches

The City engaged with a range of reference groups and advisory committees to seek advice on strategic planning matters including the Youth Advisory Committee in regard to the Hamilton Hill Revitalisation Strategy.

Land Administration

The City's Land Administration Department ensures that the City's property interests and land portfolio are appropriately managed, in such a way as to maximise financial returns and support the financial sustainability of the City. Key achievements over the last 12 months:

Subdivision and development of land owned by the City

- Completion of the subdivision, development and sale of residential lot projects within Hamilton Hill; and
- Project management of the successful sale of the City's Beeliar Road land.

Value adding to the City's land portfolio

- Finalisation of new leasing arrangements for the Naval Base Holiday Park; and
- Rationalisation, redevelopment and sale of lots for residential development that were previously drainage sumps, and which had the drainage function diverted to new water sensitive urban design means.

Finance and Corporate Services Division

This division is responsible for managing the annual budget, financial reporting, long term financial planning, managing financial risks including treasury, rates and other taxation issues for the City. This division also manages Information Services and Technology and Human Resources including recruitment, payroll and occupational health and safety.

HIGHLIGHTS

Budget turnover now \$166m including capital program.

Paying up to 750 staff each fortnight.

Development and publication of the Financial Long Term Plan to 2022.

Development of the Business Plan for Cockburn Central West Community Facility.



SANDY G & NIKCK
KNIGHT

Left: Human Resources promote safe practices. Right: TBC.

Overview of 2012-13 Budget

The Council adopted the 2012-13 Municipal Budget in June 2012. The Budget was adopted with a rate increase for residential property of 4.5% and 5.0% for commercial and industrial property. The Waste management service charge increased from \$365 to \$390 per service and the Co-Safe charge increased from \$50 to \$55. Overall operating income increased by 12.4% and operating expenditure increased by 6.9%. The operating surplus then assists in the funding of capital expenditure but also the transfers to Council reserves to provide for future capital expenditure programs as outlined in the Long Term Financial Plan. Capital Expenditure was budgeted at \$57.9m prior to any Carried Forward (or uncompleted) capital works. The 2012-13 Municipal Budget was presented with a small surplus.

Capital Expenditure

The Council adopted a large capital expenditure program for 2012-13 totalling \$57.9m. This included the completion of the Cockburn Integrated Health and Community Facility which houses the Cockburn GP Super Clinic and the new Success Library. Although this project was behind its original delivery timetable, the builder, Gavin Construction went into company administration in June 2013 with approximately 70% of the building completed. The Council subsequently has appointed a step-in builder to complete the project by June 2014. The year under review also saw the \$10m Coogee Beach Surf Club and Community Facility completed and handed over to the Surf Club to run on behalf of the Council. Although costing more than the original budget, the community has been provided with a state of the art facility specifically designed by the Club and constructed under the auspices of the Club. The Council also proceeded with a range of road, parks, footpath, waste management, drains and sumps projects. As part of capital planning, Council also adopted for the first time an Asset Management Plan specifically designed to predict funding requirements into the future. This will provide our community with a great deal of certainty.

Cashflow

The Cashflow of the Council was budgeted to be positive at both the operating level and the overall position. The former was budgeted to be a surplus of \$27.6m which would fund the capital expenditure program with the overall position to be in surplus by \$10m which would assist in the funding of reserves. The Council receives a considerable portion of its cashflow in advance such as rates and the various services charges. This in turn allows for a Council to invest surplus funds to earn interest which assists Council to keep rates low. For the 2012-13 financial years Council budgeted to receive \$5.5m in interest which is equivalent to a ten percent rate increase. Council earned \$5.64m in interest which is a significant achievement given falling interest rates.

Uncompleted and Carried Forward Capital Works

Council is required to formally adopt the carried forward works and projects each year. A report was presented to the October 2013 Ordinary Council meeting with a detailed report and listing of all carried forward works. This is the last year this process will be adopted as in future years a detailed report will be presented to the Council meeting adopting the annual municipal budget. The Carried Forward Works and projects include capital and operating expenditure totalling \$24.65m. These projects are funded by the municipal funds for \$6.56m (26.6%) with the balance coming from financial reserves, grants and contributions. Whilst there are 166 projects being carried forward, 45 of these comprise 92% of the expenditure by value and the top ten comprise 73% including the Cockburn Integrated Health and Community Facility. It is normal operating practice to carry forward capital works as some only commence in the latter part of the financial year and by design are scheduled to be completed across two financial years.

Finance and Corporate Services Division (continued)

Internal Audit Program

The Council's internal audit program continued in 2012-13 using Deloitte as the service provider. This year the following audit projects were completed and reported to the Audit Committee of the Council:

- Local Government Statutory Return;
- Terms of Reference – Audit and Strategic Finance Committee;
- Procurement;
- Enterprise Risk; and
- Delegated Management and Authorised Persons Management Procedures.

In addition to Deloitte, Council was a voluntary participant in the Procurement Internal Audit initiated by the Crime and Corruption Commission and undertaken by RSM Bird Cameron. The Council was one of five Councils selected based on size (financial) which included, Perth, Wanneroo, Joondalup and Swan Councils. The CCC initiated the review after the issues surrounding the Stirling and Bayswater Councils. The audit was focused on systems around the issue of potential misconduct and how to minimise such misconduct as defined by the CCC. The final report is yet to be provided to Council, it is noted in the draft report that a number of processes focusing on potential misconduct will need to be reviewed. The Council welcomed the audit and volunteered to participate so as to have the systems checked and improved to meet the requirements of the CCC. All findings will be implemented and subject to a further audit by Deloitte to ensure compliance.

Audit Independence and Committee

In accordance with the Audit Committee's Charter of Operation and the *Local Government Act*, the Annual Financial Statements for 2012-13 were presented to the Audit Committee for their review and recommendation to Council for their adoption. As required by the Act, the Auditors, Macri and Partners were invited and attended to provide their comment on the financial statements.

Financial Services Department

Property, Rating and Revenue Services

To deliver a rates (and other property based charges) issuing and collection service, creation and maintenance of the central property database for the City and all applicable statutory obligations; to control and delivery of all revenue services including invoicing and collection, and to provide and co-ordinate the electors Electoral Roll for Council.

The major achievements for this service unit include:

- Assumed corporate responsibility for the financial management of all infringements issued by the City and developed comprehensive procedures for this task. Infringements are now managed in a timely and more accountable manner, reducing the risk of revenue write-offs;
- Configured the City's online receivables banking systems to accept online dog/cat registration renewals and to allow direct debit processing for HACC client fees and rates payments (by arrangement);
- Implemented a service charge for the provision of underground power in Hamilton Hill (East);
- System improvements made to better manage the City's debtors, including new configuration for levying and collecting developer contributions, calculating interest on overdue accounts and the creation of system wide credit alerts to warn of recalcitrant debtors before credit is issued; and
- Configured and implemented a new deferred pensioner system process, which significantly automates claims processing.

Accounting Services

To provide financial services for the City related to meeting its statutory and business obligations with respect to financial risks, taxation and all outgoing payments; and to ensure the efficient deployment of works and project costing systems and the development of associated budgets.

AMY, OLIVIA, ROAN**TO BE SHOT**

The major achievements for this service unit include:

- Automated Works & Assets Timesheet Costing – Stage 2 (Parks). This involved a collaborative effort between the Parks, Payroll, Financial Systems and Accounting teams and has been successfully implemented. Benefits include the elimination of a manual paper based system, triple handling of data and copying and scanning costs;
- New reporting tool developed to ensure financial requirements for Roads to Recovery (R2R) funding are adhered to. This safeguards the continuing receipt of funding under the R2R program;
- AP & Purchase Order Delivery Process Review. System was reconfigured and end user training documentation updated in order to streamline processes. An education program was put in place to convert users to the new order delivery system; and
- Monthly process established to update the City's insurance registers with current data from the financial asset registers. This will reduce the risk of plant and property being potentially uninsured for a period of time.

Budgeting and Financial Reporting Services

To provide financial costing, management reporting and financial analysis for all business units, management and Council; to meet Council's statutory financial reporting and audit requirements; and to coordinate Council's financial planning function, including compiling the annual budget and long term financial plans.

The major achievements for this service unit include:

- The development of a Long Term Financial Planning (LTFP) model within the City's Technology One enterprise system that meets requirements under the Department of Local Government Integrated Planning and Reporting framework and integrates with the City's annual budgeting systems and processes;
- Capture and recognition of additional roads infrastructure asset types within the financial asset registers and balance sheet totalling \$11.3M. These included car parks, road reserve fencing, roundabouts and other traffic control devices;
- Implemented a revised budget timetable with budget compilation processes being completed a month earlier. This was enabled through further refinement and improvement of the City's enterprise budgeting tool and allowed for greater scrutiny and consideration of the draft budget; and

Finance and Corporate Services Division (continued)

- Completion of a schedule of grant funding audits and acquittals. This became an increasing priority during the year, given the City's high level of success in securing new funding for its projects and service initiatives.

Procurement Services

To provide an effective centre-led procurement and contract administration service to the organisation and to ensure organisational compliance with statutory tendering requirements and internal purchasing procedures.

The major achievements for this service unit include:

- Extensive audit review of the procurement function. This involved both an internal audit assignment and a Corruption and Crime Commission initiated audit (voluntarily agreed to by the City). Comprehensive action plans have resulted and these will be implemented over the coming year;
- Procurement policies, position statements and delegated authorities were reviewed and amended to ensure effective risk management controls; and
- A corporate contracts register was established in preparation for the implementation of a fully functioned contracts management system in the coming year.

Information Services Department

Information Technology Services

To deliver support technical services and planning for future enhancement/growth in respect of Council's information technology requirements.

Information Technology focussed improving business continuity, one of the department's major strategies. The City's Disaster Recovery (DR) environment was reviewed, designed and signed off for finalisation in 2013-14. The design is built around the City's voice and data networks having minimal downtime during an event that could

destroy any of the City's Offices. The year under review was about the IT Network Infrastructure rebuild for DR and commencing the rebuilding of IT systems in preparation for the addition of a physical DR Centre and anticipated Council amalgamation. The financial year 2013-14 will be all about building and commissioning an environment that provides the required business continuity, disaster recovery and scalability for a potential amalgamation with Kwinana.

Business Systems

The Business Systems team support the City's core business systems, manage new projects and help facilitate continuous process improvement.

In 2012-13 a total of 37 projects were commenced. At year's end, 15 had been completed, 9 were in progress and 13 carried forward into 2013-14. During the year the team were responsible for the completion of three Business Unit System Reviews, delivery of three new Planning Applications, introduction of three new systems and providing significant technical assistance in the delivery of the new Enterprise Content Management System (ECM) system to staff to replace the old and out-dated Recfind records management system.

GIS Services

To provide an asset information service management system and a geographical information system.

Data maintenance of IT GIS datasets is the major workload of the GIS team on a daily basis, ensuring information presented to staff and the public (via the Council website) is up-to-date and accurate. The major achievement of the GIS team in 2012-13 was the preparation work and re-engineering of the GIS Environment as the City prepares to migrate to the latest upgrade of the City's internal and external GIS Viewers which will be completed in 2013-14.

Records Services

To provide a high standard of technologically advanced Records Management Services to support the needs of the user clients within the City of Cockburn, the governing function of Council and other identified external uses of the records function.

The major achievement for this department in 2012-13 was the replacement of its Records Management System RecFind with ECM, an Electronic Document Management System from Technology One that integrates with the current suite of Technology One Systems currently in use by the City's Administration. This year's component of the project resulted in the migration of documents from RecFind into ECM and the migration and linkage of Property documents from a file share into ECM. Training sessions in ECM and Record Management responsibilities were held during the year for all staff as part of the City's project and change management procedures.

Human Resource Management Department

Human Resources Service

To provide policy, programs and advice which shape the workforce to ensure it is capable of achieving the business objectives now and in the future.

The major achievements for this service unit include the development of a Workforce Plan and a review of the payroll processing.

The Workforce Plan, adopted by Council in March 2013, describes in detail how the City will achieve its vision through its employees. It includes a five year staffing forecast and a list of strategies on recruitment and retention; capacity building; Aboriginal employment; succession planning; safety, health and wellbeing.

The payroll processing was reviewed and changed to make it more efficient. A new technology module was implemented to enable employees to input their leave requests directly to the payroll system. This eliminates duplicate data entry, improves accuracy and reduces the use of paper.

Recruitment efficiency and outcome monitoring continues to improve through the widespread use of the Big Red Sky E-Recruitment tool.

All Safe Work Method Statements were reviewed to heighten awareness of working in a safe manner. The Safety and Health Committee has been expanded and is taking a greater role in addressing safety issues across the diverse workplaces that are now a part of the organisation. The anticipated introduction of a new state Health and Safety Act has been delayed and is more likely to occur in mid-2014.

A skills gap analysis for engineering employees was undertaken and a training plan implemented to increase skills and capacity to provide services to the community.

Annual leave liabilities were also addressed this financial year with a change in policy and increased monitoring resulting in an improvement with Council's leave liability.

Concise Financials

Concise Financial Report

FOR THE YEAR ENDED 30 JUNE 2013

Basis of preparation of the concise financial report

The concise financial report of the city of Cockburn is an extract of the full financial report for the year ended 30 June 2013. The concise financial report has been prepared in accordance with AASB 1039 "Concise Financial Reports".

The financial statements, specific disclosures and other information included in the concise financial report have been derived from and are consistent with the full financial report of the City. A full description of the accounting policies adopted by the City is provided within the 2013 full financial report. The accounting policies are consistent with those of the previous financial year.

The concise financial report cannot be expected to provide as detailed an understanding of the financial performance, financial position and financing and investing activities of the City of Cockburn, as is provided by the full financial report. A copy of the full financial report and auditor's report is available for inspection at the City's head office and on the City's website at www.cockburn.wa.gov.au

Statement by Chief Executive Officer

The attached financial statements comprising the concise financial report of the City of Cockburn for the financial year ended 30th June 2013 are in my opinion properly drawn up to present fairly the financial position of the City of Cockburn at 30th June 2013 and the results of the operations for the financial year then ended in accordance with the Australian Accounting Standards.



Stephen Cain
Chief Executive Officer

Signed on the 31st October 2013

Independent Auditor's Report

FOR THE YEAR ENDED 30 JUNE 2013



PARTNERS
 Anthony Macri CPA
 Domenic Macri CPA
 Connio De Police CA

INDEPENDENT AUDITOR'S REPORT

TO: RATEPAYERS OF CITY OF COCKBURN

Report on the Concise Financial Report

The accompanying concise financial report of City of Cockburn comprises the Statement of Financial Position as at 30 June 2013, Statement of Comprehensive Income by Nature or Type, Statement of Comprehensive Income by Program, Statement of Changes in Equity and Statement of Cash Flows for the year then ended and the discussion and analysis. The concise financial report does not contain all the disclosures required by Australian Accounting Standards.

Council's Responsibility for the Concise Financial Report

The Council is responsible for the preparation and fair presentation of the concise financial report in accordance with Accounting Standard AASB 1039: *Concise Financial Reports*, the Local Government Act 1995 (as amended) and the Local Government (Financial Management) Regulations 1996 (as amended). This responsibility includes establishing and maintaining internal control relevant to the preparation of the concise financial report; selecting and applying appropriate accounting policies; and making accounting estimates that are reasonable in the circumstances.

Auditor's Responsibility

Our responsibility is to express an opinion on the concise financial report based on our audit procedures. We have conducted an independent audit, in accordance with Australian Auditing Standards, of the full financial report of the City of Cockburn for the year ended 30 June 2013. Our auditor's report on the financial report for the year was signed on 31 October 2013 and was not subject to any modification. Australian Auditing Standards require that we comply with the relevant ethical requirements relating to audit engagements and plan and perform the audit to obtain reasonable assurance whether the financial report for the year is free from material misstatement.

Our procedures in respect of the concise financial report included testing that the information in the concise financial report is derived from, and is consistent with the financial report for the year, and examination on a test basis, of evidence supporting the amounts, discussion, and analysis, and other disclosures which were not directly derived from the financial report for the year. These procedures have been undertaken to form an opinion whether, in all material respects, the concise financial report complies with Accounting Standard AASB 1039: *Concise Financial Reports* and whether the discussion and analysis complies with the requirements laid down in AASB 1039: *Concise Financial Reports*.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinion.



Independence


In conducting our audit, we followed applicable independence requirements of Australian professional ethical pronouncements.

Auditor's Opinion

In our opinion, the concise financial report (including the discussion and analysis) of the City of Cockburn for the year ended 30 June 2013 complies with Accounting Standard AASB 1039: *Concise Financial Reports*.

Matters Relating to the Electronic Publication of the Concise Financial Report

This auditor's report relates to the concise financial report of City of Cockburn for the year ended 30 June 2013 included on City of Cockburn's website. The Council is responsible for the integrity of City of Cockburn's website. The auditor's report refers only to the subject matter described above. It does not provide an opinion on any other information which may have been hyperlinked to/from these statements. If users of the financial report are concerned with the inherent risks arising from publication on a website, they are advised to refer to the hard copy of the audited concise financial report to confirm the information contained in this website version of the concise financial report.



MACRI PARTNERS
CERTIFIED PRACTISING ACCOUNTANTS
SUITE 2, 137 BURSWOOD ROAD
BURSWOOD WA 6100



A MACRI
PARTNER

PERTH
DATED THIS 31st DAY OF OCTOBER 2013.



Statement of Comprehensive Income | Nature or Type

FOR THE YEAR ENDED 30 JUNE 2013

		Actual 2012/13	Budget 2012/13	Actual 2011/12
	Notes	\$	\$	\$
OPERATING REVENUE				
Rates	19	54,515,296	53,620,000	50,802,795
Fees and Charges	22	47,916,928	45,371,634	42,850,077
Grants and Subsidies	23	9,670,523	8,456,698	10,537,752
Contributions, Donations and Reimbursements		1,475,781	431,710	1,337,789
Interest Earnings	2a	5,643,348	5,975,342	6,608,937
Other revenue and Income		25,715	12,976	(46,347)
Total Operating Revenue		119,247,591	113,868,360	112,091,004
OPERATING EXPENDITURE				
Employee Cost		(40,003,851)	(38,696,843)	(36,873,722)
Materials and Contracts		(34,336,438)	(33,264,479)	(29,609,466)
Utilities		(4,111,621)	(4,484,950)	(3,474,596)
Insurances		(1,818,997)	(1,866,700)	(1,726,128)
Other Expenses		(7,776,716)	(7,794,821)	(9,360,972)
Depreciation on Non Current Assets	2a	(20,602,703)	(22,167,314)	(22,012,966)
Total Operating Expenditure		(108,650,326)	(108,275,107)	(103,057,850)
Increase/(Decrease)		10,597,266	5,593,253	9,033,153

	Notes	Actual 2012/13 \$	Budget 2012/13 \$	Actual 2011/12 \$
NON-OPERATING ACTIVITIES				
Grants towards Assets	23	7,005,925	6,939,454	4,859,249
Contribution towards Assets		3,318,418	3,777,975	3,341,586
Gifted And Previously Unrecognised Assets	8b	7,579,539	-	17,014,732
Increase/(Decrease) in Equity - Joint Venture	15	893,837	-	-
Profit/(Loss) on Sale of Assets	16b	2,377,459	874,636	5,202,050
Total Non-Operating Activities		21,175,178	11,592,065	30,417,616
NET RESULT		31,772,444	17,185,318	39,450,769
OTHER COMPREHENSIVE INCOME				
Changes on revaluation of non-current assets	8c	14,177,609	-	82,190,658
		14,177,609	-	82,190,658
TOTAL COMPREHENSIVE INCOME		45,950,053	17,185,318	121,641,427

The Statement of Comprehensive Income should be read in conjunction with the accompanying notes.

Statement of Comprehensive Income | By Program

FOR THE YEAR ENDED 30 JUNE 2013

	Notes	Actual 2012/13 \$	Budget 2012/13 \$	Actual 2011/12 \$
REVENUES				
Revenue From Ordinary Activities				
General Purpose Funding		65,561,630	64,469,697	62,514,909
Governance		181,375	126,947	773,657
Law Order & Public Safety		2,781,347	2,823,251	2,648,224
Health		517,506	445,213	646,545
Education & Welfare		6,574,824	6,209,891	6,572,189
Community Amenities		35,941,288	33,470,121	32,126,620
Recreation & Culture		4,444,243	3,527,934	3,845,570
Transport		94,475	171,960	207,685
Economic Services		1,823,564	2,057,805	1,912,618
Other Property & Services		1,327,339	565,541	842,988
TOTAL OPERATING REVENUES		119,247,591	113,868,360	112,091,004
EXPENSES				
General Purpose Funding		(574,494)	(508,991)	(534,496)
Governance		(7,859,597)	(7,948,175)	(7,402,124)
Law Order & Public Safety		(4,403,767)	(4,361,213)	(4,011,641)
Health		(2,173,972)	(2,299,800)	(2,168,529)
Education & Welfare		(11,240,862)	(10,712,117)	(10,832,856)
Community Amenities		(28,264,753)	(28,255,296)	(28,866,272)
Recreation & Culture		(22,538,836)	(21,792,161)	(20,532,781)
Transport		(23,131,047)	(23,211,215)	(22,820,126)
Economic Services		(2,349,007)	(2,161,570)	(2,237,694)
Other Property & Services		(6,113,990)	(7,024,568)	(3,651,332)
Total Operating Expenditure		(108,650,326)	(108,275,107)	(103,057,850)
Increase/(Decrease)		10,597,266	5,593,253	9,033,153

		Actual 2012/13	Budget 2012/13	Actual 2011/12
	Notes	\$	\$	\$
GRANTS/CONTRIBUTIONS TOWARDS ASSETS				
Governance		2,225,019	2,756,818	-
Law Order & Public Safety		361,037	-	211,500
Community Amenities		42,378	-	61,845
Recreation & Culture		384,996	772,645	2,882,496
Transport		4,568,815	3,457,991	4,487,254
Other Property & Services		2,742,099	3,729,975	557,740
	23	10,324,343	10,717,429	8,200,835
Gifted And Previously Unrecognised Assets	8b	7,579,539	-	17,014,732
Increase/(Decrease) in Equity - Joint Venture	15	893,837	-	-
PROFIT/(LOSS) ON DISPOSAL OF ASSETS				
Governance		(431)	-	-
Law Order & Public Safety		-	-	27,793
Recreation & Culture		(264,081)	15,000	-
Transport		780,913	(211,921)	541,117
Other Property & Services		1,861,058	1,071,558	4,633,140
	16b	2,377,459	874,636	5,202,050
NET RESULT		31,772,444	17,185,318	39,450,769
OTHER COMPREHENSIVE INCOME				
Changes on revaluation of non-current assets	8c	14,177,609	-	82,190,658
		14,177,609	-	82,190,658
TOTAL COMPREHENSIVE INCOME		45,950,053	17,185,318	121,641,427

The Statement of Comprehensive Income should be read in conjunction with the accompanying notes.

Statement of Financial Position

AS AT 30 JUNE 2013

	Notes	Actual 2012/13 \$	Actual 2011/12 \$
CURRENT ASSETS			
Cash and Cash Equivalents	3	95,137,816	74,641,494
Investments	4	3,188,350	1,308,475
Trade & Other Receivables	5	6,756,884	9,448,885
Inventories	6	44,202	41,804
Total Current Assets		105,127,251	85,440,657
NON CURRENT ASSETS			
Investments	4	10,057,503	7,020,490
Other Receivables	5	576,996	598,805
Property, Plant, & Infrastructure	7	790,945,107	760,538,472
Total Non Current Assets		801,579,606	768,157,766
TOTAL ASSETS		906,706,857	853,598,424
CURRENT LIABILITIES			
Trade & Other Payables	9	9,104,043	12,351,048
Interest Bearing Liabilities	9	1,407,153	-
Provisions	10	4,520,762	4,476,466
Total Current Liabilities		15,031,958	16,827,515
NON CURRENT LIABILITIES			
Other Payables	9	2,548,543	2,904,359
Interest Bearing Liabilities	9	3,457,847	-
Provisions	10	1,452,144	799,721
Total Non Current Liabilities		7,458,534	3,704,080
TOTAL LIABILITIES		22,490,492	20,531,595
NET ASSETS		884,216,365	833,066,829
EQUITY			
Accumulated Surplus		398,878,653	376,503,208
Reserves - Cash/Investment Backed	11	75,389,461	60,792,979
Reserves - Asset Revaluation	11	409,948,251	395,770,642
TOTAL EQUITY		884,216,365	833,066,829

The Statement of Financial Position should be read in conjunction with the accompanying notes.

Statement of Changes in Equity

FOR THE YEAR ENDED 30 JUNE 2013

		Actual 2012/13	Actual 2011/12
	Notes	\$	\$
RESERVES CASH/INVESTMENT BACKED			
Balance at beginning of year		60,792,979	49,843,662
Transfer from accumulated surplus		51,239,642	37,090,513
Transfer to accumulated surplus		(36,643,160)	(26,141,197)
Balance at end of reporting period	11	75,389,461	60,792,979
RESERVES - ASSET REVALUATION			
Balance at beginning of year		395,770,642	313,579,984
Revaluation Increments during year		14,177,609	83,578,519
Revaluation Decrements during year		-	(1,387,861)
Balance at end of reporting period	11	409,948,251	395,770,642
TOTAL RESERVES		485,337,712	456,563,621
ACCUMULATED SURPLUS			
Balance at beginning of year		376,503,208	348,001,756
Changes in Accounting Policy		5,199,483	-
Restated Balance		381,702,691	348,001,756
Change in Net Results		31,772,444	39,450,769
Transfer from reserves		36,643,160	26,141,197
Transfer to reserves		(51,239,642)	(37,090,513)
Balance at end of reporting period		398,878,653	376,503,208
TOTAL EQUITY		884,216,365	833,066,829

The Statement of Changes in Equity should be read in conjunction with the accompanying notes.

Statement of Cash Flows

FOR THE YEAR ENDED 30 JUNE 2013

		Actual 2012/13	Budget 2012/13	Actual 2011/12
	Notes	\$	\$	\$
CASH FLOWS FROM OPERATING ACTIVITIES				
Payments				
Employee Cost		(39,307,133)	(38,696,843)	(36,375,511)
Materials and Contracts		(37,346,446)	(38,764,479)	(23,914,343)
Utilities		(4,111,621)	(4,484,950)	(3,474,596)
Insurances		(1,818,997)	(1,866,700)	(1,726,128)
Other Expenses		(7,776,716)	(7,794,821)	(9,360,972)
GST on Payments		(8,067,743)	-	(7,285,493)
		(98,428,656)	(91,607,793)	(82,137,044)
Receipts				
Rates		54,942,004	54,229,000	50,363,001
Fees and Charges		54,390,105	47,176,634	46,472,754
Contributions, Donations and Reimbursements		1,475,781	431,710	1,337,789
Interest Received		5,790,617	5,561,342	6,813,233
Grants & Subsidies - Operating		9,670,523	8,956,698	10,537,752
Other Revenue/Income		(634,885)	12,976	1,199
GST Refunded by ATO		4,262,384	3,000,000	2,863,744
		129,896,531	119,368,360	118,389,472
NET CASH FLOWS PROVIDED BY/ (USED IN) OPERATING ACTIVITIES	12a	31,467,874	27,760,567	36,252,428

	Notes	Actual 2012/13 \$	Budget 2012/13 \$	Actual 2011/12 \$
CASH FLOWS FROM INVESTING ACTIVITIES				
Proceeds from Sale on Non Current Assets	16b	21,456,098	7,106,000	7,600,971
Purchase Furniture and Equipment		(8,778)	(40,000)	59,936
Purchase Computer Equipment		(1,555,543)	(1,167,500)	(146,849)
Purchase & Construction of Infrastructure Assets		(16,034,332)	(17,259,411)	(28,572,614)
Purchase Plant and Machinery		(4,748,295)	(3,627,000)	(4,818,198)
Purchase & Development of Land		(630,940)	(1,200,000)	(1,398,883)
Purchase & Construction of Buildings		(25,352,941)	(34,618,923)	(12,256,507)
Grants & Contributions for the Development of Assets		10,364,831	10,717,429	13,936,938
Net Movement in Investments		1,029,162	-	388,129
NET CASH FLOWS PROVIDED BY/ (USED IN) INVESTING ACTIVITIES		(15,480,737)	(40,089,405)	(25,207,079)
CASH FLOWS FROM FINANCING ACTIVITIES				
Increase/(Decrease) in Bonds Held		(355,815)	-	497,796
Proceeds from New Borrowings		4,865,000	4,865,000	-
NET CASH FLOWS PROVIDED BY/ (USED IN) FINANCING ACTIVITIES		4,509,185	4,865,000	497,796
Net Increase/(Decrease) In Cash during year		20,496,322	(7,463,837)	11,543,145
Cash At Beginning Of Reporting Period		74,641,494	64,421,514	63,098,349
CASH & CASH EQUIVALENTS AT END OF REPORTING PERIOD	3, 12b	95,137,816	56,957,677	74,641,494

The Statement of Cash Flows should be read in conjunction with the accompanying notes.

Discussion and Analysis of the Financial Statements

FOR THE YEAR ENDED 30 JUNE 2013

Statement of Financial Position

- The City's net assets and total equity increased by \$51.1M during the reporting year to \$884.2M. This predominantly reflects an increase in current assets of \$19.7M and non-current assets of \$33.4M due to asset revaluations and capital works spending.
- Total current assets increased by \$19.7M for the reporting year with cash & investments up by \$22.4M due to cash held in financial reserves and municipal bank for delayed capital projects. Offsetting this, receivables decreased \$2.7M year on year due to lessor value of outstanding trade and other debtors.
- Current liabilities were down \$1.8M year on year to \$15.0M with trade creditors outstanding down \$3.2M. Current provisions for staff leave were little changed. Interest bearing liabilities of \$1.4M were recognised for the first time due to borrowings by the City during the year.
- Non-current liabilities doubled year on year to \$7.4M. Provisions increased by \$0.6M to \$1.4M, reflecting a greater amount of long service leave treated as non-current. Interest bearing liabilities of \$3.5M were recognised for the first time due to borrowings by the City during the year.
- The increase in non-current assets of \$33.4M resulted from \$14.2M in asset revaluations with the balance of \$19.2M made up of capital acquisitions less annual depreciation charges.

Changes in Equity

- Cash/investment backed reserves held by the City increased by \$14.6M to \$75.4M during the year. \$57.3M of this balance represents funds available for future capital spending needs.
- The asset revaluation reserve increased by \$14.2M to \$409.9M as a result of the internal revaluation of parks infrastructure using industry unit rates and useful lives.
- The City's accumulated surplus increased by \$22.4M to \$398.9M. This represented the \$31.8M net operating result less the \$14.6M net transfer to financial reserves.

Statement of Comprehensive Income

- The overall net result was down \$7.7M to \$31.8M with the main cause a reduction of \$9.4M in the value of gifted infrastructure assets.
- The City's result from operating activities was slightly up \$1.6M to \$10.6M through a greater increase in revenues opposed to expenses.
- Operating revenues were up \$7.2M (6.4%) year on year to \$119.2M. Revenue sources up for the year included rates \$54.5M (+\$3.7M) and fees & charges \$47.9M (+\$5.1M). Interest earnings were down \$1.0M to \$5.6M as a result of falling interest rates. Operating grants & subsidies reported of \$9.6M are \$0.9M lower than last year. But this is artificially caused by the Federal Government's policy on the timing of financial assistance grants payments.
- Operating expenses were also up \$5.6M (5.4%) for the year to \$108.6M. Employee costs, the city's biggest expense item, were up \$3.1M (8.5%) to \$40.0M. Spending on materials & contracts was up \$4.7M (16.0%) to \$34.3M. Other expenses were down \$1.6M due to a reduction in landfill levies incurred.
- Depreciation expenses were down \$1.4M (16%) to \$20.6M, mainly as a consequence of a review of fair values and useful lives for roads infrastructure assets at the end of June 2012.
- Capital grants received were up \$2.1M for the year to \$7.0M, whilst developer contributions were little changed at a total of \$3.3M.
- Net profit from the sale of assets was down by \$2.8M primarily due to land sales transactions.

Statement of Cash Flows

- The City's net cash flows from operating activities fell by \$4.8M to \$31.5M in the reporting year. However, this still reflects strong financial performance and the City's ability to fund asset renewal and upgrades as they become necessary.
- Cash outlays on capital spending were slightly up to \$48.3M from \$47.1M the previous year. However, a construction delay to the GP Super Clinic and Integrated Health Facility prevented the outlays from reaching a figure some \$20M higher.
- Capital funding received from the sale of assets was up \$13.8M to \$21.5M. However, this included the sale of lot 9001 Ivankovich Ave to the Coles Group for \$12.2M.
- Proceeds from borrowings for the underground power and emergency services building projects injected \$4.9M cash into the City.
- Cash and cash equivalents increased by \$20.5M for the year to \$95.1M adding to the City's already strong liquidity.

Environmental Statement of paper stock used
to print the annual report is inserted here.



This document is available in
alternative formats upon request.

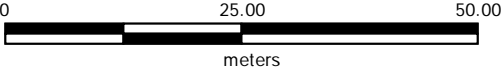


City of Cockburn
9 Coleville Crescent,
Spearwood WA
www.cockburn.wa.gov.au

MapXtreme 2008 © SDK Developer License © 2009 Pitney Bowes Software Inc.



BOYD CRESCENT



LOCATION: 8 (LOT 52) BOYD CRESCENT HAMILTON HILL

PRINTED ON:
Saturday, 23 November 2013

SCALE = 1:800

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.





Sheet List		
Count	Sheet Number	Sheet Name
1	A000	COVER SHEET
1	A001	SITE SURVEY
1	A001A	ORIGINAL CONTOURS
1	A002	open space %
1	A003	SUN SHADOW DIAGRAM
1	A100	SITE PLAN+SETBACK
1	A101	UNDERCROFT PLAN
1	A102	GROUND FLOOR PLAN
1	A103	L1
1	A104	L2 & L3
1	A105	L4
1	A106	ROOF
1	A200	TYPE A LAYOUT_2BED(77m²)
1	A201	TYPE B LAYOUT_1BED+S (66m²)
1	A202	TYPE C LAYOUT_1BED + S (86m²) EAST
1	A203	TYPE D LAYOUT_1BED + S (85m²) WEST
1	A204	TYPE E LAYOUT_1BED (57m²)
1	A205	TYPE F LAYOUT_2BED (88m²)
1	A206	TYPE G LAYOUT_2BED (87m²)
1	A207	TYPE H LAYOUT_1BED (58m²)
1	A208	TYPE J LAYOUT_3BED (136m²)
1	A300	SECTIONS A - B
1	A301	SECTIONS A1 - B1
1	A400	BOYD Crs STREET VIEW
1	A401	ELEVATION SOUTH
1	A402	ELEVATIONS NORTH&EAST
1	A403	ELEVATION WEST
1	A500	DETAILS
1	A902	3D VIEW2
1	A903	VIEW

30

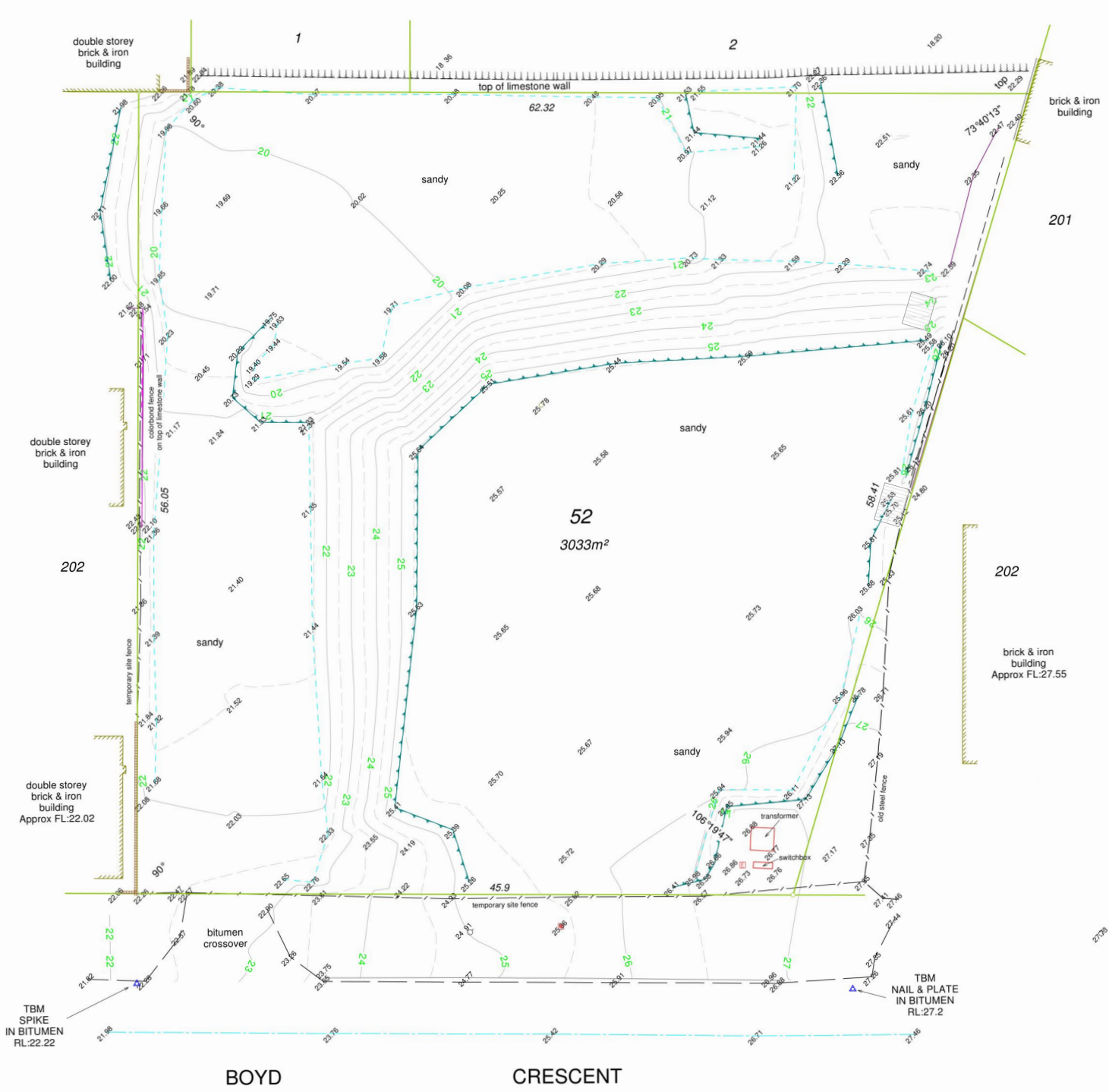


www.maccarch.com.au Tel (08) 9226 1630
 Suite 03, 1329 Hay Street, West Perth WA 6005 Fax (08) 9226 1760
 T/A Oakpearl Pty Ltd ACN 064 090 857 ABN 870 095 71343 Email: kym@maccarch.com.au

Client
FRANK IKLADYOUS

Project
BOYD CRESCENT - Apartments
8 Boyd Crs - Hamilton Hill-WA 6163

Drawing Title COVER SHEET			
Drawn	Author	Scale	REDUCTION
Designed	Designer	@A1-	0 25
Checked	Designer	Date	Rev
Approved	Checker	NOV 2013	13-26
Project Number			A000



SERVICE RECORD		TREE SPECIES	
STATUS	LOCATED	AVAILABLE	NO SERVICE
SERVICE	CONFIRM	CONFIRM	CONFIRM
WATER	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
SEWER	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
GAS	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
TELSTRA	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
POWER	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

STATUS	LOCATED	AVAILABLE	NO SERVICE
WATER	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
SEWER	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
GAS	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
TELSTRA	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
POWER	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>

NOTE: Services marked 'CONFIRM' require builder/client to confirm position on site.

WATER	DRAINAGE	POWER	TELSTRA
STOP VALVE	SW MANHOLE	CONSUMER POLE	TELSTRA MARKER
HYDRANT	GRATE	POWER POLE	TELSTRA PIT
FLUSH POINT	SIDE ENTRY PIT	LIGHT POLE	TELSTRA MH
WATER TAP	UNDERFLOOR MANHOLE	STAY POLE	GAS
WATER MARKER	SEWERAGE	S.WIRE ANCHOR	GAS MARKER
WATER METER	SEWER MANHOLE	U.G. CABLE BOX	GAS METER
	INSPECT. SHAFT	CABLE MH	GAS VALVE
	INSPECT. OPENING	CABLE DOME	

LINE STYLES	FEATURES	SURVEY
SEWER LINE	ROAD CENTRELINE	PEG FOUND
TOP OF BANK	TOP OF LSTONE WALL	PEG DISTURBED
BASE OF BANK	BASE OF LSTONE WALL	PEG GONE
POWER LINE	BUILDING LINE	CONTROL POINT
FENCE	TOP OF KERB	DATUM
BOUNDARY	BASE OF KERB	0.5m CONTOUR INTERVAL



www.maccarch.com.au Tel (08) 9226 1630
 Suite 63, 1329 Hay Street, West Perth WA 6005 Fax (08) 9226 1760
 T/A Oakpearl Pty Ltd ACN 064 090 857 ABN 870 095 71343 Email: kym@maccarch.com.au

Client: **FRANK IKLYOUDOS**

Project: **BOYD CRESCENT - Apartments**
8 Boyd Crs - Hamilton Hill-WA 6163

Drawing Title	N
SITE SURVEY	

Drawn	Author	Scale	REDUCTION
Designed	Designer	@A1-1 : 200 -	0 25
Checked	Designer	1:400@A3	
Approved	Checker	Date	Rev
		NOV 2013	
		Project Number	13-26
			A001

TITLE:	FEATURE & CONTOUR SURVEY
	8 BOYD CRESCENT
	HAMILTON HILL
CLIENT:	IKLYOUDOS F.

ESTABLISHED 1972

LICENSED LAND SURVEYORS
 Land Subdivisions, Strata Consultants,
 Engineering Surveys, Project Management
 Email: giudice@giudicesurveys.com

8 Stirling Street
 Fremantle
 PO Box 1219
 FREMANTLE WA 6959
 ABN 90 910 482 646

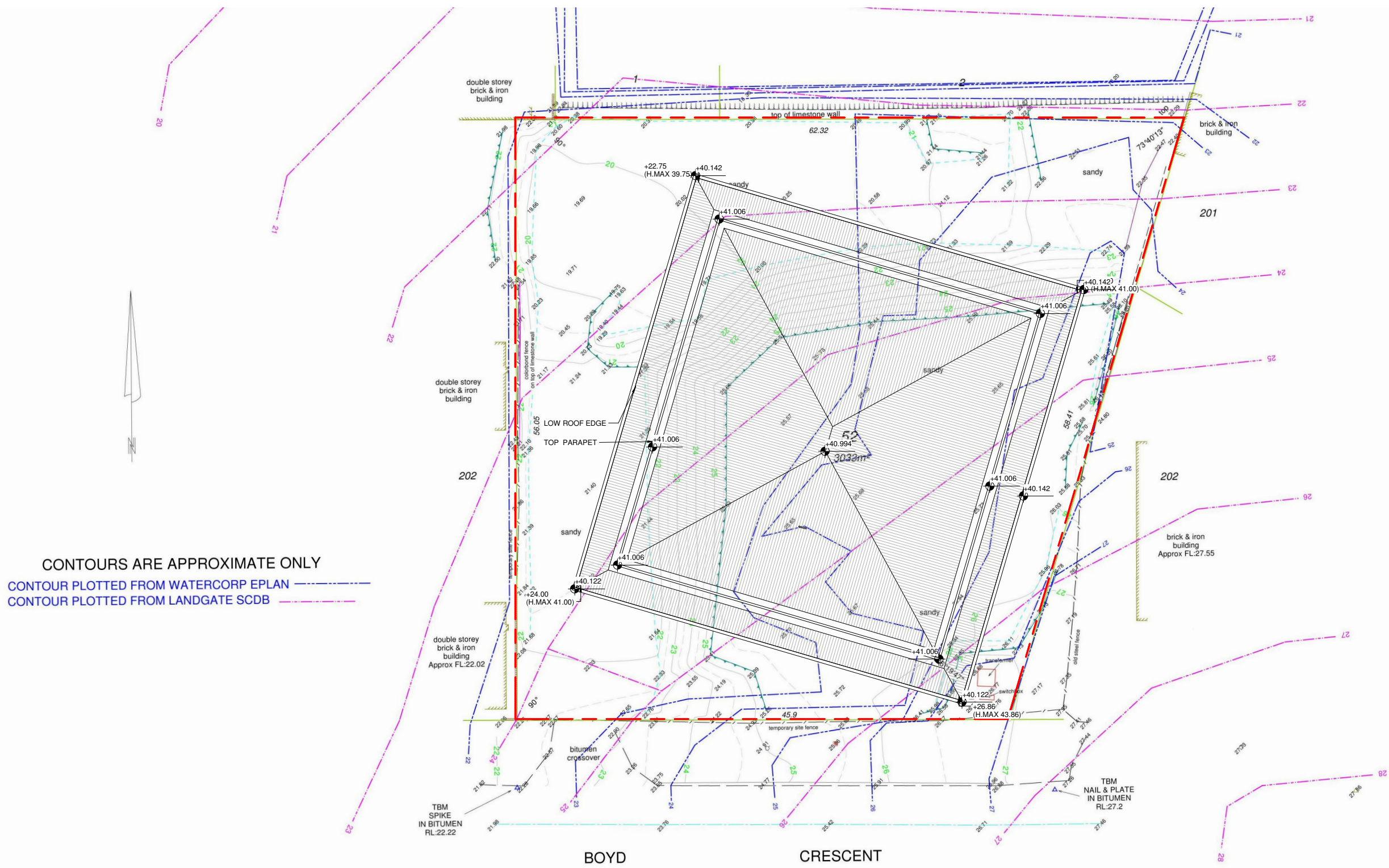
T: 9335 6222
 F: 9430 4980
 http://www.giudicesurveys.com

LOT:	52
PLAN/DIAG:	D 50562
C/T: VOL / FOL	1865-434

REVISION:	
SCALE:	@ A1 1:200
DATE:	13/06/2013
SURVEYED:	D.R.D.
DATE:	SURVYD 08/06/2013
DRAWN:	
D.R.D.	
CHECKED:	

REF:	151/13-DET
WAPC REF:	

DATUM:	PCG 94 & AHD FROM SSM SPEARWOOD 59 RL: 19.548m	
Rev	Description	Date



CONTOURS ARE APPROXIMATE ONLY
 CONTOUR PLOTTED FROM WATERCORP EPLAN
 CONTOUR PLOTTED FROM LANDGATE SCDB

1
 A300
 Original contours
 1 : 200 - 1:400@A3



www.macarch.com.au
 Suite 3, 1329 Hay Street, West Perth WA 6005
 T/A Oakpearl Pty Ltd ACN 064 090 857 ABN 870 095 71343
 Tel (08) 9226 1630
 Fax (08) 9226 1760
 Email: kym@macarch.com.au

Client
FRANK IKLADYOUS
 Project
BOYD CRESCENT - Apartments
8 Boyd Crs - Hamilton Hill-WA 6163

Drawing Title		ORIGINAL CONTOURS		N	
Drawn	Author	Scale	@A1-1 : 200 -	REDUCTION	0 25
Designed	Designer	Date	NOV 2013	Project Number	13-26
Checked	Designer	Rev		Drawing Number	A001A
Approved	Checker				

Rev	Description	Date



1 0c_Undercroft
A300 1 : 175 - 1:350@A3



2 36c_GF
A300 1 : 175 - 1:350@A3

Area Schedule (open space)		
Area	Level	Name
205 m ²	0c_Undercroft	open space
194 m ²	0c_Undercroft	open space
819 m ²	36c_GF	open space
1218 m ²		

Site area 3033m²

Open Space 1218m² = 40% of total area

Document Set ID: 4205542

Version: 1, Version Date: 04/12/2014

Rev	Description	Date



www.maccarch.com.au Tel (08) 9226 1620
Suite 63, 1929 Hay Street, West Perth WA 6005 Fax (08) 9226 1760
T/A Oakpearl Pty Ltd ACN 064 090 857 ABN 870 095 71343 Email: kym@maccarch.com.au

Client
FRANK IKLADYOUS

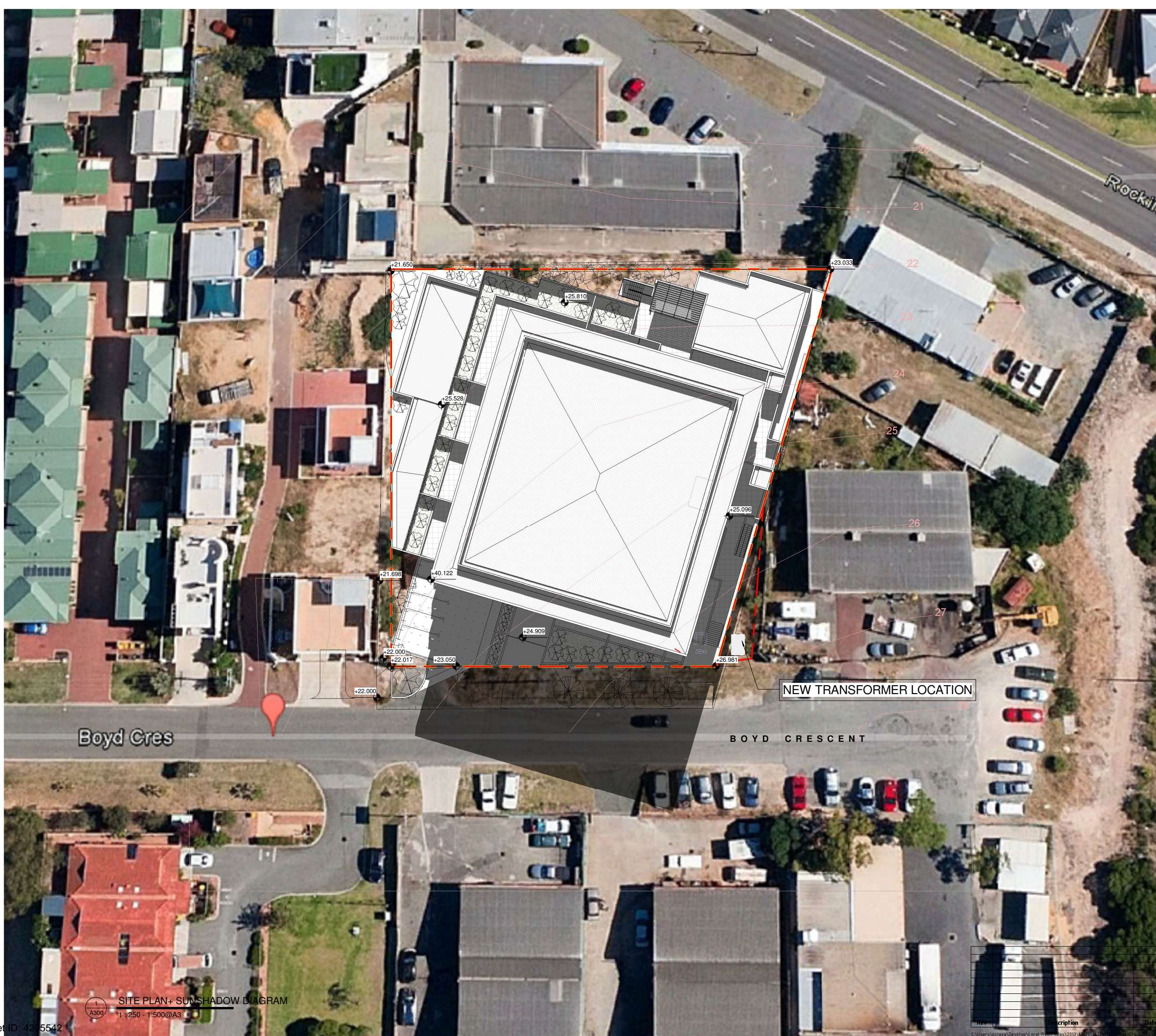
Project
BOYD CRESCENT - Apartments
8 Boyd Crs - Hamilton Hill-WA 6163

Drawing Title
open space %

Scale: **@A1-1 : 175 - 1:350@A3**

REDUCTION: 0 25

Drawn: **Author** Scale: **@A1-1 : 175 - 1:350@A3** REDUCTION: 0 25
Designed: **Designer** Date: **NOV 2013** Drawing Number: **A002** Rev: **13-26**
Checked: **Designer** Project Number: **13-26**
Approved: **Checker**



Boyd Cres

BOYD CRESCENT

NEW TRANSFORMER LOCATION

1 SITE PLAN+ SUNSHADOW DIAGRAM
 A300 1:250 - 1:500@A3



www.maccarch.com.au Tel (08) 9226 1630
 Suite 3, 1929 Hay Street, West Perth WA 6005 Fax (08) 9226 1760
 T/A Oakpearl Pty Ltd ACN 064 090 857 ABN 870 095 71343 Email: kym@maccarch.com.au

Client
FRANK IKLADYOUS

Project
BOYD CRESCENT - Apartments
8 Boyd Cres - Hamilton Hill-WA 6163

Drawing Title
SUN SHADOW DIAGRAM



Drawn	Author	Scale	@A1-1 : 250 -	REDUCTION	0	25
Designed	Designer		1:500@A3			
Checked	Designer	Date	NOV 2013	Drawing Number		Rev
Approved	Checker	Project Number	13-26		A003	



Areas (Gross Building)	
Area	Level
863 m ²	36c_GF
1009 m ²	70c_Level 1
1009 m ²	104c_Level 2
1009 m ²	138c_Level 3
839 m ²	172c_Level 4
4728 m ²	

Site Area: 3033m²
PLOT RATIO: 1.55

APARTMENTS			
C	Level	Name	Area
2	Not Placed	APT_1BED+S	0 m ²
1	Not Placed	APT_2BED	0 m ²
3			0 m ²
5	36c_GF	APT_2BED	429 m ²
1	36c_GF	APT_1BED	57 m ²
4	36c_GF	APT_1BED+S	302 m ²
10			787 m ²
4	70c_Level 1	APT_2BED	352 m ²
4	70c_Level 1	APT_1BED	227 m ²
4	70c_Level 1	APT_1BED+S	343 m ²
12			923 m ²
4	104c_Level 2	APT_2BED	353 m ²
4	104c_Level 2	APT_1BED	227 m ²
4	104c_Level 2	APT_1BED+S	343 m ²
12			923 m ²
4	138c_Level 3	APT_2BED	352 m ²
4	138c_Level 3	APT_1BED	227 m ²
4	138c_Level 3	APT_1BED+S	343 m ²
12			923 m ²
5	172c_Level 4	APT_2BED	407 m ²
2	172c_Level 4	APT_1BED	116 m ²
2	172c_Level 4	APT_1BED+S	175 m ²
1	172c_Level 4	APT_3BED	136 m ²
10			834 m ²
59			4390 m ²

CARPARKING BAYS		
Count	Level	Type
67	0c_Undercroft	5400 x 2400
13		5400 x 2400_VISITORS
80		

STORES		
Count	Level	Type
30	0c_Undercroft	820 store
30		
25	36c_GF	820 store
25		
55		

BINS TOTAL 75@Undercroft

LEGEND

LANDSCAPING

STREET TREES

Rev	Description	Date



www.maccarch.com.au Tel (08) 9226 1630
 Suite63, 1329 Hay Street, West Perth WA 6005 Fax (08) 9226 1760
 T/A Oakpearl Pty Ltd ACN 064 090 857 ABN 870 095 71343 Email: kym@maccarch.com.au

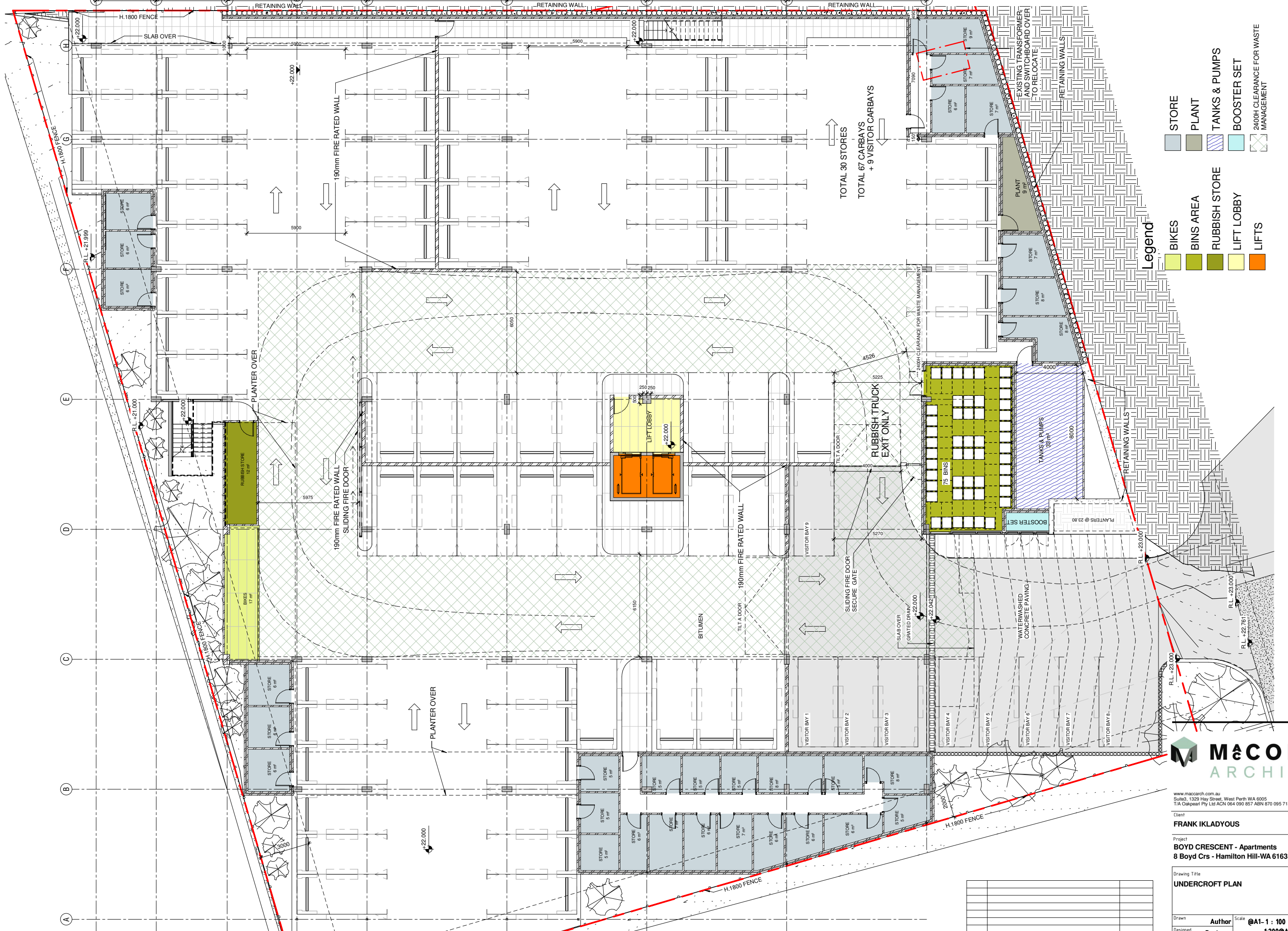
Client
FRANK IKLADYOUS

Project
BOYD CRESCENT - Apartments
8 Boyd Crs - Hamilton Hill-WA 6163

Drawing Title
SITE PLAN+SETBACK

Drawn **Author** Scale **@A1-1 : 125 -** REDUCTION
 Designed **Designer** **1:250@A3** 0 25
 Checked **Designer** Date **NOV_2013** Drawing Number **A100** Rev
 Approved **Checker** Project Number **13-26** 15/11/2013 5:11:14 PM

2 SETBACKS&LANDSCAPE PLAN
 A300 1 : 125 - 1:250@A3



- Legend**
- STORE
 - PLANT
 - BIKES
 - BINS AREA
 - RUBBISH STORE
 - RUBBISH STORE
 - LIFT LOBBY
 - LIFTS
 - TANKS & PUMPS
 - BOOSTER SET
 - 2400H CLEARANCE FOR WASTE MANAGEMENT



www.maccarch.com.au
 Suite 63, 1329 Hay Street, West Perth WA 6005
 T/A Oakpearl Pty Ltd ACN 064 090 857 ABN 870 095 71343
 Email: kym@maccarch.com.au

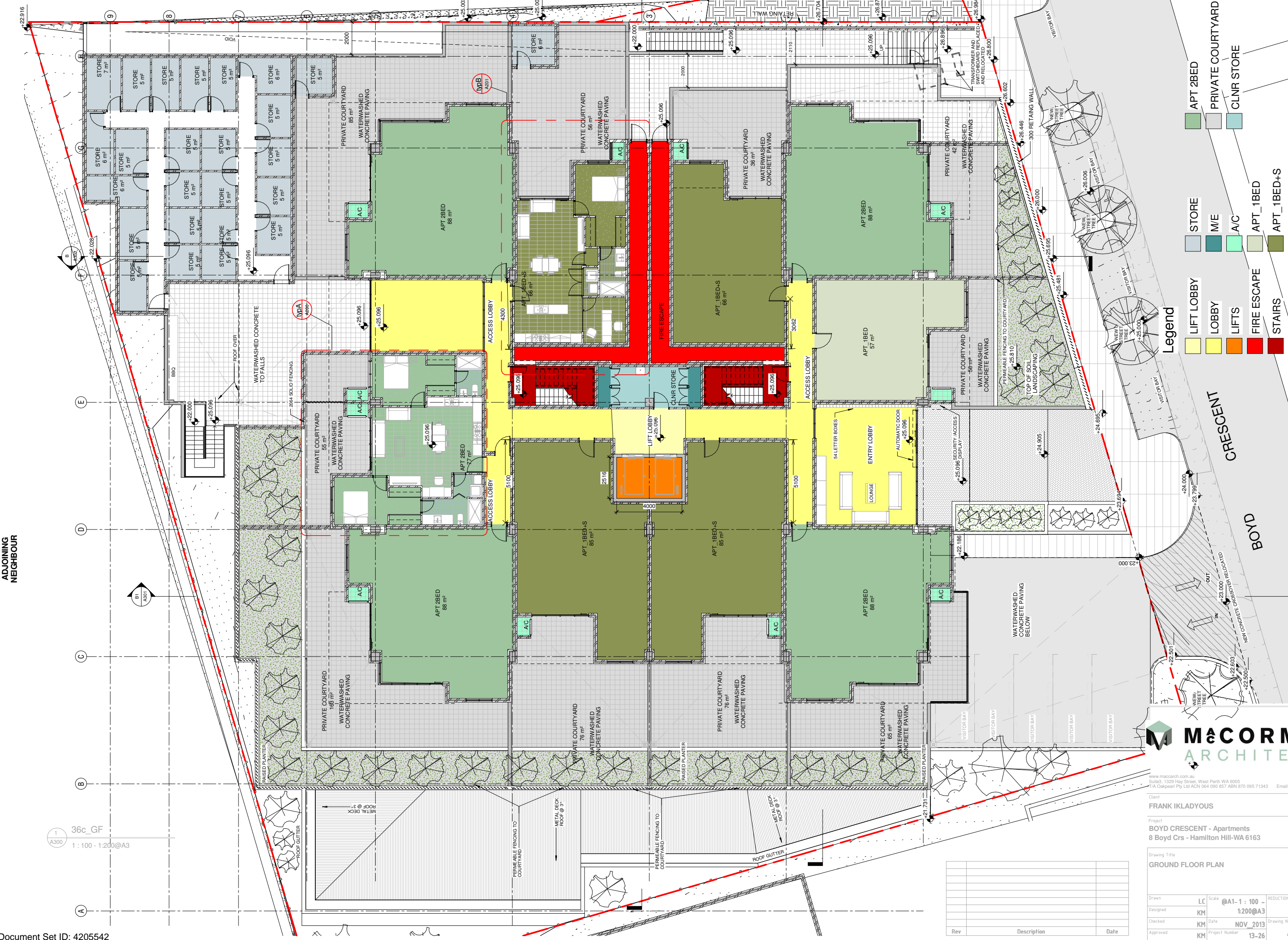
Client
FRANK IKLADYOUS

Project
BOYD CRESCENT - Apartments
 8 Boyd Crs - Hamilton Hill-WA 6163

Drawing Title		0	
UNDERCROFT PLAN		25	
Drawn	Author	Scale	@A1-1 : 100 -
Designed	Designer	REDUCTION	1:200@A3
Checked	Designer	Date	NOV 2013
Approved	Checker	Project Number	13-26
		Drawing Number	A101
		Rev	

Rev	Description	Date

ADJOINING NEIGHBOUR



Legend

- LIIFT LOBBY
- LOBBY
- LIIFTS
- FIRE ESCAPE
- STAIRS
- STORE
- M/E
- A/C
- APT_1BED
- APT_1BED+S
- APT_2BED
- PRIVATE COURTYARD
- CLNLR STORE



www.maccarch.com.au
Suite 63, 1329 Hay Street, West Perth WA 6005
T/A Oakpearl Pty Ltd ACN 064 090 857 ABN 870 095 71343
Tel (08) 9226 1630
Fax (08) 9226 1760
Email: kym@maccarch.com.au

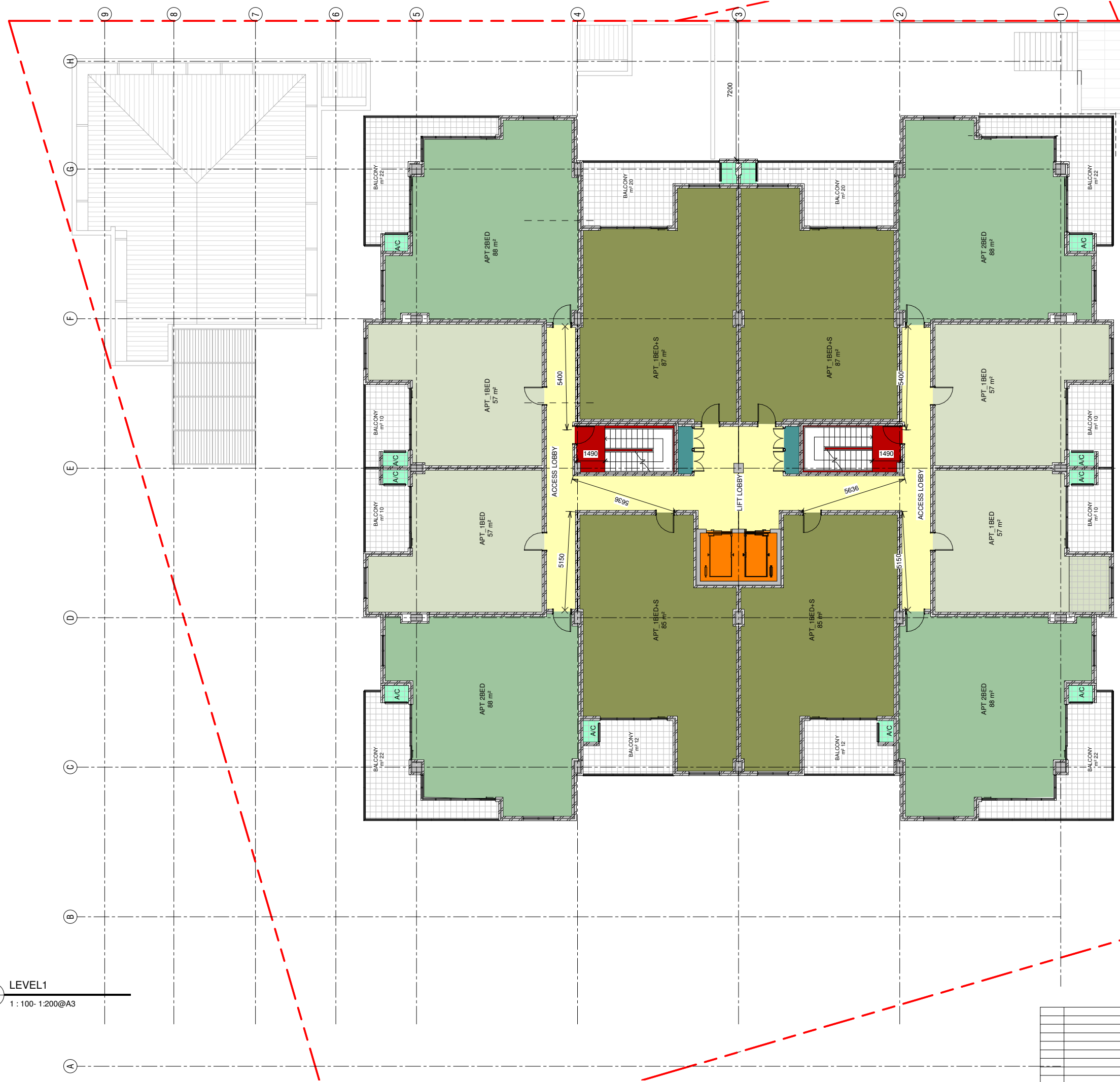
Client
FRANK IKLADYOUS

Project
BOYD CRESCENT - Apartments
8 Boyd Crs - Hamilton Hill-WA 6163

Drawing Title
GROUND FLOOR PLAN

Drawn	LC	Scale	@A1-1 : 100 -	REDUCTION	0	25
Designed	KM		1:200@A3			
Checked	KM	Date	NOV_2013	Drawing Number		Rev
Approved	KM	Project Number	13-26		A102	

Rev	Description	Date



Legend

- APT_1BED
- APT_1BED+S
- APT_2BED
- LIFT LOBBY
- LIFTS
- STAIRS
- M/E
- A/C

1 LEVEL1
A900 1:100-1:200@A3



www.maccarch.com.au Tel (08) 9226 1630
 Suite 63, 1329 Hay Street, West Perth WA 6005 Fax (08) 9226 1760
 T/A Oakpearl Pty Ltd ACN 064 090 857 ABN 870 095 71343 Email: kym@maccarch.com.au

Client
FRANK IKLADYOUS

Project
BOYD CRESCENT - Apartments
8 Boyd Crs - Hamilton Hill-WA 6163

Drawing Title
L1

Drawn **LC** Scale **@A1- 1:100-** REDUCTION
 Designed **KM** **1:200@A3** 0 25
 Checked **KM** Date **NOV_2013** Drawing Number Rev
 Approved **KM** Project Number **13-26** **A103**

Rev	Description	Date



Legend

- A/C
- APT_1BED
- APT_1BED+S
- APT_2BED
- LIFT LOBBY
- LIFTS
- STAIRS
- M/E

1
A300
TYPICAL
1 : 100 - 1:200@A3



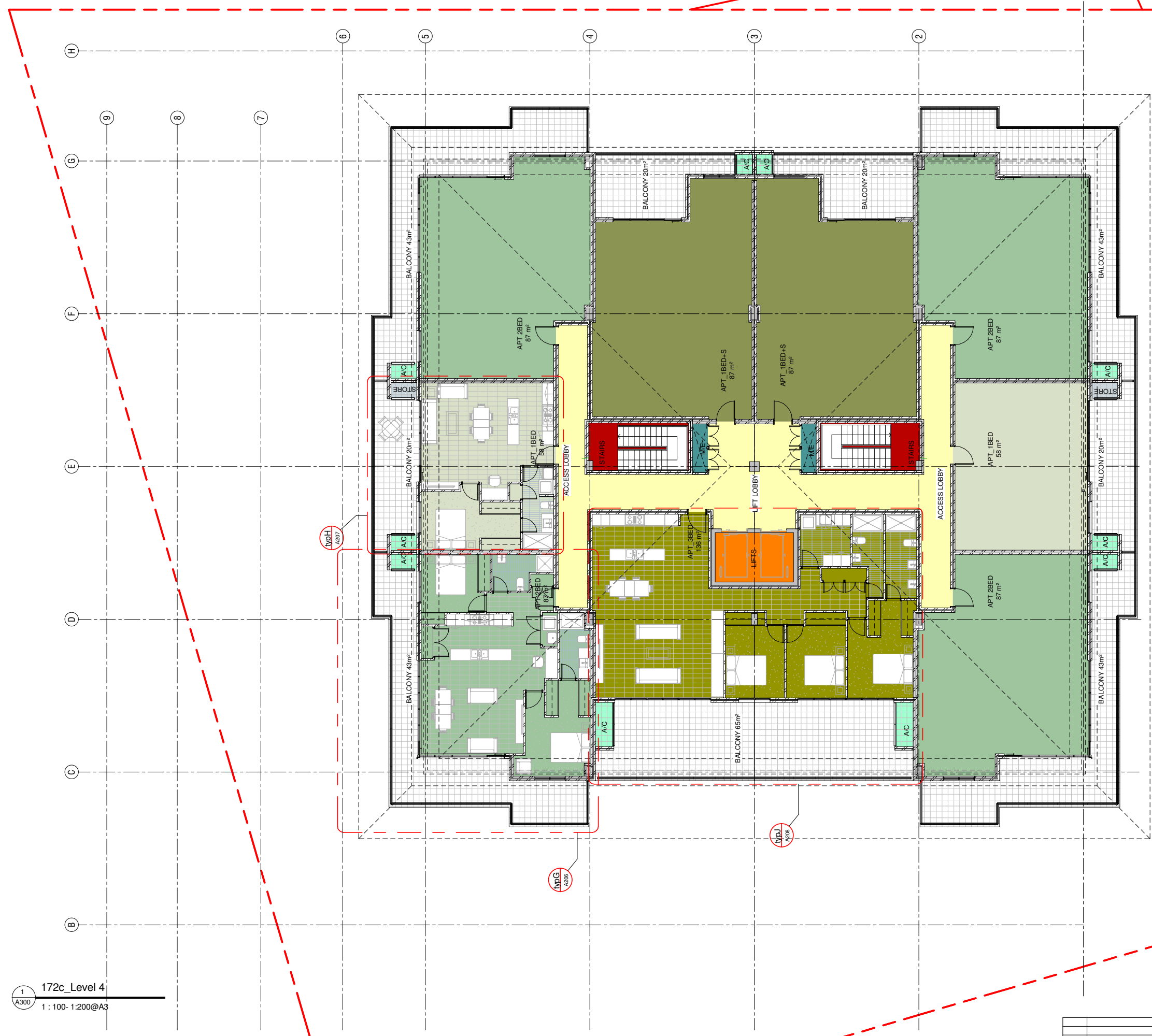
www.macarch.com.au Tel (08) 9226 1630
 Suite 63, 1329 Hay Street, West Perth WA 6005 Fax (08) 9226 1760
 T/A Oakpearl Pty Ltd ACN 064 090 857 ABN 870 095 71343 Email: kym@macarch.com.au

Client
FRANK IKLADYOUS

Project
BOYD CRESCENT - Apartments
8 Boyd Crs - Hamilton Hill-WA 6163

Drawing Title L2 & L3				
Drawn	Author	Scale @A1-1 : 100 -	REDUCTION	
Designed	Designer	1:200@A3	0 25	
Checked	Designer	Date NOV_2013	Drawing Number	
Approved	Checker	Project Number 13-26	Rev A104	

Rev	Description	Date



Legend

- A/C
- APT_1BED
- APT_1BED+S
- APT_2BED
- APT_3BED
- LIFT LOBBY
- LIFTS
- STAIRS
- STORE
- M/E

1
A300
172c_Level 4
1 : 100- 1:200@A3



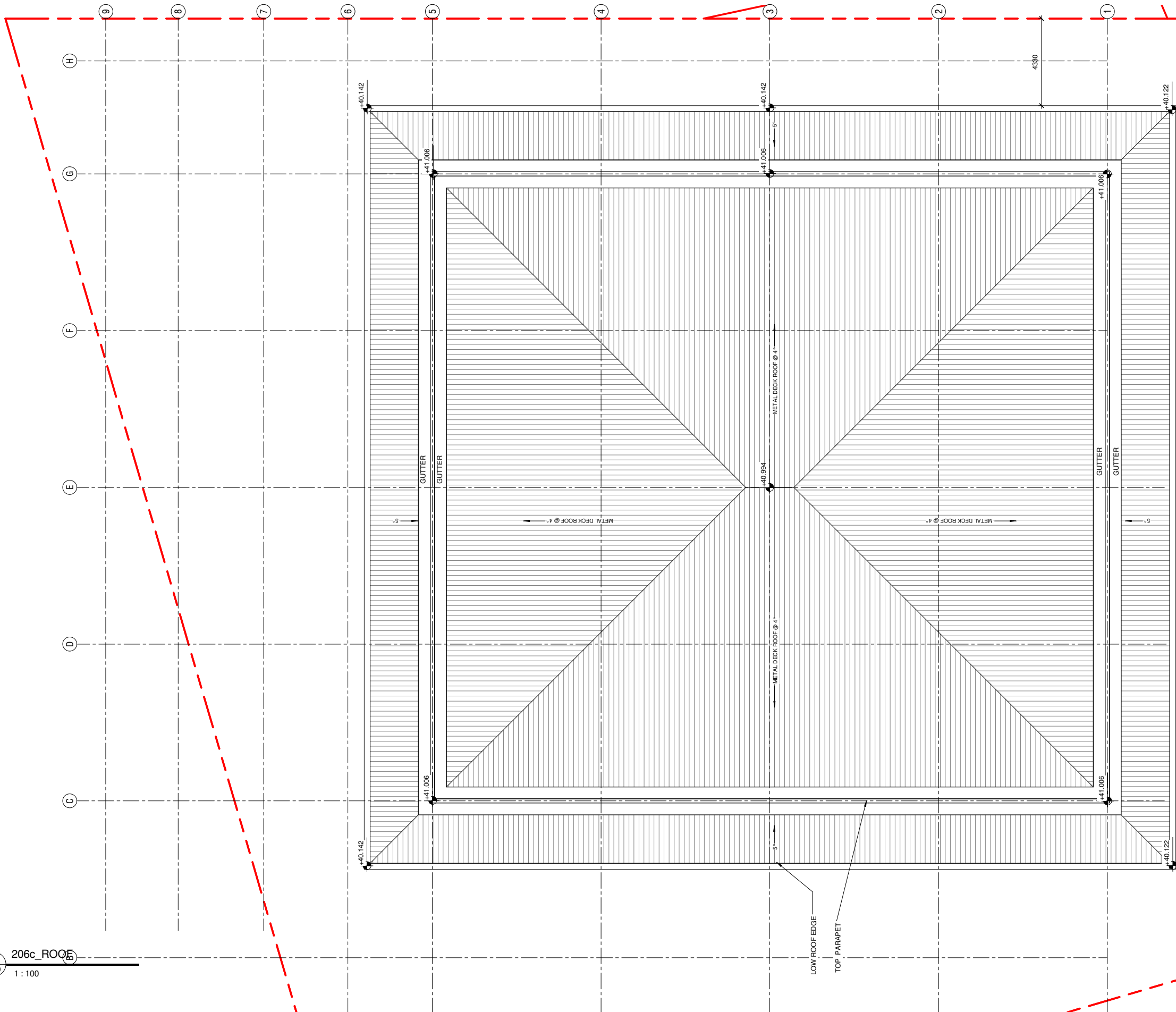
www.maccarch.com.au Tel (08) 9226 1630
 Suite63, 1329 Hay Street, West Perth WA 6005 Fax (08) 9226 1760
 T/A Oakpearl Pty Ltd ACN 064 090 857 ABN 870 095 71343 Email: kym@maccarch.com.au

Client
FRANK IKLADYOUS

Project
BOYD CRESCENT - Apartments
8 Boyd Crs - Hamilton Hill-WA 6163

Drawing Title		L4			
Drawn	Author	Scale	@A1- 1 : 100-	REDUCTION	
Designed	Designer		1:200@A3		
Checked	Designer	Date	NOV_2013	Drawing Number	
Approved	Checker	Project Number	13-26	Rev	A105

Rev	Description	Date



1 206c_ROOF
A300 1 : 100

LOW ROOF EDGE
TOP PARAPET

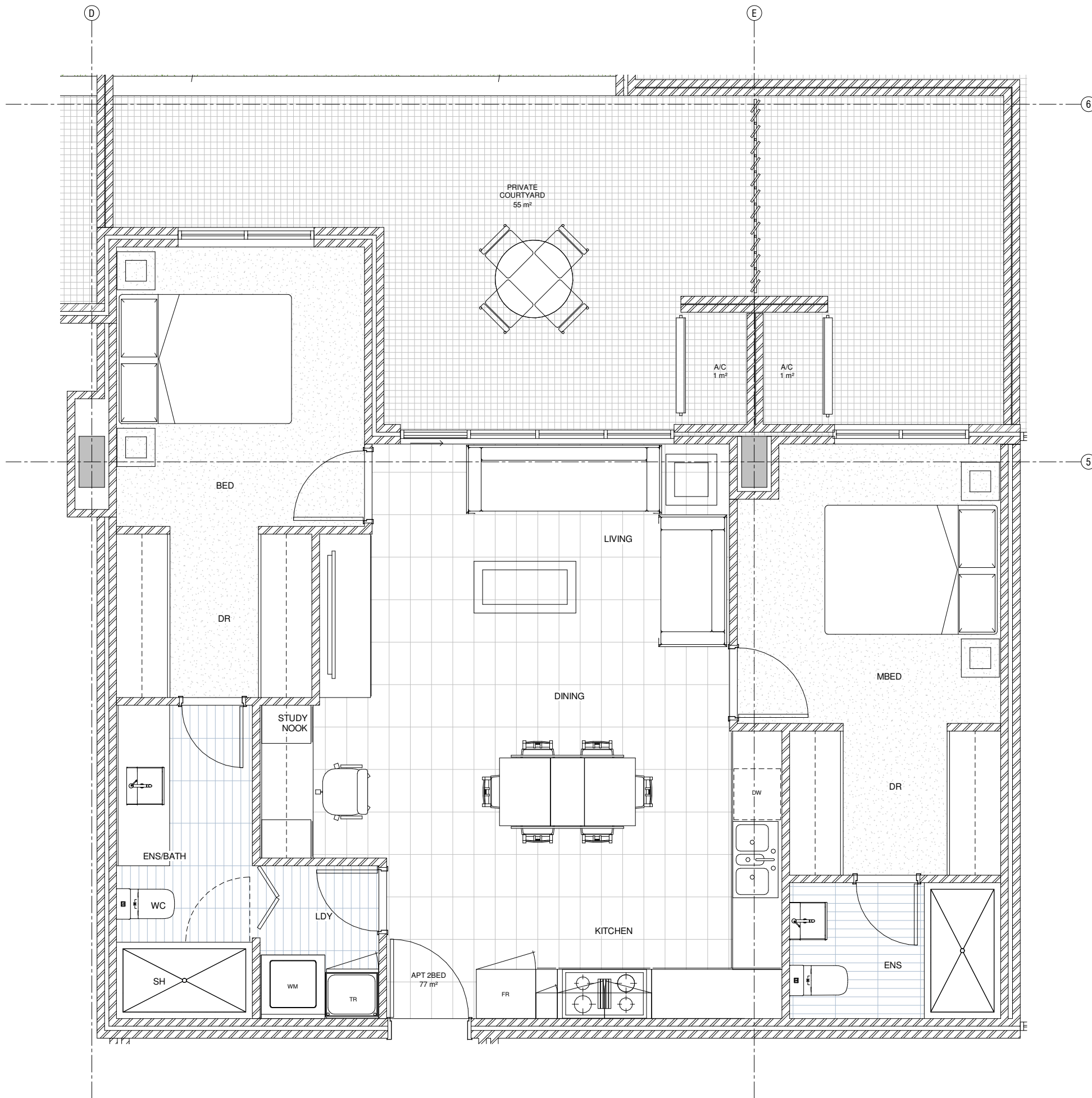


www.macarch.com.au Tel (08) 9226 1620
 Suite 63, 1329 Hay Street, West Perth WA 6005 Fax (08) 9226 1760
 T/A Oakpearl Pty Ltd ACN 064 090 857 ABN 870 095 71343 Email: kym@macarch.com.au

Client
FRANK IKLADYOUS
 Project
BOYD CRESCENT - Apartments
8 Boyd Crs - Hamilton Hill-WA 6163

Drawing Title		ROOF	
Drawn	Author	Scale	REDUCTION
Designed	Designer	1 : 100	0 25
Checked	Designer	Date	NOV 2013
Approved	Checker	Project Number	13-26
		Drawing Number	A106
		Rev	

Rev	Description	Date



typA
A102
TYPE A:GF 2 BED(77 m²)
1:25 - 1:50@A3

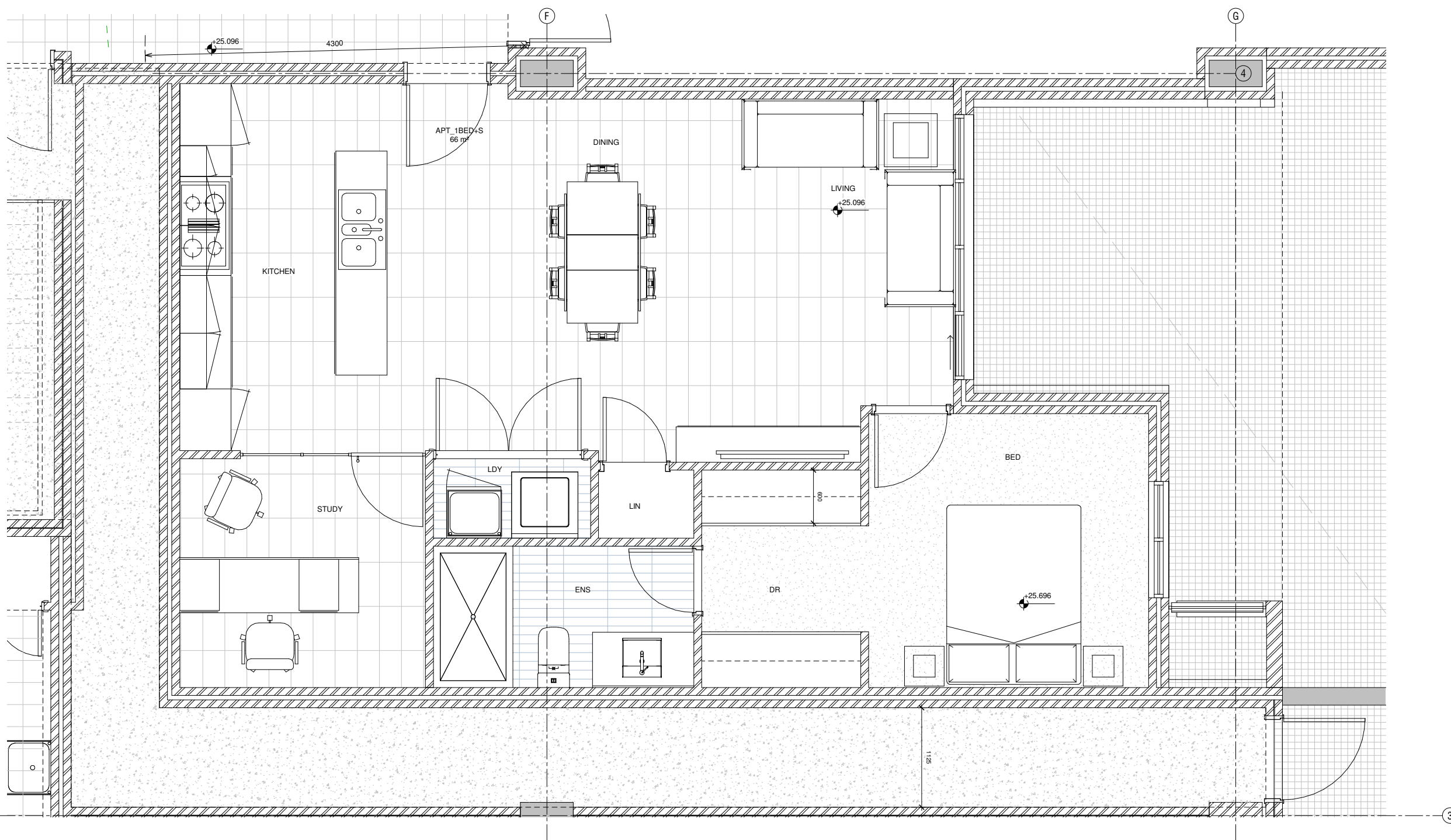


www.maccarch.com.au Tel (08) 9226 1620
 Suite 03, 1320 Hay Street, West Perth WA 6005 Fax (08) 9226 1760
 T/A Oakpearl Pty Ltd ACN 064 090 857 ABN 870 095 71343 Email: kym@maccarch.com.au

Client
FRANK IKLADYOUS
 Project
BOYD CRESCENT - Apartments
8 Boyd Crs - Hamilton Hill-WA 6163

Drawing Title			
TYPE A LAYOUT_2BED(77m²)			
Drawn	Author	Scale	REDUCTION
Designed	Designer	@A1- 1:25 -	0 25
Checked	Designer	Date	NOV_2013
Approved	Checker	Project Number	13-26
			A200

Rev	Description	Date



typB
A102 TYPE B: GF 1 BED(66m²)
1:25 - 1:50@A3



www.maccarch.com.au Tel (08) 9226 1620
Suike3, 1320 Hay Street, West Perth WA 6005 Fax (08) 9226 1760
T/A Oakpearl Pty Ltd ACN 064 090 857 ABN 870 095 71343 Email: kym@maccarch.com.au

Client
FRANK IKLADYOUS

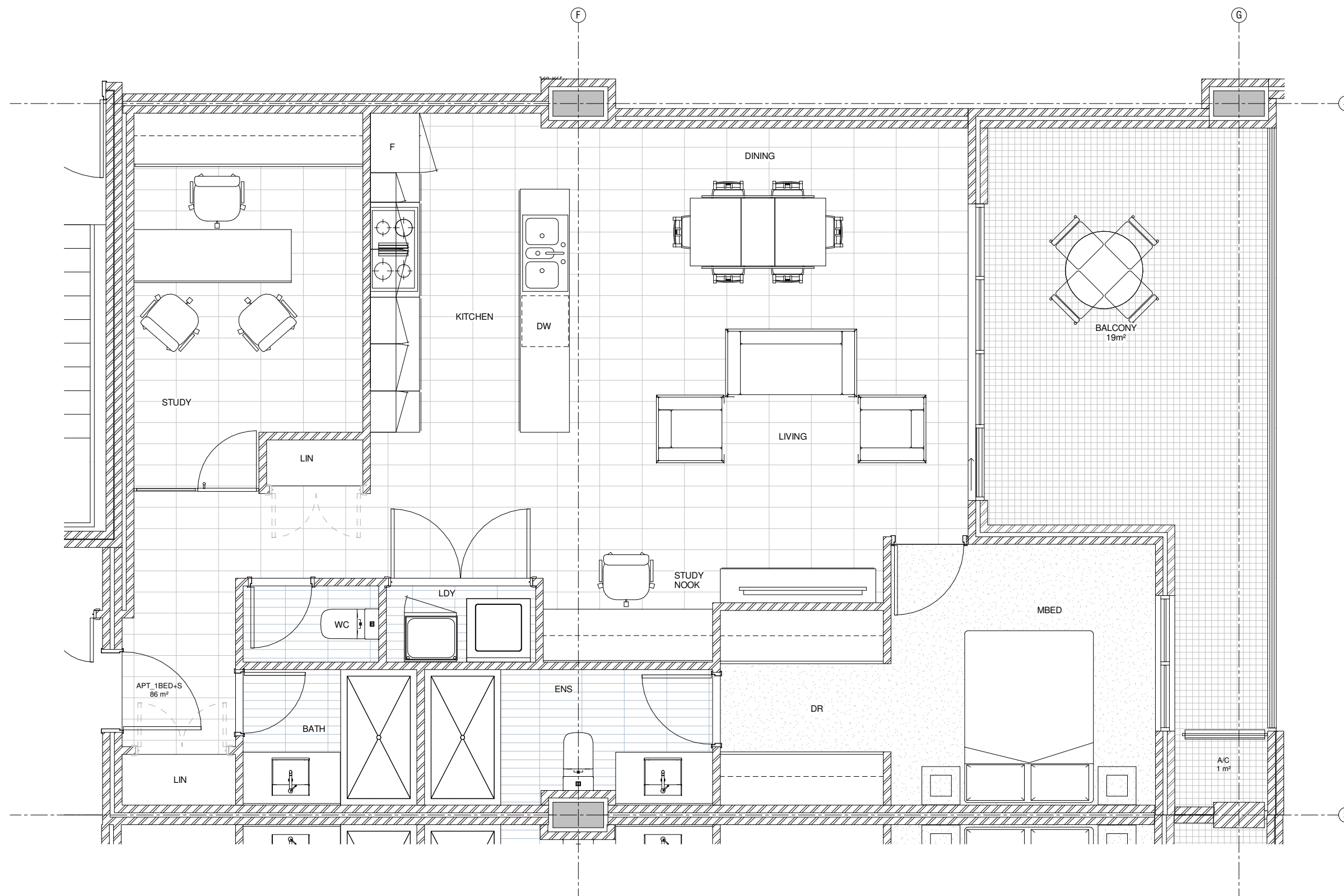
Project
BOYD CRESCENT - Apartments
8 Boyd Crs - Hamilton Hill-WA 6163

Drawing Title		TYPE B LAYOUT_1BED+S (66m²)	
Drawn	Author	Scale	REDUCTION
Designed	Designer	@A1- 1:25 -	0 25
Checked	Designer	1:50@A3	
Approved	Checker	Date	Rev
		NOV 2013	
		Project Number	13-26
			A201

Rev	Description	Date

C:\Users\prova\Desktop\Local Revit Files\2013\13-26\11\13\13-26_BoydCrs_DD_2924.rvt

15/11/2013 3:11:30 PM



typC
A104 TYPE C: L1-2-3-4 1BED+S (86m²) EAST
1 : 25 1:50@A3



www.macorch.com.au Tel (08) 9226 1620
Suias, 1320 Hay Street, West Perth WA 6005 Fax (08) 9226 1760
T/A Oakpearl Pty Ltd ACN 064 090 857 ABN 870 095 71343 Email: kym@macorch.com.au

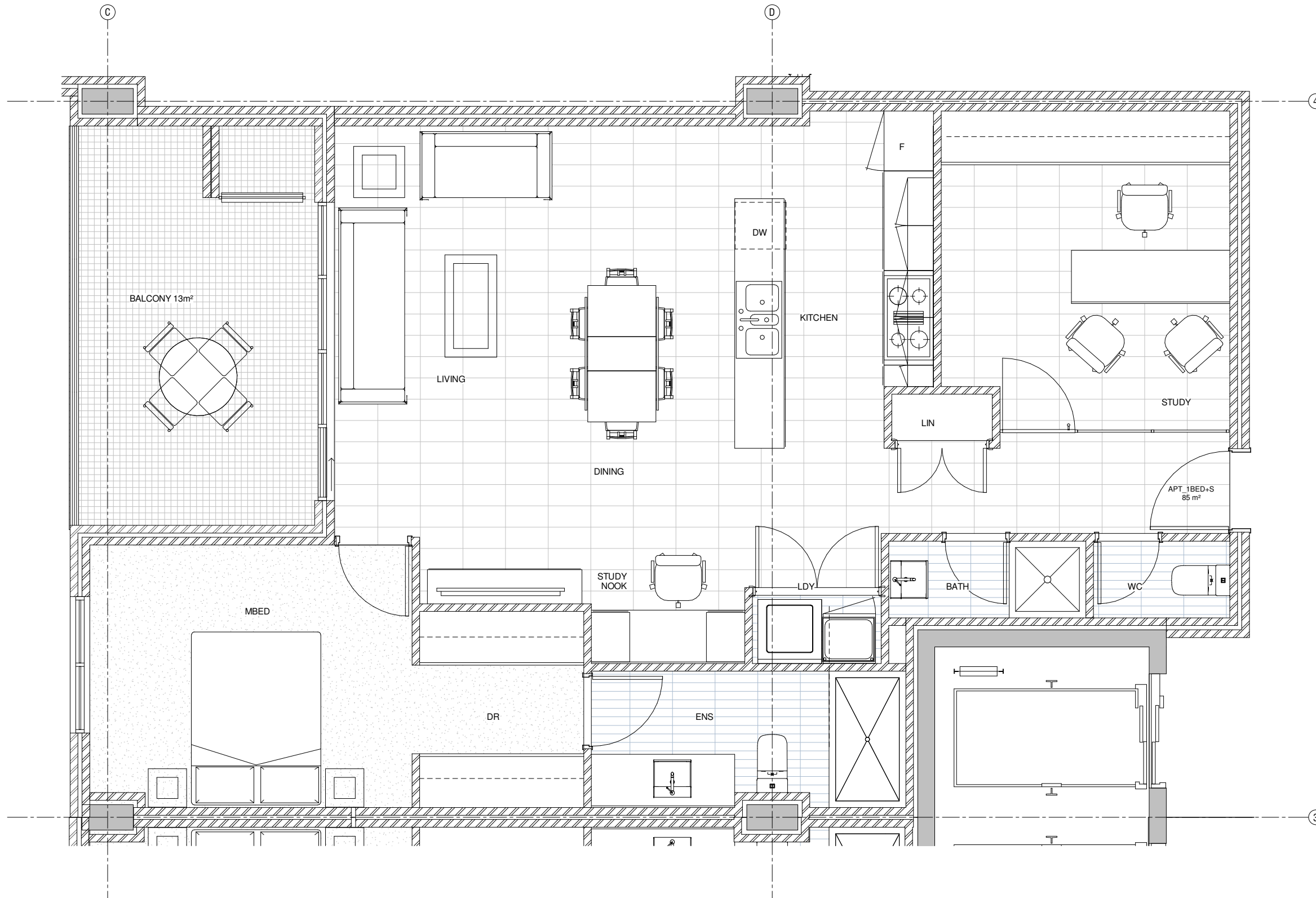
Client
FRANK IKLADYOUS

Project
**BOYD CRESCENT - Apartments
8 Boyd Crs - Hamilton Hill-WA 6163**

Drawing Title
TYPE C LAYOUT 1BED + S (86m²) EAST

Drawn	Author	Scale	@A1- 1 : 25	REDUCTION	
Designed	Designer		1:50@A3		0 25
Checked	Designer	Date	NOV 2013	Drawing Number	Rev
Approved	Checker	Project Number	13-26	A202	

Rev	Description	Date



TYPE D LAYOUT GF-L1-L2-L3 1BED + S (85m²) WEST

typD
A104
1 : 25 1:50@A3

Rev	Description	Date



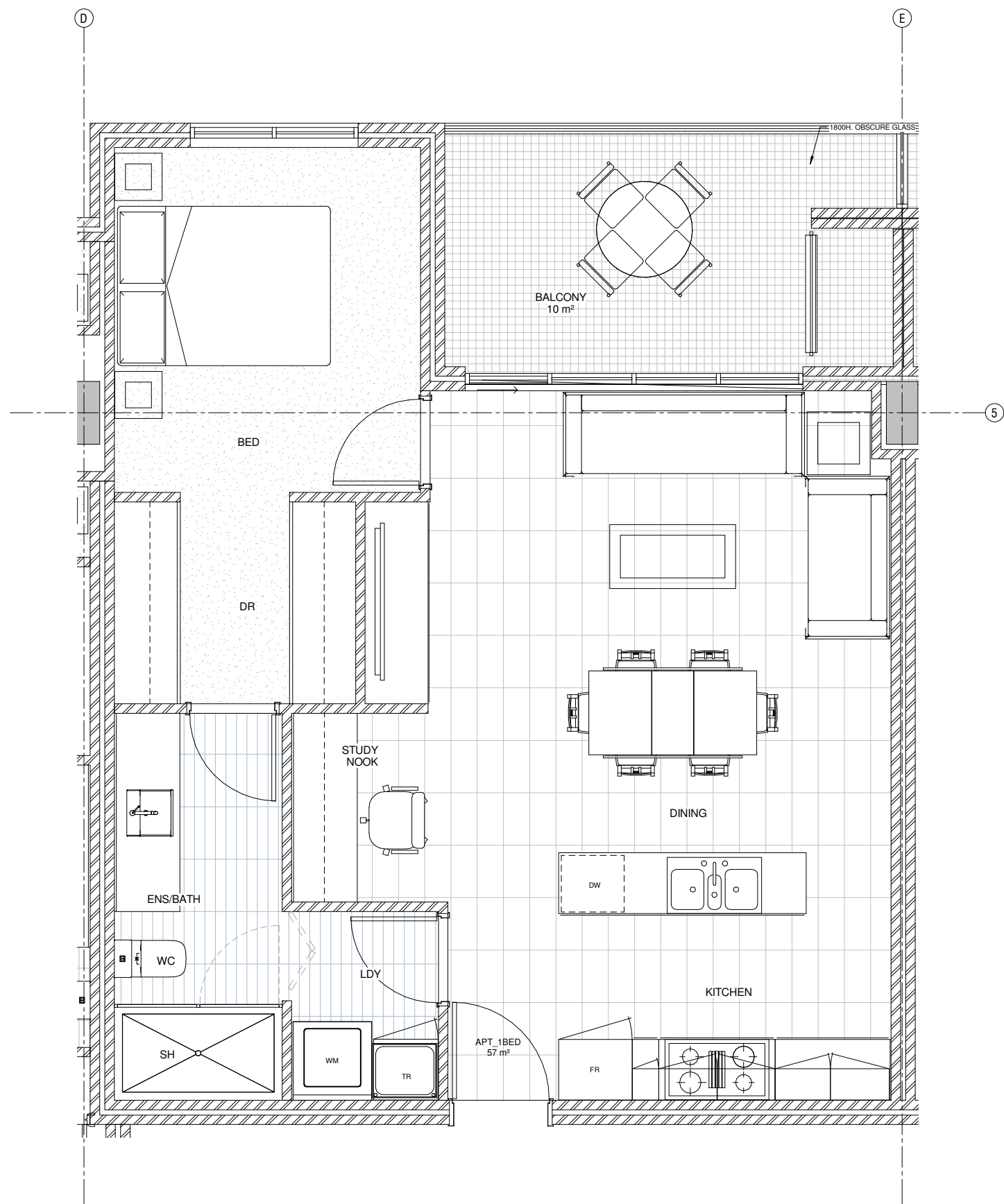
www.maccarch.com.au Tel (08) 9226 1620
 Suite 3, 1329 Hay Street, West Perth WA 6005 Fax (08) 9226 1760
 T/A Oakpearl Pty Ltd ACN 064 090 857 ABN 870 095 71343 Email: kym@maccarch.com.au

Client
FRANK IKLADYOUS

Project
**BOYD CRESCENT - Apartments
 8 Boyd Crs - Hamilton Hill-WA 6163**

Drawing Title
TYPE D LAYOUT 1BED + S (85m²) WEST

Drawn	Author	Scale	@A1- 1 : 25	REDUCTION	0 25
Designed	Designer	Date	NOV 2013	Project Number	13-26
Checked	Designer	Date	NOV 2013	Drawing Number	A203
Approved	Checker	Date	13-26	Rev	



typE
A104 TYPE E GF-L1-L2-L3 1BED (57m²)
1 : 25 1:50@A3

Rev	Description	Date

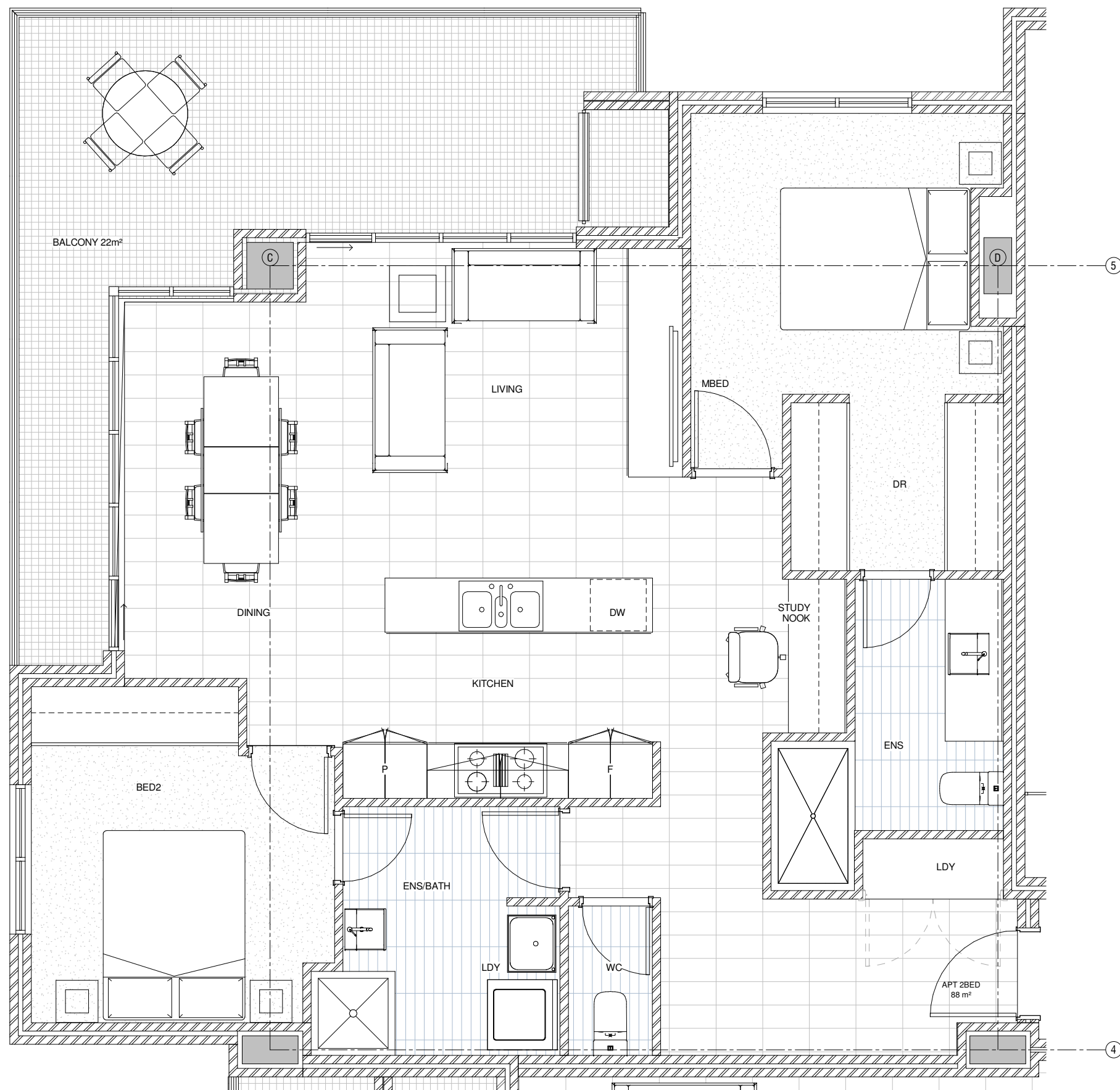


www.maccarch.com.au Tel (08) 9226 1630
 Suite 63, 1329 Hay Street, West Perth WA 6005 Fax (08) 9226 1760
 T/A Oakpearl Pty Ltd ACN 064 090 857 ABN 870 095 71343 Email: kym@maccarch.com.au

Client
FRANK IKLADYOUS

Project
BOYD CRESCENT - Apartments
8 Boyd Crs - Hamilton Hill-WA 6163

Drawing Title			
TYPE E LAYOUT 1BED (57m²)			
Drawn	Author	Scale	REDUCTION
Designed	Designer	@A1- 1 : 25	0 25
Checked	Designer	Date	NOV 2013
Approved	Checker	Project Number	13-26
			A204



Rev	Description	Date

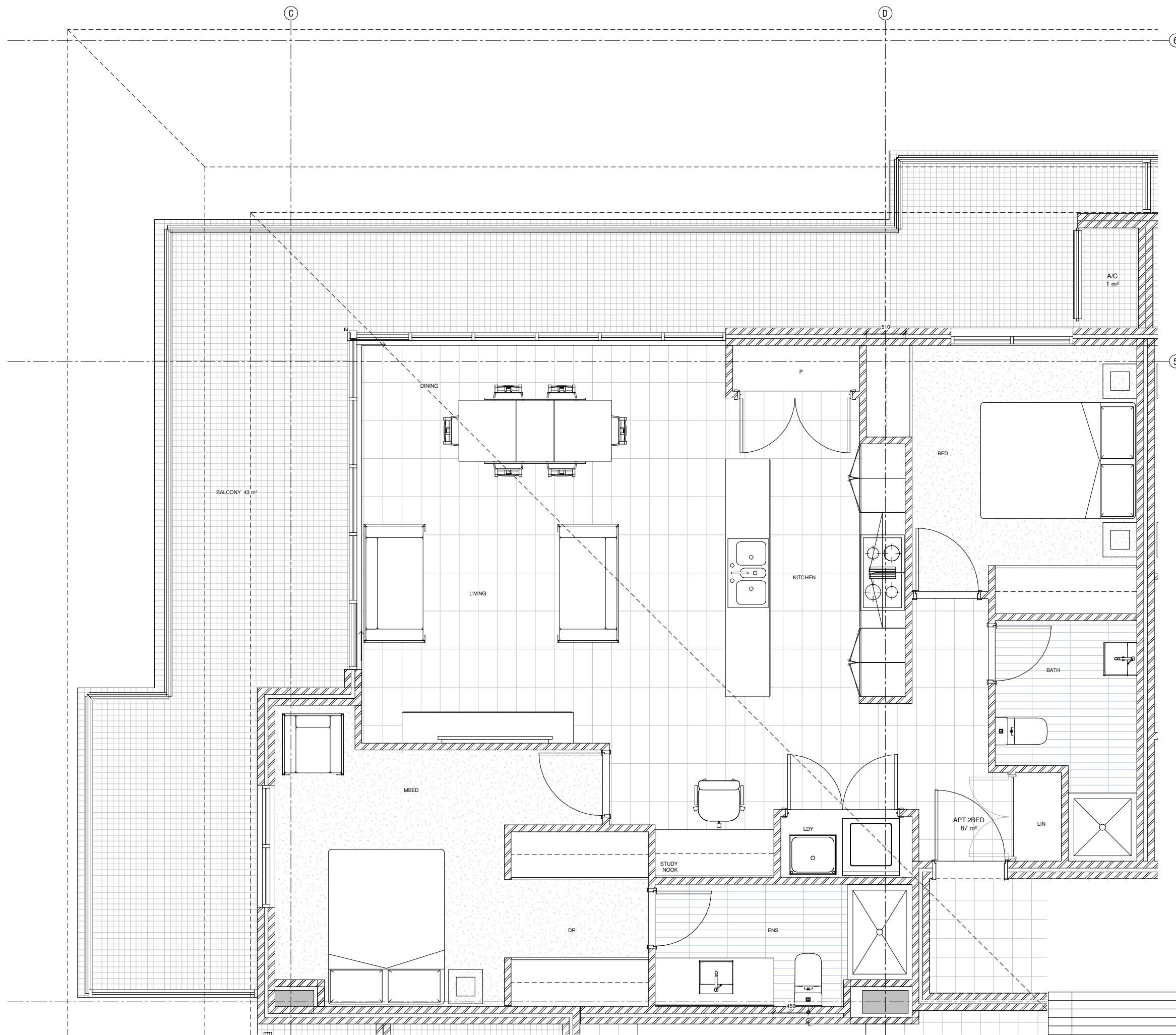


www.maccarch.com.au Tel (08) 9226 1620
 Suite 03, 1329 Hay Street, West Perth WA 6005 Fax (08) 9226 1760
 T/A Oakpearl Pty Ltd ACN 064 090 857 ABN 870 095 71343 Email: kym@maccarch.com.au

Client
FRANK IKLADYOUS

Project
BOYD CRESCENT - Apartments
8 Boyd Crs - Hamilton Hill-WA 6163

Drawing Title			
TYPE F LAYOUT 2BED (88m²)			
Drawn	Author	Scale	REDUCTION
Designed	Designer	@A1- 1 : 25	0 25
Checked	Designer	Date	NOV 2013
Approved	Checker	Project Number	13-26
			A205



www.maccarch.com.au Tel (08) 9226 1620
 Suite 03, 1329 Hay Street, West Perth WA 6005 Fax (08) 9226 1760
 T/A Oakpearl Pty Ltd ACN 064 090 857 ABN 870 095 71343 Email: kym@maccarch.com.au

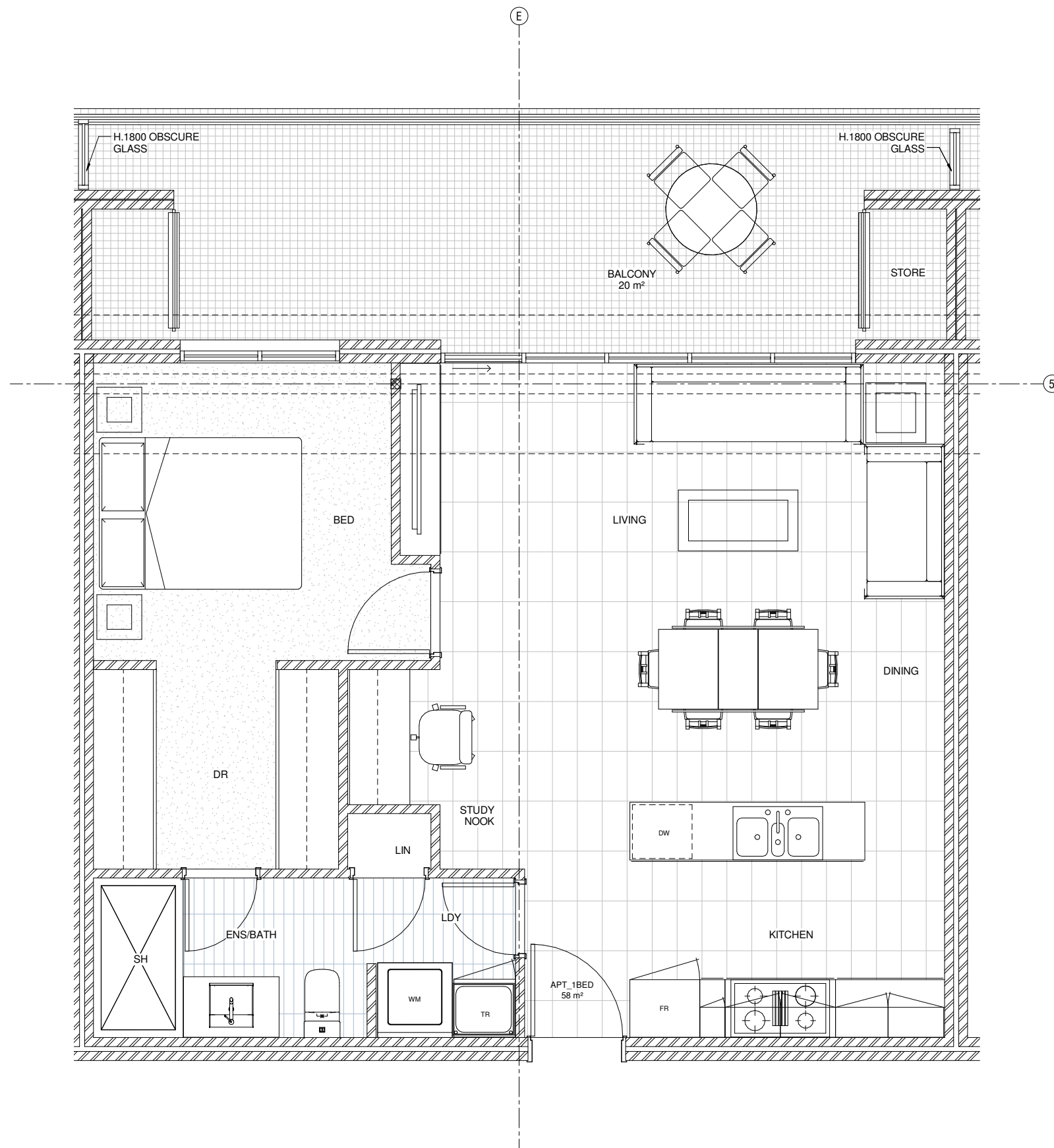
Client
FRANK IKLADYOUS

Project
BOYD CRESCENT - Apartments
8 Boyd Crs - Hamilton Hill-WA 6163

Drawing Title
TYPE G LAYOUT 2BED (87m²)

Drawn	Author	Scale	@A1-	REDUCTION	0	25
Designed	Designer	1:25-1:50@A3				
Checked	Designer	Date	NOV 2013	Drawing Number	Rev	
Approved	Checker	Project Number	13-26	A206		

typG TYPE G L4 2BED (87m²)
 1:25-1:50@A3



typH
A105 TYPE H L4 1BED (58m²)
1 : 25 -1:50@A3

Rev	Description	Date



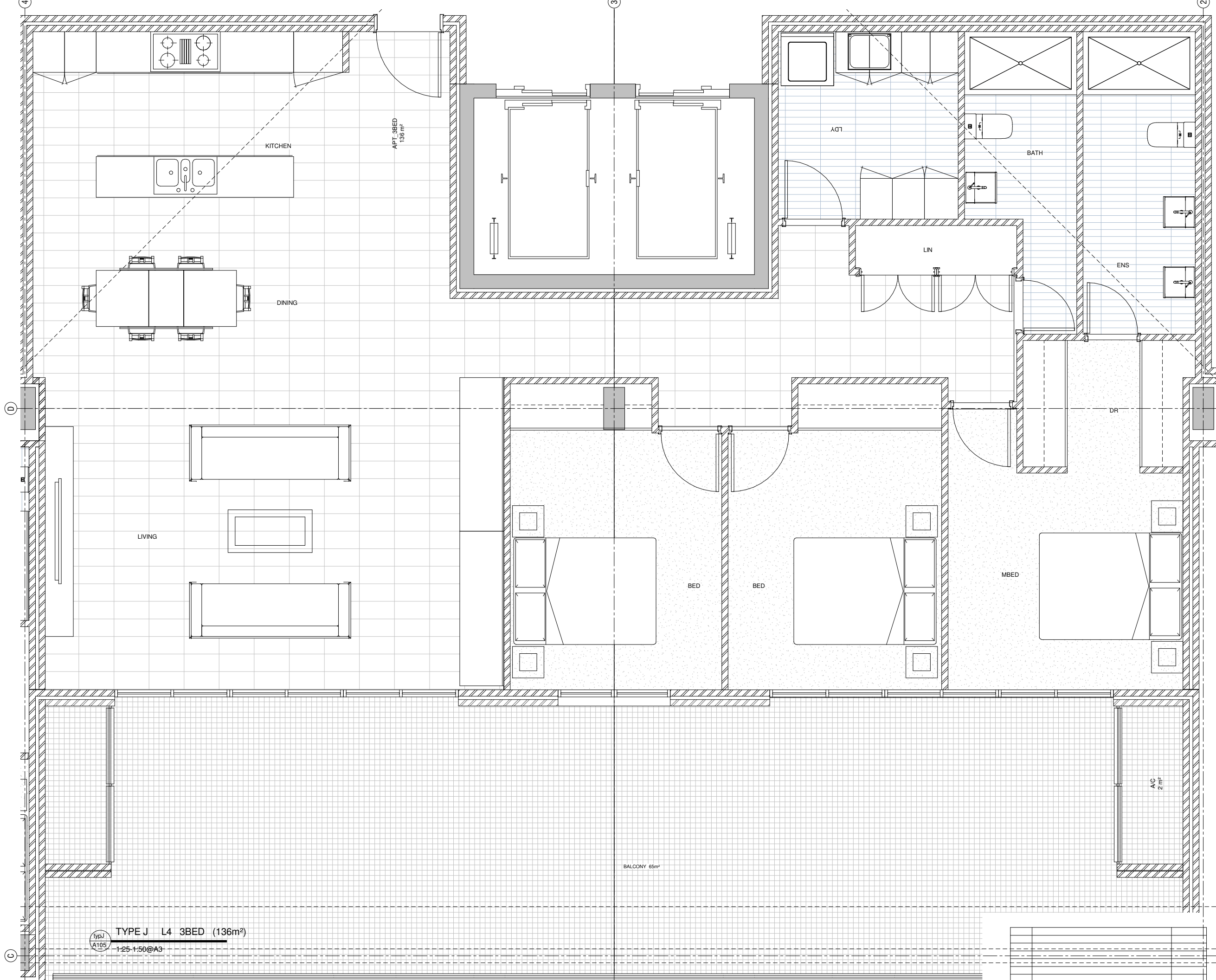
www.maccarch.com.au Tel (08) 9226 1620
 Suite 3, 1320 Hay Street, West Perth WA 6005 Fax (08) 9226 1760
 T/A Oakpearl Pty Ltd ACN 064 090 857 ABN 870 095 71343 Email: kym@maccarch.com.au

Client
FRANK IKLADYOUS

Project
BOYD CRESCENT - Apartments
8 Boyd Crs - Hamilton Hill-WA 6163

Drawing Title
TYPE H LAYOUT 1BED (58m²)

Drawn	Author	Scale	@A1- 1 : 25	REDUCTION	0 25
Designed	Designer		-1:50@A3		
Checked	Designer	Date	NOV 2013	Drawing Number	Rev
Approved	Checker	Project Number	13-26	A207	



TYPE J L4 3BED (136m²)
 1:25-1:50@A3



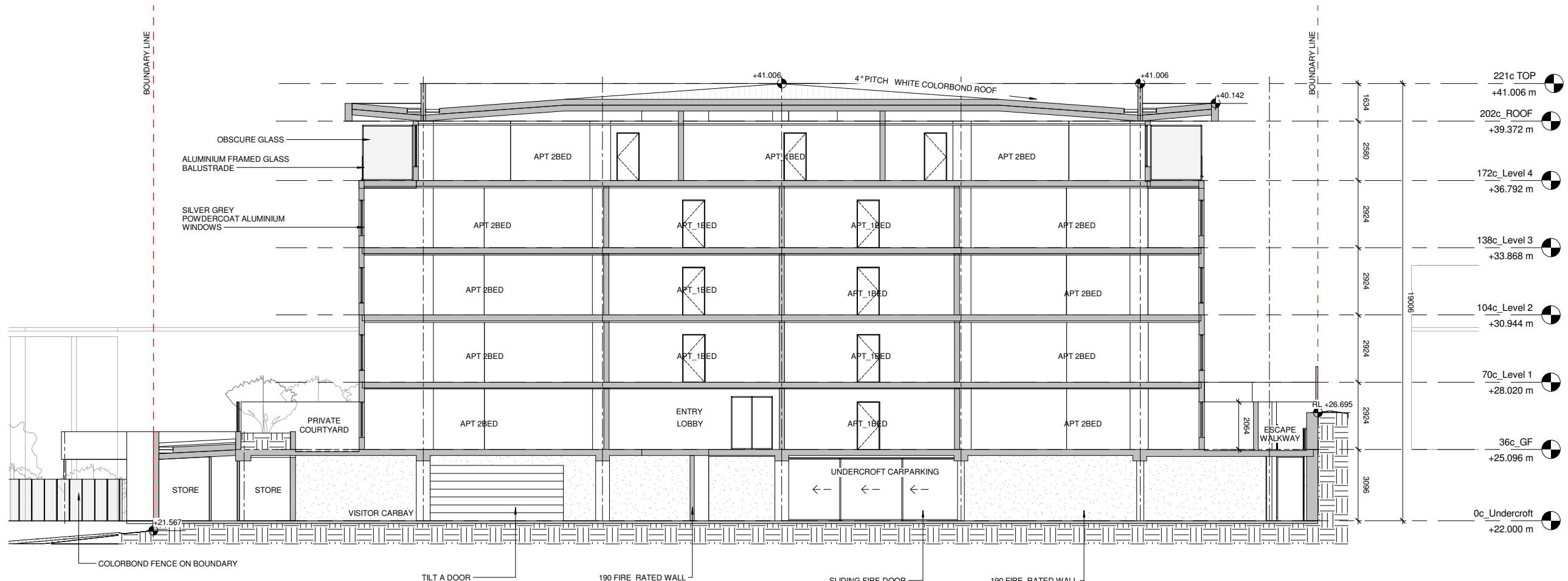
www.macarch.com.au Tel (08) 9226 1620
 Suite 03, 1320 Hay Street, West Perth WA 6005 Fax (08) 9226 1760
 T/A Oakpearl Pty Ltd ACN 064 090 857 ABN 870 095 71343 Email: kym@macarch.com.au

Client
FRANK IKLADYOUS

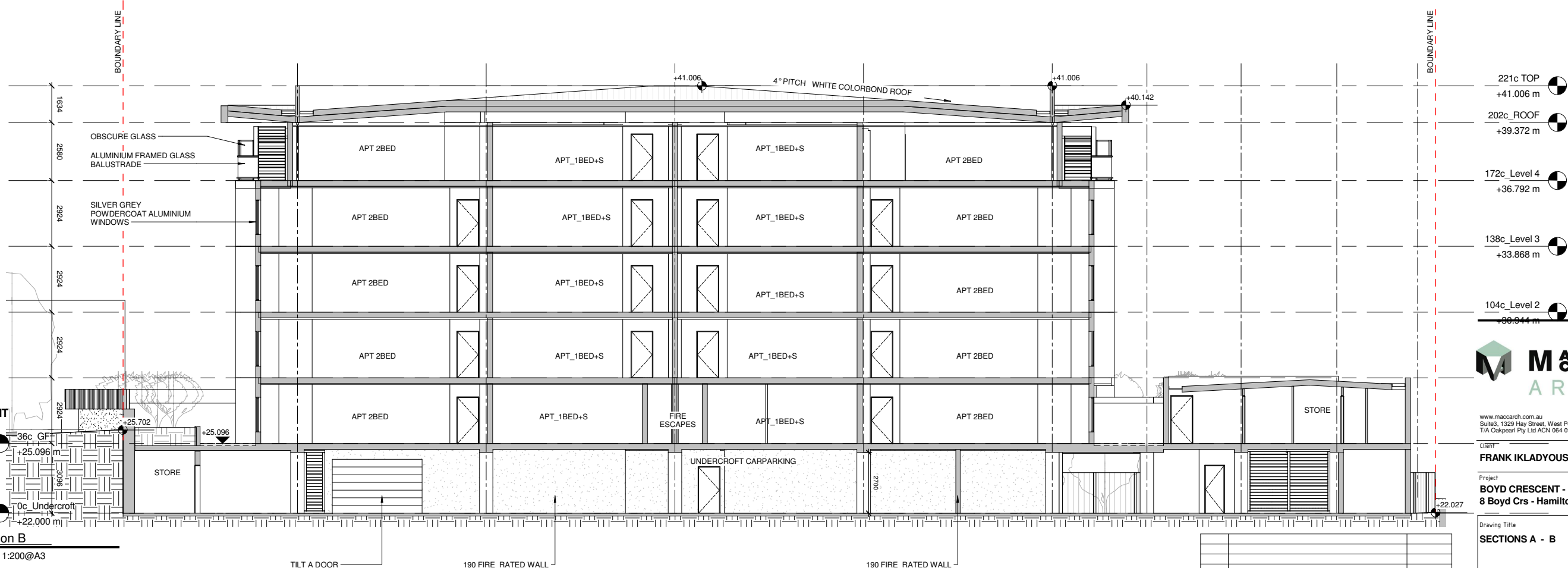
Project
BOYD CRESCENT - Apartments
8 Boyd Crs - Hamilton Hill-WA 6163

Drawing Title
TYPE J LAYOUT 3BED (136m²)

Drawn	Author	Scale	@A1-	REDUCTION	0	25
Designed	Designer	1:25-1:50@A3				
Checked	Designer	Date	NOV 2013	Drawing Number		Rev
Approved	Checker	Project Number	13-26	A208		



Section A
1:100- 1:200@A3



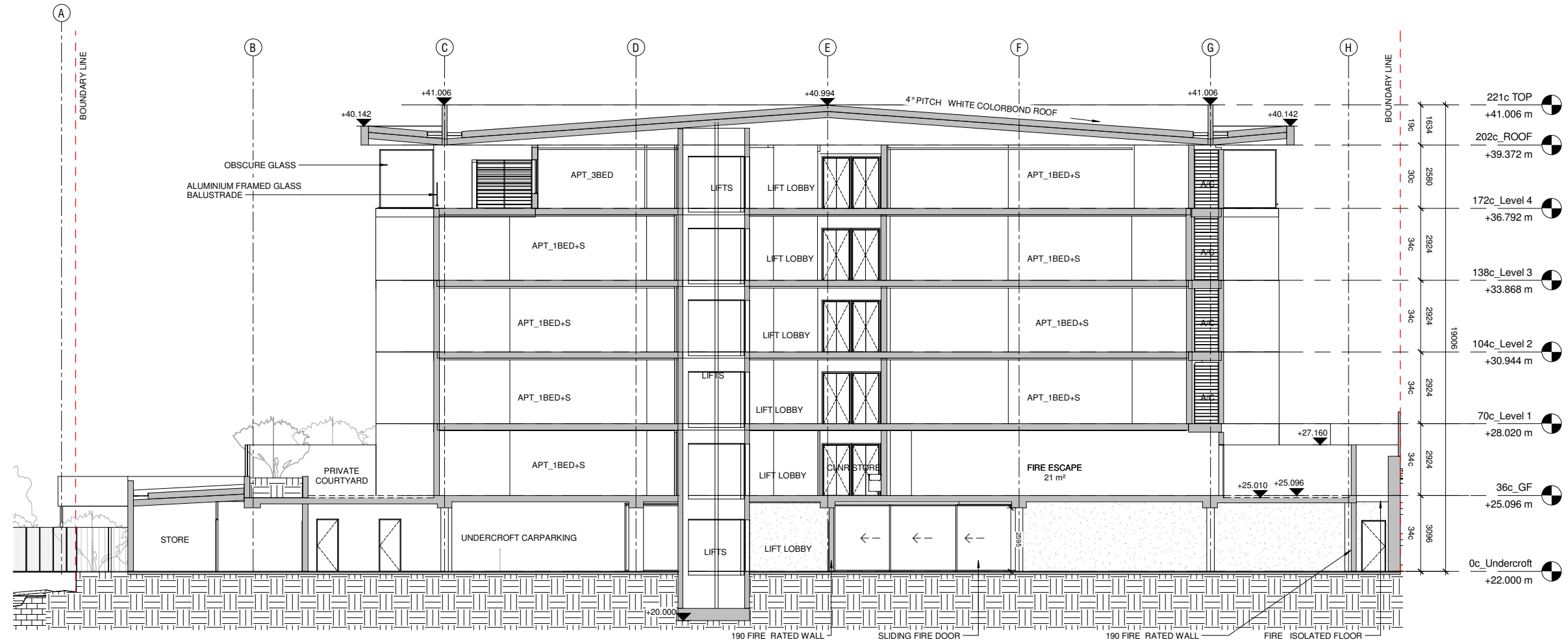
Section B
1:100- 1:200@A3



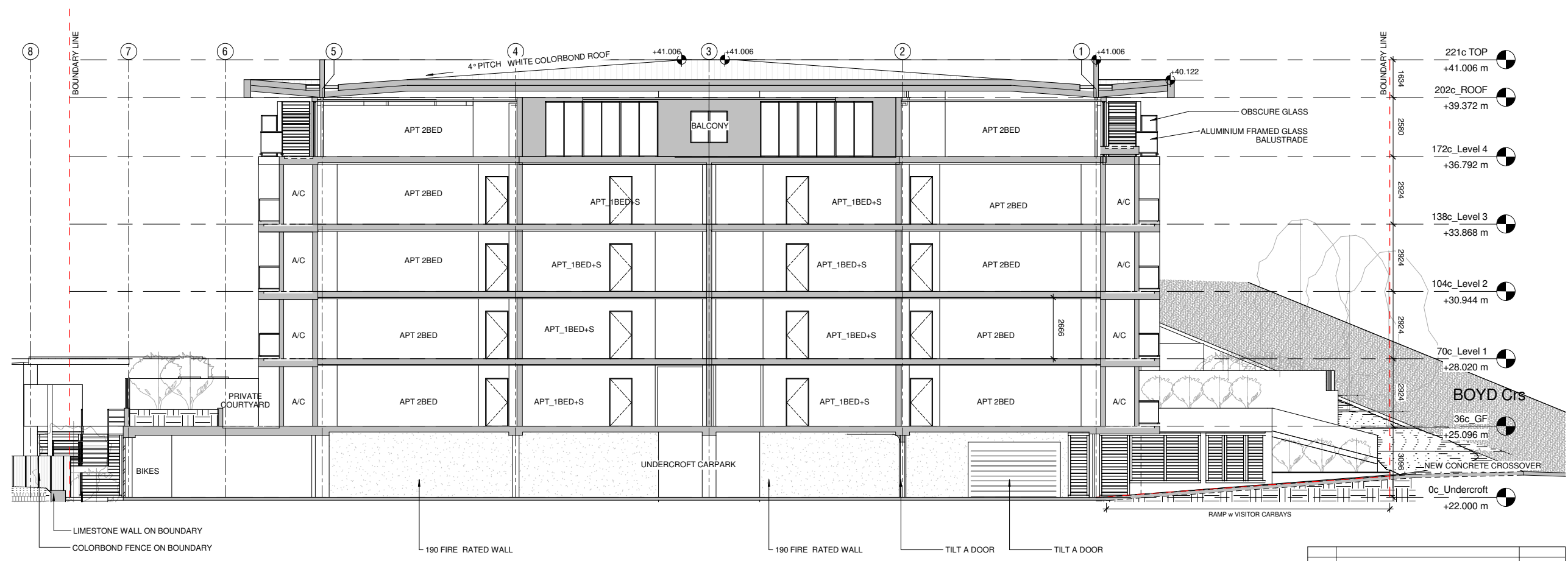
www.maccarch.com.au Tel (08) 9226 1620
 Suite 3, 1329 Hay Street, West Perth WA 6005 Fax (08) 9226 1760
 T/A Oakpearl Pty Ltd ACN 064 090 857 ABN 870 095 71343 Email: kym@maccarch.com.au

CLIENT
FRANK IKLADYOUS
 Project
BOYD CRESCENT - Apartments
 8 Boyd Crs - Hamilton Hill-WA 6163

Drawing Title			
SECTIONS A - B			
Drawn	Author	Scale	REDUCTION
Designed	Designer	@A1- 1:100- 1:200@A3	0 25
Checked	Designer	Date	NOV 2013
Approved	Checker	Project Number	13-26
			A300



A1
Section A1
1:100- 1:200@A3



B1
SECTION B1
1:100- 1:200@A3



www.maccarch.com.au Tel (08) 9226 1630
 Suite 6, 1329 Hay Street, West Perth WA 6005 Fax (08) 9226 1760
 T/A Oakpearl Pty Ltd ACN 064 090 857 ABN 870 095 71343 Email: kym@maccarch.com.au

Client
FRANK IKLADYOUS
 Project
BOYD CRESCENT - Apartments
8 Boyd Crs - Hamilton Hill-WA 6163

Drawing Title			
SECTIONS A1 - B1			
Drawn	Author	Scale	REDUCTION
Designed	Designer	@A1- 1:100- 1:200@A3	0 25
Checked	Designer	Date	NOV 2013
Approved	Checker	Project Number	13-26
			A301



2 Boyd Crs View



- 221c TOP
+41.006 m
- 202c ROOF
+39.372 m
- 172c Level 4
+36.792 m
- 138c Level 3
+33.868 m
- 104c Level 2
+30.944 m

1 Boyd Crs Street View
1 : 100



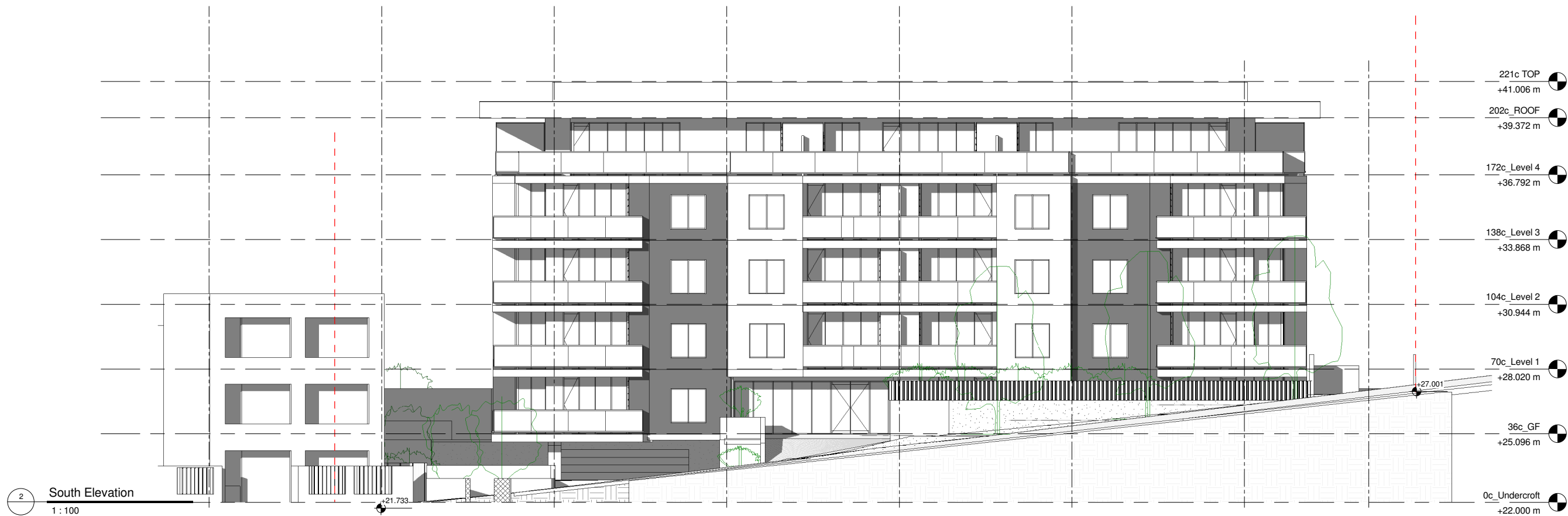
www.maccarch.com.au Tel (08) 9226 1630
 Suite 63, 1329 Hay Street, West Perth WA 6005 Fax (08) 9226 1760
 T/A Oakpearl Pty Ltd ACN 064 090 857 ABN 870 095 71343 Email: kym@maccarch.com.au

Client
FRANK IKLADYOUS

Project
BOYD CRESCENT - Apartments
8 Boyd Crs - Hamilton Hill-WA 6163

Drawing Title			
BOYD Crs_STREET VIEW			
Drawn	Author	Scale @A1-	REDUCTION
Designed	Designer	1 : 100	0 25
Checked	Designer	Date NOV 2013	Drawing Number
Approved	Checker	Project Number 13-26	Rev
			A400

Rev	Description	Date



M&CORMAC
ARCHITECTS

www.maccarch.com.au Tel (08) 9226 1630
Suite 3, 1329 Hay Street, West Perth WA 6005 Fax (08) 9226 1760
T/A Oakpearl Pty Ltd ACN 064 090 857 ABN 870 095 71343 Email: kym@maccarch.com.au

Client
FRANK IKLADYOUS

Project
BOYD CRESCENT - Apartments
8 Boyd Crs - Hamilton Hill-WA 6163

Drawing Title ELEVATION SOUTH			
Drawn	Author	Scale	REDUCTION
Designed	Designer	@A1-	0 25
Checked	Designer	Date	Rev
Approved	Checker	NOV 2013	13-26
Project Number			A401

Rev	Description	Date



2 North
1 : 100



1 East
1 : 100- 1:200@A3



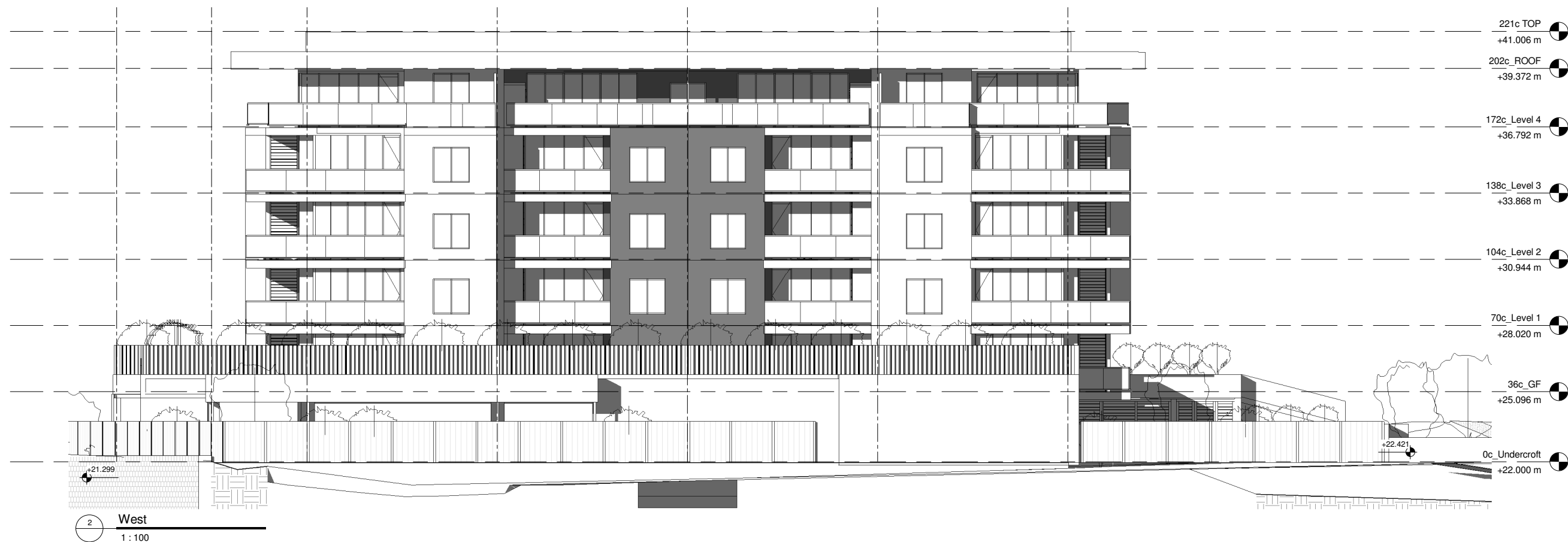
www.maccarch.com.au Tel (08) 9226 1620
Suits 3, 1329 Hay Street, West Perth WA 6005 Fax (08) 9226 1760
T/A Oakpearl Pty Ltd ACN 064 090 857 ABN 870 095 71343 Email: kym@maccarch.com.au

Client
FRANK IKLADYOUS

Project
BOYD CRESCENT - Apartments
8 Boyd Crs - Hamilton Hill-WA 6163

Drawing Title			
ELEVATIONS NORTH&EAST			
Drawn	Author	Scale	REDUCTION
Designed	Designer	@A1- 1 : 100- 1:200@A3	0 25
Checked	Designer	Date	NOV 2013
Approved	Checker	Project Number	13-26
			A402

Rev	Description	Date



1 VIEW FROM WESTERN BOUNDARY



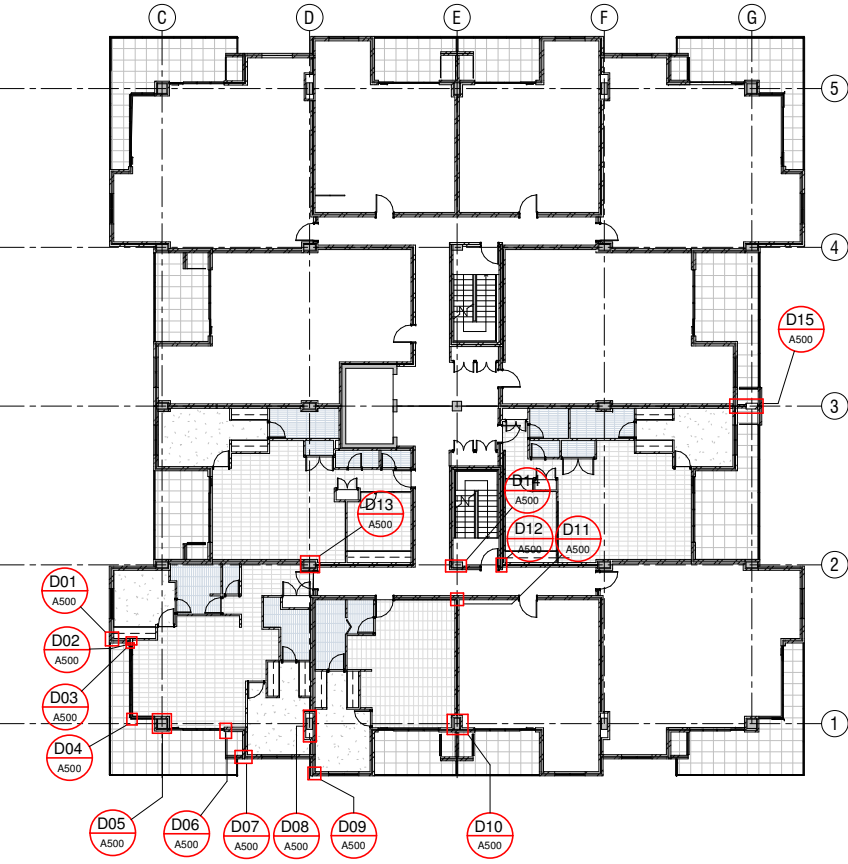
www.maccarch.com.au Tel (08) 9226 1630
 Suite 3, 1320 Hay Street, West Perth WA 6005 Fax (08) 9226 1760
 T/A Oakpearl Pty Ltd ACN 064 090 857 ABN 870 095 71343 Email: kym@maccarch.com.au

Client
FRANK IKLADYOUS

Project
BOYD CRESCENT - Apartments
8 Boyd Crs - Hamilton Hill-WA 6163

Drawing Title
ELEVATION WEST

Drawn	Author	Scale	@A1-	REDUCTION	
Designed	Designer	1 : 100		0	25
Checked	Designer	Date	NOV 2013	Drawing Number	Rev
Approved	Checker	Project Number	13-26	A403	

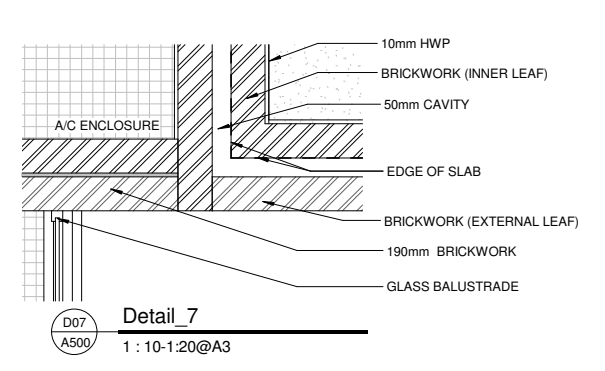
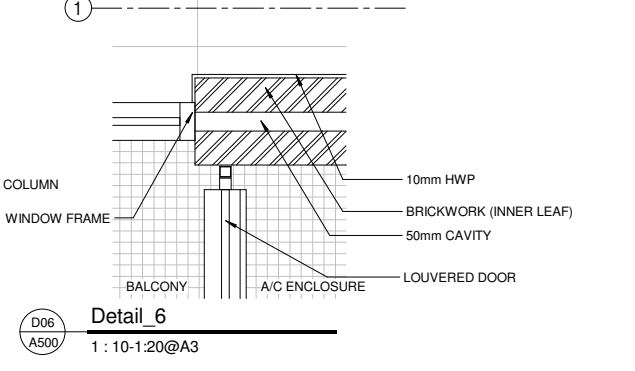
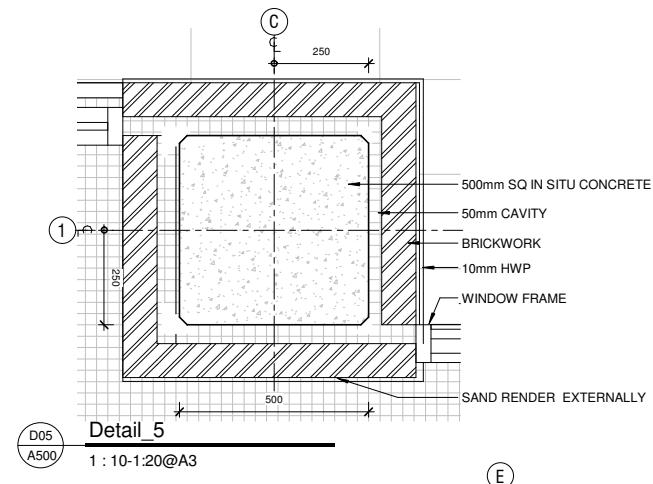


D01 Detail 1
A500 1 : 10-1:20@A3

D02 Detail 2
A500 1 : 10-1:20@A3

D03 Detail 3
A500 1 : 10-1:20@A3

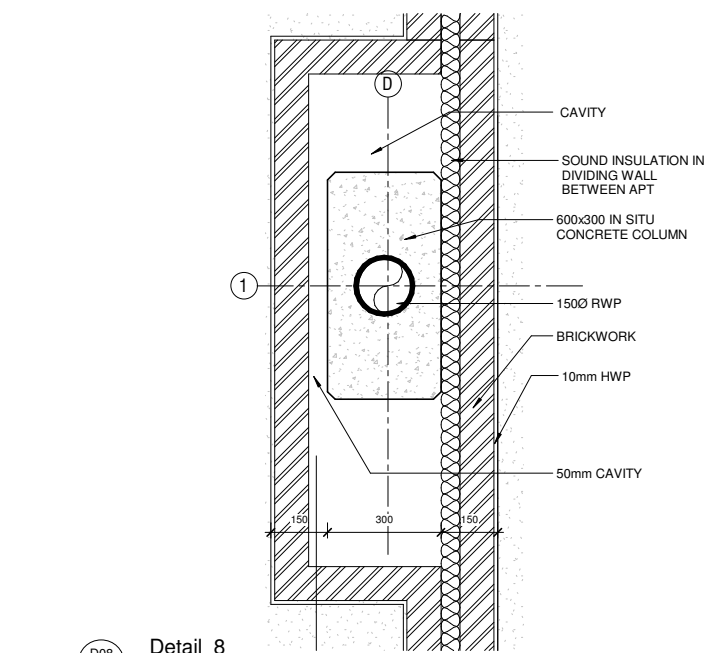
D04 Detail 4
A500 1 : 10-1:20@A3



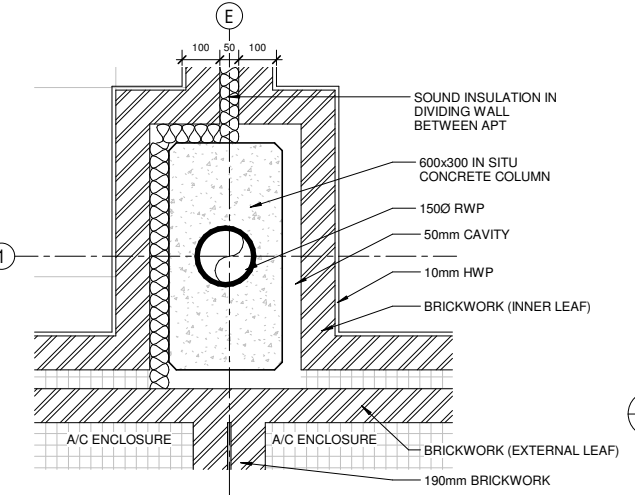
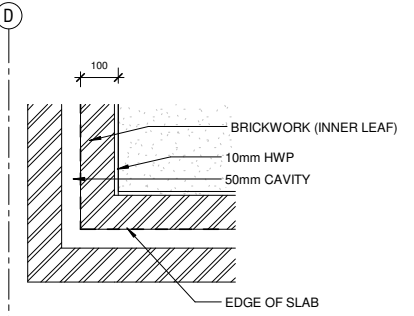
D05 Detail 5
A500 1 : 10-1:20@A3

D06 Detail 6
A500 1 : 10-1:20@A3

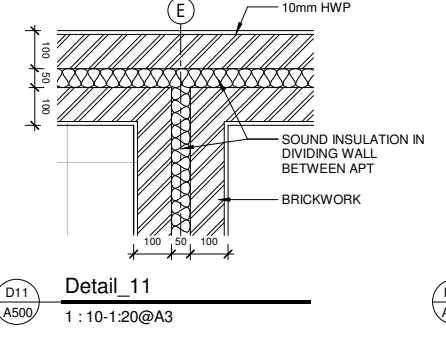
D07 Detail 7
A500 1 : 10-1:20@A3



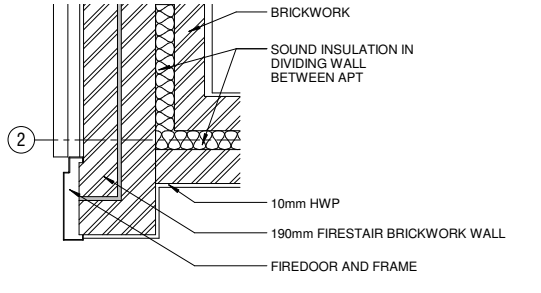
D09 Detail 9
A500 1 : 10-1:20@A3



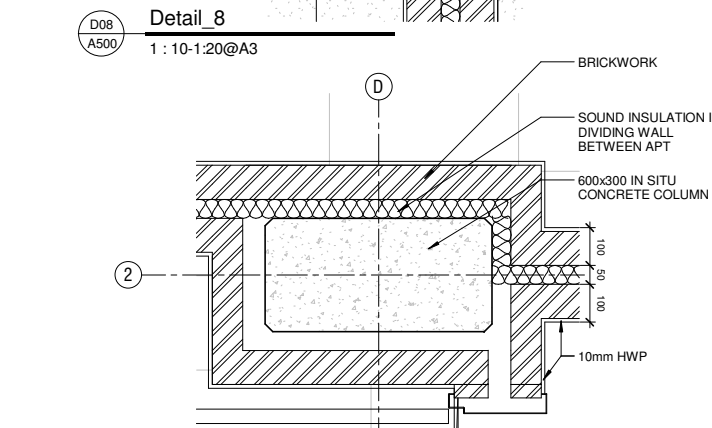
D10 Detail 10
A500 1 : 10-1:20@A3



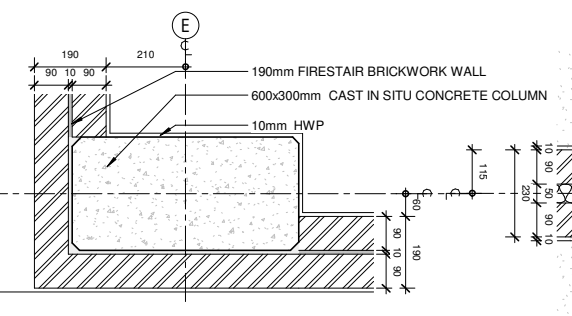
D11 Detail 11
A500 1 : 10-1:20@A3



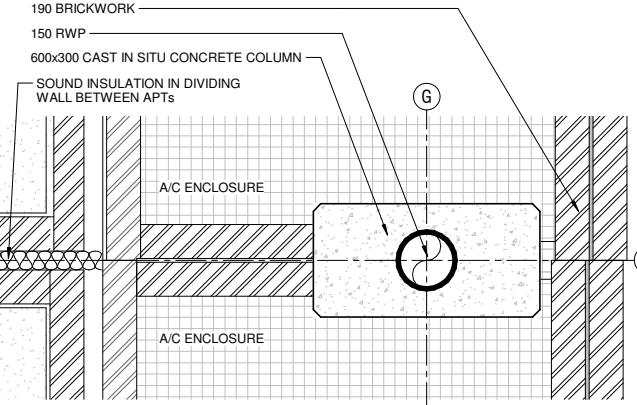
D12 Detail 12
A500 1 : 10-1:20@A3



D13 Detail 13
A500 1 : 10-1:20@A3



D14 Detail 14
A500 1 : 10-1:20@A3



D15 Detail 15
A500 1 : 10-1:20@A3



www.maccarch.com.au Tel (08) 9226 1620
Suike3, 1329 Hay Street, West Perth WA 6005 Fax (08) 9226 1760
T/A Oakpearl Pty Ltd ACN 064 090 857 ABN 870 095 71343 Email: kym@maccarch.com.au

Client
FRANK IKLADYOUS

Project
**BOYD CRESCENT - Apartments
8 Boyd Crs - Hamilton Hill-WA 6163**

Drawing Title
DETAILS

Drawn	Author	Scale	@A1-	As	REDUCTION
Designed	Designer		indicated		0 25
Checked	Designer	Date	NOV 2013	Drawing Number	Rev
Approved	Checker	Project Number	13-26	A500	



1 3D View 2



www.maccarch.com.au Tel (08) 9226 1620
 Suite 6, 1320 Hay Street, West Perth WA 6005 Fax (08) 9226 1760
 T/A Oakpearl Pty Ltd ACN 064 090 857 ABN 870 095 71343 Email: kym@maccarch.com.au

Client
FRANK IKLADYOUS

Project
BOYD CRESCENT - Apartments
8 Boyd Crs - Hamilton Hill-WA 6163

Drawing Title			
3D VIEW2			
Drawn	Author	Scale	@A1-
Designed	Designer	REDUCTION	0 25
Checked	Designer	Date	NOV 2013
Approved	Checker	Project Number	13-26
			A902



www.maccarch.com.au Tel (08) 9226 1630
 Suite 3, 1320 Hay Street, West Perth WA 6005 Fax (08) 9226 1760
 T/A Oakpearl Pty Ltd ACN 064 090 857 ABN 870 095 71343 Email: kym@maccarch.com.au

Client
FRANK IKLADYOUS

Project
BOYD CRESCENT - Apartments
8 Boyd Crs - Hamilton Hill-WA 6163

Drawing Title
VIEW

Rev	Description	Date

Drawn	Author	Scale	@A1-	REDUCTION	0	25
Designed	Designer	Date	NOV 2013	Drawing Number	A903	Rev
Checked	Designer	Project Number	13-26	15/11/2013 5:18:45 PM		
Approved	Checker					

MapXtreme 2008® SDK Developer License © 2009 Pitney Bowes Software Inc.



**21 (LOT 422) QUINCE WAY
COOLBELLUP**

PRINTED ON:
Friday, 22 November 2013

SCALE = 1:500

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.



SITE CLASSIFICATION - CLASS A
(REFER TO SITE REPORT FOR
DETAILS) WIND LOAD - N1
COASTAL REQUIREMENTS - NO

ROOF FRAMING NOTE

1. ROOF PITCH @ 25°38'
2. ALL EAVES 480 WIDE UNLESS OTHERWISE NOTED.
3. TIMBER ROOF CONSTRUCTED IN ACCORDANCE TO AS 1684.
WITH 'WESPINE BLUE'
4. CEILINGS AT 28c + PLATE UNLESS OTHERWISE NOTED.

ROOF PLUMBER NOTE

- PROVIDE SLOTTED GUTTERS (EXCLUDING GUTTER ON WALLS)
- FINAL POSITIONS OF RWP'S TO BE DETERMINED BY ROOF PLUMBER ON SITE

ROOF INSULATION NOTE

- R4.0 CEILING INSULATION TO HOUSE, GARAGE & ALFRESCO UNO (PORCH, EAVE ETC.)

ELECTRICAL NOTE

- SMOKE DETECTOR TO BCA 3.7.2. AS INDICATED ON PLAN

DO NOT SCALE FROM THIS DRAWING
All Sub-contractors to check dimensions & notes prior to initiating works. Any discrepancies to be notified to the Site Supervisor without delay.
ALL DIMENSIONS TO BRICKWORK.

SANITARY COMPARTMENTS:

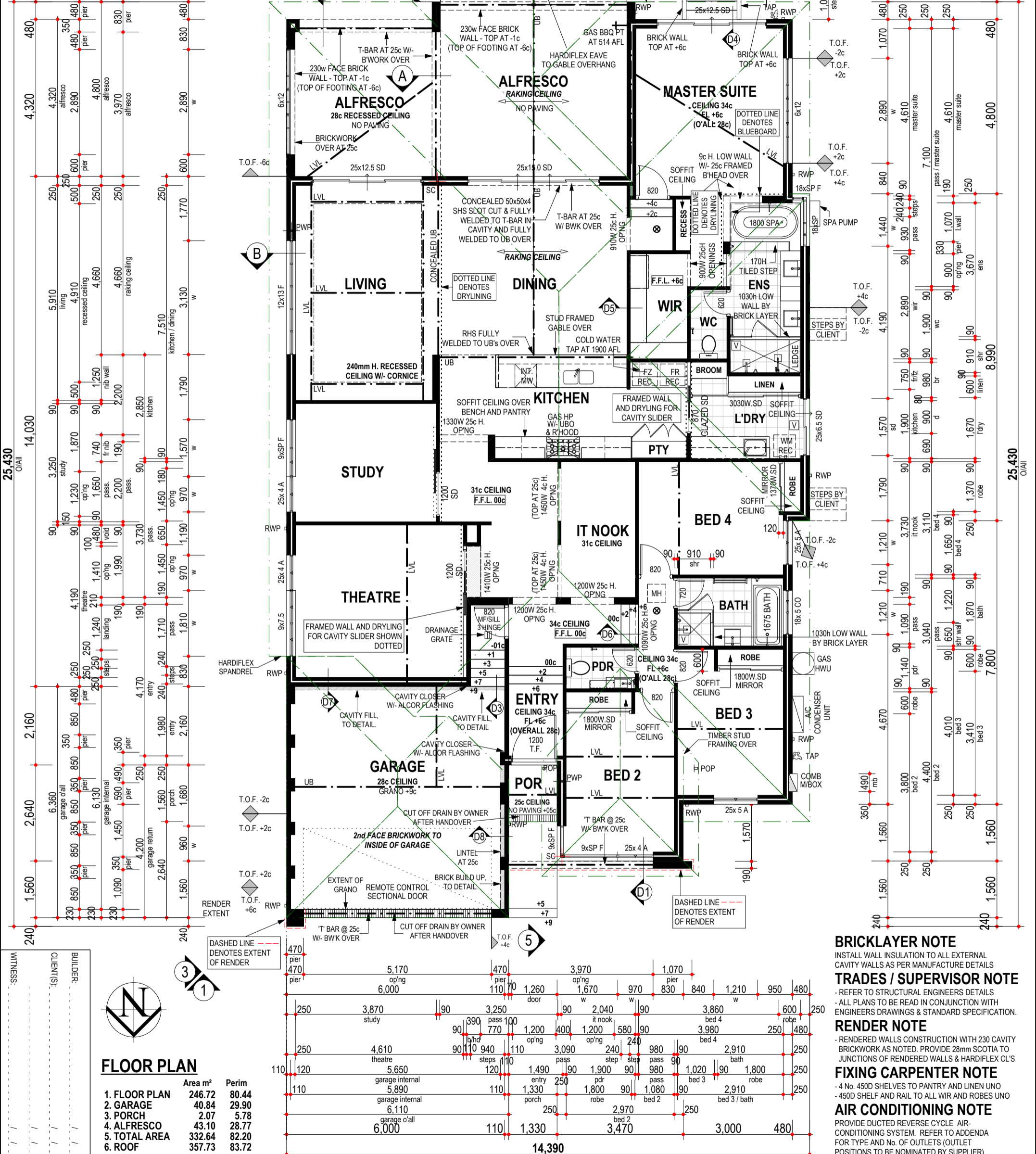
- DOORS TO SANITARY FIXTURES INSTALLED WITH LIFT OFF HINGES AS PER PART 3.8.3.3 OF B.C.A (VOL 2)

GARAGE NOTE

- SINGLE LEAF WALL TO GARAGE IS NOT WATERPROOF
- FALL GRANO 20mm TOWARDS MAIN GARAGE OPENING

CEILING MATERIAL NOTE

- HARDIFLEX CEILING TO EXTERNAL CEILINGS UNO GARAGE - PLASTERBOARD TO CEILING
- ALFRESCO - PLASTERBOARD TO CEILING
- PORCH - CEDAR LINING TO CEILING



BRICKLAYER NOTE

INSTALL WALL INSULATION TO ALL EXTERNAL CAVITY WALLS AS PER MANUFACTURE DETAILS

TRADES / SUPERVISOR NOTE

- REFER TO STRUCTURAL ENGINEERS DETAILS
- ALL PLANS TO BE READ IN CONJUNCTION WITH ENGINEERS DRAWINGS & STANDARD SPECIFICATION.

RENDER NOTE

- RENDERED WALLS CONSTRUCTION WITH 230 CAVITY BRICKWORK AS NOTED. PROVIDE 28mm SCOTIA TO JUNCTIONS OF RENDERED WALLS & HARDIFLEX CL'S

FIXING CARPENTER NOTE

- 4 No. 450D SHELVES TO PANTRY AND LINEN UNO
- 450D SHELF AND RAIL TO ALL WIR AND ROBES UNO

AIR CONDITIONING NOTE

- PROVIDE DUCTED REVERSE CYCLE AIR-CONDITIONING SYSTEM. REFER TO ADDENDA FOR TYPE AND No. OF OUTLETS (OUTLET POSITIONS TO BE NOMINATED BY SUPPLIER)

TANGENT NOMINEES PTY LTD (A.C.N. 008 865 585)
TRUSTEE FOR THE SUMMIT HOMES GROUP UNIT TRUST.



PROPOSED RESIDENCE FOR:
B. BLAKE & J. LUSHER-BLAKE
ADDRESS
**LOT 422 (#21) QUINCE WAY,
COOLBELLUP**

SKETCH OPTION 29/10/13

VARIATIONS:
V03 30.08.13 (KAL)

LAST OPENED:
Thu 15 Sep 2011

DATE: 29-04-13

TIME:
14:40:10

DRN: KAL

M-SS-MONA01

SCALE: 1:100

SHEET 1 OF 10

MONACO

JOB NO: 139246

© COPYRIGHT 2011

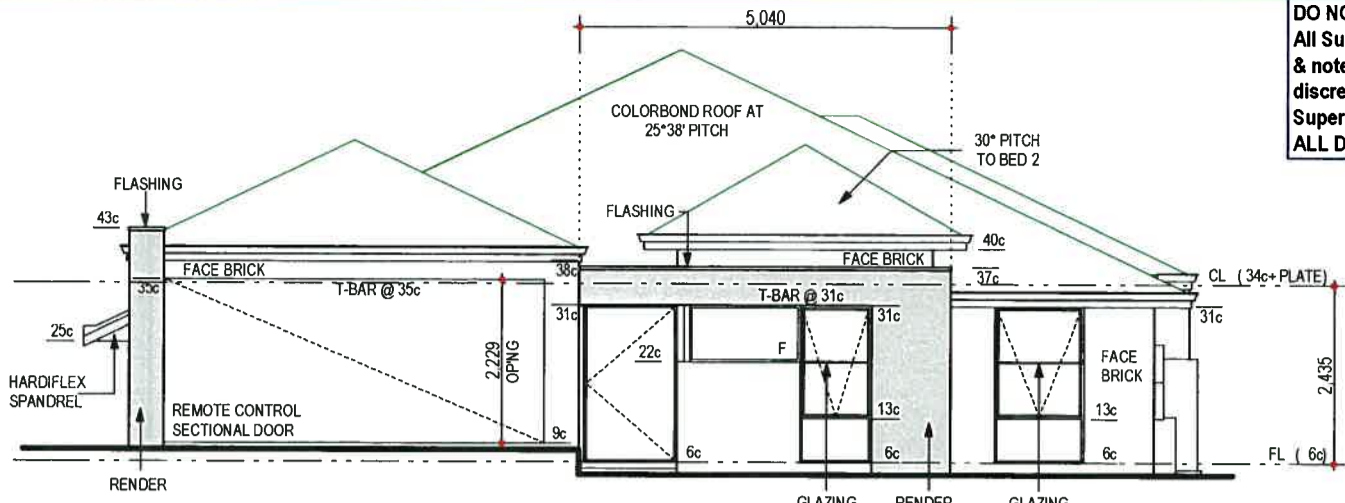
GENERAL NOTE

- 1. ROOF PITCH @ 25°38' (BED 2 PITCH @30°)
- 2. ALL EAVES 480 WIDE UNLESS OTHERWISE NOTED.
- 3. EXTERNAL BRICKWORK TO BE FACE BRICK UNLESS NOTED OTHERWISE

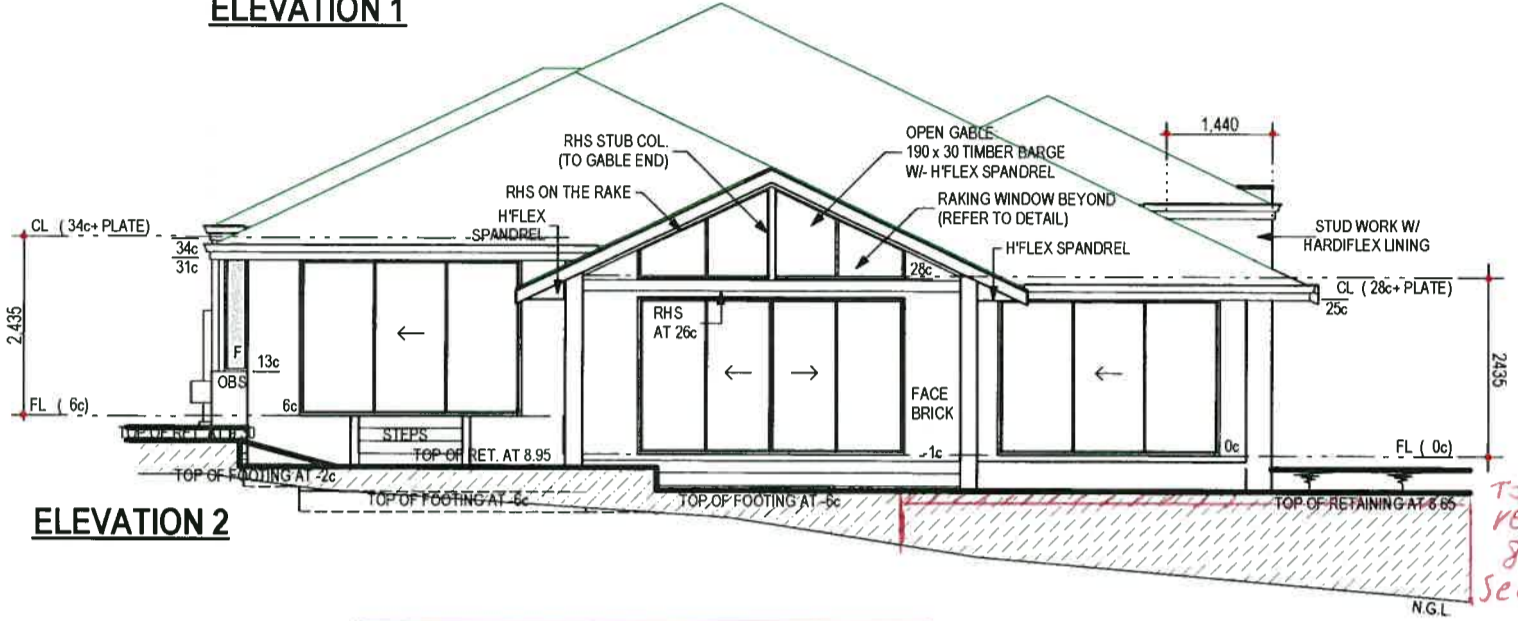
WINDOW SUPPLIER NOTE

- SHADED WINDOWS INDICATES OBSCURE GLAZING. (OBS)
- GLAZING DESIGNED AND CONSTRUCTED IN ACCORDANCE WITH AS1288.

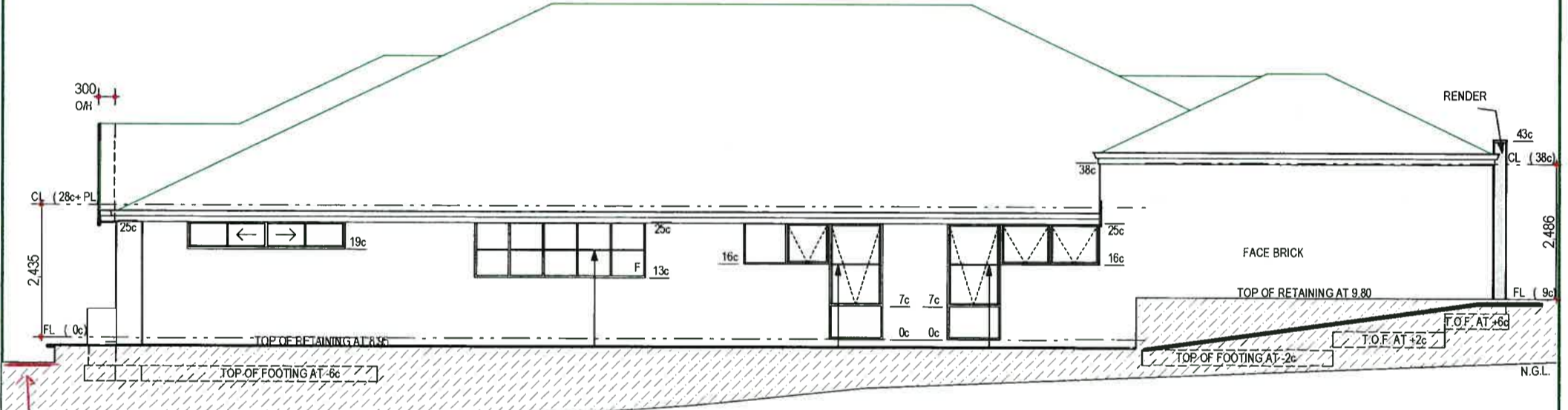
DO NOT SCALE FROM THIS DRAWING
All Sub-contractors to check dimensions & notes prior to initiating works. Any discrepancies to be notified to the Site Supervisor without delay.
ALL DIMENSIONS TO BRICKWORK.



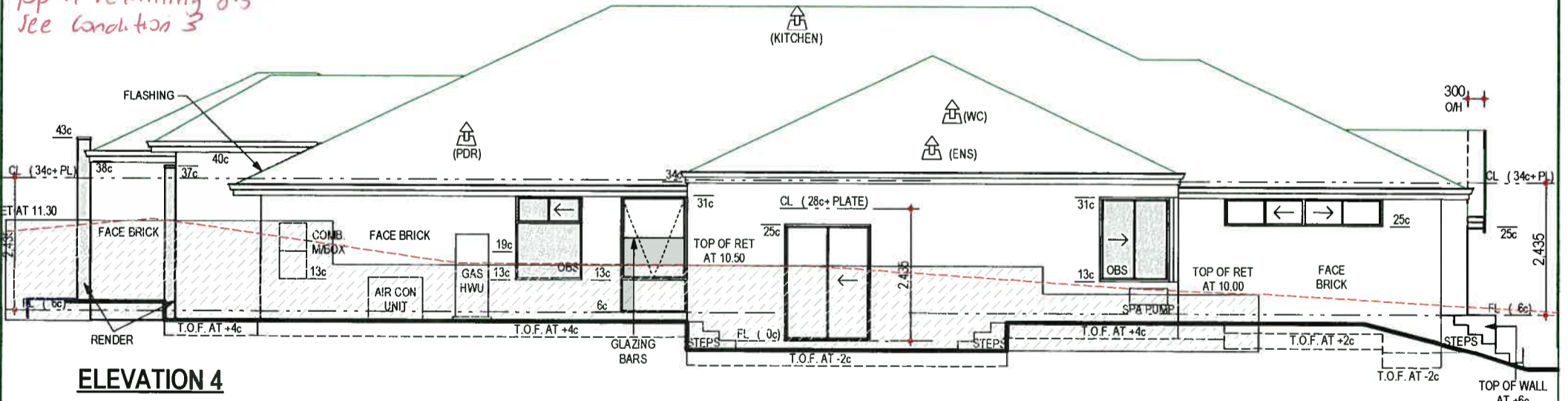
ELEVATION 1



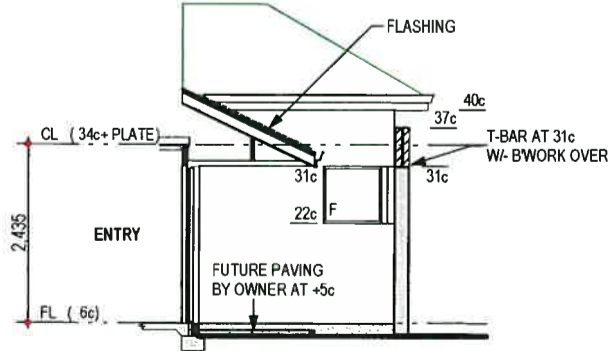
ELEVATION 2



Top of retaining 8.5 See Condition 3



ELEVATION 4



ELEVATION 5

SKETCH OPTION 29/10/13

WITNESS: _____
 CLIENT(S): _____
 BUILDER: _____

TANGENT NOMINEES PTY LTD (A.C.N. 008 865 585)
 TRUSTEE FOR THE SUMMIT HOMES GROUP UNIT TRUST.

SUMMIT HOMES

242 LEACH HIGHWAY MYAREE, W.A. 6154.
 TELEPHONE (08) 9317 0100 FAX (08) 9317 2392

PROPOSED RESIDENCE FOR:
B. BLAKE & J. LUSHER-BLAKE

ADDRESS
**LOT 422 (#21) QUINCE WAY,
 COOLBELLUP**

VARIATIONS:
 V03 30.08.13 (KAL)

LAST OPENED:
 Thu 15 Sep 2011

TIME:
 14:40:10
 M-SS-MONA01

DATE: 29-04-13
 DRN: KAL
 CHD: .
 SCALE: 1: 100
 ©COPYRIGHT 2011

SHEET 2 OF 10 MONACO

JOB NO: 139246

COTTAGE & ENGINEERING SURVEYS

Licensed Surveyors

87-89 Gulhrie Street, Osborne Park, Western Australia
 Telephone: (08) 9446 7361 Facsimile: (08) 9445 2998
 Email: perth@cottage.com.au Website: www.cottage.com.au #
 J/N: 302706 DATE: 01 Mar 13 SCALE: 1:200 DRAWN: R. Woods

Builder : Summit Homes Group
 CLIENT : Blake / Lusher-Blake
 LOT 422 #21 Quince Way, Coolbellup

Plan8991

OLD AREA

- LEGEND:
- ⊕ SEC Dome
 - ⊖ Power Pole
 - ☎ Phone
 - ▨ Conc. Path
 - ▩ Conc. slabs

NOTE: All Sewer details plotted from information supplied by Water Corporation.

NOTE/BEWARE: ADVISE TRADES
 Of Head power lines

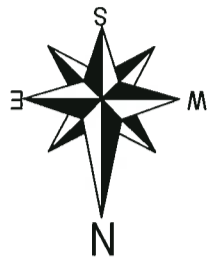
NOTE: ALL FEATURES SHOWN ON SURVEY ARE POSITIONED FROM EXISTING PEGS/FENCES & WALLS WHICH MAY NOT BE ON THE CORRECT ALIGNMENT.

see condition No.3

SOIL DESCRIPTION

Sand
 Medium Grass Cover

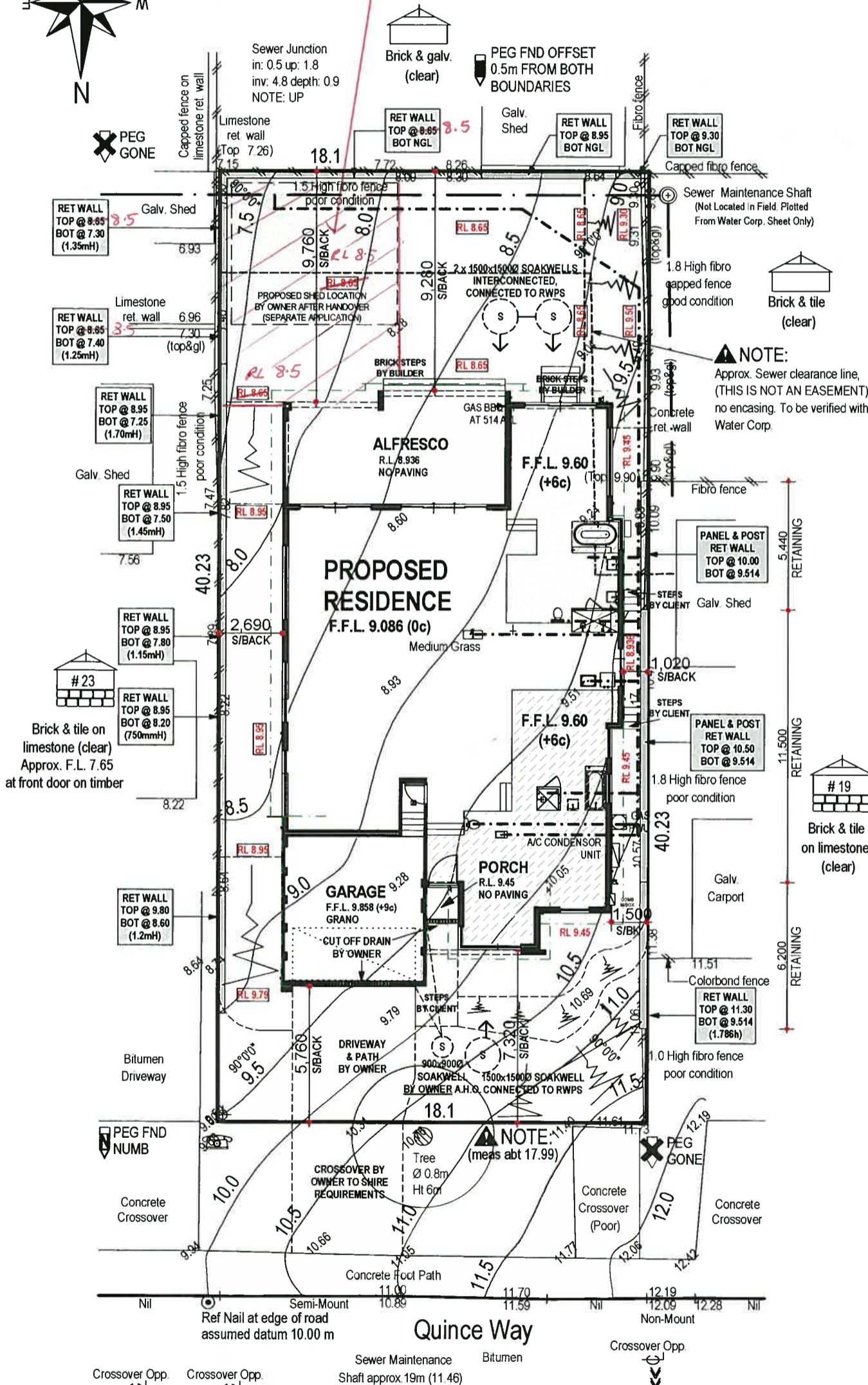
NOTE:
 LOT MISCLOSE
 (0.000m)



SKETCH OPTION 29/10/13

NOTE: EARTHWORKS / SET-OUT DIMENSIONS MAY VARY ON SITE AT BUILDERS DISCRETION. SEWER / DRAINAGE MAY VARY FROM SCHEMATIC PRESENTATION. CHECK MINIMUM CLEARANCES, RETAINING NOT INCLUDED IN CONTRACT - REMAINS OWNERS RESPONSIBILITY. THIS SURVEY DOES NOT GUARANTEE THE LOCATION OF BOUNDARY PEGS OR FENCES - CHECK TITLE FOR EASEMENTS / COVENANTS ETC.

NOTE: COTTAGE & ENGINEERING SURVEYS ACCEPT NO RESPONSIBILITY FOR ANY PHYSICAL ON SITE CHANGES TO THE PARCEL OR PORTION OF THE PARCEL OF LAND SHOWN ON THIS SURVEY INCLUDING ANY ADJOINING NEIGHBOURS LEVELS AND FEATURES THAT HAVE OCCURRED AFTER THE DATE ON THIS SURVEY.



R-CODES NOTE:
ZONING: R20
SITE COVERAGE
 SITE: 728m²
 ALLOWED COVER: 50% (364m²)
 ACTUAL COVER: 45.3% (330.16m²)

R-CODES VARIATION / PLANNING
REQUIRED: YES
 - OVER 500mm FILL

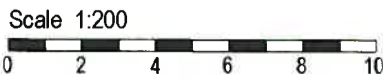
AVERAGING
 20.06m² BEHIND
 1.47m² IN FRONT

STORMWATER:
 SOAKWELLS BY BUILDER, FROM ROOF DOWN-PIPES, TO SHIRE REQ'S (MIN 1.8m FROM BUILDING LINE & BDRY'S) ALL STORMWATER TO BE INSTALLED IN ACCORDANCE WITH A.S 3500.3:2003

CUT OFF DRAINS TO GARAGE & PORCH & 900x900 SOAKWELL BY OWNER AFTER HANDOVER

NOTE:
 PROVIDE CONDUIT & DRAW WIRE IN COMMON TRENCH TO METER BOX (TBC)

GARAGE SLAB NOTE:
 FALL GARAGE FLOOR SLAB 20mm TO MAIN GARAGE OPENING



SKETCH OPTION 29/10/13

VARIATIONS: V03 30.08.13 (KAL)	LAST OPENED: Fri 30 Aug 2013	DATE: 29-04-13
	TIME: 08:36:16	DRN: KAL
	M-SS-MONA01	CHD: .
SHEET 9 OF 10	MONACO	SCALE: 1: 200
		© COPYRIGHT 2013
		JOB NO: 139246



Department of
Transport

OCM 12/12/2013 - Item 14.3 - Attach 1

Western Australian State Aviation Strategy

Draft for Public Comment - August 2013



CONTENTS

1. Minister's foreword	4
2. Executive summary and key actions	7
3. Introduction	22
3.1. State aviation strategy governance	23
3.2. Strategy development process	23
3.3. Draft strategy – public comment	23
4. Western Australian aviation history	24
5. Policy context	26
5.1. Federal aviation policy white paper	26
5.2. National airports safeguarding framework	28
6. Western Australian aviation strategy vision and objectives	29
6.1. Vision	29
6.2. Objectives	29
7. Future aviation activity	30
7.1. Background – passenger and aircraft movement forecasts	30
7.2. Perth airport passenger and aircraft movements	30
7.3. Resource industry demand	32
7.4. Aviation activity forecasts	34
7.5. Aviation activity forecasts by GHD	36
7.6. Findings	38
7.7. Action	38
8. Airport planning	39
8.1. Public airport planning	39
8.2. Perth airport planning	40
8.3. Regional airport planning	42
8.4. Private airport planning	43
8.5. A second Perth metropolitan airport	43
8.6. A second Perth general aviation airport	44
8.7. An emergency alternative to Perth airport	44
8.8. Royal Australian Air Force Base Pearce	46
8.9. Findings	48
8.10. Action	48
9. Perth airport infrastructure	50
9.1. Background	50
9.2. Perth airport terminal development	50
9.3. Perth airport runway capacity	50
9.4. Perth airport airfield capacity enhancement	52
9.5. Constraints of nearby airports	54
9.6. Aircraft upsizing	54
9.7. Additional runway capacity	55
9.8. Additional runway capacity – implications for aircraft noise	55
9.9. Findings	57
9.10. Action	57

10. WA regional airports' infrastructure	58
10.1. Introduction	58
10.2. Regional airport traffic scale and growth	59
10.3. Regional airport revenues	60
10.4. Regional airport infrastructure requirements	61
10.5. Regional airport investment planning arrangements	61
10.6. Recent and future regional airport infrastructure investment	62
10.7. Regional airport infrastructure investment funding sources	63
10.8. Regional airport reserve funds	66
10.9. Assessment of infrastructure investment planning adequacy	67
10.10. Regional airport security	67
10.11. Findings	70
10.12. Action	70
11. WA regional airports ownership and governance	72
11.1. Current arrangements – local government ownership and operation	72
11.2. Alternatives to local government ownership	73
11.3. Findings	75
11.4. Action	75
12. Regional airports development scheme	76
12.1. Background	76
12.2. RADS review	77
12.3. Revised RADS objective and guidelines	77
13. Tourism and aviation route development	78
13.1. Background	78
13.2. Western Australia's tourism aviation objectives	78
13.3. Western Australia's tourism industry segments	80
13.4. Findings	82
13.5. Action	83
14. Developing quality and affordable air services	84
14.1. Aviation route regulation in Western Australia	84
14.2. Western Australian intrastate airfares	90
14.3. Air freight	92
14.4. Findings	93
14.5. Action	93
15. Aviation training in Western Australia	94
14.1. Background	94
14.2. Findings	95
14.3. Action	95

FOREWORD FROM THE MINISTER

It can be argued that Western Australia (WA) is the true birthplace of civil aviation in Australia, having the first scheduled passenger service and the earliest and largest State civil aviation network.

WA is an enormous State covering one-third of the Australian continent, where effective transport and communication are heavily dependent on reliable aviation services. This has been the case ever since some of the world's first airline services were established here in the 1920s by aviation pioneers like Sir Norman Brearley, Horrie Miller and Charles Snook.

WA is the engine room of the Australian economy, generating 46 per cent of the nation's merchandise exports by value, representing more than the exports of New South Wales, Victoria and Queensland combined. Much of this output depends on reliable air services. Whether it's ferrying tens of thousands of resources and energy industry fly-in/fly-out workers to mines in the Pilbara, the Eastern Goldfields and gas fields of the North-West Shelf, or sending tourists to Broome, Esperance, Exmouth or Kununurra, or connecting Western Australians everywhere to friends and relatives, or allowing vital social services, aviation plays a pivotal role in the State's economic and social development.

With the State's economy and population growing at rates roughly double the national average, demand for air services in Western Australia has experienced extraordinary growth that has placed great strain on our airports to keep up. Just about everybody who has flown anywhere from Perth in the past five years has experienced congestion and delays at Perth Airport owing to the rate of growth in aircraft and passenger numbers. The problem is by no means confined to Perth, with the Pilbara airports also struggling to keep up with the necessary expansion of terminals, runways and other airport infrastructure.

At Perth Airport, good progress has been made in developing the new Terminal 2, alongside the current international terminal which opened early 2013. This terminal is initially servicing Alliance Airlines, Virgin Australia Regional Airlines (VARA) and Tiger Airways. This will be followed by a new terminal facility to service Virgin Australia and, later, an expanded international terminal. Perth Airport will also be well served by the \$1 billion Federal and State Perth Gateway project, which will upgrade all of the major arterial roads in and around Perth Airport, making it much easier for people and freight to get to and from the airport.

These developments notwithstanding, it is imperative that Perth Airport now needs to bring forward the development of a third runway to avoid damaging and disruptive delays to traffic, particularly during the weekday morning take-off and afternoon landing peak periods depended on by many of the State's resources and energy industries.

While aviation is largely a matter of Commonwealth jurisdiction, the risk to WA's economic and social development from our air services and airports failing to keep up with demand is now too great for the State not to play a more active role in the aviation sector. This draft strategy proposes a suite of actions whereby the State will work in partnership with airports, airlines and the resources and energy sector to ensure adequate services continue to meet our demands. It also prudently encourages private investment in our regional airports, which will serve the State well considering the significant demand on public funds for investment in health, education, roads and transport to meet the needs of a rapidly growing population and economy.

This draft State Aviation Strategy is the first developed for WA. It complements the State's other key transport strategies covering freight and public transport services. It is aimed at supporting the economic and social development of WA through the provision of safe, affordable, efficient and effective aviation services and infrastructure. It is also aimed at providing a sound framework for policy setting, and future planning and investment in Western Australian international and domestic air services and airport infrastructure.

The draft State Aviation Strategy has been prepared by the Department of Transport in conjunction with key government agencies covering economic development, planning, tourism, local government and regional development. It reflects close consultation with airport owners, airlines, the resources industry, and key players in general aviation, as well as the results of aviation strategy workshops held in regional centres across the State. I am pleased to release the draft State Aviation Strategy for broad public comment.

Hon Troy Buswell MLA

Treasurer; Minister for Transport;
Emergency Services

While aviation is largely a matter of Commonwealth jurisdiction, the risk to WA's economic and social development from our air services and airports failing to keep up with demand is now too great for the State not to play a more active role in the aviation sector.





Broome Airport (source - Broome Airport)

PART 2

EXECUTIVE SUMMARY

The sheer size and isolation of Western Australia (WA) mean there is little choice but aviation for travel between Perth and other states and between Perth and most of the State's major regional centres. In recent years the State's dependence on aviation has been brought into sharp relief by the resources industry's increasing reliance on fly-in/fly-out (FIFO) workforces. From these perspectives, aviation plays an utterly pivotal role in both economic and social development of the State.

The aviation industry in WA caters to the air service needs of the resource sector, corporate sector, tourism and leisure sector and local communities. In the past 10 years, aviation passenger and aircraft movement in WA have grown considerably. It has been a challenge for our major airports to keep pace with the growth in demand, leading to shortfalls in airport capacity causing congestion and delays to be commonplace, especially at Perth and the Pilbara airports. These shortcomings are already seriously affecting productivity around the State as well as causing considerable inconvenience to the travelling public.

This draft State Aviation Strategy is the first developed for WA and complements the *National Aviation Policy White Paper* and the State's other key transport strategies. It has been prepared by the Department of Transport (DoT) in conjunction with key government agencies covering economic development, planning, tourism, local government and regional development. It reflects close consultation with airport owners, airlines, the resources and energy industry, and key players in general aviation, as well as the results of 10 aviation strategy workshops held in regional centres across the State.

Western Australian Aviation Strategy vision and objectives

The vision for the strategy is that Western Australia will have a world-class aviation network and infrastructure that supports and promotes the State's economic and social development.

The vision will be attained through the pursuit and achievement of the following objectives for the strategy:

- a. To support the economic and social development of Western Australia through the provision of safe, affordable, efficient and effective aviation services and infrastructure.
- b. To provide a sound framework for policy setting and future planning and investment in Western Australian international and domestic air services and airport infrastructure.

Future aviation activity

Perth Airport is the fastest growing capital city airport in Australia. The Pilbara regional airports are the fastest growing airports in Australia, with Newman Airport experiencing growth of 36 per cent in 2011-12.

According to Perth Airport statistics, 13.7 million passengers travelled through the Perth Airport domestic and international terminals in 2012-13. This represented an increase of 8.2 per cent on the previous year and was consistent with longer-term passenger growth rates at Perth Airport, which stand as follows:

- 5 years since 2007-08 — 8.3 per cent per annum.
- 10 years since 2002-03 — 9.0 per cent per annum

Forecasts of WA aviation activity have consistently underestimated actual growth. In 2004, Perth Airport forecast that annual passenger movements through the airport would reach 12.6 million in 2026. In fact, passenger movements reached this level in 2012.

In 2009, Perth Airport published its forecast passenger movement in the Perth Airport Master Plan. This forecast estimated that Regular Public Transport (RPT) passenger movements would increase from 9.2 million in 2007-08 to 18.9 million a year by 2028-29, a figure will be reached if annual compound growth over the 21 year period is 3.5 per cent per annum. Perth Airport expected lower growth flowing from the fall-out of the global financial crisis (GFC) and slowing economic growth.

As it turned out, passenger movements through Perth Airport proved to be unaffected by the GFC and reached 13.7 million by 2012-13, a level 25 per cent higher than forecast and reached five years ahead of Perth Airport's 2009 projection.

The rapid growth in passenger throughput at Perth Airport has been driven by:

- WA's extraordinarily high economic growth rate, which in the past 10 years has averaged 4.5 per cent per annum;
- the resources industry's increasing dependence on FIFO workforces;
- WA having the highest population growth in Australia, of more than 2.5 per cent per annum;
- increasing levels of WA personal disposable income, now 10 per cent above the Australian average;
- increased low-cost carrier presence on international and interstate routes to and from Perth;
- cheaper interstate and international airfares; and
- increased destination choice within Australia.

Current reporting of passenger movements does not capture charter flight passenger numbers, a significant component of WA aviation activity. The Bureau of Industry, Transport and Regional Economics' (BITRE) analysis of initial charter flight passenger numbers suggests that charter flights are accounting for an additional 14 per cent of domestic passenger movements through the airport.

Reliable forecasts of aviation activity are crucial to the scale and timing of investment in aviation infrastructure. Forecasts also have an important role to play in building confidence among stakeholders about an airport's infrastructure planning. Underestimates of growth in aviation activity are likely to have contributed to delays in investment in aviation infrastructure and services, which in turn have led to congestion and delays at Perth Airport and the Pilbara regional airports.



Learmonth Airport

FIFO workforces are crucial to the development and operation of the resources industry. It is likely that the trend towards the use of FIFO workforces will continue. There has been a dramatic effect on levels of aviation activity by FIFO workforces, especially among the Pilbara airports. FIFO traffic is the major contributor to congestion at Perth Airport and Pilbara regional airports during peak morning and afternoon periods. Congestion results in severe strain on aviation and land transport infrastructure at Perth Airport and the Pilbara airports. FIFO has also driven the proliferation of private airstrips close to mine sites, which can detract from the ability of public airports to benefit from economies of scale and the ability to consolidate infrastructure, services and demand.

The Chamber of Minerals and Energy of Western Australia (CME) commissioned a study into the extent of current and projected aviation services demand by the resources industry in WA. Drawing upon projections by leading WA resource companies, the CME assessment was made of resources industry demand out to 2017.

The CME analysis found, on the basis of committed, probable and potential projects, that the resources industry would:

- create an additional 640,000 annual passenger movements through Perth Airport by 2017; and
- require an additional 10 flights per weekday in the morning peak, or an increase in passenger loads of 21 people per flight.

Under a second scenario including only committed and probable projects, the CME analysis found that an additional 390,000 passenger movements would be created, peaking in 2014 and requiring an additional six flights per weekday in the morning peak or an average increase of 13 passengers per flight.

The CME assessment confirms that the resources industry itself will overload the current morning peak periods, which are essentially at full capacity.

To improve the reliability and scope of aviation forecasting, the State Government will directly engage and consult with Perth Airport, the resources industry, major regional airports and BITRE in relation to forecasts of aviation activity, particularly in relation to master planning. The State Government will also independently assess aviation activity forecasts for Perth Airport and major regional airports in helping to coordinate planning across the WA aviation network.



Kununurra Airport

Airport planning

Oversight of airport planning in Australia is largely the responsibility of the Commonwealth Government (capital city airports) and local government (regional airports).

State Planning Policies (SPP) exist in relation to land use in the vicinity of Perth Airport (SPP 5.1) and Jandakot Airport (SPP 5.3). Each of these SPP has recently been reviewed. The reviews incorporated the revised Australian Noise Exposure Forecast approved by Airservices Australia in August 2009.

Airport planning in WA on a Statewide basis is not coordinated and, unlike other aspects of essential WA transport infrastructure, has little State Government planning involvement at a metropolitan level and no State or Commonwealth Government planning involvement at a regional level. While there has been some good coordination by Perth Airport with State planning and land transport agencies in the past, there is significant scope for more active State participation in airport master and major development planning processes.

There is no requirement on any local government owner of a regional airport to develop a master plan (although most do) or asset management plan. There is no mechanism for the State to require, review, or approve airport master plans. There is no specific State government requirement of local governments to plan regional airports for financial sustainability.

In the case of busy and fast-growing regional airports critical to the efficient operation of the resources industry, the lack of any planning oversight or coordination across the aviation network presents risks (of delays in airport infrastructure investment) to the State and national economies as well as the regional communities concerned.

Airport planning in WA should be coordinated at a network level to reduce the risk of under-investment in airport infrastructure and a lack of airport capacity acting as a restriction on economic and social development.

Pearce Air Base is essential to the Royal Australian Air Force's (RAAF) pilot training and is unsuited for civil aviation requirements. The potential use of Pearce Air Base for civil requirements is not contemplated.

To improve airport planning across the State, the State Government will seek to establish a policy and regulatory framework for master planning of local government owned major regional airports. The State Government will also engage and cooperate with Perth Airport, other major airports and the resources industry in coordinating aviation infrastructure planning across the State's aviation network.

Perth Airport infrastructure

Perth Airport is under considerable stress owing to unpredicted levels of growth, which have exceeded the runway capacity at peak morning and afternoon periods.

The extraordinary levels of growth at the airport are primarily a result of resources industry FIFO activity. Also contributing are high levels of economic and population growth, which are at levels double that of the national average.

There is little opportunity for peak loads at the airport to be spread to other times owing to the operational limitations of the resources industry to effect shift changes in the course of a single day.

Congestion at Perth Airport is creating additional costs and inefficiencies across the community, commerce and industry and is contributing to delays and inefficiencies at regional airports across the entire State aviation network.

An independent review of Perth Airport's airspace and airfield operations by Airservices Australia's UK equivalent (UKNats) identified more than 20 ways to improve runway capacity. These have the potential to improve airfield efficiency by 20 per cent over two years, subject to meeting safety and operation requirements. Ultimately, any changes in airfield efficiency will only be introduced if they maintain Australia's high aviation safety standards. The recommended improvements include pilots reacting quicker to take-off clearances, planes exiting the runway much faster, the installation of high speed taxiways angled off the runway to provide a speedier exit and the closer sequencing of planes. Nevertheless, these potential gains in operational efficiency will soon be swallowed up in the likely event that traffic at the airport continues to grow at the rate seen in the past five and ten years.

The UKNats report highlighted that mid-week morning congestion, driven by FIFO departures, could only be addressed by continuing to spread airline schedules, or by constructing a third runway. Reinforcing this view, Airservices Australia concluded from the UKNats report that "only a new third runway will give us the 50% increase the airport needs."

A third runway will provide the step-change in capacity needed to cope with current peak hour demand as well as accommodating continuing high levels of growth at the airport.

To assist in the timely development of infrastructure at Perth Airport, the State Government will liaise closely with the Commonwealth Government, Perth Airport, the resources industry and the airlines in the development and assessment of a proposal to construct a new parallel runway.

The State Government will also actively engage with Perth Airport, Commonwealth Department of Infrastructure and Transport (DoIT), Airservices Australia, airline and aircraft operators, the resources industry and major regional WA airports in Perth Airport's master and major development planning processes.

Perth Airport is under considerable stress owing to unpredicted levels of growth, which have exceeded the runway capacity at peak morning and afternoon periods.

WA regional airports' infrastructure

Regional airport master plans are key long-term planning documents for airports, the region and the State. While most, if not all, major regional airports are undertaking them, coverage of key planning issues is not strong when measured against best practice plan criteria. This is of some concern as poor quality planning may lead to sub-optimal physical and commercial outcomes for airport owners and stakeholders.

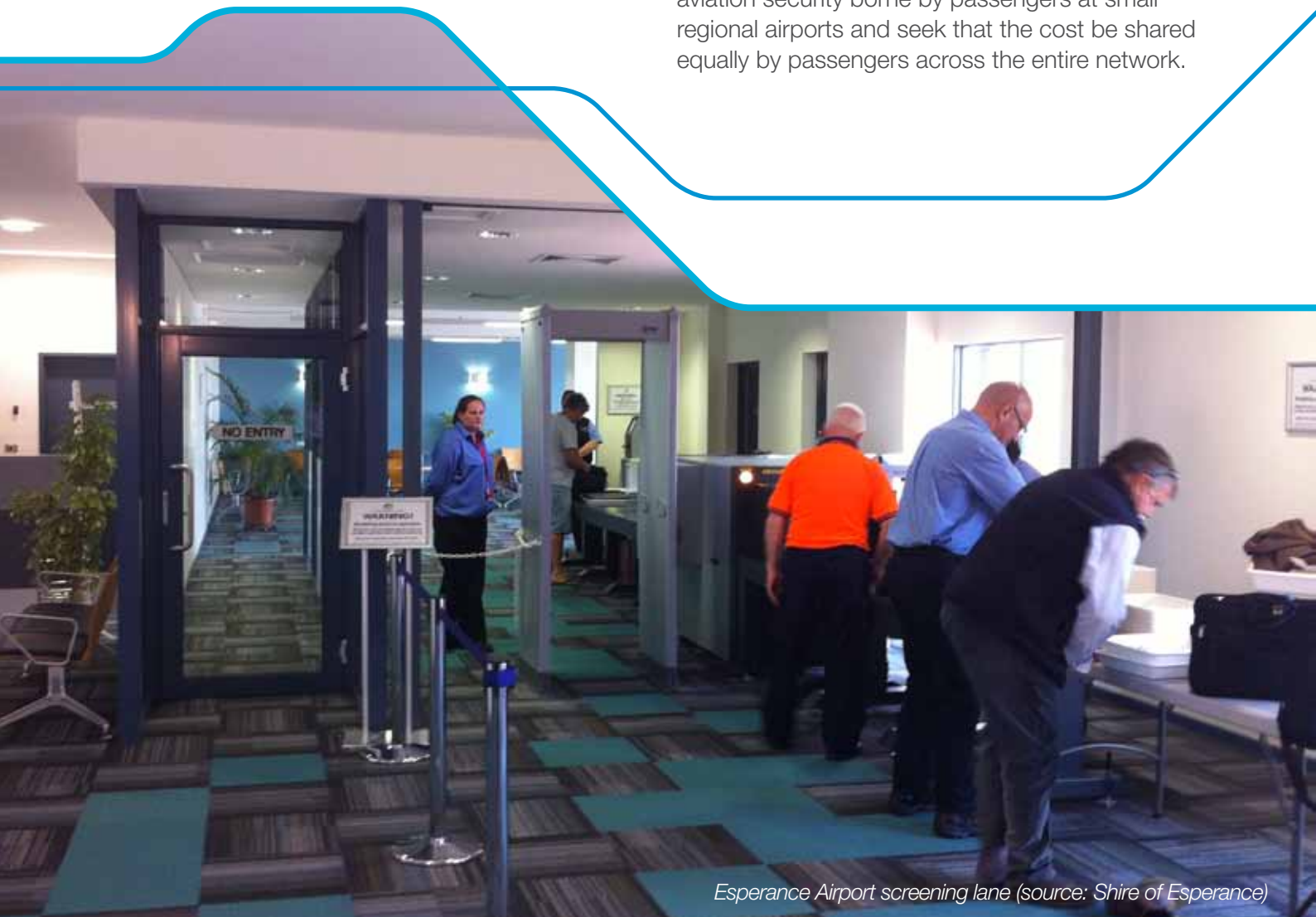
The cost of providing security across the aviation network falls disproportionately on passengers travelling from smaller regional airports and adds considerably to the already very high airfares borne by regional Western Australians.

The State Government will seek to establish a policy and regulatory framework for master planning of local-government owned major regional airports within a Statewide aviation network planning context.

The State Government will actively engage with Perth Airport, DoIT, Airservices Australia, airlines, resources industry and major regional WA airports in the master planning processes of the WA major regional airports.

The State Government will engage and cooperate with Perth Airport, other major airports and the resources industry in coordinating aviation infrastructure planning across the State's aviation network.

The State Government will take up with the Commonwealth the disproportionate cost of aviation security borne by passengers at small regional airports and seek that the cost be shared equally by passengers across the entire network.



Esperance Airport screening lane (source: Shire of Esperance)



Geraldton Airport

WA regional airports' ownership and governance

The existing local government governance model is limited in its capacity to fund major infrastructure investment at fast growing regional airports. In particular, local governments are prevented by the Local Government Act from using assets to secure loans since they may only borrow against the security of their general funds, rates and untied government grant income.

Major airport infrastructure must be funded by borrowings since cash flow from airport operations is insufficient. Local government capital funding processes are complex and not well suited to funding major airport infrastructure.

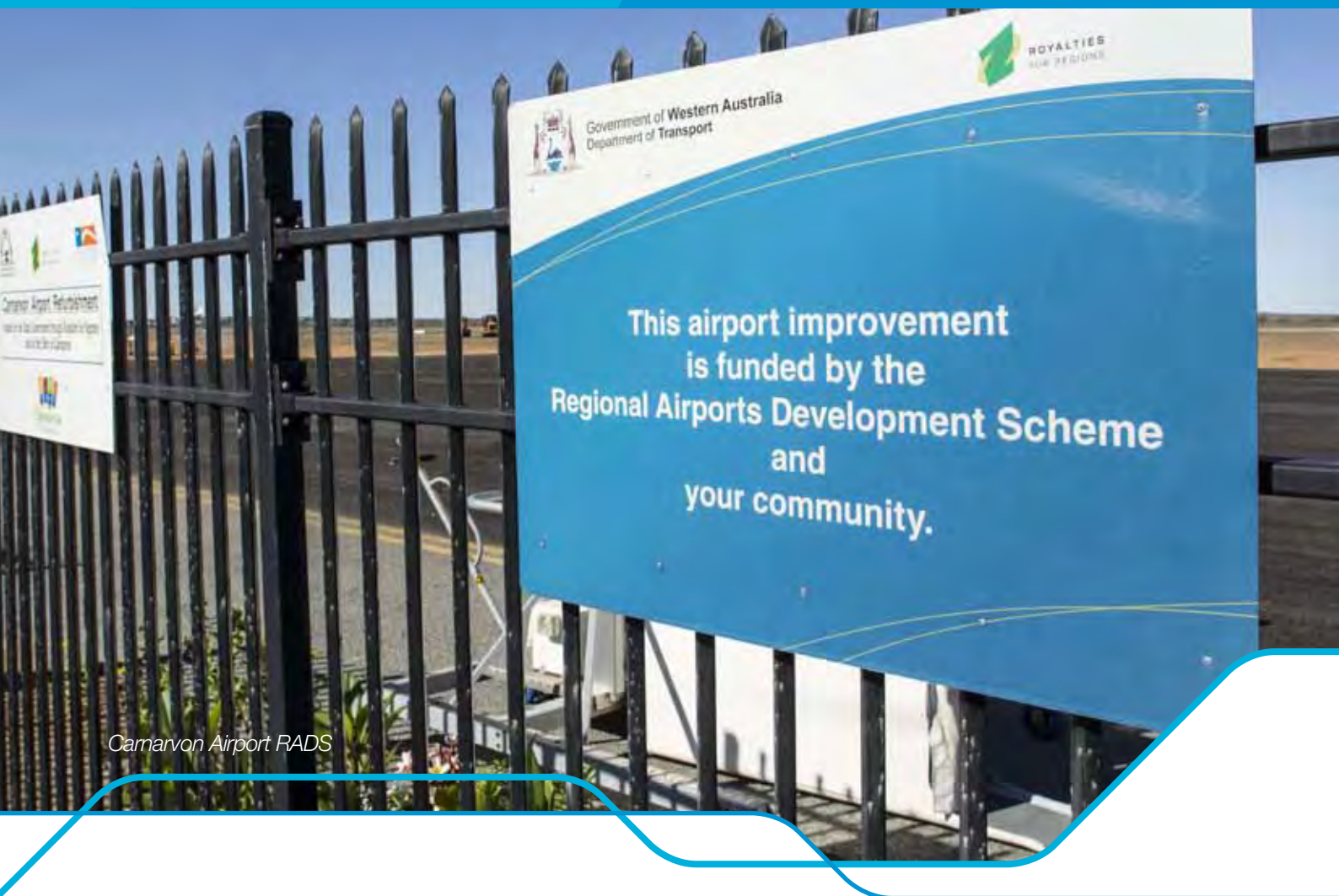
New governance options are required for local government owned airports, particularly those that are constrained by access to capital funding that will allow them to be run on fully commercial lines.

The current local government ownership and governance model offers integration with local planning and economic development and some economies of scale from council resourcing. The model has worked well in several locations and has delivered significant investment at Karratha, Newman, Geraldton and, previously, at Kalgoorlie.

However, the Pilbara airports' management arrangements in particular lack both governance depth and the flexibility to operate commercially in areas such as charging, borrowing and industrial relations.

In the case of the State's larger and fast-growing airports whose role goes far beyond that of servicing the needs of a local community, the option of long-term lease to the private sector enables private capital and professional airport management expertise at board, executive and operational level to be mobilised. This allows effective and efficient management of the airport in a way that minimises risk to major users and facilitates continued State economic growth.

The State Government will encourage private sector investment in, and management of, regional airports to improve their effectiveness and efficiency.



Carnarvon Airport RADS

Regional Airports Development Scheme

The Regional Airports Development Scheme (RADS) was established in 1997-98 with the objective of ensuring that “regional aviation infrastructure and airport services are developed and maintained to facilitate air access and enhance economic growth in Western Australia.” RADS is administered by DoT. In the process of developing the State Aviation Strategy, a review of RADS concluded that the limited funding available to the scheme could be better targeted to maximise the aviation benefits accruing to the community.

As a result of the review, RADS priority will now be given to aviation-related infrastructure, which provides clearly defined community benefits and where the project isn’t capable of being funded through other means. Lower priority will apply to regional airport development projects where the benefits are primarily commercial or will benefit a limited number of people.

The amendments to RADS are intended to better prioritise projects in a way that maximises benefits to regional communities, so RADS funding is directed where it is most needed, especially to regional RPT airports that do not have sufficient passenger throughput to make them financially self-sustaining.

Tourism and aviation route development

The tourism industry is, to some degree, being crowded out by the growth in the resources industry. The strength of the resource industry is resulting in very high accommodation and hospitality prices. While the impact of this effect is strong in Perth it is particularly acute in the Pilbara region. Tourism in the Pilbara faces the dual effect of particularly high airfares and accommodation shortages and is in decline.

Given the relatively high cost of Perth compared to other Australian destinations the capacity to grow the interstate market may be constrained. Growth in international tourism will be important in the current environment, particularly through the further expansion of low cost carriers. In this context, growth of tourism from Asia, resulting from an expanded middle class, will be important.

Intrastate tourism in WA is constrained by high airfares. The majority of passengers who travel into the regions have a business or work-related purpose and the cost of travel is met by employers. A range of factors that influence air fares, including distance, competition and size and type of market, intrastate tourism would benefit from the operation of a low-cost carrier in WA. In Queensland, which is also a resource-based State, Jetstar flies a large number of intrastate routes. Airfares in Queensland are much lower than in WA.

Broome represents the best opportunity for a low-cost carrier to enter the Western Australian regional tourism market. Internationally, low-cost carriers can stimulate traffic growth on a route by 300 per cent, as evidenced by Air Asia X's operations between Perth and Kuala Lumpur in 2008.

To encourage tourism, the State Government will aim to attract new airlines including low-cost carriers, to Perth and regional WA with the goal of introducing new non-stop linkages from core and emerging international and interstate markets; and will seek to foster and facilitate code-sharing agreements between overseas airlines and Australian domestic carriers.

The State Government will also identify, facilitate and develop additional gateways into the State outside Perth (such as Broome) and encourage the Commonwealth Government to actively manage international air services agreements between countries to ensure that international tourism into WA is not constrained.

Developing quality and affordable air services

The State Government regulates a number of intrastate aviation routes in order to ensure the provision of RPT aviation services on routes where traffic is considered too light to sustain open competition. The regulation of these routes is reviewed from time to time. The most recent review resulted in the deregulation of the Geraldton – Perth route and the partial deregulation of the Perth – Exmouth route.

DoT will conduct a mid-term regulated route review, to be completed by February 2014, and recommend to the Minister for Transport whether to exercise the additional up-to-five-year option to renew the existing Deeds for Albany, Esperance, Carnarvon, Kalbarri, Monkey Mia, Leinster, Wiluna, Meekatharra, Mount Magnet, Leonora, Laverton and Exmouth.

DoT will conduct a tender in 2013 for the provision of RPT air services in the Kimberley for an initial five year term.

WA regional airfares are generally the highest in Australia, both in absolute terms and in terms of cost per route kilometre. The predominance of the relatively price-insensitive business-corporate market for aviation in WA is most likely a major factor in the high cost of WA intrastate airfares.

The high level of resource industry-related traffic in WA may contribute to the high cost of WA regional airfares, particularly as resource companies frequently make block bookings of seats, taking up available discount fares well in advance of a flight.

Improved levels of competition are likely to reduce the cost of airfares, suggesting that WA should deregulate routes wherever feasible, encourage low cost carriers to operate on intrastate routes (as they do in Queensland) and cooperate with the Commonwealth in the current examination of proposals to establish consistent requirements for regular public transport and charter operators offering services to the travelling public.

To improve competition and help lower airfares, the State Government will seek to encourage a low-cost carrier to operate intrastate services within WA.

The State Government will also seek to deregulate RPT routes wherever feasible as a means of stimulating competition, increasing choice, introducing more flights, and lowering airfares.



Aviation training in Western Australia

There are opportunities to improve and develop aviation training in WA building on the State's strong track record and its inherent advantages of open skies and good flying weather. Development of aviation training or the provision of aviation training assets by the State should be based on a strategic assessment of needs, rather than the case-by-case proposal-based approach utilised to date.

The Department of Training and Workforce Development is best placed to lead the development of aviation training in WA, with the Department of State Development and DoT providing specialist advice on investment attraction and infrastructure aspects of aviation training respectively.

Aviation training in WA is restricted by the lack of Instrument Landing Systems (ILS), which are presently only installed at Perth Airport, Albany Airport and RAAF Base Pearce, and Non-Directional Beacons (NDB). Aviation training organisations in WA need to develop a consolidated view in respect of where to locate a new ILS and NDB and how they might be funded. The locations of additional ILS and NDB and any other aviation training assets should be informed by a strategic assessment of aviation training needs led by the Department of Training and Workforce Development.



Learmonth Helipad

KEY ACTIONS

1. To improve the reliability and scope of aviation forecasting the State Government will:

- directly engage and consult with Perth Airport, major regional airports and the BITRE in relation to forecasts of aviation activity, particularly in relation to master planning;
- actively participate in Perth Airport's Planning Coordination Forum to provide the airport with state-specific information and perspectives on demand drivers and to gain a closer understanding of the airport's infrastructure planning process;
- consult with the CME and the resources industry and monitor major resources projects in ensuring that the scale and timing of FIFO is taken into account in forecasts of aviation activity;
- encourage the CME to undertake and share with Government and airport operators its projections of resources industry aviation demand;
- request that BITRE initiate reporting of charter flight passenger numbers and that BITRE consider great WA specificity in its future forecasting, particularly relating to the minerals and energy sector;
- request that the Commonwealth develop and issue best practice guidelines for passenger and aircraft movement forecasts, including information on the assumptions underlying the range of estimates provided as well as growth rates and volumes for the first 10 years and second 10 years of the period and for the full period; and

- independently assess aviation activity forecasts for Perth Airport and major regional airports in helping to coordinate planning across the WA aviation network.

2. To improve airport planning across the State, the State Government will:

- seek to establish a policy and regulatory framework for master planning of local government-owned major regional airports within a Statewide aviation network planning context;
- engage and cooperate with Perth Airport, other major airports and the resources industry in coordinating aviation infrastructure planning across the State's aviation network;
- coordinate planning of transport linkages and the provision of public transport to airports;
- review existing land-use planning controls for land around airports to ensure airports are not constrained by inappropriate development (such as noise-sensitive developments); and
- seek to establish a planning and transport approval process for the development of new airstrips and airports, especially those servicing resource companies, in close consultation with Commonwealth air traffic and safety agencies.

3. To provide for the long-term aviation and airport capacity requirements of the Perth metropolitan region, the State Government will cooperate with Airservices Australia and other Commonwealth agencies in planning studies to locate suitable site for a future second Perth metropolitan airport and a future second general aviation airport.

4. To assist in the timely development of infrastructure at Perth Airport, the State Government will:

- liaise closely with the Commonwealth Government, Perth Airport, the resources industry and the airlines in the development and assessment of a proposal to construct a new parallel runway;
- actively engage with Perth Airport, Commonwealth Department of Infrastructure and Transport, Airservices Australia, airlines, resources industry and major regional WA airports in Perth Airport's master planning process;
- cooperate with Perth Airport, airlines, other major airports and the resources industry in coordinating aviation infrastructure planning across the State's aviation network; and
- request Perth Airport to invite the CME to join its Planning Coordination Forum to better enable resource sector factors to be taken into account in air traffic forecasting and airport planning.

5. To improve infrastructure planning and development at regional airports the State Government will:

- develop, in consultation with regional airports, a preferred master plan template. Completion and public availability of a current master plan consistent with the template will be considered as an eligibility condition for all airports applying for RADS funding that are above a certain minimum size to be identified;
- seek to establish a policy framework for master planning of local-government owned major regional airports within a Statewide aviation network planning context;

- actively engage with Perth Airport, DoIT, Airservices Australia, airlines, resources industry and major regional WA airports in the master planning processes of the major WA regional airports;
- engage and cooperate with Perth Airport, other major airports and the resources industry in coordinating aviation infrastructure planning across the State's aviation network; and
- cooperate with local government and the Commonwealth in seeking to resolve airport land tenure issues that restrict the development of land holdings at some airports and inhibit the airports' commercial viability.

6. The State Government will take up with the Commonwealth the disproportionate cost of aviation security borne by passengers at small regional airports and seek an approach to aviation security cost-recovery based on network pricing.

7. The State Government will encourage private sector investment in, and management of, regional airports to improve their effectiveness and efficiency.

8. To foster the development of tourism through improved aviation services, the State Government will:

- encourage expansion of inbound air services (international, interstate and intrastate), primarily through WA's major aviation gateway of Perth;
- foster competition by growing frequency and capacity with existing carriers on existing and new intrastate, interstate and international routes;
- aim to attract new airlines to Perth and regional WA with the aim of introducing new non-stop linkages from core and emerging international and interstate market;
- foster and facilitate code-sharing agreements between overseas airlines and Australian domestic carriers;
- continue, with partners in route development, to offer stakeholder support (such as airport aeronautical rebates and route marketing support funds) to attract and support new air services;
- identify, facilitate and develop additional gateways into the State outside Perth (such as Broome) and encourage the Commonwealth Government to actively manage international air services agreements between countries to ensure that international tourism into WA is not constrained;
- request that the Commonwealth Government review its policy regarding how the costs of providing additional security across the aviation network are met;
- examine the commercial environment with an aim of encouraging greater low-cost carrier presence in WA as a means of stimulating tourism; and

- ensure Tourism WA is consulted in the reviews of a regulated or deregulated route wherever tourism is an important factor on that route.

9. To encourage competition and seek to reduce the high cost of intrastate airfares, the State Government will:

- seek to encourage a low-cost carrier to operate intrastate services within WA;
- seek to deregulate RPT routes wherever feasible; and
- liaise and cooperate with the Commonwealth in the examination of proposals to establish consistent requirements for regular public transport and charter operators offering services to the travelling public.

10. DoT will conduct a mid-term regulated route review, to be completed by February 2014, and recommend to the Minister for Transport whether to exercise the additional up-to-five-year option to renew the existing Deeds for Albany, Esperance, Carnarvon, Kalbarri, Monkey Mia, Leinster, Wiluna, Meekatharra, Mount Magnet, Leonora, Laverton and Exmouth.

11. DoT will conduct a tender in 2013 for the provision of air services in the Kimberley for an initial five-year term.

12. The Department of Training and Workforce Development, working closely with the Department of State Development, DoT and industry stakeholders, will be tasked with development of aviation training and related services in WA.



Camaron Airport

PART 3

INTRODUCTION

Western Australia's (WA) demography and geography result in vast distances between population centres within the State as well as between Perth and other Australian cities.

Within the State, Kununurra is farther from Perth than London is from St Petersburg. Beyond the State, Perth is closer to Jakarta than it is to Canberra or Sydney, while the distance between Perth and Brisbane is greater than that between London and Cairo.

These vast distances result in there being a virtual absence of modal choice for travel between Perth and other states and between Perth and most of the State's major regional centres. In recent years the State's dependence on aviation has been brought into sharp relief by the resources industry's increasing reliance on fly-in/fly-out (FIFO) workforces. From these perspectives, aviation plays an utterly pivotal role in both economic and social development of the State.

The aviation industry in WA caters to the air service needs of the resource sector, corporate sector, tourism and leisure sector and local communities. In the past 10 years aviation passenger and aircraft movement in WA have grown considerably. It has been a challenge for our major airports to keep

pace with the growth in demand, with shortfalls in airport capacity as a consequence, causing congestion and delays to be commonplace, especially at Perth and the Pilbara airports. These shortcomings are already seriously affecting productivity around the State as well as causing considerable inconvenience to the travelling public.

Largely owing to the historical antecedent of aviation and airports being a Commonwealth responsibility, the State previously has not had an aviation strategy beyond a policy aimed at ensuring continuity of regular passenger transport air services to all of the State's principal towns and cities. Nevertheless, the phenomenal growth of demand for aviation services within the State means the time has come for the State to play a more active role in working with the aviation industry and its principal customers to avoid a shortfall in aviation infrastructure that could detract from the State's economic and social development.

Kununurra Airport (source: Kununurra Airport)



3.1. State Aviation Strategy governance

The development of a State Aviation Strategy was initiated by the Minister for Transport in December 2011.

Steering committee

A steering committee chaired by Ms Sue McCarrey, Deputy Director General of the Department of Transport (DoT), was established with membership of the steering committee comprising:

- Chamber of Minerals and Energy of Western Australia (CME);
- Chamber of Commerce and Industry;
- Commonwealth Department of Infrastructure and Transport (DoIT);
- Department of Local Government;
- Department of Planning;
- Department of Regional Development and Lands;
- Department of State Development;
- DoT;
- Perth Airport;
- Regional Aviation Association of Australia;
- Royal Australian Air Force (RAAF);
- South West Development Commission;
- Tourism WA;
- Tourism Council of WA;
- WA Local Government Association; and
- WA Treasury.

Reference groups

Four reference groups were established, as follows, to facilitate consultation with key stakeholders.

- Airlines;
- General Aviation;
- Regional Airports; and
- Resources and Energy Companies.

3.2. Strategy development process

After discussions with steering committee members, reference groups and the State's major mining companies, an Aviation Strategy Issues Paper was developed and circulated for comment by key stakeholders. Some 52 submissions on the issues paper were received. Following analysis of responses, a series of aviation strategy workshops for key stakeholders was conducted around the State at the following 10 locations:

- Albany
- Broome
- Busselton
- Esperance
- Exmouth
- Geraldton
- Kalgoorlie
- Karratha
- Kununurra
- Newman

GHD was appointed as technical consultant to provide specialist advice to the steering committee on forecasting of aviation activity; adequacy of airport master and investment planning, and governance of regional airports.

3.3. Draft strategy – public comment

Submissions are now invited from the public and interested organisations on this draft State Aviation Strategy. Comments must be received by **Monday 23 December 2013**, via email to:

aviation@transport.wa.gov.au

or by post to:

State Aviation Strategy
Department of Transport
GPO Box C102
Perth, WA 6839



PART 4 WESTERN AUSTRALIAN AVIATION HISTORY

The development of WA has long been dependent on an extensive network of air services for passenger and cargo transport, airmail, search and rescue and medical services. With a driving distance of over 3500 km between WA towns of Albany and Kununurra and a very limited country passenger rail network, air travel is the only real long distance travel option for Western Australians.

In the 21st century, we are accustomed to sophisticated jet aircraft in our skies and are able to travel to anywhere within the world in fast, safe and comfortable aircraft. Yet only about 90 years ago this was still a dream.

In the early days of the colony, the search for sources of prosperity and income and for land suitable for agricultural and pastoral use led to settlements in the Kalgoorlie, Goldfields and pearling ports in the north. Settlements also grew in the south and Mid West around fishing, whaling, sandalwood, timber, cattle, crops and wool.

Travelling to these remote regional outposts and providing them with services and communications was extremely difficult, costly and time consuming. Movement on land along the few existing roads relied on horse-drawn carriage until the development of motor vehicles in the 20th century. Rail networks in WA did not extend beyond the south of the State, with the exception of a handful of small isolated branch lines. Coastal shipping services were the only practical way to reach distant ports like Port Hedland, Broome and Wyndham.

The story of how aviation overcame the “tyranny of distance” in WA is a fascinating tale of brave, pioneering Australians with vision and perseverance succeeding in the face of great adversity. Horace (Horrie) Miller, Sir Norman Brearley and Charles Snook are familiar and important names in the State’s aviation history, with many others helping forge the air network we now enjoy.

Some claim that WA is the true birthplace of civil aviation in Australia, having as it did the first scheduled passenger service and the earliest and largest State civil aviation network.

Rapid developments in world aviation following the Wright Brother’s historic flight in 1903, and innovations spurred on by military application during World War I, created great interest in aviation in WA. The local press fed a public appetite for information about new developments and attempts at record flights.

The first recorded flight in WA was by New Zealander Joseph Hammond in 1911. He flew a Bristol Box Kite biplane from a makeshift airstrip at the Belmont Racecourse over the city and Kings Park and back; a distance of 32 km.

In 1919, Norman Brearley used the Western Australian Cricket Association Ground for demonstration flights and joy rides. Langley Park, facing Perth city, was used from 1920 to 1925 by Brearley as an unofficial airport for his fledgling airline, West Australian Airlines, until the Maylands Aerodrome was completed in 1924.

In 1928, 20,000 paying spectators watched from Loton Park (Perth Oval) as the famous Australian aviator Bert Hinkler arrived in Perth in his Avro Avian 534 following his record-breaking first solo flight from England to Australia.

During the 1930s the West Subiaco Aerodrome, now the McGillivray playing fields of the University of Western Australia, was used for “Aerial Pageants”. Numerous temporary airfields were

established during World War II for use by the Australian military and its Allies. Crawley Bay was used from 1928 to 1945 as a base for Catalina flying boats. The Middle Swan Airfield, also known as Caversham, operated from 1942 to 1946.

By the late 1930s, Maylands was proving too small to handle the growing air traffic and larger aircraft. Land was purchased in Guildford for a new facility in 1938 but the outbreak of WWII necessitated its use for military purposes in addition to Pearce Air Base, which was established in 1939. By 1944, as Maylands was inadequate for larger commercial aircraft, the Government agreed to allow Australian National Airways (ANA) and Queensland and Northern Territory Aerial Services (QANTAS) to operate from Guildford, despite objections from the RAAF.

The first commercial flight from Guildford was by an ANA DC-3 in May 1944. On 17 June 1944, a modified Liberator Bomber took off on its inaugural Kangaroo Service flight from Guildford to Ceylon via Exmouth, which resulted in a greatly improved airmail service between England and Australia.

The airlines moved their bases to Guildford and, in 1948, Trans-Australia Airlines made its first Melbourne – Adelaide – Perth night flight, setting down the basis for the “two airline system” of scheduled parallel flights.

The Guildford Aerodrome was officially renamed Perth International Airport in 1952, following the first direct international flight of the Qantas “Wallaby” service from Sydney to South Africa via WA.

In 1962, the old hangars of the post-war period made way for the first combined domestic and international terminal. This coincided with the inaugural Qantas Boeing 707 flight from Perth to London and the Commonwealth Games being held in Perth. In 1986 a new Perth International Airport was built on the eastern side of the old airport, which then became used for domestic use and was upgraded and expanded.

PART 5

POLICY CONTEXT

The State Aviation Strategy takes into account the broader national aviation policy context and is designed to complement the *Federal Aviation Policy White Paper (2009)* and the *National Airports Safeguarding Aviation Group Framework Agreement*.

5.1. Federal Aviation Policy White Paper

The *Federal Aviation Policy White Paper*, as a long-term policy and planning document, recognises the need to move away from an ad hoc approach to policy and planning for the aviation industry to a more coherent, strategic approach. The White Paper acknowledges the first priority of the Australian Government for aviation is the safety and security of the travelling public and that high levels of safety and security must continue to underpin the industry's future growth.

The Federal Aviation Policy White Paper's objectives for the industry are to:

- give the aviation industry the certainty and incentive to plan and invest for the long term;
- maintain and improve Australia's excellent aviation safety record;
- give proper consideration to the interests of travellers and users of airports; and
- better manage the effect of aviation activity on communities and the environment.

The White Paper outlines the policy settings and the long-term approach the Federal Government is taking to achieve these objectives in the following areas:

International aviation

- continuing to take a liberal approach to the negotiation of international air services rights; and
- encouraging international airlines to increase services to Australia's secondary international gateways, such as Cairns, Darwin and Broome.

Domestic and regional aviation

- retaining a regime in support of a fully deregulated interstate aviation market;
- refocusing available government assistance on to the more remote aviation routes;
- improving the effectiveness of its remote aviation programs by integrating infrastructure and service delivery components through the consolidation of assistance programs into one overarching program; and
- ensuring regional airlines' continued access to capital city airports.

General aviation

- ensuring airport master plans (for major airports) maintain a strong focus on aviation development at secondary capital city airports; and
- addressing the direct burden of rising regulatory charges on the sector by capping overall direct regulatory service fees.

Industry skills and productivity

- continuing the development of the Aviation Training Package through the Transport and Logistics Industry Skills Council to further improve flight instructor qualifications and skill sets.

Consumer protection

- encouraging the establishment of an airline industry ombudsman to better manage complaints; and
- encouraging airlines and airports to develop and publish Disability Access Facilitation Plans.

Safety and security

- establishing a long-term funding strategy for the Civil Aviation Safety Authority (CASA);
- ensuring a better focus on real threats, less disruption for travellers and more consistent targeting of security measures;
- streamlining background checking of aviation workers; and
- enhancing the security of air cargo.

Airport infrastructure and planning

- requiring Airport Master Plans (for major airports) to provide better transparency about future land use at airports;
- establishing new Planning Coordination Forums which will improve planning coordination between major airports and all levels of government;
- establishing Community Aviation Consultation Groups at major airports;
- improving regulatory oversight of leased Federal airports by introducing a tiered approach to price and service quality monitoring;
- maintaining the existing airport pricing regime, including price monitoring by the Australian Competition and Consumer Commission of aeronautical services at the five major airports;
- working with state and territory governments to ensure that development near airports and under flight paths is compatible with the future safe operation and growth of airports; and
- working in partnership with the NSW Government to plan for the Sydney region's future airport infrastructure.



Broome Airport. (source: Broome Airport)

Environmental effect of aviation

- working through the International Civil Aviation Organization to establish a framework for the treatment of international aviation emissions;
- pursuing a range of measures to manage aircraft noise, including maintaining existing curfews and aircraft movement caps, and phasing out the operation of older, noisy aircraft; and
- strengthening Airservices Australia's approach to managing noise complaints and distributing noise information by appointing a noise information and complaints ombudsman.

5.2. National Airports Safeguarding Framework

The Commonwealth and State/Territory governments have agreed to a National Airports Safeguarding Framework comprising a set of principles and guidelines as a national land-use planning regime to balance and protect both airports/aviation operations and community safety and amenity expectations, especially in relation to aircraft noise.

In response to concerns from some jurisdictions, including WA, the agreement is conditional upon the operation of all guidelines being reported back after the first 12 months and the noise guideline being only for guidance purposes in relation to strategic planning pending the outcome of a review of Australian Standard AS 2021-2000 Acoustics – Aircraft Noise Intrusion – Building Siting and Construction.





Learmonth Airport

PART 6

VISION AND OBJECTIVES

6.1 Vision

Western Australia will have a world-class aviation network and infrastructure that supports and promotes the State's economic and social development.

6.2 Objectives

- a. To support the economic and social development of Western Australia through the provision of safe, affordable, efficient and effective aviation services and infrastructure.
- b. To provide a sound framework for policy setting, and future planning and investment in Western Australian international and domestic air services and airport infrastructure.

PART 7

FUTURE AVIATION ACTIVITY

7.1. Background – passenger and aircraft movement forecasts

Passenger forecasts are an essential input in airport planning. Sound assumptions are required if forecasting models are to produce results that provide a reliable assessment of likely levels of demand in the medium to long term.

Perth Airport uses passenger forecasts to work out the scale and timing of investments in terminal and airfield infrastructure, including runways, taxiways and aprons. The forecasts are also combined with aircraft load factor and airline fleet mix assumptions to develop the forecast for passenger aircraft movements. General aviation aircraft movements are also forecast, based on trend analysis in the industry sectors that these operators service. Freight aircraft movement forecasts are added to passenger aircraft movement forecasts to produce the total aircraft movements forecast.

Airport infrastructure capacity must be able to reach targeted levels of efficiency and customer service at peak demand periods. A critical element of airport planning is, therefore, the combination of activity forecasts with future airline schedule assumptions to forecast peak hour demand for airfield, terminal and surface transport infrastructure.

7.2. Perth Airport passenger and aircraft movements

Perth Airport is the fastest growing capital city airport in Australia.

According to Perth Airport statistics, 13.7 million passengers travelled through the Perth Airport domestic and international terminals in 2011-12. This represented an increase of 8.2 per cent on the previous year and was consistent with longer-term passenger growth rates at Perth Airport, which stand as follows:

- 5 years since 2007-08 — 8.3 per cent per annum.
- 10 years since 2002-03 — 9.0 per cent per annum

Neither Perth Airport nor Bureau of Transport and Regional Economics (BITRE) passenger movement numbers take account of large numbers of passengers on charter flights to and from mine sites in the Pilbara, Kimberley and the Eastern Goldfields. BITRE's initial analysis of charter flight passenger data suggests that charter flight passenger numbers currently account for around an additional 14 per cent of total domestic passenger movements through Perth Airport.¹

¹ BITRE Research Report 133 Air passenger movements through capital and non-capital city airports to 2030-31 November 2012.

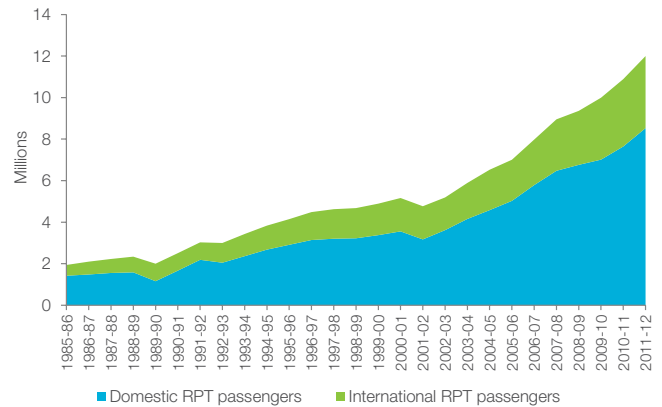
The rapid growth in passenger throughput at Perth Airport has been driven by:

- WA's extraordinarily high economic growth rate which in the past 10 years has averaged 4.5 per cent per annum;
- the resources industry's increasing dependence on FIFO workforces;
- WA having the highest population growth in Australia of more than 2.5 per cent per annum;
- increasing levels of WA personal disposable income, now 10 per cent above the Australian average;
- increased low-cost carrier presence on interstate and international routes to and from Perth;
- cheaper airfares; and
- increased destination choices within Australia.

The scale of intrastate air services at Perth Airport, including closed charters, is unusual for a large capital city airport, and reflects both the dispersed nature of WA's population and the State resource sector's use of the FIFO mode of workforce deployment.

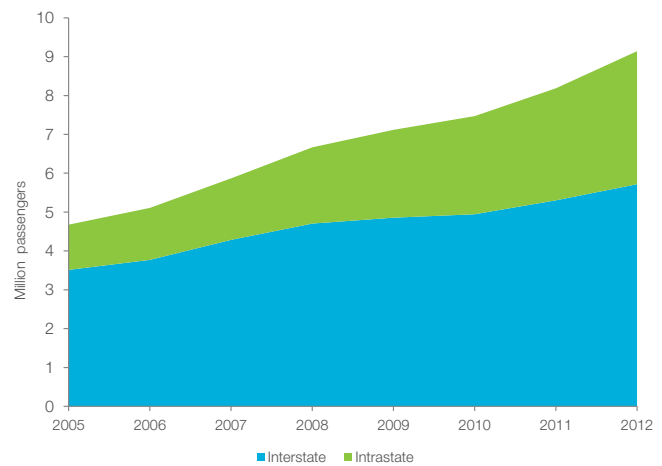
Perth Airport data indicates that intrastate demand comprises almost one-third of total demand at the airport, with international travel activity comprising a quarter, and interstate two-fifths. Owing to the FIFO workforce needs of a fast-growing minerals and energy sector, intrastate passenger traffic in WA has grown at nearly 17 per cent a year over the past seven years (Figure 2), compared with 6.1 per cent a year (between 2005 and 2010) for all Australia regional routes (BITRE 2011).

Figure 1: Total RPT passenger growth at Perth Airport, 1985-86 to 2012-13



Source: BITRE

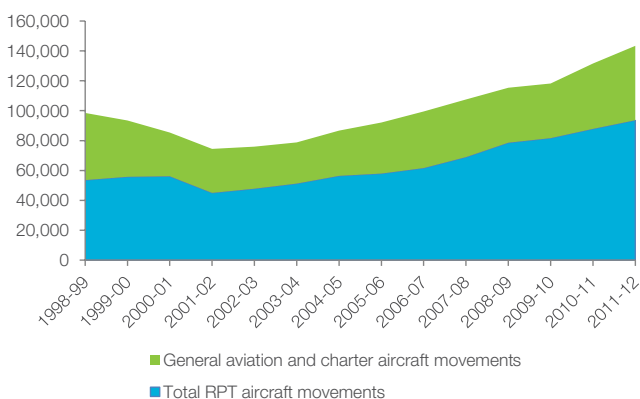
Figure 2: Perth Airport interstate and intrastate passenger growth



Source: PAPT. Data includes charter passengers from Perth Airport owned terminals.

In recent years, intrastate passenger growth has been strong in both the charter sector and regular public transport (RPT) sectors in WA. Flights chartered by mining companies serve the growing number of company aerodromes, as well as public regional airports across the State, especially the Pilbara airports at Karratha, Port Hedland and Newman. Aircraft sizes are predominantly in the 50 to 120 seat range (such as F50, F100 and B717 aircraft), rather than larger 170 to 200 seat jets (B737 and A320), to meet the requirements of specific mines and their workforce shift rosters. While data availability is limited, it is likely that charter flight growth is the largest single contributor to the strong recent growth in general aviation movements (7.7 per cent a year since 2003-04) at Perth Airport (as shown in Figure 3).

Figure 3: Perth Airport general aviation (including charter) aircraft movements



Sources: GHD analysis from Airservices Australia and BITRE data

7.3. Resource industry demand

FIFO workforces are crucial to the development of the resources industry. It is clear that the flexibility of FIFO workforces offers advantages to resource companies and their employees. It is likely that the trend towards the use of FIFO workforces will continue. There has been a dramatic impact on levels of aviation activity by FIFO workforces, especially in the Pilbara where the airports at Karratha, Port Hedland and Newman have consistently been among the fastest growing airports in Australia for the past decade.

FIFO traffic is the major contributor to severe congestion at Perth Airport and the Pilbara regional airports during mid-week peak morning and afternoon periods. Such is the demand at peak periods that Perth Airport handles a greater number of aircraft movements during peak times than does Sydney Airport, despite Sydney handling three times Perth's passenger movements. Congestion results in severe strain on aviation and land transport infrastructure at Perth Airport and the Pilbara airports. FIFO has also driven the proliferation of private airstrips close to mine sites, which is for safety and logistical reasons, including avoiding long commutes from regional public airports. Nevertheless, local government and the Pilbara Development Commission have some concerns that the proliferation of these mine site airports can detract from the ability of public airports to benefit from economies of scale and the ability to consolidate infrastructure, services and demand.

The resources industry has little flexibility in spreading its flight schedules as shift changeovers need to be effected in the course of a single day for health, safety and workforce productivity reasons.



The actual extent of FIFO traffic is unclear due to the lack of a requirement for charter flight operators to report passenger numbers to airports or BITRE.

Following on from aviation strategy discussions between DoT and the CME, the CME commissioned a study into the extent of current and projected aviation services demand by the resources industry in WA. Drawing upon projections by leading WA resource companies, the CME assessment was made of resources industry demand out to 2017. The CME analysis found, on the basis of committed, probable and potential projects, the resources industry would:

- create an additional 640,000 annual passenger movements through Perth Airport by 2017; and
- require an additional 10 flights per weekday in the morning peak or an increase in passenger loads of 21 people per flight.

Under a second scenario that considered only committed and probable projects, the CME analysis found that an additional 390,000 passenger movements would be created, peaking in 2014 and requiring an additional six flights per weekday in the morning peak or an average increase in passenger numbers of 13 people per flight.

The CME assessment confirms the resources industry itself will overload the current morning peak periods, which are essentially at full capacity now.

A number of resources companies are now sourcing FIFO workers from interstate as well as from WA regional centres including Albany, Busselton and Carnarvon.

Technical consultants to the State Aviation Strategy, GHD, report there are five powerful drivers, as follows, which suggest that the FIFO share of the mining workforce could well remain at its current high level, if not increase:

1. the substantial cost advantage for companies in using a FIFO rather than a residential workforce;
2. companies' drive to source skilled labour from across Australia and internationally – labour which in the construction context is required only for relatively short periods (perhaps three months);
3. today's two-income family social norm, which greatly increases the costs for households of permanent relocation;
4. relatively low amenity for residential communities close to mines — which may be addressed in places such as Karratha and Port Hedland, but which will continue and possibly increase as mining moves further east and inland; and
5. Australia's efficient and resilient aviation system, which thus far has proved equal to the large labour movement challenge.

7.4. Aviation activity forecasts

Owing to aviation policy largely being a Commonwealth responsibility, the State Government in the past has not sought to provide any input into the framing or review of Perth Airport's aviation activity forecasts.

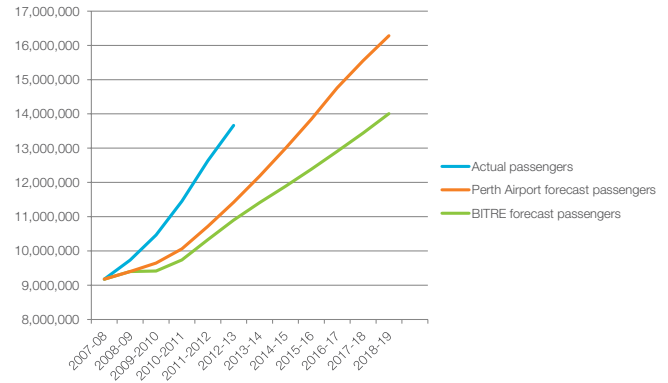
Aviation activity forecasts have consistently underestimated the extent of growth at Perth Airport.

In 2009, Perth Airport published its forecast passenger movement in the Perth Airport Master Plan. This forecast estimated that RPT passenger movements would increase from 9.2 million in 2007-08 to 18.9 million by 2028-29, based on 3.5 per cent annual compound growth over a 21-year period.

In the same year, BITRE published its Research Report #117: *Aircraft Movements Through Capital City Airports to 2029-30*. BITRE forecast that slower economic growth in Australia and overseas would see a reduction in the long-term average growth rate of movements (1991-92 to 2008-09) of 6.8 per cent per annum to 4.7 per cent per annum over the 21 years to 2029-30, by which time there would be 24.8 million passenger movements through Perth Airport (23.9 million in 2028-29). BITRE's forecast for 2028-29 was 26 per cent greater than that forecast by Perth Airport.

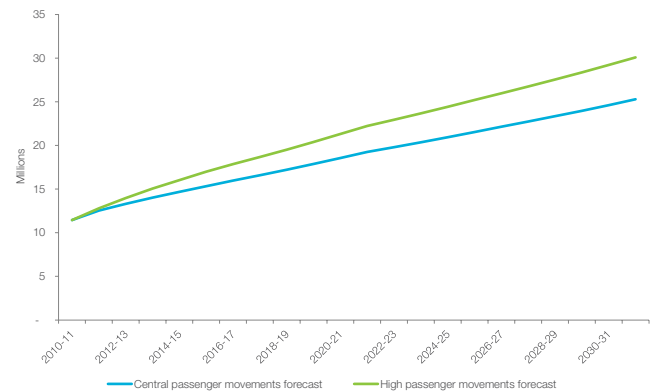
Passenger movements through Perth Airport proved to be unaffected by the global financial crisis (GFC) and reached 12.6 million by 2012-13, a level 25 per cent higher than forecast and reached five years ahead of Perth Airport's 2009 projection.

Figure 4: Perth Airport passenger movements, actual vs. 2009 forecast



Sources: Perth Airport Passenger Statistics; Perth Airport Master Plan 2009 and BITRE Report 117 - Aircraft movements through capital city airports to 2029-30

Figure 5: Perth Airport passenger movement scenario



Source: Perth Airport and GHD analysis

Perth Airport's current forecasts – 2012

Perth Airport has recently estimated total passenger medium-case average annual growth of 3.6 per cent from 2012 to 2032 (domestic 3.4 per cent, international 4.0 per cent), involving some tapering of growth rates from 6 per cent and 5 per cent in early years down to rates below the estimated 20 year average from the mid-2020s. Average annual growth is 4.4 per cent in the first 10 years and 2.8 per cent in the second decade (see Table 1 and Figure 5 on page 34). The airport also has a high case of 4.4 per cent a year (domestic 4.1 per cent, international 5.0 per cent).

The airport envisages a substantial slowing of international resident traffic growth, which has increased at an average of 12 per cent a year over the past seven years. Market stimulation associated with low-cost carrier activity, particularly in serving Bali, as well as the strong Australian dollar and prevailing domestic economic climate, have been key contributors in the recent past. However, Bali market growth has slowed and may not be repeated elsewhere.

With regard to inbound international visitor growth, Perth Airport has averaged 3.6 per cent growth compared to an average of 2.6 per cent for Australia as a whole. While this level of outperformance could continue, Perth Airport considers that the top three inbound markets (United Kingdom, Singapore and Malaysia) are unlikely to do so. Currently, small markets such as China and India can grow at 15 to 20 per cent a

year without lifting total visitor growth above 4 per cent to 5 per cent. However, Perth Airport notes that continued labour migration into WA driven by shortage of workers is a factor driving international inbound visitor travel above the national average.

Perth Airport expects high short-term interstate growth, with airline capacity increases and competition for market share. However, Perth Airport is not confident that the 7 per cent a year growth of recent years will continue for a prolonged period, unless the resource sector remains buoyant for an extended period. Perth Airport's expectation is for the growth of intrastate aviation to slow materially from 2015, as mining construction projects wind down, possibly even declining. In the longer term, Perth Airport states that development of regional centres in the Pilbara could be expected to result in more resource sector operational employees living in towns such as Port Hedland and Karratha. This might reduce costs and FIFO activity for resource sector companies.

Improving information on aviation demand from the resource sector for infrastructure planning faces some hurdles. There is a mismatch of time horizons, with the resources sector finding it difficult to provide accurate employment, and resulting aviation demand information, beyond about three years. Resource companies have become significantly more proactive in forecasting their aviation demand, however. In 2012, the CME has extended its State Growth Outlook to include a sector aviation demand survey. If maintained, this will be a valuable additional input for forecasting purposes.

Table 1: Perth Airport's 2012 central and high passenger forecasts

Perth Airport 2012							
PRT Market	Financial year	Domestic est. passenger	Annual growth (2012-32)	International est. pax (m)	Annual growth (2012-32)	Total est. pax (m)	Annual growth
Actual	2011	8.2	7.0%*	3.3	7.3%*	11.5	7.1%*
High	2032	20.6	4.1%	9.5	5.0%	30.1	4.4%
Medium Case	2032	17.7	3.4%	7.6	4.0%	25.3	3.6%

*1992-2012 average annual growth rate.

7.5. Aviation activity forecasts by GHD

DoT commissioned GHD as the technical consultant to the State Aviation Strategy to review Perth Airport's aviation activity forecasts and independently develop their own forecasts for the purposes of the State Aviation Strategy for the 20 year period until 2032.

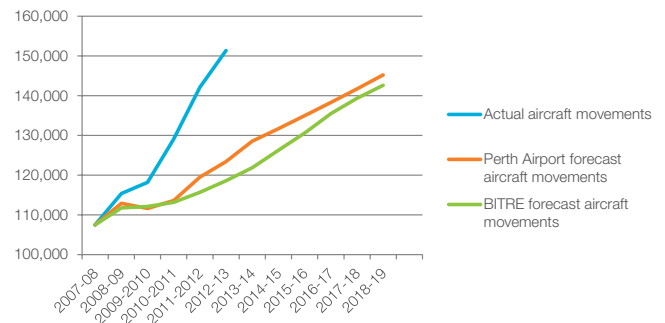
GHD's forecasts take into account forecast State economic growth, mining employment and \$A exchange rates. Their forecasts incorporate a view that economic growth may be constrained over the longer term by an aging population, affecting productivity and government budget needs, and by slowing population growth (Treasury 2010).

For the total passenger market over the whole forecast period, GHD's medium case estimate is 30.5 per cent higher than the airport's (4.7 per cent compared with 3.6 per cent), while in the high case it is 29.5 per cent greater (5.7 per cent compared to 4.4 per cent). This is as a result of higher domestic and international project passenger forecasts by GHD over the second 10 years of the forecast period.

In the case of aircraft movement forecasts, both Perth Airport and BITRE have previously underestimated the extent of growth in aircraft movements at Perth Airport. In the four year period since 2007-08, aircraft movements at Perth Airport increased by 32.2 per cent from 107,489 to 142,079 in 2011-12, a rate nearly three times that of the 11.2 per cent forecast by Perth Airport.

Regional airports rely in part on aviation activity forecasts generated by Perth Airport and BITRE. The Pilbara airports at Karratha, Port Hedland and Newman have all underestimated levels of aviation activity and, like Perth Airport, have found themselves under extreme pressure to cope with growth (further discussed in Chapter 10, WA regional airports' infrastructure).

Figure 6: Perth Airport aircraft movements, actual vs. 2009 forecast



Sources: Perth Airport Passenger Statistics; Perth Airport Master Plan 2009 and BITRE Report 117 - Aircraft movements through capital city airports to 2029-30

Table 2: Comparison of passenger forecast growth rates, Perth Airport 2012 vs. GHD

Years	Case	Perth Airport 2012			GHD		
		Domestic	International	Total	Domestic	International	Total
2012-22	Medium	4.3%	4.6%	4.4%	3.9%	5.5%	4.4%
	High	5.5%	6.2%	5.7%	5.1%	7.5%	5.8%
2011-32	Medium	2.5%	3.5%	2.8%	4.2%	6.4%	5.0%
	High	2.7%	3.9%	3.1%	4.7%	7.1%	5.6%
2012-32	Medium	3.4%	4.0%	3.6%	4.0%	6.0%	4.7%
	High	4.1%	5.0%	4.4%	4.9%	7.3%	5.7%



T2 Regional Terminal - FIFO Check-in (source: Perth Airport)

7.6. Findings

- Reliable forecasts of aviation activity are crucial to the scale and timing of investment in aviation infrastructure.
- Forecasts also have an important role to play in building confidence among stakeholders about an airport's infrastructure planning.
- Current reporting of passenger movements does not capture charter flight passenger numbers, a significant component of WA aviation activity.
- Forecasts of WA aviation activity have consistently underestimated actual growth.
- Underestimates of growth in aviation activity are likely to have contributed to under-investment and delays in investment in aviation infrastructure and services, which in turn have led to congestion and delays at Perth Airport and the Pilbara regional airports.
- Analysis by the CME of projected resources industry aviation services demand out to 2017 concludes that the resources industry will create an additional 640,000 passengers movements per annum through Perth Airport, and require an additional 10 flights per weekday during already full morning peak hours.
- The CME can play an important role in identifying, aggregating and communicating forecast levels of aviation demand by the State's resources and energy sectors.

7.7. Action

- To improve the reliability and scope of aviation forecasting, the State Government will:
 - directly engage and consult with Perth Airport, major regional airports and BITRE in relation to forecasts of aviation activity, particularly in relation to master planning;
 - actively participate in Perth Airport's Planning Coordination Forum to provide the airport with state-specific information and perspectives on demand drivers and to gain a closer understanding of the airport's infrastructure planning process;
 - consult with the CME and the resources industry and monitor major resources projects in ensuring that the scale and timing of FIFO is taken into account in forecasts of aviation activity;
 - encourage the CME to continue to undertake and share with the State Government and airport operators its projections of resources industry aviation demand;
 - request that BITRE continue to report charter flight passenger numbers, and that BITRE consider great WA specificity in its future forecasting, particularly relating to the minerals and energy sector; and outline clearly the assumptions underlying long-term forecasts, including variations in growth expected over the 20 year period; and
 - independently assess aviation activity forecasts for Perth Airport and major regional airports in helping to coordinate planning across the WA aviation network.

PART 8

AIRPORT PLANNING

8.1. Public airport planning

Oversight of airport planning in Australia is largely the responsibility of the Commonwealth Government (capital city airports) and local government (regional airports).

State Planning Policies (SPP) exist in relation to land use in the vicinity of Perth Airport (SPP 5.1) and Jandakot Airport (SPP 5.3). Each of these SPP has recently been reviewed. The reviews incorporated the revised Australian Noise Exposure Forecast approved by Airservices Australia in August 2009.

Airport planning in WA is uncoordinated and, unlike other aspects of essential WA transport infrastructure, has little State Government planning involvement at a metropolitan level; and no State or Commonwealth government planning involvement at a regional level.

Under the terms of their respective leases with the Commonwealth, Perth Airport and Jandakot Airport are required to produce a five-yearly master plan for the approval of the Federal Minister for Transport. The State Government is invited by the Commonwealth to offer comment on these draft airport master plans. In the past, the State Government has provided comment from a land planning perspective in relation to matters like buffer distances, development of surrounding areas and transport linkages. Comment has not been provided on forecasts of aviation activity nor airports' airside infrastructure development plans.



Geraldton Airport

8.2. Perth Airport Planning

Perth Airport, including its 2,105 hectares of land, is owned by the Commonwealth and leased to Perth Airport Pty Ltd (PAPL). PAPL operates Perth Airport under a 50 year lease with a 49 year option granted by the Federal Government in 1997. The lease also covers the rights for the commercial development and subleasing of land on the estate. One-third of the airport land (700 hectares) is available for a wide range of non-aviation property development. The scale and location of this land development is significant in the Perth metropolitan context due to its size, location and governance arrangements.

Land-use planning and building approvals at Perth Airport are regulated under the jurisdiction of the (Commonwealth) *Airports Act 1996*. The regulations dealing with the approval of building activities, as defined in this Act, are the *Airports (Building Control) Regulations 1996*. The Regulations set out the way in which applications are made for approval of building activities, as well as the role of the Airport Building Controller (ABC). PAPL issues development approvals and the Commonwealth DoIT approves and issues building licenses through the ABC. The ABC considers and approves building applications. State Government law and regulations do not apply within the airport and, more importantly, the State Government may have little or no advance knowledge of the submitted development and any approvals issued.



T2 Regional Terminal Opened 2 March 2013 (source - Perth Airport)

Land development on Perth Airport consists of the following uses: office, commercial, aviation support, logistics and freight transport, including warehousing and distribution, and other industrial activities. Future redevelopment and relocation of the present Domestic Terminal land has potential for intensive, more urban-type land uses.

The aviation activities and land development at Perth Airport contribute substantially to the Western Australian economy. The airport precincts directly employ some 8,500 people and the broader contribution to employment is estimated at 18,700 jobs, including downstream employment.² Land development at Perth Airport raises potential land-use policy issues for the State Government. The Federal Government has an expectation that airport land development should complement and actively support the land-use planning objectives of State and local government agencies administering the surrounding metropolitan urban areas. These metropolitan objectives are articulated through the *Directions 2031 and Beyond* planning framework and its sub-regional implementation strategy documents.

PAPL is required to update its Airport Master Plan every five years for the approval of the Federal Government. The draft master plan is subject to public consultation and provides opportunity for the State Government to understand the directions of Perth Airport's future planning and provide comments. The current Perth Airport Master Plan is dated 2009 and describes the development of the commercial precincts as well as all the infrastructure and environmental aspects of Perth Airport. It includes reference to Perth Metropolitan Region Scheme zonings, planning documents at State and local government level, and WAPC State Planning Policy 5.1 (Land Use Planning in the Vicinity of Perth Airport). PAPL adopted land uses for guiding land development within its commercial precincts

from the town planning schemes of adjoining local governments, making the development within the airport estate consistent with those areas immediately outside the airport boundary. This reduces the likelihood of land-use conflicts with development on the surrounding land.

In the past the WA State Government has expressed concerns regarding the effect of non-aeronautical land development on the surrounding land uses and pressures on State infrastructure. Particularly important are the road network interface and potential rail links to and in the vicinity of Perth Airport, the effect of external traffic on the metropolitan road network and the effect of commercial development within the airport on the planned pattern of commercial centres around the airport.

In addition to the master planning process, ongoing engagement between the State Government, in particular the Department of Planning, and PAPL as well as relevant local government authorities, will help in managing the external effects and land-use interface of major land development proposals on airport land. In particular, the Western Australian Planning Commission and its Infrastructure Coordinating Committee should be kept informed of and have the opportunity to provide appropriate input into any such proposals. This will promote synergies in urban development, including alignment with strategic metropolitan initiatives such as *Directions 2031*, and benefit both PAPL and the State Government.

A similar approach would also be beneficial in relation to increased engagement between the State, local and Commonwealth governments and the operator of Jandakot General Aviation Airport as well as in relation to regional airports and identifying regional infrastructure priorities.

² The Impact of Perth Airport on Western Australia [ACIL Tasman, February 2009].

8.3. Regional airport planning

With the exception of Broome Airport, all of WA's regional airports were disposed of by the Commonwealth to local governments more than 20 years ago.

There is no requirement on any local government owner of a regional airport to develop a master plan. Airport planning at a regional level is entirely at the discretion of the local airport owners. There is no mechanism for the State to require, review or approve airport master plans. There is no specific State government requirement of local governments to plan regional airports for financial sustainability.

Of the 12 major regional airports reviewed in the course of the development of the State Aviation Strategy all have master plans except the two RAAF airports: Curtin-Derby and Learmonth-Exmouth. Development planning is commencing at Derby airport, which the local council owns and intends to expand. A master plan is to be prepared for Exmouth airport, where development is aimed at overcoming non-military (civil aviation) space constraints at Learmonth.

All current regional airports master plans are less than five years old. This would appear to be a response to growth and, for some airports, aspirations for growth. In the case of the three publicly owned Pilbara airports, Karratha, Newman and Port Hedland, the master plans have to be revised within three years. This reflects growth exceeding expectations (Newman), changed land development strategies (Newman and Port Hedland) and new management perspectives and dissatisfaction with the earlier plan (Karratha). Table 5 summarises the present situation across the 12 airports.

In the case of busy and fast-growing regional airports critical to the efficient operation of the resources industry, the lack of any planning oversight or coordination across the aviation network presents risks to the State and national economies, as well as the regional communities concerned, of under-investment in airport infrastructure.

GHD provided an independent assessment of six major regional airports' master plans. Two of the six plans were rated highly, with the airport owners capturing most of what would be expected as good practice master plan content. The other four plans were well below good practice expectations.

The overall result is consistent with a situation where councils have limited technical capability to distinguish a good plan from a poor one, as well as limited funds. It is concerning, however, as poor planning is likely to lead to sub-optimal physical and commercial outcomes for owners and stakeholders.

The lack of any planning oversight or coordination across the aviation network presents risks to the State and national economies, as well as the regional communities concerned, of under-investment in airport infrastructure.

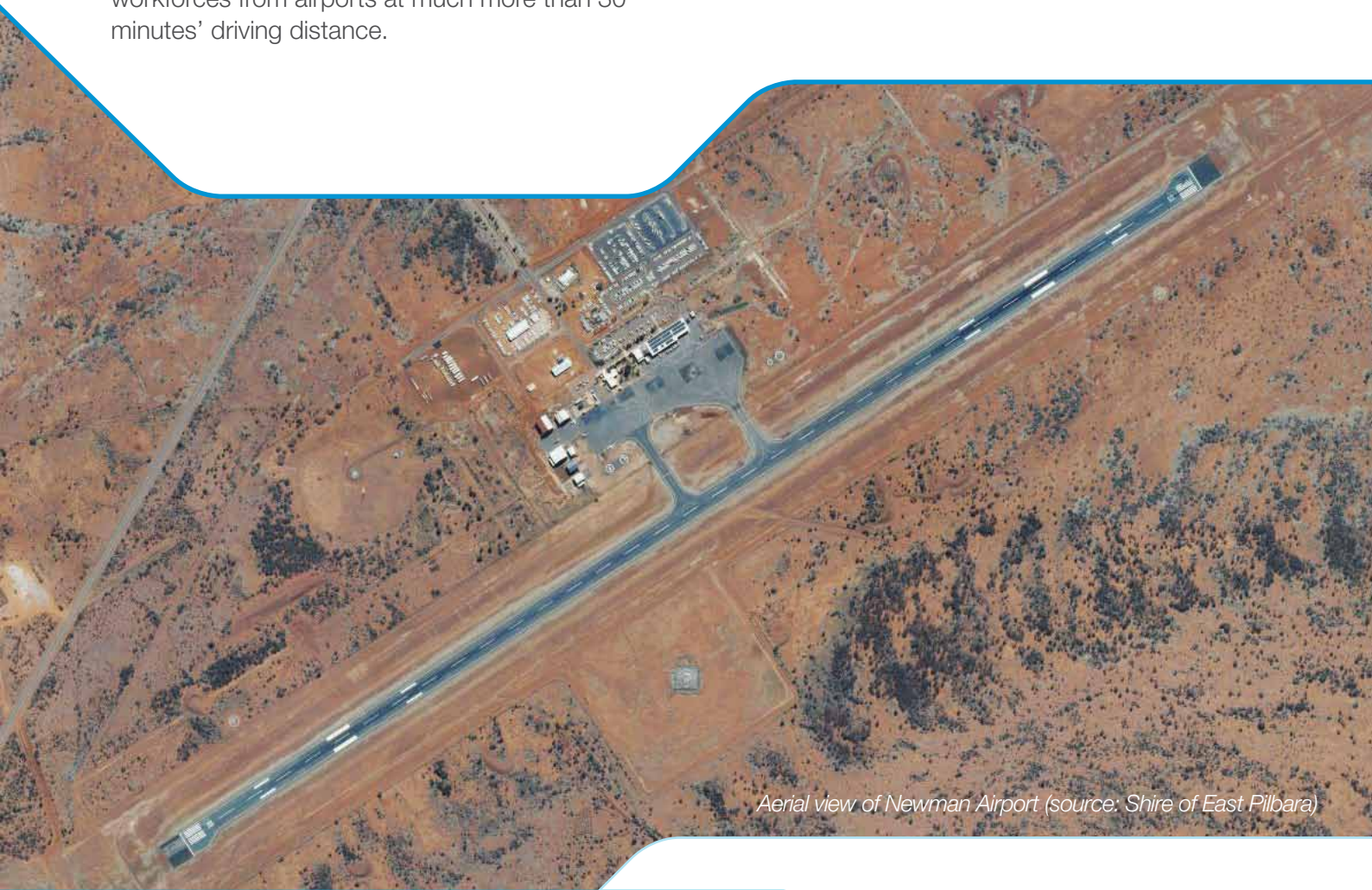
8.4. Private airport planning

Most new private airports in WA are developed by mining companies. These airports are approved as part of an overall mining development approval by the WA Minister for Mines. Thereafter, the only other approval required is that of the CASA, which licenses the airport for operation providing it meets relevant safety standards.

Concern has been expressed by a number of regional local governments about the proliferation of private airports in the Pilbara and Eastern Goldfields owing to their potential to detract from the consolidation of infrastructure, services and demand. This must be balanced against the need for efficiency and effectiveness of mining operations that makes it impractical to deploy workforces from airports at much more than 30 minutes' driving distance.

8.5. A second Perth metropolitan airport

Preliminary work is being undertaken by the Department of Planning and DoT to identify a suitable site for a proposed second metropolitan airport. Experience in NSW strongly suggests identifying and protecting a suitable site for a second Perth metropolitan airport now represents good forward planning, even though the current airport is likely to meet Perth's requirements for the next 40 to 50 years.



Aerial view of Newman Airport (source: Shire of East Pilbara)

8.6. A second Perth general aviation airport

Jandakot Airport is heavily utilised. While there has been a decline in aviation activity levels at Jandakot due to the GFC, Jandakot remains one of the busiest airports in Australia.

The Department of Planning and DoT are undertaking a preliminary investigation to identify a site suitable for the development of a second Perth metropolitan general aviation airport.

8.7. An emergency alternative to Perth Airport

Learmonth Airport and Adelaide Airport are used as emergency alternative airports, generally in the case of fog or bad weather affecting Perth Airport. Smaller aircraft, including most domestic passenger aircraft, are also able to use the airports at Kalgoorlie and Geraldton as emergency alternatives.

The criteria for an emergency airport include a suitable runway and airside infrastructure, separation from weather systems affecting Perth, and being within an hour's flying distance from Perth. The WA airport eventually confirmed as the official alternative will likely require both its airside and landside infrastructure to be improved to cater for the full range of aircraft expected to use it.

While there are competing claims for emergency airport status from a number of WA airports, the decision regarding the selection and appropriate development of an emergency alternative airport to Perth Airport is best made by airlines themselves in conjunction with Perth Airport.



T2 Construction and Apron (source - Perth Airport)

8.8. Royal Australian Air Force Base Pearce

Suggestions are made from time to time that the RAAF Base at Pearce could be used for FIFO or other civil aviation traffic to reduce the pressure on operations at Perth Airport.

The RAAF Base Pearce is located 35 km north of Perth and is home to a number of military flying and ground-based organisations, with a uniformed Air Force, public servant and defence contractor workforce of approximately 1000 people. Pearce and its associated personnel maintain a military presence in WA and it is a significant contributor to the WA economy, through the provision of substantial support to the local civilian and business communities. From a flying perspective, Pearce is the RAAF's busiest Air Force base, with more than 100,000 aircraft movements annually (including those at Gingin) related to flying training and operations. Due to the large number of flying training activities that occur at RAAF Base Pearce, the base also utilises a satellite airstrip at RAAF Gingin for training activities to reduce overall traffic congestion.

RAAF Base Pearce is an important base for operations and continues to be a critical piece of Defence infrastructure that serves two main functions. Firstly, it is the premier aircrew training facility for the Australian Defence Force, an essential role that enables all other military aviation capabilities. Secondly, it acts as the primary Defence air base for military operations in WA. These operations include the movement of the Special Air Services Regiment, maritime patrol operations and search and rescue operations in our western and southern approaches. In addition, Pearce is considered to be well placed for maritime patrol, search and rescue and potential airlift operations in the Southern Ocean and Antarctica.

There are currently three permanent flying units at Pearce: No. 2 Flying Training School, No. 79 Squadron, providing lead-in training for the F-18 Hornet capability, and 130 Squadron Royal Singapore Air Force, providing advanced flying training for Singaporean military students. To enable training operations to efficiently operate at the base, a unique air traffic environment has been created to provide for high intensity training activities that rely heavily on visual separation and pilot situational awareness to allow multiple aircraft operations in close proximity. This is an extremely challenging environment for both aircrew and air traffic control. In addition to the satellite airfield at Gingin, there is also a remote navigation aid, not associated with an airfield, established in the Pearce training areas for military navigation training.

In 2010-11, Perth Airport had 131,536 aircraft movements. In the same period Pearce had 84,866 aircraft movements and Gingin had 19,220 aircraft movements. Although the total movements for Perth has surpassed Pearce and Gingin's movements combined, Pearce and Gingin's movements occur in just over one-third of the activation time of Perth Airport. There are no plans for any reduction in current operations at Pearce. The airfield facilities and infrastructure will be upgraded to accept new Defence capabilities, such as the Joint Strike Fighter, KC-30 Tanker and the P8 Maritime Patrol aircraft.

The close proximity of Pearce and Perth require special airspace procedures to be invoked to allow departure and circuit operations at Pearce to occur concurrently with arrivals and departures at Perth Airport. These procedures are closely coordinated between military and civil Air Traffic Control agencies to ensure the safe and expeditious use of airspace in the Perth region.

Pearce airspace is normally active between the hours of 8 am to midnight Monday to Thursday and between 8 am to 3 pm on Fridays. Defence airspaces associated with Pearce flying training are activated approximately 230 days per year for a maximum of around 70 hours in any week. When Pearce airspace is active, Defence allows civil aircraft to move through its airspace unless the intensity of the military traffic precludes transits.

During 2010-11, nearly 10,500 civil aircraft were provided clearance to transit through Pearce airspace while military operations were in progress. Introduction of the joint civil/military Terminal Control Unit at Perth has improved efficiencies in managing air traffic around Pearce and other military airspaces. When Pearce is closed there are no restrictions on airspaces surrounding Perth.

Military Restricted Areas (Naval, Air Force and Army) are only activated for periods where non-compatible military flying, firing or gunnery activity is anticipated. At other times, the Restricted Areas are deactivated and are therefore available for unrestricted access to civil aircraft.

RAAF Base Pearce is not an appropriate airfield for civil operations due to the incompatibility with high-intensity Defence training operations. The unique training environment at Pearce relies on specialist separation and traffic procedures to process large volumes of aircraft movements. These specialist procedures cannot be applied to civil aircraft and therefore any civil operations would have a significant effect on the ability of the air base to operate at normal capacity. The potential disruption created by the operation of civil aircraft would restrict Defence's ability to operate flying training, which in turn would have an equally negative effect on Defence's ability to generate military capability. The procedures at RAAF Base Pearce have been optimised to create military capability as efficiently as possible; civil operations would have a detrimental effect on that optimisation.

Another critical restriction in allowing commercial operations at Pearce is the complete lack of civil infrastructure to support the activity. Pearce does not have a civil airport terminal or associated taxiway structure to support civil operations. There is limited parking space available for visiting aircraft, but these facilities are essential in enabling visiting military aircraft to undertake periods of exercise or operations.

While operations around Pearce's airfield are the primary concern, there are also issues involved in allowing civil aircraft to transit the surrounding military airspace. Specialised training operations are being undertaken within most of Pearce's military airspace; these include aerobatics, formation flying and recovery from unusual attitudes, air-to-air manoeuvres and air-to-ground weapons delivery. These operations require the airspace to be free of aircraft not involved in these activities. This requirement complicates the ability of Pearce airspace to accept transiting civil aircraft through the airspace. Military air traffic control attempts to allow civil aircraft transit of Pearce airspace whenever military operations allow, and, on occasions, military operations are restricted to allow transits to occur. While it is the intent of Defence to allow as much civil transit as possible, constant interruptions to military training cause a reduction in overall training effectiveness.

8.9. Findings

- Airport planning in WA should be coordinated at a network level to reduce the risk of under-investment in airport infrastructure and a lack of airport capacity acting as a restriction on economic and social development.
- Planning for a future second Perth metropolitan airport and a future second general aviation airport is important.
- RAAF Pearce Air Base is essential to the RAAF's pilot training and is unsuited for civil aviation requirements. The potential use of Pearce Air Base for civil requirements is not contemplated, however the good level of cooperation between the RAAF and Airservices Australia needs to continue into the future to make the best use of available airspace.
- A decision regarding the selection and appropriate development of an emergency alternative airport to Perth Airport is best made by airlines themselves in conjunction with Perth Airport.

8.10. Action

- To improve airport planning across the State, the State Government will:
 - seek to establish a policy and regulatory framework for master planning of local government-owned major regional airports within a Statewide aviation network planning context;
 - engage and cooperate with Perth Airport, other major airports and the resources industry in coordinating aviation infrastructure planning across the State's aviation network;
 - coordinate planning of transport linkages and the provision of public transport to airports;
 - review existing land-use planning controls for land around airports to ensure airports are not constrained by inappropriate development (such as noise sensitive developments); and
 - seek to establish a transport approval process for the development of new airstrips and airports, especially those servicing resource companies.
- To provide security for the expansion of airport services for the Perth metropolitan area, the State Government will cooperate with Airservices Australia and other Commonwealth agencies in planning studies to locate suitable site for a future second Perth metropolitan airport and a future second general aviation airport.



Perth Airport (source - Perth Airport)

PART 9

PERTH AIRPORT INFRASTRUCTURE

Perth Airport, located 12 km west of the Perth CBD, is WA's principal airport. It is the fourth busiest airport in Australia in terms of passenger movements after Sydney, Melbourne and Brisbane. The remoteness of the State and a virtual absence of choice of other modes of transport for long distance travel make the efficiency and effectiveness of Perth Airport vital to WA's economic and social development.

Perth Airport is under stress due to continuing high levels of growth. The airport is severely constrained at peak periods on midweek mornings and afternoons, primarily as a result of resources industry FIFO activity. There is little opportunity for peak loads at the airport to be spread to other times owing to the operational needs of the resources industry to effect shift changes in the course of a single day.

Congestion at Perth Airport creates additional costs and inefficiencies across the community, commerce and industry and contributes to delays and inefficiencies at regional airports across the entire State aviation network.

Perth Airport is actively pursuing a range of efficiency measures including infrastructure upgrades, which have the potential to improve aircraft handling capacity by up to 20 per cent at peak times. These efficiency gains will soon be swallowed up however, should the pace of passenger and aircraft movement growth continue at the rates seen in the past five and ten years.

9.2. Perth Airport terminal development

Considerable investments in terminal and other landside infrastructure are well underway at Perth Airport, including the construction of the new Terminal 2, alongside the current international terminal, which was completed in early 2013. This project represents the first major infrastructure development at the airport since construction of the existing international terminal began 30 years ago.

Terminal 2 is accommodating VARA, Alliance and Tiger airlines initially, with Virgin to follow in June 2014 and Qantas at a later date if the airline determines that the current precinct no longer meets its capacity, customer service or competitive needs. The terminal will initially only be at 30 per cent capacity utilisation. The design allows inexpensive and quick (within 12 months) expansions, as and when required.

The construction of Terminal 2 will be followed by new domestic pier and international departures expansion, the largest and most complex of the current \$800 million airport redevelopment project, expected to be completed by mid-2014.

9.3. Perth Airport runway capacity

The most important constraint facing Perth Airport is runway capacity and additional runway capacity is required to cope with peak demand if the airport is not to be a bottleneck, reducing the efficiency and competitiveness of WA's resources and energy industries.

The CME has aggregated aviation demand data from WA's leading resource companies in projecting that the resources industry on its own will create an additional 640,000 passenger movements through Perth Airport by 2017, requiring an additional 10 flights per day during already full morning peak hours (as discussed in Section 7.3 Resources industry demand). Given the inflexibility of mining rosters (shift changeovers needing to be completed in the course of a single day), it is apparent this growth can only be catered for by the creation of additional runway capacity.

Perth Airport has recently commenced planning work for a new north-south (parallel) runway, prior to commencing full negotiation with airlines and resource companies. This responds to the current situation where midweek morning demand (Tuesday to Thursday) exceeds capacity and airlines are experiencing departure delays of up to an hour. With a four to five year lead-time, a new runway could be in place in or around 2017.

The 2009 Master Plan (PAPL 2009) noted three long-term options for expanding runway capacity:

- a. extending the secondary (cross) runway from 2163 metres to 3000 metres;
- b. extending the primary runway from 3444 metres to 3800 metres; and
- c. constructing a new north-south runway of 2700 metres.

However, as of 2009, the airport considered it unlikely that any of the runway developments would be required during the 20 year planning period of the plan, forecasting just 2.7 per cent annual growth over the next five years.

In 2007, at the same time the airport was determining that its terminal capacity would need to be significantly expanded, total aircraft movements had been growing at an average of just 2.7 per cent a year for five years. Existing airfield capacity was adequate, with total movements barely greater than they had been in 1999, on account of a fall in movements between 1999 and 2002. In contrast, passenger numbers over the period since 1999 had increased by 7 per cent a year.

However, aircraft movement growth in the 7-136 tonne category, which includes FIFO mainstay aircraft such as the F50, F100, B717 and B737, had averaged 8 per cent a year, implying that the mid-week morning peak period was becoming busier. This category's growth has since increased to 9.5 per cent over the past five years, including a flat 2010 and very strong growth over the following two years (11 per cent and 10 per cent).

The key factor here is that the airport expected that as the peak hour filled to capacity, the peak would spread across the day, improving the overall use of the infrastructure, as is the norm at other airports. In reality, the peak spread from the 6 am to 7 am to the 7 am to 8 am (see Table 3), but not beyond that.

Table 3: Mid-week peak period aircraft movements

90th percentile aircraft movements*			
Financial year	Wednesday		2 hour total
	6-7am	7-8am	
2008	32.0	26.0	58.0
2009	35.0	23.0	58.0
2010	36.0	30.0	66.0
2011	Not available	Not available	Not available
2012	41.0	40.0	81.0
Annual growth	6.4%	11.4%	8.7%

Note: 90th percentile aircraft movements are the number of aircraft movements below which 90% of aircraft movements fall – and that is exceeded by 10% of movements. They can be considered as practical maxima. Source: Perth Airport (estimates from chart)



T2 Regional Terminal Forecourt Opened 2 March 2013 (source - Perth Airport)

9.4. Perth Airport airfield capacity enhancement

While the move to plan new runway capacity at Perth Airport is only recent, the airport has had an airfield expansion program underway for the past three years that is planned to continue for the next two years to support maximising throughput on the existing two runway configuration.

The airport considers that its Airfield Capacity Enhancement (ACE) initiative can improve the capacity of the current infrastructure and airspace. The ACE initiative includes:

- reduced arrival and departure separation;
- standard instrument departure modification, allowing jets to be released behind turboprops with less time separation;
- increased/tactical arrival rates and tactical management of spacing;
- increased air traffic control resourcing; and
- airspace agreements with Jandakot and Pearce Air Force Base to allow coordination of traffic through existing dedicated airspace by way of conditional/flexible use of airspace.

The airport notes that an estimated 10 to 15 per cent improvement in airfield performance has been achieved in the past 12 months. Key contributors in this period have been:

- additional taxiway and apron delivery, resulting in less backtracking for the shorter runway;
- new departure management procedures;
- the impact of demand pressure on the overall airport and airspace system, causing an increase in movement capacity 'by habit'; and
- introduction of the Metron system (albeit to the cost of regional airports where aircraft are held on the ground longer before departure).

Some airlines have been critical of the time taken to introduce new taxiway capacity, noting that with extra taxiways and extra entry points to the runway, ground-based infrastructure is much improved. The airport responds that taxiway construction activity has been constant for several years and the airport has operated as many work sites as it safely could at the one time.

Unlike other airports, Perth has had no domestic slot management system. With a 'free-for-all' peak period in which airlines and aircraft operators select a departure time without consultation, excess demand has resulted, with 60 aircraft wishing to depart between 6 am and 7 am, against an absolute maximum possible of 47.

To maximise throughput and manage delays, Airservices Australia introduced the Metron traffic management system early in 2012, allocating airlines precise departure windows. This was a refinement of its earlier traffic management system, but for the first time involved penalties for non-compliance.

The Metron system, however, is not a slot coordination system. Under Metron, Airservices Australia assigns a time window to every aircraft that presents for departure. In contrast, under a slot coordination system, an airline or aircraft operator cannot operate a flight unless the airport has allocated it a slot. A slot coordination system — which in effect will limit the number of flights scheduled per hourly period — has now been introduced.

Perth Airport considers that, with the infrastructure already run hard, morning departure capacity is unlikely to increase by more than 5 to 10 per cent, or up to a maximum of 47 movements per hour. The measures should benefit afternoon arrivals the most (with a 30 per cent or more increase in capacity).

As part of the ACE program, Perth Airport and Airservices Australia jointly sponsored an independent review of the airport's airspace and airfield operations by UKNats, Airservices Australia's UK equivalent. The UKNats report³ identified more than 20 ways to improve runway capacity, with a potential improvement of up to 20 per cent over two years. The recommended improvements include pilots reacting quicker to take-off clearances, planes exiting the runway much faster, the installation of high-speed taxiways angled off the runway to provide a speedier exit and the closer sequencing of planes.

The report, according to Perth Airport, "*highlighted that mid-week morning congestion, driven by FIFO departures, could only be addressed by continuing to spread airline schedules, or by constructing a third runway.*"⁴ Reinforcing this view, Airservices Australia concluded from the UKNats report that "*only a new third runway will give us the 50% increase the airport needs.*"⁵

Some airlines and others comment that separation standards are unduly conservative at Perth. However, Airservices Australia's perspective is that because of the 'free-for-all' legacy, the discipline of doing what the air traffic controller expects is lacking. Separation standards are no different from elsewhere, but controllers exercise discretion in applying the standard when, for example, the same airline using the same aircraft type approaches at very different speeds depending on the crew. While there is a lack of experience among pilots, the ACE initiative is addressing standard approach speeds and runway occupancy times and much has come out of it.

³ Operational Performance and Capacity Assessment for Perth Airport NATS Consultancy Version 4.1 25 Jul 12

⁴ "Perth Airport Inefficient" Geoffrey Thomas The West Australian 19 Nov 12

⁵ "Runway Key to Capacity" Geoffrey Thomas The West Australian 5 Nov 12

9.5. Constraints of nearby airports

Airservices Australia considers that RAAF Pearce does not affect Perth's airfield capacity. Pearce's normal operating hours (9 am to 5 pm) do not affect Perth's critical early morning peak; at other times flight paths are affected to some degree, requiring aircraft destined for Perth to carry additional fuel. However, the number of feasible arrivals and departures is not affected.

Flights from Jandakot Airport requiring air traffic control clearance (such as Royal Flying Doctor Service flights) reduce capacity to a small extent at Perth Airport, as the next flight clearance from Perth must wait until the aircraft taking off from Jandakot is observable on radar. However, such instances are not common.

9.6. Aircraft upsizing

Aircraft upsizing can help relieve pressure on runway capacity, particularly in the period until an additional runway is constructed at Perth Airport.

One hundred-seater aircraft (such as F100 or B717 aircraft) or smaller (F50) are the mainstay of charter operations to the mining company aerodromes, which have increased in number in recent years. Mining companies and airlines consider carefully the optimal aircraft size, having regard to workforce shift requirements. Thus at Cloudbreak, where 1,300 people are on site at night, FMG has not felt the need for a B737 (170 seat) service. In contrast at Christmas Creek, with a workforce of 1,650 together with a large adjoining construction camp, B737 services makes commercial sense. B737s are also used on the majority of flights between Perth and the public Pilbara regional airports, Karratha, Newman and Port Hedland.

In general terms, airlines and their resource sector customers are incentivised to use the largest aircraft that can be filled to a high load factor (70 per cent or higher), as this will enable them to capture economies of scale and minimise unit costs. Regional airport capacity constraints come into play in moving from B737 to B767/A330, due to significantly greater apron space and other requirements.



Royal Flying Doctors Service aircraft (source: Department of Regional Development)

9.7. Additional runway capacity

In theory, there are two options for additional runway capacity to accommodate new movements — extending the existing cross-runway or building a new parallel runway. While a cross-runway would be quicker and less expensive, it offers additional capacity only about 60 per cent of the time, when wind conditions are conducive. It is therefore not a viable option. In contrast, a new parallel runway will increase peak capacity from the current maximum possible of 47 movements an hour to 75 movements (a 60 per cent increase in capacity); or from 94 to 150 aircraft movements over a two-hour period.

Key issues in implementing a new runway will include how to reach a commercial agreement between parties, possibly including the resource companies, so planning and construction can proceed, and determining how use of the new runway should be priced. Perth Airport considers that its seven-year agreements with major airlines covering terminal consolidation will make it easier to reach other agreements between now and 2018. The agreements include matters such as the weighted average cost of capital and how to deal with unplanned capital expenditure. There are now quarterly meetings covering infrastructure, service improvement and commerce.

The cost of a new parallel runway, even at \$500-600 million, is likely to be relatively insignificant compared to the economic efficiency gains across the State, particularly in the resources industry.

A successful commercial agreement to construct a new parallel runway will need to consider:

- the risk to Perth Airport arising from its exposure to demand from a single economic sector and the way its workforce is organised;
- the risk to airlines from their reliance on demand from the resource sector, governed by maximum five year charter contracts; and
- the reality that once in place a new runway will benefit all users, improving reliability, reducing delays and permitting peak period demand growth across interstate and international sectors as well as resource and other intrastate users.

9.8. Additional runway capacity – implications for aircraft noise

The Commonwealth Government, primarily through Airservices Australia, is committed to ensuring the effects of airports and aircraft noise are minimised and to finding balanced and practical solutions to limit those effects on communities.

The Commonwealth's National Aviation Policy White Paper identifies a number of strategies aimed at protecting communities from the effects of aviation noise directed at:

- reduction of noise at the source (such as quieter aircraft);
- land-use planning controls;
- noise abatement operational procedures; and
- aircraft operational restrictions.

The Australian domestic fleet is one of the newest in the world, with the majority of aircraft meeting the latest international noise standards. However, some older, noisier aircraft still operate within Australian airspace and their operation at major airports has been restricted.

To better manage the effect of noise, it is important that airport development plans and land-use planning around airports be properly integrated. The National Aviation Policy White Paper sets out the development of a national land-use-planning framework that would improve community amenity by minimising aircraft noise-sensitive developments near airports. The Western Australian Government has participated in the development of this framework.

The National Airports Safeguarding Advisory Group, comprising of Commonwealth, state and territory government planning and transport officials, the Department of Defence, CASA, Airservices Australia and the Australian Local Government Association, has developed the National Airports Safeguarding Framework. Commonwealth, state and territory Ministers agreed to implement the framework at the Standing Council on Transport and Infrastructure meeting on 18 May 2012. The framework covers amenity issues that could arise when noise-sensitive land uses are approved too close to airports or under flight paths.

As required by the Aviation White Paper, Perth Airport has established a Community Aviation Consultation Group (CACG). Around Australia, these groups are the primary forum for community engagement with airport management and other stakeholders. They provide the opportunity for community views to be put forward on airport related issues, including noise, and for members of the community to obtain information about airport operations.

CACGs are attended by a range of aviation industry stakeholders, including Airservices Australia, airlines and the Commonwealth DoIT. The guidelines issued by the DoIT highlight that CACGs are for information exchange and are not decision-making bodies.

In 2010, the Office of the Aircraft Noise Ombudsman (ANO) was established as a result of an initiative in the Aviation White Paper. The ANO conducts independent administrative reviews of Airservices Australia management of aircraft noise-related activities, including:

- the handling of complaints or enquiries made to Airservices Australia about aircraft noise;
- community consultation processes related to aircraft noise; and
- the presentation and distribution of aircraft noise related information.

Where Perth Airport is proposing the development of new infrastructure, such as the development of a third runway, there are specific regulatory approvals required from the Federal Minister for Transport, including matters associated with the noise impacts of the third runway. Commonwealth Government approval for the construction of a new parallel runway will require a full assessment of its implications for aircraft noise.

A new parallel runway will not increase the overall level of aircraft noise emissions at Perth Airport, as it will not by itself increase the number of aircraft using Perth Airport. Rather, it will allow more of those aircraft to take-off and land during mid-week peak early morning take-off and late afternoon landing periods.

While the ultimate noise level contour map provided in Perth Airport's 2009 Master Plan already takes into account a new parallel runway, Perth Airport will be required to undertake detailed investigations and community consultation into the potential noise impact of a new runway as part of the project approval process. These investigations will be assisted by a recent Commonwealth Government decision to install four additional aircraft noise-monitoring stations in Perth's southern suburbs of Willetton, Canning Vale, Leeming and Bibra Lake.

9.9. Findings

- Perth Airport is under considerable stress owing to unpredicted levels of growth, which have exceeded the runway capacity at peak midweek morning and afternoon periods.
 - The extraordinary levels of growth at the airport are primarily the result of resources industry FIFO activity. Also contributing are high levels of economic and population growth generally at levels double that of the national average.
 - There is little opportunity for peak loads at the airport to be spread to other times, owing to the operational needs of the resources industry to effect shift changes in the course of a single day.
 - Congestion at Perth Airport is creating additional costs and inefficiencies across a broad spectrum of the community, commerce and industry, and is contributing to delays and inefficiencies at regional airports across the entire State aviation network.
 - A range of operational efficiencies are being pursued by Perth Airport that have the potential to improve the number of take-offs and landings an hour, but these gains will soon be swallowed up in the likely event that traffic at the airport continues to grow at the rate seen in the past five and ten years.
 - A new parallel runway will provide the step-change in capacity needed to cope with current peak hour demand as well as accommodate continuing high levels of growth at the airport.
 - Commonwealth Government approval for a new parallel runway will require a full assessment of its implications for aircraft noise. Perth Airport will be required to undertake detailed investigations and community consultation into the potential noise impact of a new runway as part of the project approval process.
- With the pressure on peak period capacity in the interim, resource companies may be forced to upsize the aircraft used, or adjust shift rosters, or both. Additional peak period charging would be an economically efficient strategy, encouraging rational choice between the options. Allocating funds raised through the charge to the cost of a new runway may improve the acceptability to industry of peak period charging.

9.10. Action

To assist in the timely development of infrastructure at Perth Airport, the State Government will:

- liaise closely with the Commonwealth government, Perth Airport, the resources industry and the airlines in the development and assessment of a proposal to construct a new parallel runway;
- actively engage with Perth Airport, Commonwealth DoIT, Airservices Australia, airlines, resources industry and major regional WA airports in Perth Airport's master planning process;
- cooperate with Perth Airport, airlines, other major airports and the resources industry in coordinating aviation infrastructure planning across the State's aviation network; and
- request Perth Airport to invite the CME to join its Planning Coordination Forum to better enable resource sector factors to be taken into account in air traffic forecasting and airport planning.



Esperance Airport Apron Congestion (source: Shire of Esperance)

PART 10

WA REGIONAL AIRPORTS' INFRASTRUCTURE

The future capacity of WA's regional airports, particularly in the Pilbara, is critical to the efficiency of the resources industry and to State and national economic growth. It is imperative infrastructure at these airports is developed in a timely manner to meet growing demand.

Infrastructure at a number of large, fast-growing regional airports is inadequate to meet current levels of demand. Significant upgrades are required to meet forecast growth in air traffic. Failure to make the upgrades may impose significant costs and limitations on the State's economic development, particularly in the Pilbara.

Funding the expansion of the local government owned and operated airport infrastructure in the Pilbara is the biggest challenge for these airports. A related issue is the funding of the repair and replacement of ageing infrastructure at local government-owned airports, where levels of airport usage and revenues are insufficient to meet the costs involved.

10.2. Regional airport traffic scale and growth

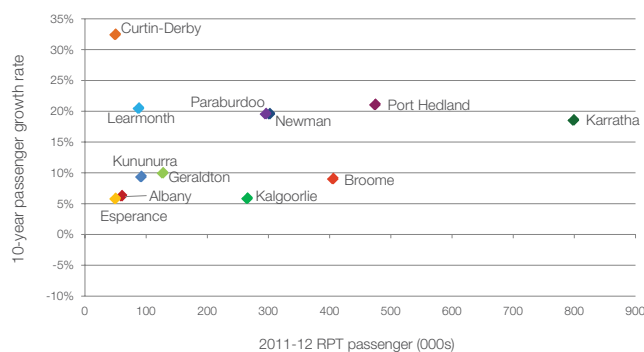
While having only 7 per cent of the passenger volume of Perth, Karratha, with its pivotal position in both the iron ore and petroleum industries, with other supporting industries (ammonia, salt) and coastal location, is by far the largest of WA's regional airports (798,301 RPT passengers in 2011-12). Karratha's 10 year passenger growth rate (18.6 per cent per annum) is comparable to that of the other three Pilbara airports, Newman, Paraburdoo and Port Hedland, and also of the much smaller Learmonth Airport.

Another small airport, Curtin-Derby, has recorded the highest 10 year growth rate of the 12 regional airports (32.5 per cent).

Broome, Geraldton and Kununurra airports have experienced 10 year growth approaching 10 per cent a year. Broome, as an internationally recognised tourism location, has experienced the largest growth (405,085 passengers). The three slower-growing airports (around 6 per cent a year) are Albany, Esperance and Kalgoorlie. Kalgoorlie (264,889) has a sizeable passenger base, compared to Albany (59,645 passengers) and Esperance (49,219 passengers).

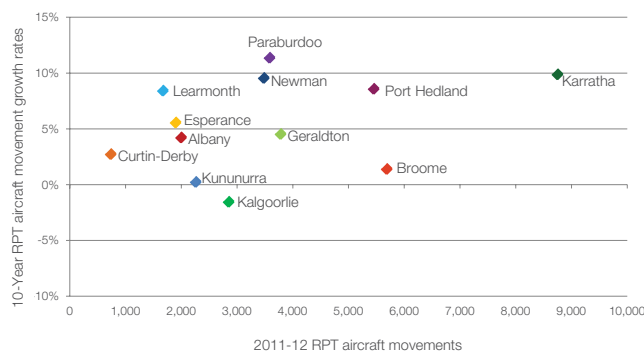
Aircraft movement growth rates are almost always lower than passenger growth rates, as airlines employ larger, more economical aircraft as passenger volume increases. Paraburdoo, where a 100 seater B717 is the largest aircraft in regular use, shows the highest 10 year growth rate (11.4 per cent, see Figure 8), followed by Karratha, Port Hedland, Newman and Learmonth. Notably, Kununurra has experienced negligible movement growth, while 10 year growth at Kalgoorlie has been negative, reflecting slow passenger growth combined with aircraft upsizing.

Figure 7: Regional airport passenger numbers and 10 year annual growth rates



Source: BITRE; GHD analysis.

Figure 8: Regional airport aircraft movements and 10 year growth



Source: BITRE; GHD analysis.

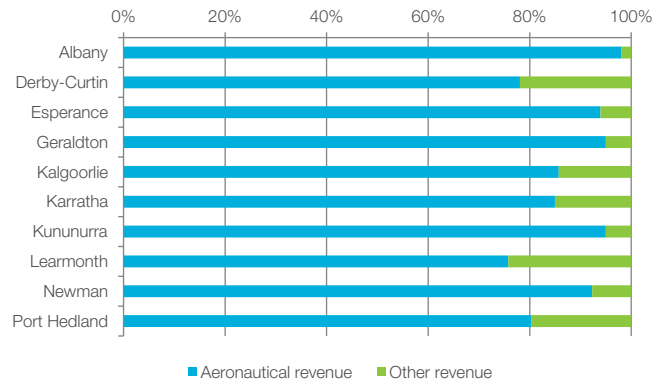
Failure to make the upgrades may impose significant costs and limitations on the State's economic development, particularly in the Pilbara.

10.3. Regional airport revenues

While airline charges (for passengers and aircraft movements) are not the only source of revenue for the airports, aeronautical revenue comprises the vast majority (88 per cent) of total operating revenue (10 airports). Opportunities for non-aeronautical revenue (such as from building and hire car leases or car parking) vary with a range of factors including location, population size, land tenure (whether freehold or Crown land vested for airport uses only) and management capability.

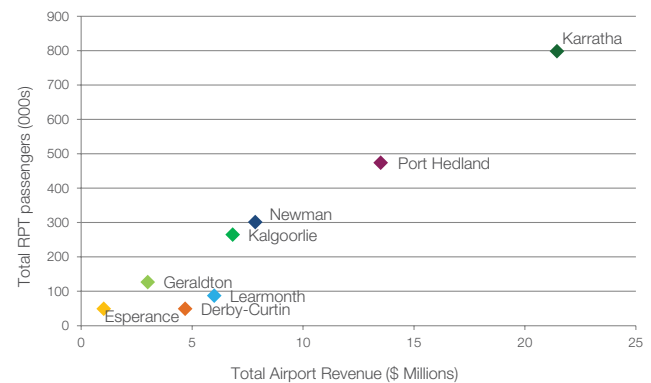
Airport revenue is very closely linked to passenger numbers, with Karratha by far the strongest revenue performer (\$21.4 million in 2012), followed by Port Hedland (\$13.5 million), Newman (\$7.8 million) and Kalgoorlie (\$6.8 million).

Figure 9: Aeronautical and non-aeronautical revenue percentages



Source: Consultation; Council budget papers for 2012-13 and GHD estimates

Figure 10: Profile of total airport revenue versus RPT passenger, 2011-12



Sources: 2012-13 council budget papers; BITRE data and GHD analysis

10.4. Regional airport infrastructure requirements

Regional airports face significant and often overlapping infrastructure challenges of upgrades, expansion and asset replacement.

With very strong passenger growth at the Pilbara airports, all four airports require terminal expansion. Similarly, the related growth in aircraft movements is stretching apron (aircraft parking) capacity.

While Karratha, Port Hedland and Newman can accommodate medium jets (B737, A320), albeit only on the basis of a time-limited exemption from CASA in the case of Newman, none can adequately accommodate large wide-body jets (B767, A330), given the required runway strengthening, larger parking bays and hydrant refuelling needed at Port Hedland and Newman. For the longer term, major airlines and resource companies envisage increased numbers of direct FIFO flights from the east coast, using wide-body jets and they see a particular role for Newman as an inland hub, from which other flights and transport services could span out.

Learmonth and Curtin-Derby are positioning themselves to service strong offshore oil and gas sector growth, both RPT and helicopter operations, in a situation where they are outgrowing the RAAF Learmonth and RAAF Curtin aerodromes.

With very strong passenger growth at the Pilbara airports, all four airports require terminal expansion.

Smaller airports often face a mixture of asset replacement and upgrading. Albany Airport needs end-of-life runway pavement enrichment, but also runway extension and widening to accommodate aircraft, upsizing to F100s for Rio Tinto charter FIFO flights. Kununurra airport has a time-expired runway with poor drainage, which it plans to replace to better serve the airport's RPT and extensive general aviation traffic. Carnarvon airport has a seriously degraded runway that requires resurfacing and possible replacement but has difficulty in funding maintenance and capital works owing to modest traffic throughput and airport revenues.

10.5. Regional airport investment planning arrangements

Investment planning arrangements for the 12 RPT regional airports investigated vary slightly in terms of frequency of planning timeframe, breadth and depth of information, and the amount of documentation. All 10 council-owned airports prepare an annual budget, although only Karratha and Port Hedland prepare a five year capital works program.

Asset management planning is an important adjunct to investment planning, involving regular asset condition monitoring and a forward costed program of rehabilitation and maintenance. Albany commented that, while its new master plan will go to council, it is more important for council to approve the asset management plan (currently being prepared) that will include priorities for the next five years, with firmer cost estimates.

Four airports have an asset management plan in place and five airports have commenced their asset management planning process.

10.6. Recent and future regional airport infrastructure investment

Regional airports have invested an estimated \$113 million over the past five years. Airports have undertaken investments in runways (six), aprons (three), taxiways (two), services infrastructure (two) and terminal buildings (six, including accommodation for new regional airport security requirements from July 2013).

Two airports, Karratha (\$48.4 million) and Newman (\$30 million) make up more than two-thirds of total investment as shown in Figure 12.

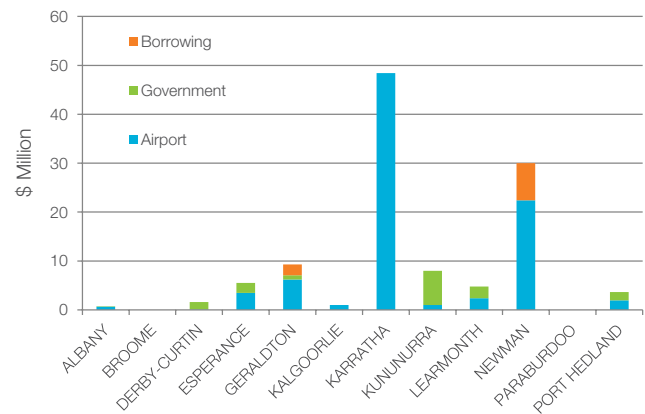
By comparison, for the next five years, the total projected investment is three times that of the previous period (\$339 million; see Figure 12), or twice (\$236.5 million) if the projection excludes the more ambitious airfield expansion at Geraldton to accommodate large wide-body jets.

Airports nominate runway investments (nine), aprons (three), taxiways (three), services (four), hangars (three) and terminal buildings (eight). See Table 4.

The three main Pilbara airports comprise three-quarters of the lower total. Increases are significant for Albany, Kununurra, Newman and Port Hedland, while continuing at a high level for Karratha and declining at Esperance.

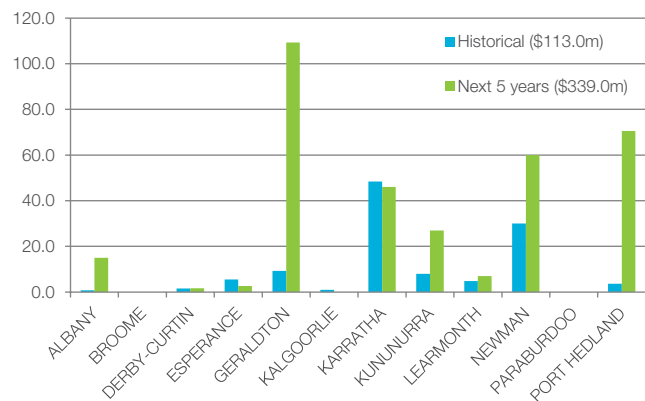
The total estimate excludes runway widening at Newman to properly accommodate B737s (currently operated on time-limited exemption from CASA) or a further upgrade to allow wide-bodied flights from the east coast (B767, A330). The estimate also excludes any further development at Karratha or Port Hedland for wide-bodied aircraft. However these are not currently envisaged within the next five years.

Figure 11: Regional airport infrastructure investment for the past five years



Note: Government funding includes both Federal and State government. Source: Consultation with airports, airport master plans, 2012-13 council budgets, 2010-11 council annual reports, Department of Transport RADS data and GHD analysis.

Figure 12: Regional airports' past and projected infrastructure investment



Source: Consultation with airports, airport master plans, 2012-13 council budgets, 2010-11 council annual reports and GHD analysis

Table 4: Infrastructure investment requirements for the next five years

Airport	Estimated cost (\$M)	Runway	Taxiway	Apron	Terminal	Hangers	Services
Albany	15	✓			✓		✓
Broome	n/a	✓			✓		
Derby-Curtin	1.7	✓			✓	✓	
Esperance	2.6				✓		
Geraldton	109.2	✓	✓	✓	✓		✓
Kalgoorlie	n/a	✓	✓				
Karratha	46			✓	✓		
Kununurra	27	✓	✓	✓			
Leamonth-Exmouth	7	✓	✓		✓	✓	✓
Newman	60	✓		✓	✓		✓
Paraburdoo	n/a	✓					
Port Hedland	70.5	✓		✓	✓	✓	✓
Total	339.0						

Source: Consultation with airports, airport master plans, 2012-13 council budgets and GHD analysis

10.7. Regional airport infrastructure investment funding sources

The regional airports surveyed have directly supplied nearly 80 per cent of investment funds over the past five years, either from airport reserves (sourced from past year depreciation expenses and operating surpluses) or directly from current year operating surpluses.

The State Government, through grants under the Regional Airport Development Scheme (RADS), has provided 10 per cent of funds, with council borrowings comprising a further 10 per cent and the Commonwealth Government (terminal security grants) a further 5 per cent. Of the three Pilbara airports, only Port Hedland has received RADS funding. Government funding represents a higher proportion of funds for smaller airports.

Two airports have borrowings for investment purposes; Newman and Geraldton. Newman notes that its borrowings (\$7.6 million) constitute three-quarters of the council's secured borrowing limit (\$10 million), which, under the Local Government Act, is based on its 'general funds', comprising general rates — linked to the size of the council population — and government grants provided for non-specific purposes.

For the future, airport reserves will continue to be vital, with passenger growth and/or continued high passenger numbers able to supply substantial revenues for a number of airports.

Table 5: Source of funds for the past 5 years' infrastructure investment

Source of funds	\$ Million	Percentage of total
Airports	87.6	77.5%
State Government	10.3*	9.1%
Commonwealth Government	5.3	4.7%
Borrowing	9.8	8.7%
Total	113.0	100.0%

* Estimates based on information provided by councils. RADS funding totals \$10.0m over 5 years to 2012-13.

Source: Consultation with airports, airport master plans, 2012-13 council budgets; 2010-11 council annual reports and GHD analysis

Land development for ancillary businesses is also of significant interest to a number of councils, notably Kalgoorlie, Karratha, Kununurra and Newman. Land development is to provide significant revenue for Port Hedland, with BHP Billiton's Airport Village project to be established on freehold airport land, to accommodate a construction workforce. However, the existing Crown land title situation for Kalgoorlie, Karratha and Newman — whereby the land is vested in the council for airport uses only and there is a requirement that vacant Crown land is purchased at market value — is seen as a constraint. Certainly land development issues contribute to the low proportion of non-aviation revenue at WA regional airports (see Figure 10). Newman Airport is nevertheless actively pursuing freehold title to two adjoining blocks of land of more than 800 hectares.

Numerous smaller revenue sources are also being pursued at particular airports, such as instrument landing system training in Albany, paid parking in Geraldton, and review of leasing arrangements at Port Hedland.

RADS will also continue to be an important source of investment funding, particularly for smaller airports. The ability to apply for and access part-funding capital arrangements provides a strong incentive for airports to plan and implement improvements, which otherwise may be beyond the limit of their reserves. The resource sector should also be considered as a possible direct source of funding where upgrades are benefitting individual companies.

As part of the development of the State Aviation Strategy, DoT conducted a review of RADS, resulting in some amendments to its objective and guidelines. The resulting changes to RADS are explained in Chapter 13 of this document.



Camarvon Airport

10.8. Regional airport reserve funds

All council-owned airports have reserves for maintenance and replacement of assets. These are very important to the capacity of the airport to be self-reliant within the council structure, for work other than major capital upgrades. Airport reserves vary significantly in size, ranging from less than \$1 million (Derby-Curtin) to more than \$15 million (Karratha). See Table 6.

Several airports noted that they are currently unable to build reserves to the desired level, because of high growth-related capital investment needs.

Three airports (Kalgoorlie, Karratha and Port Hedland) indicated the council requires a return on investment (quasi-dividend) annual payment. This can be around 9 to 10 per cent of operating revenue. A fourth airport (Shire of Exmouth – Learmonth) indicated airport revenues are on occasion used for council purposes outside the airport and when this occurs, the use of the funds is clearly badged as ‘from the airport’. At other airports, all funds remain allocated to airport uses.

Three of the four airports indicated above have the highest airport reserves and are well placed to afford this payment. It is also notable that Kalgoorlie and Port Hedland commission annual independent competitive neutrality reviews, which provide advice on whether the return the airport is making on its assets is fair and reasonable, and not excessive.

Conversely, Geraldton, located only four hours from Perth by car, targets a maximum return on assets cap of only 1.5 per cent, in order to minimise demand substitution away from air travel. The implications of factors such as demand strength and airport location for airport financial sustainability are discussed further in Chapter 11.

It is important the priority uses for an airport’s operating surpluses are asset maintenance and replacement and, after those, infrastructure upgrading. On the information provided, the level of return on investment paid to council, in the minority of cases where this arrangement applies, appears quite high in the context of the airport infrastructure challenges that councils face. However, councils make reference to their restricted general revenue position and the high cost of living, doing business and employing staff in the north of the State.

Table 6: Estimated airport reserves as at 1 July 2012

Airport reserves as at 1 July 2012	Airport (airport reserve as % of 2011-12 operating revenue)
Less than \$1 million	Derby-Curtin (3.4%)
\$1-2 million	Albany (n/a), Esperance (142.9%), Geraldton (58.0%), Learmonth-Exmouth (26%.2%), Newman (18.4%)
\$2-5 million	Kununurra (n/a)
\$5-10 million	Kalgoorlie (139.4%), Port Hedland (55.7%)
Above \$15 million	Karratha (72.5%)

Sources: 2012-13 council budgets and GHD analysis

10.9. Assessment of infrastructure investment planning adequacy

The extreme activity growth of recent years, while bringing in significant revenue, has been destabilising for the airports affected. At Port Hedland and Newman, it has exposed inadequacies in terminal capacity, while apron space shortage is a general problem at Pilbara airports. Against this background, the investment planning process can be seen as very slow to respond at Port Hedland and inadequate at Newman. Karratha has coped better, while still facing significant future challenges. At most other airports, where demand growth has been lower, the existing investment planning process has been less exposed.

Infrastructure funding requirements are expected to be higher over the next five years than the past five years. Three major issues need to be addressed to ensure investment planning is adequate to the task:

- councils' ability to access borrowings to at least part-fund their investment requirements, where necessary outside the limit of their general funds cap;
- land tenure, so related business opportunities are not constrained by non-freehold title conditions for those airports in this situation, and, for some airports at least, potentially resolved through freed-up access to borrowings; and
- the management and commercial acumen of airports, so they can most effectively plan, fund, implement and manage their investment programs.

10.10. Regional airport security

From 1 July 2012 new Commonwealth aviation security requirements took effect across all Australian airports requiring the:

- grouping of airports into bands with similar operating environments and threat and risk profiles following the assessment of a number of relevant factors; and
- maximum take-off weight (MTOW) to replace the method of propulsion as the trigger for screening of regular public transport and open charter services.

Airports that service aircraft with MTOW of 20 tonnes or more are required to conform with Office of Transport Security requirements for airport security, including the screening of passengers. The Commonwealth's funding model is such that the costs of the provision of airport security are the responsibility of each airport and are passed onto the airlines in the form of a security charge per outgoing passenger. As a substantial portion of the costs of security is fixed, and others are semi-variable at best, the cost of airport security per passenger at smaller regional airports can be very high. For example, the airport security charge at Esperance airport at \$40 per passenger is more than eight times the security cost at Perth Airport, and this adds considerably to the cost of flying from Esperance. Passengers travelling from Albany, Exmouth and Kununurra all suffer similar disadvantage.

Delays at Perth Airport have also affected the security screening operating costs at regional airports due to increased staff overtime needing to be paid to wait for delayed flights.

The high cost of security at these airports adds to the already high fares borne by regional WA businesses and communities and acts to deter regional tourism.

The resulting effect of the new Commonwealth aviation security legislation has been:

- a substantial increase in airfares to some of the State's regional airports to cover passenger screening operations and security screen infrastructure replacement;
- that trials of larger aircraft on a route has resulted in airports moving into higher security bands, increasing operational and infrastructure requirements; and
- marginal air routes of the Coral Coast and Goldfields cannot afford to upgrade their airports to meet security requirements for aircraft with MTOW greater than 20,000 kg. These regional hubs will be limited to a small number of airlines that operate aircraft with a MTOW of less than 20,000 kg (such as Skippers, Network and Marooomba).

There is a sound argument that the provision of airport security at Esperance or other small regional airports provides benefits to the entire aviation network and not just the passengers boarding their flight to Perth. If the costs of airport security were treated as costs of providing security across the aviation network, and therefore shared equally per passenger across the network, there could be very substantial decreases in costs per passenger at small regional airports in return for relatively minor increases in costs per passenger at major airports.

The Productivity Commission *Report #57 Economic Regulation of Airport Services* (December 2011) in discussing the matter found that:

“The issue is whether the benefits of an airport's security measures accrue solely to those passengers travelling through that airport, or whether there are broader benefits for all air travellers, or the community more generally. There are two broad ways that security benefits might accrue to individuals other than direct passengers at an airport.

- First, airline passengers might benefit from knowing that all Australia's major airports have high-level security processes, even if they are only travelling through a subset of those airports (e.g. a passenger travelling from Melbourne to Sydney might benefit from knowing that flights from Perth to Darwin were secure). As a result of the procedures at all CTFR airports, passengers may not need to make assessments about the individual level of security on any particular route they wish to fly.
- Second, the general non-travelling public may receive a benefit from aeronautical security arrangements. While the primary beneficiaries of aviation security are those travelling on aircraft, following the 11 September 2001 attacks in the United States, the public is more aware that aircraft can be used to cause harm and damage to the public more broadly. Thus, someone who is not travelling in an aircraft likely receives (at least) some benefit from knowing that it is less likely an aircraft can be used to harm them.

While these rationales provide a theoretical basis for a move to network charging (in the first case), or even some form of government contribution (in the second case), in practice, the extent of any benefit is an empirical question. Altering the current user-pays charging arrangements in a way that made the Australian community better off overall would require analysis of all the costs and benefits of the various options.”

The matter of disproportionate expense suffered by passengers utilising smaller airports has been taken up with the Commonwealth by the Northern Territory Government in relation to the cost of security at Alice Springs and Darwin airports. In seeking to share the costs of protecting the aviation network more equally, and ending the disadvantage suffered by WA regional communities, it would be worthwhile for the WA Government to join the Northern Territory Government in taking up the issue with the Commonwealth.

Table 7: Small WA regional airports Security Levy

Airport	Passenger Security Levy
Albany	RPT and charter departing passengers: \$39.00 per head (children \$29.50) Charter passengers (no screening) \$19.00 per head
Busselton	RPT departing passengers: \$20 per head
Esperance	RPT departing passengers: \$40 per head
Ravensthorpe*	RPT passenger handling fee (arrivals and departures) \$33.00 adults (children \$7.90)

*Note: Passenger handling fee includes a proportion of security cost for operation and infrastructure.



Geraldton Airport

10.11. Findings

- Regional airport master plans are key long-term planning documents for airports, the region and the State. While most, if not all, major regional airports are undertaking them, coverage of key planning issues is not strong when measured against best practice plan content criteria. This is of some concern as poor quality planning may lead to suboptimal physical and commercial outcomes for airport owners and stakeholders.
- The cost of providing security across the aviation network falls disproportionately on passengers travelling from smaller regional airports and adds considerably to the already high airfares borne by regional Western Australians.
- Land development for ancillary businesses is of significant interest to a number of councils (notably Kalgoorlie, Karratha, Kununurra and Newman). The type of land tenure at regional airports varies and, in some cases, acts to restrict the development of airport land holdings and the ability of airports to become commercially viable.
- RADS will continue to be an important source of investment funding, particularly for smaller airports. The ability to apply for and access part-funding capital arrangements provides a strong incentive for airports to plan and implement improvements, which otherwise may be beyond the limit of their reserves.
- The resources sector should also be considered as a possible direct source of regional airport funding where upgrades are directly benefitting individual companies.

10.12. Action

To improve infrastructure planning and development at regional airports the State Government will:

- develop, in consultation with regional airports, a preferred master plan template. Completion and public availability of a current master plan consistent with the template will be considered as eligibility conditions for all airports applying for RADS funding that are above a certain minimum size to be identified;
- seek to establish a policy and regulatory framework for master planning of local government-owned major regional airports within a Statewide aviation network-planning context;
- actively engage with Perth Airport, DoIT, Airservices Australia, airlines, resources industry and major regional WA airports in the master planning processes of the WA major regional airports;
- engage and cooperate with Perth Airport, other major airports and the resources industry in coordinating aviation infrastructure planning across the State's aviation network; and
- cooperate with local government in resolving airport land tenure issues that restrict the development of land holdings at some airports and inhibit the airports' commercial viability.

The State Government will take up with the Commonwealth the disproportionate cost of aviation security borne by passengers at small regional airports and seek an approach to aviation security cost-recovery based on network pricing.



Learmonth Airport

PART 11

WA REGIONAL AIRPORTS OWNERSHIP AND GOVERNANCE

Local government ownership and operation of airports came about approximately 20 years ago, when the Commonwealth divested itself of its airports around Australia. Most airports were handed over to local governments, although the larger capital city airports were effectively privatised through public tender of 99 year leases.

Council-owned airports operate as separate and self-financing units of council. They are charged an annual administration fee for central council services that they receive (such as human resources, information technology and cleaning).

Only two of the 10 regional airports surveyed during the development of the State Aviation Strategy have airport committees (Kalgoorlie and Port Hedland), a number having dispensed with committees in recent years in favour of clear, CEO day-to-day responsibility and direct reporting to council.

Strengths of local government ownership and operation include:

- small, low-cost teams, often with long-serving, experienced staff;
- a regular financial return to the council for those airports in a position to provide it, which can help supplement a council's rates income; and
- the opportunity to integrate with the council's regional development strategy; a 'control our own destiny' factor.

Weaknesses of local government ownership and operation include:

- a management expertise gap, as airports grow and become more complex, requiring financing, implementation and subsequent management of major investment programs;

- exposure of council ratepayers to the commercial risk and financial consequences of operating a complex non-core business;
- local government red tape and slow processes, for example with budgeting and procurement, a particular problem in a fast-changing environment;
- fees and charges that are set on a whole-of-council basis, without commercial negotiation with, or transparency for, user airlines;
- a lack of protection and certainty for private partners under the Local Government Act , including restrictions on joint ventures;
- airport investment proposals having to compete with myriad other local government priorities;
- a severely restricted ability to fund infrastructure;
- the Local Government Award and job classification structure restrict ability to attract and retain skilled and experienced personnel;
- a lack of skilled and experienced board members to direct and manage the business;
- that for larger fast-growing airports (such as those in the Pilbara) there are significant risks to the State's economic efficiency and economic growth. These risks are associated with nationally significant transport assets being operated by small, under-resourced local government entities under legislation not designed or intended for the conduct of large commercial transport service businesses.



Learmonth Airport

11.2. Alternatives to local government ownership

Council-controlled organisation

The council controlled organisation model involves establishing an arms-length relationship with the airport, with an independent professional board, rather than the council or a committee of council, exercising governance control. The model is in place at a number of locations in Australia, including Newcastle, New South Wales and Gladstone, Queensland.

Advantages of the model are that it:

- removes the airport from council control, where there can be a degree of change-over of personnel with four year councillor terms and where councillors may lack the commercial and professional expertise to successfully oversee a large airport business; and
- allows the appointment of a professional board, charged with ensuring the airport's long-term commercial success and obliged by law to operate commercially.

As set up in Queensland, the council can continue to benefit from airport ownership:

- financially, through receiving both tax equivalent payments and returns to shareholders; and
- strategically, by being able to influence the airport's commercial strategy if it so desires, albeit with full transparency.

Disadvantages of the model are the:

- additional governance costs involved;
- requirement for legislative amendments (to the Local Government Act), the timetable for which would be most unlikely to match the pressing need for infrastructure investment at airports crucial to the State's economic performance; and
- degree of public financial and economic risk associated with local government owning and managing major transport infrastructure assets in an environment where there is no apparent shortage of private capital and expertise available.

Private leasing

A second alternative model is long-term private leasing of an individual airport, similar to capital city airport arrangements under Commonwealth legislation, or of a group of airports.

Compared with the status quo (as highlighted in Table 8), the key advantages of this model are that it provides access to professional commercial management expertise and an end to ratepayer exposure from potential investment mismanagement. Additionally, in the event that privately-owned airports are linked, such as joint privatisation of more than one Pilbara airport, or linkage of a regional airport to a capital city airport (along lines of the Melbourne Airport and Launceston Airport joint ownership), there is potential for management economies of scale and access to a wider range of expertise.

State Government role

The State Government could assist local government airport owners in evaluating governance options that best suit their particular situation.

In the case of long-term lease, the State Government could assist in developing appropriate terms of lease, lease documentation and procurement strategies.

Table 8: Private leasing of one airport or group of airports – strengths and weaknesses

	Strengths	Weaknesses
Management capability	Professional board and management team with improved capacity to plan, implement and secure a commercial return on investment programs	Loss of day-to-day council control 'Eggs in one basket' if management misfires (airport group leasing only)
Engaging the public sector	Capacity to enter into commercial agreements with airlines and other partners	As seen elsewhere, airlines may consider that charging remains non-consultative and non-transparent
Local council finances	Ratepayers are not at risk from investment mismanagement Annual lease payments can ensure a long-term revenue stream for local governments.	
Borrowings	Borrowing strategy benefits from management capability Long-term lease allows private capital to be sourced for airport infrastructure, overcoming scarcity of public funding	
Regional development	Commercially run airport focusing on customers should also benefit regional development	Risk of under-investment in order to satisfy shareholders before customers



Broome Airport Departure Terminal (source: Broome Airport)

11.3. Findings

- The current local government governance model is limited in its capacity to fund major infrastructure investment at fast growing regional airports. In particular, local governments are prevented by the Local Government Act from using assets to secure loans, since they may only borrow against the security of their general funds (rates and grants) income.
- Major airport infrastructure must be funded by borrowings, since cash flow from airport operations is insufficient. Local government capital funding processes are complex and not well suited to funding major airport infrastructure.
- New governance options are required for local government-owned airports, particularly those constrained by access to capital funding that will allow them to be run on fully commercial lines.
- A capacity to borrow funds where an adequate business case can be made appears essential to regional airports being able to meet the demands of growth on their infrastructure capacity. Borrowing capacity is also a particular issue for airports with larger capital requirements and smaller rateable populations, in view of borrowing security being limited to the council's general funds under the Local Government Act. Borrowing may also be especially important for those councils that do not hold freehold land title and need to pay market value prices to acquire adjoining vacant Crown land for business development purposes.
- The current council ownership and governance model offers integration with local planning and economic development and some economies of scale from council resourcing. The model has worked well in several locations and has delivered significant investment at Karratha, Newman, Geraldton and, previously, at Kalgoorlie. However, the Pilbara airports' management arrangements in particular, appear fragile and the model lacks both governance depth and the flexibility to operate commercially in areas such as charging, borrowing and industrial relations.
- In the case of the State's larger and fast-growing airports, whose role goes beyond that of servicing the needs of a local community, the option of long-term lease to the private sector enables private capital and professional airport management expertise at board, executive and operational level to be mobilised. This allows the effective and efficient management of the airport in a way that minimises risk to major users and facilitates continued State economic growth.

11.4. Action

- The State Government will encourage private sector investment in, and management of, regional airports to improve their effectiveness and efficiency.



Carnarvon Airport runway

PART 12

REGIONAL AIRPORTS DEVELOPMENT SCHEME

RADS was established in 1997-98 with the objective of ensuring that “regional aviation infrastructure and airport services are developed and maintained to facilitate air access and enhance economic growth in Western Australia.”

RADS is administered by DoT. From 1997-98 to 2007-08, regional aviation projects worth over \$58 million were completed. These projects received funding support from RADS of approximately \$21 million. The annual appropriation to RADS through this period was \$1.94 million.

In 2008, additional RADS funding totalling \$27 million was sourced through the Royalties for Regions program administered by the then Department of Regional Development and Lands

(RDL). This funding is being allocated to WA regional airport development projects over a period of seven years from 2008-09 to 2014-15.

Since the additional Royalties for Regions funding was made available, more than 150 projects have received RADS grants totalling more than \$29 million, in support of projects valued at \$67 million.

12.2. RADS review

In the process of developing the State Aviation Strategy, a review of RADS concluded that the limited funding available to the scheme could be better targeted to maximise the aviation benefits accruing to the community.

As a result of the review, RADS priority will now be given to aviation related infrastructure that provides clearly defined community benefits and where the project is not capable of being funded through other means. Lower priority will apply to regional airport development projects where the benefits are primarily commercial, or benefit a limited number of people.

The amendments to RADS are intended to better prioritise projects in a way that maximises benefits to regional communities and ensure that RADS funding is directed where it is most needed, especially to regional RPT airports that do not have sufficient passenger throughput to make them financially self-sustaining.

12.3. Revised RADS objective and guidelines

The revised objective of RADS is *to improve regional air services and air safety and promote regional development for the benefit of regional communities.*

In support of this objective, the following guidelines applied with effect from the opening of the 2013-14 RADS funding round, commencing in November 2012:

- RADS funding is aimed at providing common-user transport infrastructure to improve air services and/or air safety for regional development, tourism and communities;
- RADS funding is prioritised to maximise the number of regional Western Australians who benefit;
- RADS may provide funding assistance for regional airport planning;
- RADS funding is reserved for projects not able to be fully funded through other means;
- a matching contribution from the applicant organisation is normally expected;
- airport owners should meet their own maintenance, terminal and airstrip upgrades where they have the capacity to do so;
- RADS funds are not to be used to develop privately owned infrastructure, except where clear and substantial community benefit results; and
- in general, RADS funds are not to be used as seed funding as part of an investment attraction strategy (such as attraction of aviation training).



Albany Airport RADS signage (source: RDL)

PART 13

TOURISM AND AVIATION

ROUTE DEVELOPMENT

In calendar year 2011, more than 90 per cent of international visitors and interstate visitors to WA arrived by air. These statistics support the premise that for the State's visitor economy to continue to grow and prosper, WA must be competitive in growing airline capacity, ensuring the supply of reasonably priced air seats into and within the State remains ahead of demand.

Direct international services into WA have been analysed by independent academic experts to deliver significant economic returns for the WA economy. The economic benefits for the State resulting from the introduction of direct services by Emirates between Dubai and Perth in 2002 amounted to an injection of an additional \$30.1 million directly into the WA economy in the first year of operations.⁶ Considering the State Government's goal is to double the value of the visitor economy in WA to \$12 billion by 2020,⁷ expanding aviation access on both the international and domestic fronts is a key component to achieving that goal. Tourism WA has projected that international aviation capacity to WA has to increase by more than 50 per cent, with a corresponding increase of more than 20 per cent in domestic capacity, between now and 2020 to achieve this aim.⁸

13.2. Western Australia's tourism aviation objectives

The State's primary tourism aviation objectives are to:

1. expand inbound air services and overall capacity, primarily through WA's major aviation gateway of Perth, to facilitate economic, social, cultural, trade and industrial development and increase competitiveness, viability and profitability of the WA visitor economy; and

2. identify, facilitate and develop additional gateways into the State outside Perth (such as Broome).

Aviation development is a key strategic pillar towards growing the WA's tourism industry. Tourism has a wide definition: the World Tourism Organisation and the United Nations Statistical Office have defined tourism to comprise "the activities of persons travelling to and staying in places outside their usual environment for not more than one consecutive year for leisure, business and other purposes". This definition has been adopted in Australia by the Australian Bureau of Statistics and Bureau of Tourism Research, so that tourism comprises primarily of holiday-makers, visiting friends and relatives, business travellers and students. The value of WA's tourism industry is \$6.32 billion, representing 2.9 per cent of Gross State Product.

The State's tourism goal is to double the value of tourism from \$6 billion in 2010 to \$12 billion in 2020. For this goal to be achieved, annual growth in tourism expenditure of 7 per cent is required through this period.

⁶ Brown A, Wood J, Lee A: The Impact of Emirates Direct Flights to Perth, Edith Cowan University, February 2004

⁷ State Strategy for Tourism in Western Australia 2020

⁸ Tourism Western Australia's analysis based on Tourism Research Australia, International and National Visitor Surveys, YE March 2012; Australian Bureau of Statistics, Overseas Arrivals and Departures, YE March 2012; IATA SRS Analyser YE March 2012



Broome Airport (source: Broome Airport)

13.3. Western Australia's tourism industry segments

Table 9 identifies the importance of the various industry segments, particularly as far as tourism expenditure is concerned. International tourists stay longer and expend a much higher amount per person.

Table 10 identifies the growth in the various tourism sectors in 2011-12.

The growth of tourism from Asia, resulting from an expanded middle class, is important for WA. Table 11 identifies that six of the top 10 tourism markets for WA are in Asia and tourism growth out of China is dramatic.

Malaysia is the third most important tourism market for WA. Growth out of this market, however, is being constrained by the Federal air services agreement between Australia and Malaysia. The importance of nimble policy responses to enable expansion of international tourism markets is clear.



Learmonth Airport runway

Table 9: Tourism expenditure in Western Australia – 2011-2012

WA Visitors and Tourism Expenditure 2011-12			
	Visitors (millions)	Spend (\$ billions)	Spend per visitor (\$)
International	0.7	2.0	2,857
Interstate	1.1	1.1	1,000
Intrastate	5.1	1.9	432
Day Trip	14.1	1.4	104

Source: Tourism Research Australia – National Visitor Survey; International Visitor Survey (estimates of visitors aged 15+years)

Table 10: Growth in visitors and tourism expenditure in Western Australia 2011-12

Growth in Visitors and Tourism Expenditure 2012 vs. 2011		
	Visitors	Spend
International	2.5%	10.6%
Interstate	7.4%	41.2%
Intrastate	5.5%	13.5%

Source: Tourism Research Australia – National Visitor Survey; International Visitor Survey (estimates of visitors aged 15+years)

Table 11: WA international tourism markets – expenditure by country

International Tourism Markets – Expenditure by Country		
	Expenditure (\$m)	Change 2010-11 vs. 2009-10
United Kingdom	280	6.9%
Singapore	196	10.1%
Malaysia	161	-9.6
China	154	60.4
New Zealand	147	28.9
USA	119	0.8
Ireland	113	89.6
Indonesia	110	14.7
Japan	65	4.8
South Africa	59	-2.4
Hong Kong	57	-17.4

Source: Tourism Research Australia – International Visitor Survey (estimates of visitors aged 15+years).

13.4. Findings

- The tourism industry is to some degree, being crowded out by the growth in the resources industry. The strength of the resource industry is resulting in very high accommodation and hospitality prices. While the impact of this effect is strong in Perth, it is particularly acute in the Pilbara region. Tourism in the Pilbara faces the dual effect of particularly high airfares and accommodation shortages and is in decline.
- Given the relatively high cost of Perth compared to other Australian destinations, the capacity to grow the interstate market may be constrained. Growth in international tourism is important in the current environment, particularly through the further expansion of low-cost carriers.
- Intrastate tourism in WA is constrained through high airfares. The majority of passengers who travel into the regions have a business purpose and the cost of travel is met by their employer. The number of leisure passengers (who purchase their own ticket) travelling by air into regional WA is small.
- In significant part, high airfares are due to the absence of a low-cost carrier in WA. In Queensland, which is also a resource based state, Jetstar flies a significant number of intrastate routes. Airfares in Queensland are significantly lower than in WA.
- Broome represents the best opportunity for a low-cost carrier to enter the WA regional tourism market. Internationally, low-cost carriers can stimulate traffic growth on a route by 300 per cent, as evidenced by Air Asia X's operations between Perth and Kuala Lumpur in 2008.
- An important issue for the regional tourism and intrastate aviation is the policy of route regulation. At the present time, the following routes remain regulated: Albany, Derby, Carnarvon, northern Goldfields, Esperance and Monkey Mia.
- From a tourism viewpoint, it is important to provide certainty regarding aviation services so as to underpin investment in marketing, accommodation and visitor facilities in the tourism regions. Regulation of routes provides for certainty of air services, however, the maintenance of regulation will ensure continued high airfares. Recent deregulation of services into Geraldton has resulted in a dramatic increase in demand. While the introduction of the second carrier into Geraldton only occurred nine months ago, initial price data suggest declines in average fares. Certainly, the introduction of the second carrier resulted in an increase in the number of lower-priced fares into the Geraldton market.
- It is likely that tourism routes such as Monkey Mia, where there is very thin demand, will continue to be regulated, however, important tourism destinations such as Albany and Esperance will bear closer examination in the future. Due diligence in determining critical route analysis parameters such as market size, demand profiles and travel seasonalities is required as part of this examination.
- Regional airports have made clear their frustration about the increases in airfares that are attributable to the Federal Government's requirement to meet minimum security standards. The measures are aimed at improving security across the aviation network but the cost impact falls disproportionately on smaller regional airports and their passengers.
- For smaller regional airports with low passenger throughput the cost impost can be as high as \$40 per passenger (representing nearly 20 per cent of the cheapest one way fare from Esperance to Perth for example).



Broome Airport entrance (source: Broome Airport)

13.5. Action

The State Government will:

- encourage expansion of inbound air services (international, interstate, and intrastate), primarily through WA's major aviation gateway of Perth;
 - foster competition by growing frequency and capacity with carriers on existing and new intrastate, interstate and international route;
 - aim to attract new airlines to Perth and regional WA with the goal of introducing new, non-stop linkages from core and emerging international and interstate market;
 - foster and facilitate code-sharing agreements between overseas airlines and Australian domestic carriers;
 - continue, with partners in route development, to offer stakeholder support (such as airport aeronautical rebates and route marketing support funds) to attract and support new air services;
- identify, facilitate and develop additional gateways into the State outside Perth (such as Broome);
 - encourage the Commonwealth Government to actively manage international air services agreements between countries such that international tourism is not constrained;
 - request the Commonwealth Government review its policy regarding how the cost of providing additional security across the aviation network is met;
 - examine the commercial environment, with an aim of encouraging greater low-cost carrier presence in WA as a means of stimulating tourism; and
 - ensure Tourism WA is consulted in the reviews of a regulated or deregulated route wherever tourism is an important factor on that route.

PART 14

DEVELOPING QUALITY AND AFFORDABLE AIR SERVICES

14.1. Aviation route regulation in Western Australia

Background

The Minister for Transport issues Aircraft Licences to airlines operating for hire or reward within WA under the authority of the *Transport Co-ordination Act 1966*. The Minister may place conditions on these licences, which can restrict the area of operations of airlines. It is this mechanism that enables the Minister and, through him or her, DoT, to regulate air services within the State. The Act itself does not make any distinction between charter and RPT air services.

The *Transport Co-ordination Regulations 1985* (TCR) take a slightly broader definition of RPT services than the CASA, defining RPT services as those that “operate according to a published schedule”. Charter services are defined as an air service that is not an RPT service.

The regulatory model set up by DoT following the collapse of Ansett was to identify non-competitive or marginal routes, award the rights to operate RPT services on these routes to a single operator, and annotate this on the successful airline’s Aircraft Licence (referred to as “regulated RPT”). No other airlines were given the right to operate RPT services on these routes. While charter services were historically undertaken across the entire

State without monitoring, all Aircraft Licences for operators in the State were affixed with a condition stating that charter services of a frequency of more than once per week per client could not be operated on these RPT routes without the express permission of the Minister for Transport.

The intention of allowing a single charter per client per week on each route was to prevent another operator from reducing the potential passenger load on RPT routes (and thereby affecting the viability of the airline operating the RPT route) while allowing ad hoc charter for business, tourism or emergency purposes that have little effect on an ongoing RPT service.

In the review prior to the establishment of “networks”, which were in place from 1 January 2006 to 27 February 2011, the National Competition Council requested that the State Government undertake a review of the network model within three years, as it had concerns with the hidden cross-subsidisation of regulated routes. This was of particular concern on the ‘Coastal Network’ operated by Skywest Airlines, which bundled routes of (then) approximately 2,000 passengers per annum with routes of approximately 90,000 passengers per annum. The ‘Northern Goldfields Network’ operated by Skippers Aviation bundled similar routes, subject to rise and falls of the resource industry, which have continued to fluctuate over the past five years.



*Artist impression of Perth Airport consolidation 2015
(Source: Perth Airport)*

2009 Review of intrastate aviation services

The 2009 comprehensive review of intrastate air services was undertaken three years after the network model was introduced, in accordance with advice from the National Competition Council, and involved significant stakeholder consultation. The review straddled the GFC and resulted in significant amendments to the network model to reflect the potential volatility of several of the regulated RPT routes. The revised model (March 2010) separated the existing networks, deregulated Geraldton (93,000 passengers per annum), allowed regulated competition into Exmouth (approximately 70,000 passengers per annum) and tested competition for services to Albany and Esperance (51,000 and 44,000 passengers per annum respectively), while providing assurance to communities that no town would lose its RPT air service.

As a result, Geraldton has had competing services since November 2011, with more choice, cheaper fares and larger aircraft operating on the route. At Exmouth (Learmonth), where VARA and QantasLink now compete, average fares have also decreased. Passenger numbers have increased significantly on both routes.

VARA operates regulated RPT services to Albany and Esperance, with additional non-regulated services through Busselton and Ravensthorpe respectively, while Skippers Aviation was successful in retaining all of the routes which comprised the previous Northern Goldfields Network and winning the rights to operate services to Kalbarri, Monkey Mia, Carnarvon as well as the Kimberley regional service between Broome, Derby, Fitzroy Crossing and Halls Creek. Feedback from communities as to the success of this model has been mixed.

Air services in WA have changed drastically over the past 10 years, with FIFO operations underwriting dozens of RPT and charter flights each day. Many charter services fly direct to mine sites and are therefore outside of the existing restriction on Aircraft Licences, which apply only to RPT routes. However, there are also many charter services operating to regional centres along with RPT services and, in many cases, the charters operate at a higher frequency and in larger aircraft than the RPT. The State Government's position has been to prioritise RPT services while seeking to accommodate industry's needs as best as possible.

To maintain the viability of RPT air services, charter air services over RPT routes are restricted to one flight per client per week, unless permitted by the Minister for Transport, as per current Aircraft Licence conditions. Where an operator would like to undertake charter air services over an RPT route, the operator is required to submit a business case to the Minister for Transport. In determining whether to recommend Ministerial approval, DoT takes into account the possible effect of the proposed charter on the existing RPT service.

There are a relatively small number of such applications to the Minister for Transport to overfly RPT routes each year. The objectives of the charter policy appear to be generally well accepted by the charter operators and the resources industry.



Charter services and RPT services are separately defined by CASA, with RPT services required to operate at a higher safety standard than charter services. This distinction restricts the general public from accessing charter air services. However, a recent proposed legislative change by CASA would see all air services operated at the same standard of safety and consistently labelled “air transport operations”. This legislative change would allow members of the public to access charter flights predominantly populated by FIFO passengers. On routes where charter services operate over marginal regulated RPT services, this legislative change may enable the previous charter operator to open any spare seats to the general public. This would accommodate the low demand on a service underwritten by the resource sector, negating the need for an additional regulated RPT service. The impact of this proposed legislative change on security screening is currently unknown and may create additional cost for services where there is more than one client. The State Government will undertake further assessment of these changes as they become known but supports the amalgamation of charter and RPT in principle.

Route regulation policy

Service coverage and access to air services have been the primary policy objectives of previous reviews. DoT aims to ensure that communities of populations greater than 500 are within 250 km (by safe road) of a town with a publicly accessible airport and an RPT service a minimum of twice a week. However, if RPT services are provided by train or coach, then the need for RPT air services may be negated.

Regulatory models used to date have met the key policy objective of ensuring service coverage and access by protecting routes from competition and requiring certain standards of the operators of these routes. Nevertheless, the policy objectives of competitive environments, service quality, reasonable airfares, adaptability, minimal government intervention, limited subsidies and consistency with National Competition Policy are best met through a primarily deregulated environment.



Perth Airport in the late 1940s

Route regulation policy into the future

The existing Deeds for services to Albany, Esperance, Carnarvon, Kalbarri, Monkey Mia, Leinster, Wiluna, Meekatharra, Mount Magnet, Leonora, Laverton and Exmouth are in place until 27 February 2016, unless surrendered by the operator or in case of a breach of the Deed. A mid-term review, to be completed by 27 February 2014, will recommend to the Minister for Transport whether or not to exercise the additional up-to-five-year option.

The Deed for air services in the Kimberley will be awarded to the successful proponent of a tender process in 2013 for an initial five year term. Air services between Perth and Derby (Curtin) are regulated but with no Deed in place, with the arrangement approved by the Minister for Transport to 30 June 2014.

There is no general consensus as to what passenger volume might suggest that a route could be successfully deregulated. Routes vary significantly in yield and distance and the demography can affect the certainty of financial viability for one or more operators. However, it has been seen through previous tender processes that services to Geraldton, Albany, Derby and Exmouth that carry significant passenger volumes are attractive to operators and are likely to be

capable of sustaining active competition. Of these, Geraldton has been successfully deregulated with pleasing results, including lower airfares, more services and greater customer choice all leading to a significant increase in passenger numbers on the route. The licensing of more than one operator (regulated competition) on the Exmouth route has also proved highly successful.

Deregulation is no guarantee of perfect market outcomes; however, it provides the operators an unregulated opportunity to meet demand effectively. After deregulation of a route such as Geraldton, DoT monitors key operating statistics as provided by the Commonwealth Bureau of Infrastructure, Transport and Regional Economics. Any noticeable decline in service levels is reviewed and action is taken on a case-by-case basis if and where required, primarily through proactive and cooperative relationships with airlines, airports and key users.

In extraordinary circumstances, should a deregulated route prove incapable of sustaining RPT air services (that is, there is complete market failure), the Minister for Transport may consider as a last resort whether re-regulation of a route is required, depending on the level of demand and the proximity of the community to other towns receiving RPT air services. In this case, a direct subsidy might also be considered.



Where a route is regulated, the Department is required to manage a Deed with the operator, meeting regularly with the operator and twice yearly with regional stakeholders, and collecting and assessing statistics provided by airlines each month, such as on-time performance and passenger volumes. Regular reviews measure the airline's performance against set key performance indicators. Route deregulation would reduce this regulatory workload at DoT, thereby saving costs and facilitating work on other key strategic projects.

Balancing the needs of the resource industry and the needs of the community can be difficult. Under the Transport Co-ordination Act, in assessing applications from operators for Aircraft Licences, the Minister for Transport can consider the impact the proposed services will have on existing operations. In respect of charter services, any support of the RPT service by the resource industry minimises this effect and makes the charter proposal more tenable.

Ideally, where all viable routes are open to competition, charter services would also operate in response to the market and would not be regulated by State Government. The legislative changes proposed by CASA will mean the requirement for a distinction between charter and RPT may no longer be required, and State regulation may be amended to simply allow or not allow operators on a route. The collection of charter passenger statistics by BITRE will assist any future assessment of routes without the need to require these directly from the operators. It should be noted that with the legislative changes by CASA still in initial stakeholder consultation, it might be several years before the effect of these changes can be seen. These may coincide with the expiry of the initial terms of the Deeds.

Until regulated RPT routes are deregulated, regulation ensures the RPT services can continue to be provided to communities without subsidy. The Minister for Transport may consider amending the condition on existing Aircraft Licences, allowing charter services to be unrestricted on deregulated RPT routes, as the routes are considered viable and the market dictates the best solution for different users' air transport needs. This may require revision of the TCR to ensure that definitions are consistently applied.



Perth Airport 2012 (Source: Perth Airport)

14.2. Western Australian intrastate airfares

At all 10 of the aviation workshops conducted around regional WA, the high cost of intrastate airfares was raised as a pressing issue.

Analysis by DoT demonstrates regional WA's concerns are well founded (see Table 13).

A comparison between WA and Queensland (both resources industry-intensive states and sharing substantial numbers of long-distance intrastate air routes) showed cheapest available airfares booked three months ahead on a cost-per-kilometre basis were 47 per cent higher in WA; airfares offering a higher degree of flexibility (e.g. Qantas' flexi-saver) were 31 per cent higher in WA.

For airfares booked just two weeks ahead, WA airfares were 94 per cent higher than in Queensland on a cost-per-kilometre basis for the cheapest available seats and 40 per cent higher than Queensland for flexible airfares. The substantial difference in the cost of WA versus Queensland airfares booked at relatively short notice reflects the much greater availability in Queensland of cheaper fares.

The difference is not explained by economies of scale on a route. For example, Perth – Port Hedland has nearly twice the number of passengers on the route than does Brisbane – Mt Isa and yet a flexible return airfare to Port Hedland bought three months in advance costs \$1,142 or \$0.43 per km versus \$900 or \$0.29 per km for the same type of fare to Mt Isa. Newman also has a greater passenger throughput than Mt Isa, yet a flexible return airfare to Newman on a cost-per-kilometre basis is 90 per cent more expensive than the same type of fare from Brisbane to Mt Isa.

A comparison of principal leisure routes in Queensland versus those in WA underlines the uphill battle faced by the tourism industry in WA.

In Queensland, a tourist can fly from Brisbane return to Mackay (802 km) for \$222; or Proserpine (895 km) for \$168; or Cairns (1430 km) for \$339; all for somewhere between \$0.10 to \$0.14 cents per kilometre.

In WA, a tourist wanting to fly to Broome (1692 km) is faced with a fare of \$703; Exmouth (1095 km) for \$513; or Albany (372 km) for \$423; all for somewhere between \$0.21 and \$0.56 cents per kilometre, an enormous cost impost compared to Queensland.

Why are WA intrastate airfares the highest in the nation? While airlines cite lower passenger numbers (hardly true for the Pilbara airports and Broome) and higher costs and lower load factors in WA, the most likely reason is that airlines can maximise their yields in WA on the back of the predominantly business-corporate travelling market in WA. WA is the only state in Australia where the relatively price-insensitive business-corporate market predominates over the price-sensitive markets for leisure and visiting friends and relatives. Airlines in WA can fill their planes with passengers paying high fares in a way they cannot in other States. In this situation, there is little or no incentive for a low-cost carrier to operate (such as Jetstar in Queensland). In the same way, an airline like Virgin, which began competing on price in WA, soon found that it did not need to offer low fares in this State to fill its aircraft. Virgin is just as costly as Qantas on all of the routes it operates within WA.

Table 13: Regional airfares Western Australia vs. Queensland

State	Destination	Annual Passenger movements ('000)	Air distance km	Cheapest fares Wed 27 Jun 12	Flexible fare Wed 27 Jun 12	Cheapest fares \$/km	Flexible fare \$/km	Cheapest fare Sat 29 Sep 12	Flexible fare Sat 29 Sep 12	Cheapest fares \$/km	Flexible fare \$/km
Qld	From Brisbane to:										
	Rockhampton rtn	701	519	\$220.00	\$452.00	0.21	0.44	\$229.00	\$464.00	0.22	0.45
	Mackay rtn	1,083	802	\$222.00	\$554.00	0.14	0.35	\$222.00	\$562.00	0.14	0.35
	Townsville rtn	1,616	1,113	\$320.00	\$576.00	0.14	0.26	\$310.00	\$588.00	0.14	0.26
	Cairns	3,849	1,430	\$339.00	\$675.00	0.12	0.24	\$350.00	\$630.00	0.12	0.22
	Mt Isa	225	1,571	\$639.00	\$892.00	0.20	0.28	\$620.00	\$900.00	0.20	0.29
	Average Qld		1,087	\$348.00	\$629.80	0.16	0.29	\$346.00	\$628.80	0.16	0.29
WA	From Perth to:										
	Broome	405	1,692	\$703.00	\$1,068.00	0.21	0.32	\$652.00	\$1,078.00	0.19	0.32
	Geraldton	108	373	\$374.00	\$458.00	0.50	0.61	\$296.00	\$464.00	0.40	0.62
	Kalgoorlie	266	537	\$804.00	\$804.00	0.75	0.75	\$415.00	\$632.00	0.39	0.59
	Karratha	707	1,251	\$650.00	\$1,130.00	0.26	0.45	\$603.00	\$1,142.00	0.24	0.46
	Kununurra via Broome	89	2,420	\$1,238.00	\$1,238.00	0.26	0.26	\$766.00	\$992.00	0.16	0.20
	Newman	252	1,020	\$690.00	\$1,108.00	0.34	0.54	\$634.00	\$1,118.00	0.31	0.55
	Port Hedland	400	1,313	\$846.00	\$1,130.00	0.32	0.43	\$666.00	\$1,142.00	0.25	0.43
	Average WA		1,229	\$757.86	\$990.86	0.31	0.40	\$576.00	\$938.29	0.23	0.38
WA vs Qld averages			113%	218%	157%	193%	139%	166%	149%	147%	132%

Notes: Wednesday 27 June 2012 was randomly selected as a date roughly 10 days ahead of travel to represent a typical business trip booked with relatively little notice. Saturday 29 September was randomly selected as a date roughly three months ahead of travel to represent a typical leisure trip booked with substantial notice. All airfares were sourced from Webjet.



Camarvon Airport

14.3. Air freight

Air freight facilitates exports that generate revenue directly for the Australian economy and imports that bring goods and services demanded by consumers, as well as equipment, materials and components required by Australian industry. Although air freight represents less than one per cent of Australia's trade by volume, it makes up over 20 per cent of trade by value.⁹ This is because air services are utilised to facilitate the flow of high-value and time-sensitive exports and imports. High-value air freight relies on the speed and reliability of air services.

Over 680,000 tonnes of freight, worth more than \$100 billion, was carried on international flights to and from Australia during 2008–09. Exported freight accounted for just over 40 per cent of the total cargo carried, with a value of \$38 billion, while \$63 billion worth of air freight imports arrived in Australia in during this period. Air freight also contributes significantly to the economic viability of passenger airlines, with the holds of passenger aircraft typically containing significant amounts of cargo in addition to luggage.

According to the Australian Logistics Council, major airports must do more to facilitate the efficient movement of freight and airport managers must treat freight as a core part of their business and regard it with the same importance as the efficient movement of passengers. The Australian Logistics Council believes freight is not afforded the priority it deserves at many of Australia's major airports, which is impacting upon supply chain efficiency.

Flowing from the *National Aviation Policy White Paper*, the Commonwealth Government is seeking fully open arrangements for dedicated cargo services to support Australia's vital air freight export industries.

A 2011 WA air freight study, commissioned by the WA Chamber of Commerce and Industry, concluded the State had a substantial surplus of air freight capacity, and there was ample opportunity for WA industry to utilise available interstate and overseas air freight capacity for trade development purposes.

⁹ National Aviation Policy White Paper 2009

14.4. Findings

- The existing Deeds for regulated air services to Albany, Esperance, Carnarvon, Kalbarri, Monkey Mia, Leinster, Wiluna, Meekatharra, Mount Magnet, Leonora, Laverton and Exmouth are in place until 27 February 2016, unless surrendered by the operator or there is a breach of the Deed.
 - Route deregulation will reduce the regulatory workload at DoT, saving costs and/or facilitating work on other key strategic projects.
 - A comparison between WA and Queensland (both resources industry-intensive states and sharing substantial numbers of long-distance intrastate air routes) showed that cheapest available airfares booked three months ahead on a cost-per-kilometre basis were 47 per cent higher in WA; airfares offering a higher degree of flexibility (e.g. Qantas' flexi-saver) were 31 per cent higher in WA.
 - WA regional airfares are consistently the highest intrastate airfares in Australia, both in absolute terms and in terms of cost per route kilometre.
 - At all 10 of the aviation workshops conducted around regional WA, the high cost of intrastate airfares was raised as a pressing issue.
 - The predominance of the relatively price-insensitive business-corporate market for aviation in WA is most likely a major factor in the high cost of WA intrastate airfares.
 - The high level of resource industry-related traffic in WA may contribute to the high cost of WA regional airfares, particularly as resource companies frequently make block bookings of seats, taking up available discount fares well in advance of a flight.
- Improved levels of competition are most likely to reduce the cost of airfares, suggesting WA should deregulate routes wherever feasible, encourage low-cost carriers to operate on intrastate routes (as they do in Queensland) and cooperate with the Commonwealth in seeking to allow charter flight operators to offer seats to the general travelling public.
 - WA has a substantial surplus of air freight capacity and there is ample opportunity for WA industry to utilise available interstate and overseas air freight capacity for trade development purposes.

14.5. Action

- DoT will conduct a mid-term regulated route review, to be completed by February 2014, and recommend to the Minister for Transport whether or not to exercise the additional up-to-five-year option to renew the existing Deeds for Albany, Esperance, Carnarvon, Kalbarri, Monkey Mia, Leinster, Wiluna, Meekatharra, Mount Magnet, Leonora, Laverton and Exmouth;
- DoT will conduct a tender in 2013 for the provision of RPT air services in the Kimberley for an initial five-year term;
- The State Government will seek to encourage a low-cost carrier to operate intrastate services within WA to improve competition and help lower airfares;
- The State will seek to deregulate RPT routes wherever feasible as a means of stimulating competition, increasing choice, introducing more flights, and lowering airfares; and
- The State Government will liaise and cooperate with the Commonwealth in seeking to allow charter flight operators to offer seats to the general travelling public.

PART 15

AVIATION TRAINING IN WESTERN AUSTRALIA

For several decades, successive WA governments have encouraged the development of aviation training facilities in WA. The objective has been to attract international pilot and other aviation skills training to provide increased economic opportunities for WA's aviation industry and infrastructure.

China Southern Airlines and Singapore International Airlines have established pilot training operations at Merredin and Jandakot airports respectively, while the Singapore Airforce operates a training squadron at RAAF Base Pearce.

Support from the State Government in the past has principally been through the provision of funds towards infrastructure development to encourage and facilitate pilot training.

The State Government is regularly faced with competing claims and applications from regional airport operators as well as flying schools for aviation training infrastructure assistance. These claims in the past have been treated on a case-by-case basis, in the absence of an aviation training strategy or an independent analysis of the need for training infrastructure and in what form it should be provided and where.

The general aviation sector, through the State Aviation Strategy General Aviation Reference Group, has identified concerns about access to common-user aviation training infrastructure, both for Instrument Landing Systems (ILS) and non-directional beacons (NDB).

An ILS is a ground-based instrument approach system that provides precision guidance to an aircraft approaching and landing on a runway. Currently, an ILS is only in place at Perth, Pearce and Albany. An ILS does not need to be in controlled airspace. Access into Perth for ILS training is difficult to organise, often delayed and regularly cancelled. This occurs during both peak and off-peak periods. Students are required to do 20 to 30 instrument approaches each.

Any instrument approach at Jandakot Airport requires all other aircraft to remain on the ground or operate on Visual Flight Rules. Installing a new ILS at Jandakot is generally not considered efficient by members.

Many pilots fly to Albany to access its ILS to undertake approaches to gain/retain accreditation. Albany has recently increased its ILS access charge to \$100 per approach. Between charges, aircraft operation cost and flight time to Albany, it can cost \$12,000 for one crew to undertake an ILS approach in an ILS capable helicopter.

Key issues for establishment of a new ILS are location, cost and responsible agency. The ILS will need to be maintained in order to be accurate. It costs approximately \$2.5 to \$4 million to install an ILS and approximately \$300,000 per annum to maintain.

A user-pays system is considered appropriate. It would be prohibitive for one training organisation to fund the full cost of the ILS.

Training organisations have also highlighted the need for a new non-directional beacon, a radio transmitter at a known location, used as an aviation aid.

As the NDB at Busselton is no longer easily accessible to training organisations (due to noise restrictions), a new NDB is also required. Other NDBs exist at Rottnest and Cunderdin, but these areas can be congested with other air users. Narrogin could be a possible site for a new NDB.

DoT is encouraging the major training organisations in WA to form a consolidated view in respect of where to locate a new ILS and NDB and how they might be funded. A decision on the location of a new ILS and NDB should otherwise be informed by a strategic assessment of aviation training needs led by the Department of Training and Workforce Development.

15.2. Findings

- There are opportunities to improve and develop aviation training in WA, building on the State's strong track record and its inherent advantages of open skies and good flying weather.
- Development of aviation training or the provision of aviation training assets by the State should be based on a strategic assessment of aviation training needs, rather than the case-by-case, proposal-based approach utilised to date.
- The Department of Training and Workforce Development is best placed to lead the development of aviation training in WA, with the Department of State Development and DoT providing specialist advice on investment attraction and infrastructure aspects of aviation training respectively.
- Aviation training in WA is restricted by the lack of ILS and NDB.
- Aviation training organisations in WA need to develop a consolidated view in respect of where to locate a new ILS and NDB and how they might be funded.

15.3. Action

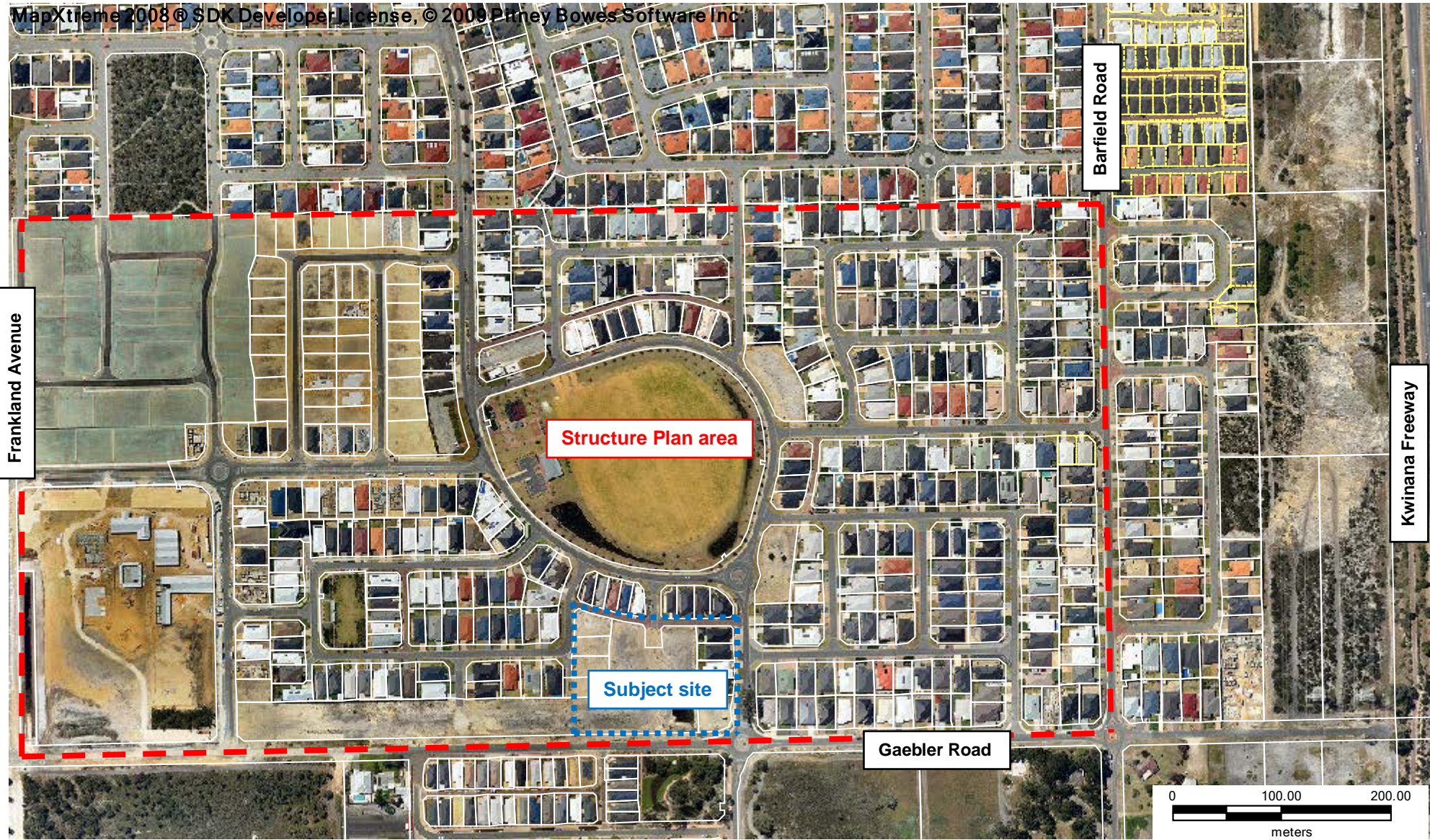
- The Department of Training and Workforce Development will become the lead agency for the development of aviation training in WA.

Contact

Department of Transport
140 William Street
Perth WA 6000
Telephone: (08) 6551 6000
Website: www.transport.wa.gov.au

The information contained in this publication is provided in good faith and believed to be accurate at time of publication.
The State shall in no way be liable for any loss sustained or incurred by anyone relying on the information. 250913

MapXtreme 2008 © SDK Developer License, © 2009 Pitney Bowes Software Inc.



Location Plan

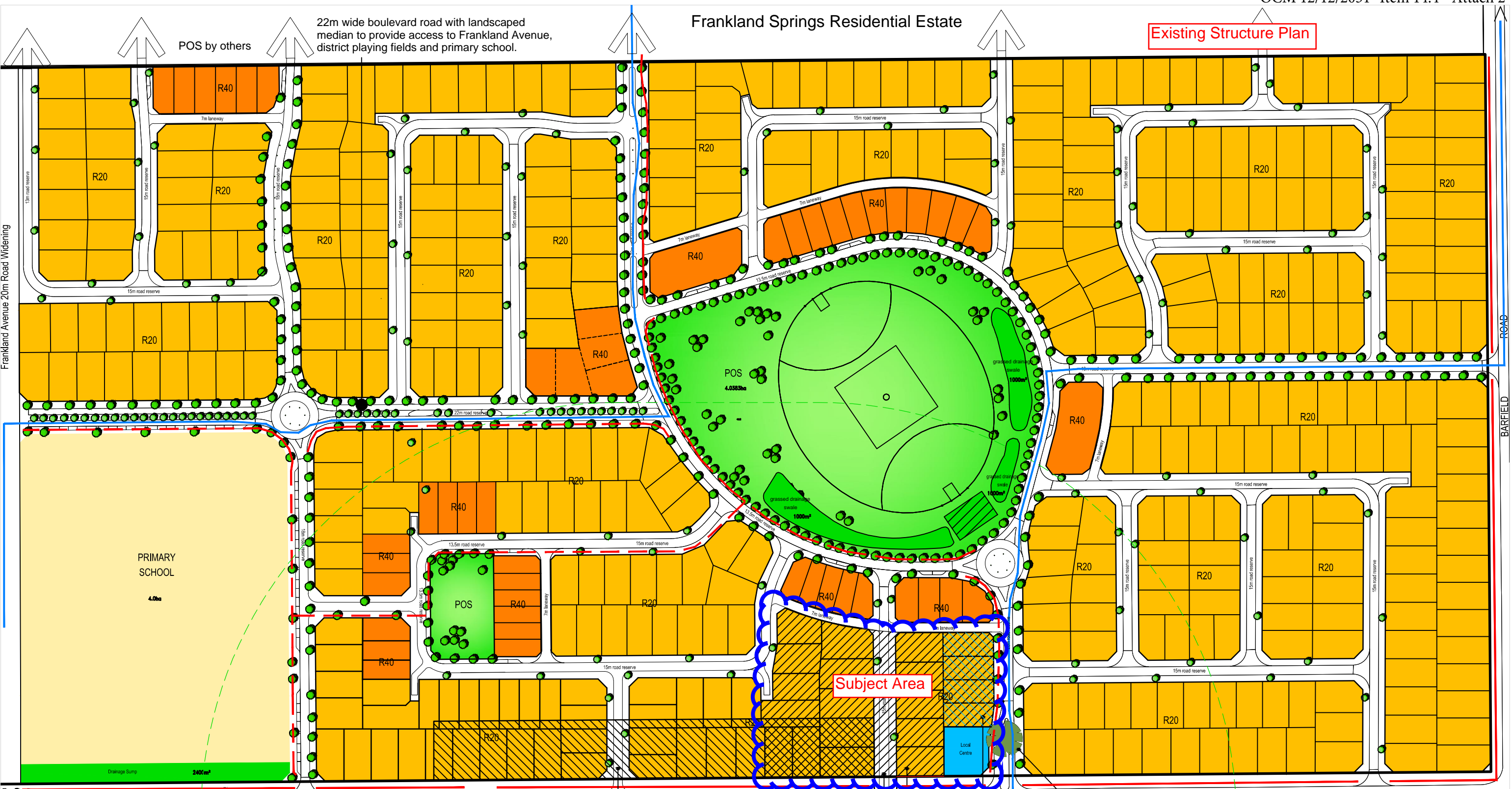
Proposed Modification to Lot 412 Gaebler Road
Local Structure Plan

SCALE = 1:5000


NORTH

Frankland Springs Residential Estate

Existing Structure Plan



- R40
- R20
- Local Centre
- 40 metre strip of vegetation to be retained to prevent any potential dust from construction of the estate drifting over the market garden. Council approval is to be obtained prior to the buffer being removed
- Dual coding R25/R40. R40 densities permitted subject to council approval of detailed design.
- Mixed use retail, commercial and residential activities permitted on and around the site.
- Drainage Exclusion Zones
- 300m sphere of influence from market gardens
- Dual Use Path
- Footpath
- Proposed Bus Route
- Indicative Parking Embayments

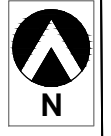
40 metre strip of vegetation to be retained to prevent any potential dust from construction of the estate drifting over the market garden. Council approval is to be obtained prior to the buffer being removed

Dual coding R25/R40. R40 densities permitted subject to council approval

Retention of mature Marri tree.

Mixed use retail, commercial & residential activities permitted on and around this site.

Dual coding R25/R40. R40 densities permitted subject to council approval



DISCLAIMER: ISSUED FOR DESIGN INTENT ONLY. ALL AREAS AND DIMENSIONS ARE SUBJECT TO DETAIL DESIGN AND SURVEY.

STRUCTURE PLAN

LOT 412 GAEBLER ROAD
HAMMOND PARK

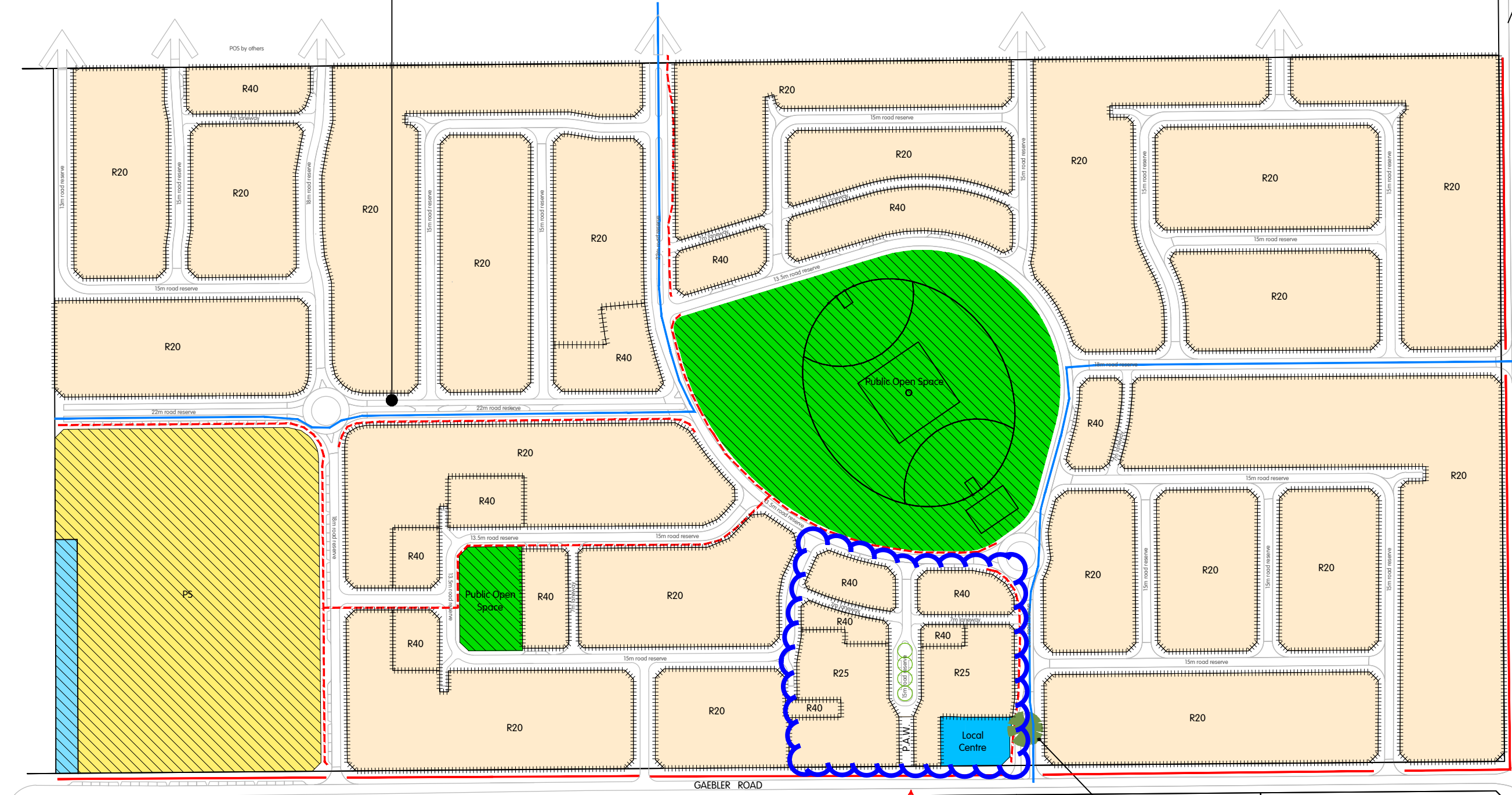
robertsday

scale : 1:2500 @ A3
drawn: LH
checked: LH
approved: ER
date : 21.02.06
client: RICHARD NOBLE

Frankland Springs Residential Estate

Modified Structure Plan

22m wide boulevard road with landscaped median to provide access to Frankland Avenue, district playing fields and primary school.



LOCAL SCHEME RESERVES

- PUBLIC PURPOSES
DENOTED AS FOLLOWS
PS PRIMARY SCHOOL
- LAKES AND DRAINAGE
- PARKS AND RECREATION

ZONES

- RESIDENTIAL
DENOTED AS FOLLOWS
R20 R-CODE 20
R25 R-CODE 25
R40 R-CODE 40
- LOCAL CENTRE

OTHER

- DUAL USE PATH
- FOOTPATH
- PROPOSED BUS ROUTE
- INDICATIVE PARKING EMBAYMENTS

Subject area

Retention of mature Marri tree.



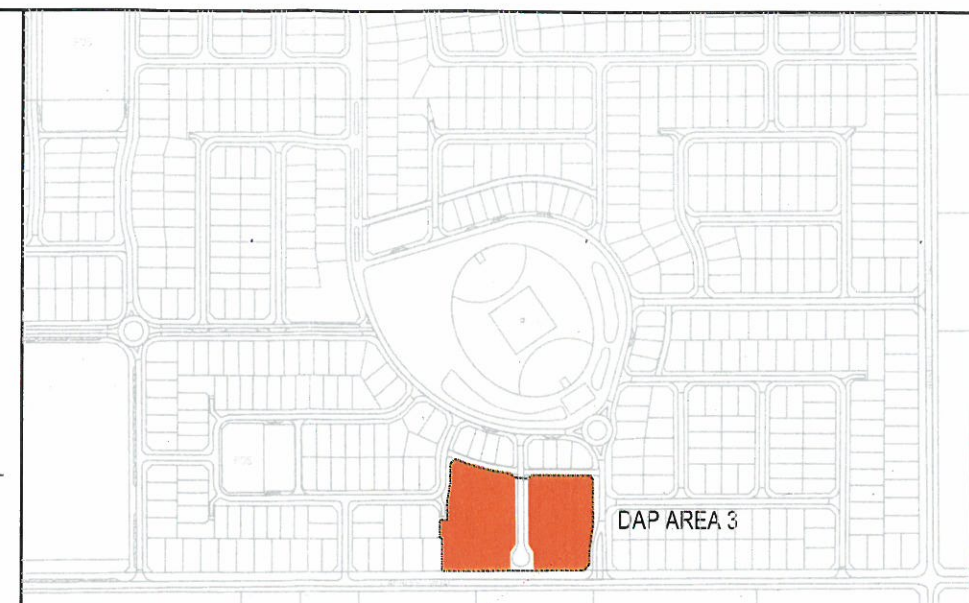
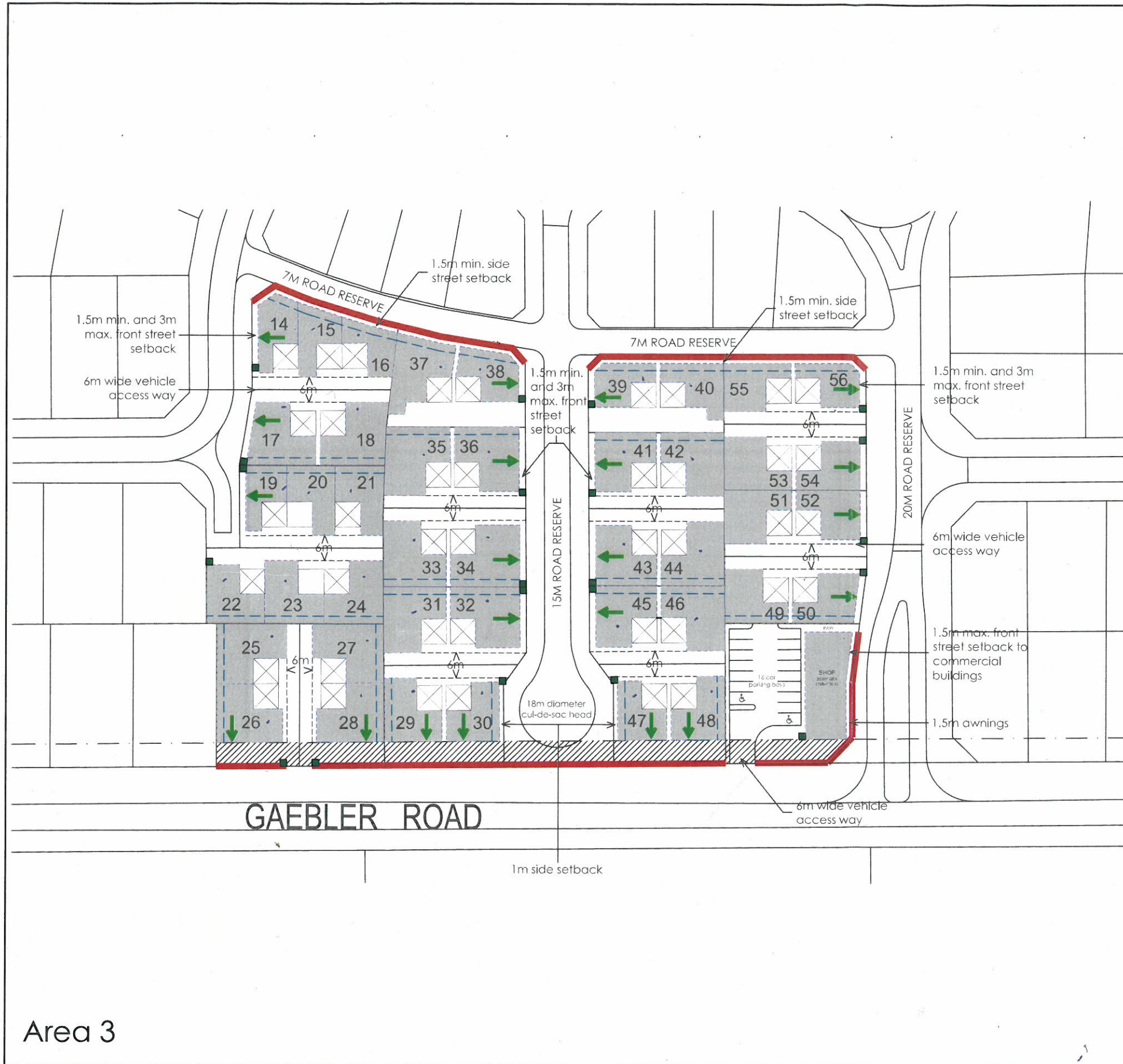
robertsday.com.au planning-design-place
SIZE A3
1:3000
0 metres 30 60 90 120 150

CADASTRAL INFORMATION
SOURCE:
YYMMDD:
DWG REF:
PROJECTION:

C	DoP REQUESTS	131018	SJ	DD
B	CHANGE OF EASEMENT	130822	RF	ER
A	INDICATIVE REDESIGN	130805	RF	ER
REV	DESCRIPTION	YYMMDD	DRAWN	APPR'D

PROPOSED STRUCTURE PLAN AMENDMENT
Lots 412 Gaebler Road
Hammond Park

REF NO. DRAW NO. REV.
RIC GAE RD1 002 C



LOCATION PLAN (1:7500)

DETAILED AREA PLAN PROVISIONS

All dwellings and outbuildings are to be constructed within the building envelopes depicted on the plan (in accordance with the setback requirements of the R-Codes for boundary walls) subject to the following variations to the City of Cockburn's relevant Policies and the R-Codes:

1. The building setbacks depicted on the plan;
2. 40% minimum site open space.

Note:

1. Consultation with adjoining landowners is not required where a proposal complies with the requirements of this Detailed Area Plan (i.e. the points above);
2. The lots within Area 3 covered by this Detailed Area Plan have a dual R20/40 coding. For single residential development, the requirements of the R20 Code apply with the exception of the building setbacks depicted on the plan;
3. Where adjoining lots are developed, shared access is expected, protected by easements on respective Certificate of Titles. Alternatively, lots are to be amalgamated;
4. Outdoor Living Areas are encouraged in front setback areas, adjacent to street frontages;
5. Development within a building envelope may be affected by retaining walls;
6. The Local Centre is not to exceed 200m² of retail floor space (net lettable area);
7. A minimum 16 bays are to be developed in association with the Local Centre, to be designed and landscaped to the City's satisfaction;
8. The street elevations of the Local Centre building are to contain a minimum 60% glazing, protected by awnings 1.5 metres wide (along Botany Parade and Gaebler Road).

Legend

- Building Envelope
- Preferred Garage Location
- Designated Garage Location
- Dwelling Orientation
- 1.5m x 1.5m service easement
- 1.8m Second Storey Setback
- No Vehicular Access
- 5.6m wide easement

Area 3

Detailed Area Plan
 Lot 9503 Gaebler Road, Hammond Park
 City of Cockburn

F	Updated provisions	11/213	SJ	ER	DRAWING NUMBER	REV	F	Issue for Council Report only. All other work is for information only and subject to final design approval.
E	Remove lots, mods to variations	11/128	SJ	ER	DAP 02			
D	Easement	11/028	AD	AD	REFERENCE NUMBER			
C	Mods	10/109	AD	AD	RIC GAE			
B	Mods	10/107	AD	AD				
A	DAP Area 3	10/805	AD	AD	0	20	40m	

ISSUE DESCRIPTION YYMMDD DRAWN APPVD

robertsday
 perth | sydney | melbourne
 Level 1 | 130 Royal Street, East Perth
 Western Australia 6004 AUSTRALIA
 T: 61 8 9218 8700 | F: 61 8 9218 8701
 www.robertsday.com.au

File No. 110/090

SCHEDULE OF SUBMISSIONS
PROPOSED MODIFICATION TO LOT 412 GAEBLER ROAD LOCAL STRUCTURE PLAN

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
1	George Finch 9 Botany Parade Hammond Park, WA 6164	<p>OBJECTION</p> <ol style="list-style-type: none"> 1. Development of any form of multi-storey buildings at the rear of my home will block natural sunlight and will also be an invasion of privacy as the existing fence line at the rear of my property can be easily overlooked. Nothing in the developer's earlier sales literature alluded to the possibility of higher density zoning in the proposed area (which includes my block and home). Had I known it was going to be R25/R40 at the back of my block then I would not have bought the block in the first place. 2. The attempted re zoning amounts to nothing more than greed from the developer and will not benefit the existing home owners in any way. I watched for years as developers in Ireland attempted to squeeze as much as they could from every development site and make a quick buck. I also watched, with dismay, the social and economic problems that ensued as areas became over run with investor driven tenements. Re zoning this area has the potential to diminish the community spirit that is fast developing in Hammond Park. Re zoning the proposed area will also add additional stress to an already choking "Macquarie boulevard". 3. I can guarantee that if the council re zones this area, it will end up costing Cockburn council in the long run as you will have to further upgrade the existing road networks to cater for an increased population density. It is only a matter of time before residents start voicing their concerns about the volume of traffic using Macquarie Boulevard and also the speed at which people travel on it. Rezoning the proposed area will only add fuel to a rapidly growing problem. 	<ol style="list-style-type: none"> 1. Not supported. The existing Structure Plan applied a dual coding of R20/R40 for the subject area. The Detailed Area Plan which applies to the area provided an outline of the form of development at an R40 density. Two storey development is possible under either an R20, R25 or R40 density subject to compliance with the requirements of the Residential Design Codes of Western Australia ("R-odes"). The proposed modification to the Structure Plan specifies where lots will be R25 and R40 which can be considered a 'down-coding' given not all lots will now have R40 potential. This will therefore reduce any potential built form impacts alluded to in the submission. 2. Not supported. As outlined above, the proposal represents a reduction in potential dwelling yield as the revised Structure Plan designates specific locations of the higher R40 coding with the remaining land being for R25 development. Under the current framework, 35 dwellings can be developed whereas the proposed modification will result in a maximum yield of 30 dwellings, which is an overall reduction of 5 dwellings for the subject area. 3. Not supported. Given that the proposal represents a decrease in the potential lot yield for the subject area, traffic movements will be less than if development was to occur in accordance with the current structure plan density codings.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
2	Landowner within Hammond Park	<p>OBJECTION</p> <p>1. It is desirable that Lot 412 is developed with R20 coding to match dwellings to the immediate east and west.</p>	<p>1. Noted but not supported. The majority of the Lot 412 Structure Plan area is coded Residential 'R20' however locations with higher amenity such as near public open space, public transport routes and commercial centres have higher codings of R30 and R40. In light of this the original structure plan had a dual coding of R20/R40 for the area adjacent to the designated Local Centre. For this reason the modified plan retains some R40 coded sites however R25 is also proposed which is consistent with the surrounding area.</p>
3	Thomas O'Conner 7 Botany Parade Hammond Park, WA 6164	<p>SUPPORT</p> <p>1. I support</p>	<p>1. Noted.</p>
4	Ben Newman 75 Johnsonia Bend HAMMOND PARK WA 6164	<p>OBJECTION</p> <p>1. I am writing on behalf of the residents of Hammond Park, affected by the proposed zoning changes described in the City of Cockburn minute reference 110/090.</p> <p>After speaking with a number of residents, all who have signed the attached petition, we have commonly agreed we are against the proposed zoning changes. We strongly believe rezoning the area from R20 to R25 and R40, allowing the developer to sell more blocks on the site would greatly disadvantage the residents surrounding the proposed dwellings. An increased number of houses would mean an increase in traffic and with a number of young families in the surrounding streets there is great concern about the safety of pedestrians.</p> <p>When we (the residents) bought into this stage of the Eden Green Estate we were lead to believe the area was going to be residential. The Eden Green estate plan provided by Richard Noble displayed the number of blocks that would be on the site and a number of blocks (in question) on Johnsonia Bend have even had signs showing the block number and size for several years. After speaking to a few prominent real-estate agents in the area I have had an indication that the proposed changes could have a negative</p>	<p>1. Not supported. The existing Structure Plan provides for a dual coding of R20/R40 for the subject area. This is supported by the current Detailed Area Plan which outlines potential development of lots closer to the R40 density than the base R20 density.</p> <p>Under the current dual coding framework, there is potential for 35 dwellings to be developed whereas the proposed modification would result in a maximum yield of 30 dwellings. The reduction is attributed to the modification specifying sites for R40 and R25 development and removing the blanket dual coding. Whilst the base coding has increased from R20 to R25, allocating only certain sites to be coded R40 has resulted in a net reduction in dwelling yield.</p> <p>In light of the above, the assertion that the modification will lead to increased traffic flow, reduction in housing prices (not a planning consideration), increased crime, risk for pedestrians and noise is considered to be inaccurate given the</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>impact to our house prices also.</p> <p>There are a number of other negative factors we see through these proposed changes including;</p> <ul style="list-style-type: none"> - Increased traffic flow - Diminished house prices - Greater potential for crime - Greater risk to pedestrians - Increased noise <p>The residents of Hammond Park want the zoning to remain as was proposed when we purchased in the estate. It seems somewhat sinister to us that these blocks were left out of past stage releases and now the developer wants to rezone to fit more houses in given that the value of land would increase if more dwellings were squeezed in.</p> <p>We are a prepared to take this matter further and seek legal representation if necessary.</p> <p>2. The following seeks to provide feedback against the identified re-zoning of the 412 Gaebler Road. The submission has also been provided to the following:</p> <ul style="list-style-type: none"> - Fran Logan - Labour Member for Cockburn - Steven Portelli - City of Cockburn East Ward Councillor - Lee-Ann Smith - City of Cockburn East Ward Councillor - West Australian Planning Commission - Ombudsman Western Australia <p>We, the undersigned owners of properties affected by the identified zoning change described in the City of Cockburn minute reference 110/090, do hereby submit in opposition to the proposed change of the Zoning Code which would re-zone the property to any classification other than the current code.</p> <p>Upon consultation with the residents affected the following issues were identified, whereby the following Department of Planning Policies would be breached:</p>	<p>proposal represents a reduction in dwelling yield for the subject area.</p> <p>2. Noted.</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>A. Increase in Traffic Flow - Leading to Breach of State Planning Policy 3.1 - Section 5.3.5 - Pedestrian Safety Hazard and Developmental Control Policy (DCP) 2.6 - Residential Road Planning</p> <p>The proposed rezoning will lead to increasing the volume of traffic in the proposed area due to the ability to build multiple dwellings on each block. Gaebler road is an intermediate road utilised by pedestrians (Children primarily) to traverse to the various schools currently in Hammond Park and Hammond heights. There will also be further extensive traffic of children walking to the school currently being constructed. This rezoning and increase in traffic will lead to a Safety hazard for the pedestrians due to the increased potential of vehicle and pedestrian interaction.</p> <p>The increase in traffic will lead to a breach of section 5.3.5 of the State Planning Policy 3.1- Section 5.2.6 - P5 which states developments must provide for pedestrian safety, minimal crossovers which the proposed changes would increase.</p> <p>The increased traffic volume will also lead to a breach of DCP 2.6 section 3.4 - Access Ways which states access ways should be planned and designed in such a way that traffic speeds and volumes are low and do not prejudice the amenity of abutting dwellings in terms of noise, safety and disturbance. The introduction of R40 zoning behind Johnsonia Bend dwellings will lead to this breach with increase in noise as measured and identified in section d.</p> <p>B. Potential Breach of State Planning Policy 3.1 - Section 5.4 - Subsection 5.4.1 (Visual Privacy) The proposed rezoning will lead to the breach of the Visual Privacy section of the State Planning Policy 3.1. If multiple dwellings are built behind the current houses and are double story they will be overlooking active habitable spaces. Furthermore there are already double storey houses on Johnsonia Bend, which will overlook certain blocks on Gaebler road leading to a reduced visual privacy for multiple dwelling areas.</p>	<p>2A. Not supported. Given that the proposal represents a decrease in the potential lot yield for the subject area, traffic movements will be less than if development was to occur in accordance with the current structure plan density codings. As such the proposal is considered to be consistent with SPP3.1 and DCP 2.6.</p> <p>2B. Not supported. All dwelling types – single, grouped and multiple are required to comply with the visual privacy requirements of SPP3.1 (the R-Codes). Therefore the modification to the Structure Plan will have no impact on the requirement for future dwellings to comply with applicable visual privacy requirements.</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>C. Increase in Traffic Leading to Noise Related Health Matters. The proposed rezoning will lead to an increase in noise levels above the Environmental Protection (Noise) Regulations 1997 - Regulation 8 which states that noise shall not exceed L_{A10} of 40-45 dB between 0700 to 1900 and 1900 to 2200. A similar draft noise evaluation was conducted by a qualified noise officer and noise on Macquarie Boulevard where the zoning is R40 the levels varied from 38-43 dB at varying times, which is in breach of the regulation identified. There is a strong possibility similar noise breaches will occur on Gaebler Road.</p> <p>D. Breach of section 3.7 of Development control policy 1.1 (subdivision of land – general principles) - Vehicular Access The proposed re-zoning of the lots will in some lots breach this section as each lot has to be provided with direct frontage access to a constructed public road, which is connected to the road system of the locality, which currently cannot be provided to all the lots identified as per provided drawings and current setup.</p> <p>Attached are the signatures of the residents opposed to the proposed zoning changes. We look forward to your response.</p> <p>* Petition with 53 signatures enclosed with submission.</p>	<p>2C. Not supported. As the proposal represents a decrease in the potential lot yield for the subject area, traffic movements and associated noise from traffic will be less than if development was to occur in accordance with the current structure plan density codings. As such the proposal is considered to be consistent with the Environmental Protection (Noise) Regulations 1997.</p> <p>2D. Not supported. Irrespective of density coding, all lots at the subdivision stage will be required to have access to a gazetted road. The proposed modification to the Structure Plan will not compromise the ability of the future lots to have suitable access to the road network. Access would potentially improve as there will be a reduction in battleaxe type development in favour of more traditional lot configurations.</p>

Navigation icons: Home, Back, Forward, Print, Refresh, Search, etc.

Modules

- Property
- Photo Map Aerials**
- Adjusted Aerial (Orthorectified)
- Aerial Historical
- Community Services
- Constraints
- DetailedAreaPlans-StructurePlans

Layers

- Roadnames
- display_for_intermap
- MRS_Regional_Roads
- contours
- BuildingEnvelopes-TPS3-Original
- Building_Envelopes
- Strata
- COC_BOUNDARY**
- Roads
- Suburbs**
- Aerial 2013 May
- Aerial 2013 Feb
- Aerial 2013 Jan

Labels on map: Caledonia Park, Marina Beach, Medina Park, Coromandel Park, Omeo Park, Perlinte Park

Scale: 0 250.00 500.00 meters

Address Assessment Community Facilities

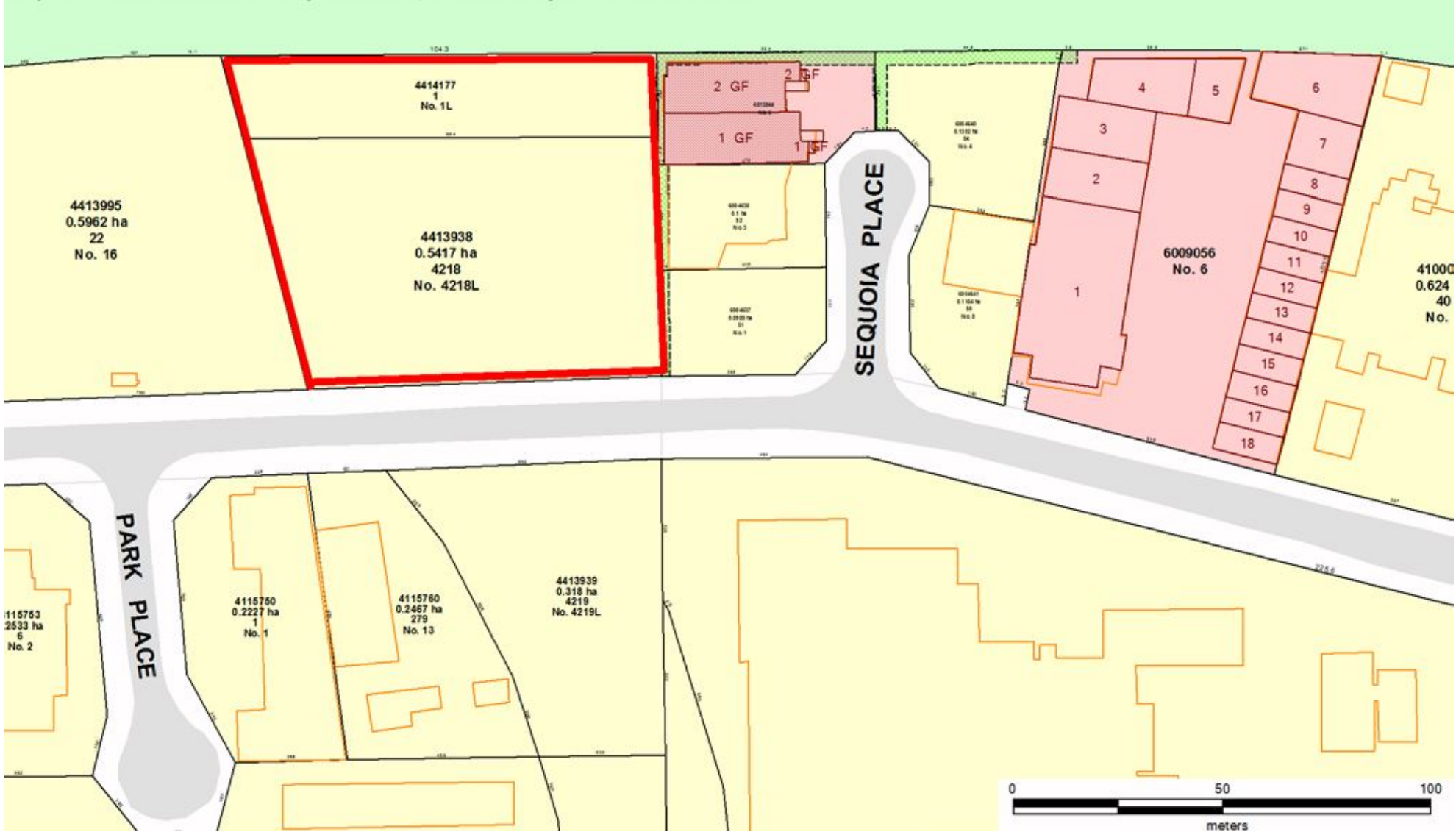
Views

IMPORTANT: The accuracy provided is not to be used for legal purposes, but reference made to original documents. For current Easement, Dimension and Area measurement information etc, please verify on the Certificate of Title and/or Deposited Plan.
© Western Australian Land Information Authority trading as Landgate (2010)

Done

Internet | Protected Mode: Off | 103%

MapXtreme 2008® SDK Developer License, © 2009 Pitney Bowes Software Inc.



City of Cockburn
G.I.S Services Department

**PLAN OF LOTS 1 AND 4218
QUARIMOR ROAD
BIBRA LAKE**

PRINTED ON:
Tuesday, 26 November 2013

SCALE = 1:1336

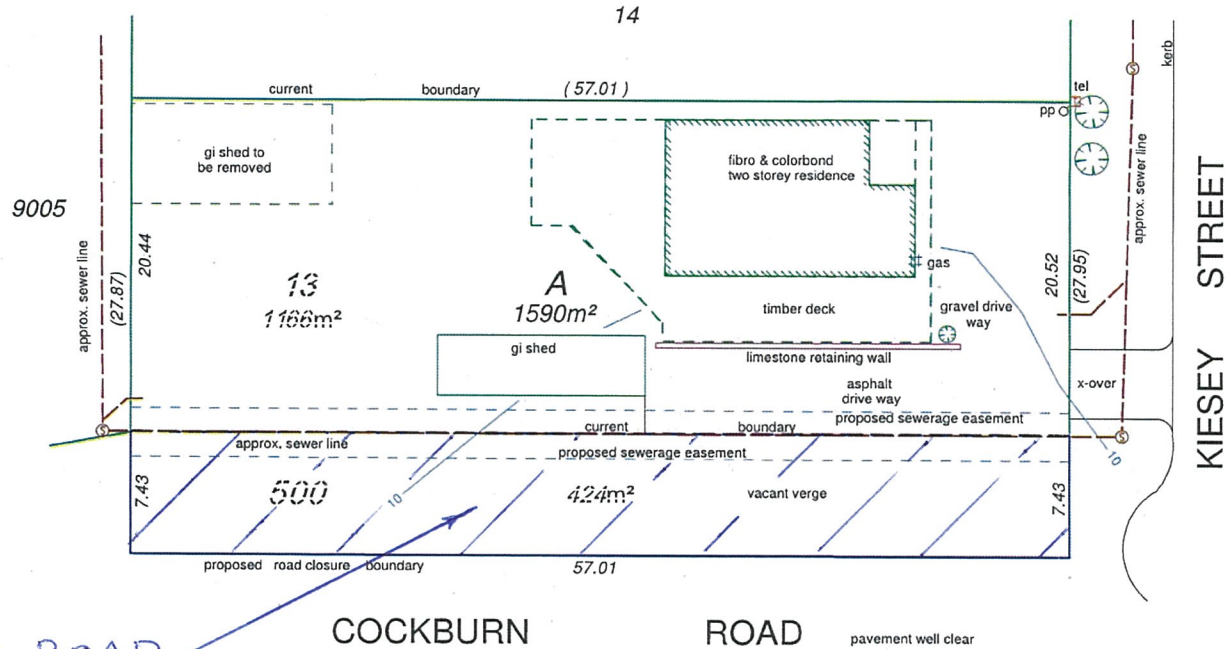


DISCLAIMER - The City of Cockburn provides the information contained herein and bears no responsibility or liability whatsoever for any errors, faults, defects or omissions of information contained in this document.

Amalgamation of Road Closure
 Lot 500 with Lot 13
 Kiesey Street, Coogee



Total area:
 Lot 13 - 1166m²
 Road Closure - 424m²
 Lot A - 1590m²
 No. of original lots - 2
 No. of proposed lots - 1



KIESEY STREET

PROPOSED ROAD
 WIDENING

see RDL File # 51356-2004
 Job # 111976

4 KIESEY STREET
 COOGEE WA 6166

ZONED: R20

TITLE: PROPOSED AMALGAMATION 4 KIESEY STREET COOGEE CLIENT: PEMBER R.	GIUDICE SURVEYS ESTABLISHED 1972 LICENSED LAND SURVEYORS Land Subdivisions, Strata Consultants, Engineering Surveys, Project Management Email: giudice@giudicesurveys.com http://www.giudicesurveys.com	8 Stirling Street Fremantle PO Box 1219 FREMANTLE WA 6959 ABN 90 910 482 646	LOT: 13	REF: 139/96 - AP1	DATE: 21/02/2013	IMPORTANT NOTE: * All dimensions, lot no.s & areas are subject to survey and approval of WAPC & Titles Office. * All building offsets are approximate only and are subject to survey. * Contours Plotted from Water Corporation Sewer E plans. * If A Proposed Building is less than 1m from the Sewer Main, The Water Corporation will require a Surveyed Location of the Sewer Main prior to Approval of the Building Application 13996APPNEW - Rd Close Amalg
		PLAN/DIA: P 5949	DATUM:	SURV'D M.S./P.J.	CHECK'D	
		C/T: VOLUME - FOL 1910-92	REVISION:		SCALE: @ A3 0 5 10 15 1:300	
		LOCAL GOV: CITY OF COCKBURN				

Omnibus Amendment (Scheme Amendment No. 99)

Proposed Amendment	Reasoning
Modifying the Scheme Text by deleting the Veterinary Consulting Rooms use from Schedule 1 - Land Use Definitions and Table 1 - Zoning Table.	Due to multiple classifications for veterinary land uses, there is no longer need for the veterinary consulting room. This Scheme Amendment has been brought about in an attempt to return the Scheme to a point where it is in line with the Model Scheme Text.
Modifying the Scheme Text by deleting the Veterinary Hospital use from Table 1 - Zoning Table.	Due to multiple classifications for veterinary land uses, there is no longer a need for the veterinary hospital land use in the Scheme. This Amendment has been brought about in an attempt to return the Scheme to a point where it is in line with the Model Scheme Text.
Modifying the Scheme Text by amending the use permissibility designation of Veterinary Centre from X to A for the Rural Living zone under Table 1 - Zoning Table.	This modification to the Scheme is proposed in order to allow the veterinary centre land use to be changed under Table 1 – Zoning Table, in order to make this use a permissible use in the rural living zone. This has been proposed as it will simplify veterinary land uses in the City, allowing for simpler assessment of these uses.
Modifying the Scheme Text by amending Clause 5.8.5(a)(ii) to read as follows: “A home occupation or home business can be undertaken subject to clause 5.8.5 (a) (ii) by the owner or occupier of the land and is not transferable. ”	The change to clause 5.8.5 (a)(ii) has been proposed in order to modify the Scheme Text to realign it with the Model Scheme Text.
Modifying the Scheme Text by correcting the spelling under Clause 8.2.1(h) as follows: "the erection on a single lot of two grouped dwellings (included extensions and ancillary outbuildings) where a grouped dwelling is designated with the symbol 'P' in the cross-reference to that Use Class and a Zone in the Zoning Table, and where the development is consistent with Local Planning Policy No. APD58 (Residential Design Guidelines) and the Residential Design Codes."	This change is proposed in order to fix a spelling mistake that was made at the time of writing this clause.
Modifying the Scheme Text by amending Clause 8.2.1(i)(i) to read as follows: “of 100 square metres or less and a wall height of 2.4 metres or less in the Development and Residential Zone	This clause conflicts with the provisions of the Residential Design Codes. The proposed change will realign the Scheme Text with what is suggested as acceptable development under State Planning Policy 3.1.
Modifying the Scheme Text by amending Clause 8.3.2 to read as follows: "Where planning approval has been granted subject to conditions, and one or more of the conditions and/or approved plans have not been complied with to the satisfaction of the local government, the local government may refuse to issue approval for the further use or development of the land to which the conditions of a previous approval are outstanding."	This amendment has been proposed in order to allow the City more control over the refusal of development approval. This clause will allow the City better controls over the refusal to continue development or further use of the land, when one or more of the conditions of approval have not been complied with.

Proposed Amendment	Reasoning
<p>Modifying the Scheme Text by amending Clause 10.10.1 to read as follows: "An applicant aggrieved by a determination of the local government in respect of the exercise of a discretionary power under the Scheme may apply for a review to the State Administrative Tribunal in accordance with Part 14 of the Planning and Development Act 2005."</p>	<p>The change to clause 10.10.1 has been proposed in order to modify the Scheme Text to realign it with the Model Scheme Text. This amendment ensures that applicants who are aggrieved with a decision made by Council, have the right to apply to the State Administrative Tribunal for a review of the matter.</p>
<p>Modifying the Scheme Text by amending the Town Planning Act definition under Schedule 1 - General Definitions to read as follows: "means the Planning and Development Act 2005." "</p>	<p>This change allows for reference to the new legislation to be implemented. The Scheme Text currently refers to the old legislation, which is no longer in force.</p>
<p>Modifying the Scheme Text by introducing a new Small Bar definition under Schedule 1 - Land Use Definitions as follows: "Small Bar: means premises licensed as a small bar under the Liquor Control Act and used to sell liquor for consumption on the premises, but not including the sale of packaged liquor; and with the number of persons who may be on the licensed premises limited to a maximum of 120."</p>	<p>This modification to the Scheme will introduce a new use class to the Scheme, 'Small Bar'. Inclusion in the Scheme will allow for the addition of this land use into Table 1 – Zoning Table, allowing it to be an applicable land use in the Regional, District and Local Centre zones, prohibited in all other zones. This amendment follows guidance provided by Planning Bulletin 85 – Small Bar Licensed Premises, to reword the definitions of these land uses due to changes brought about in 2007 to the <i>Liquor Control Act 198</i> 8.</p>
<p>Modifying the Scheme Text to add Small Bar as a use class under the Commercial Uses category, with the use permissibility designation of A within the Regional Centre, District Centre and Local Centre zones, and as an X use in all other zones.</p>	<p>Inclusion in the Scheme will allow for the addition of this land use into Table 1 – Zoning Table, allowing it to be an applicable land use in Regional, District and Local Centre zones, prohibited in all other zones. This is to follow the guidance provided by Planning Bulletin 85 – Small Bar Licensed Premises.</p>
<p>Modifying the Scheme Text by introducing a new Holiday Home (standard) definition under Schedule 1 - Land Use Definitions as follows: "Holiday Home (standard): means a single house (excluding ancillary accommodation), which may also be used for short stay accommodation for no more than six people (but does not include a bed and breakfast, guesthouse, chalet and short stay accommodation unit)."</p>	<p>This amendment follows guidance provided by Planning Bulletin 99 – Holiday Home Guidelines, to include the definitions for this land use, due to these particular land uses being a legitimate part of the tourist industry, and an increasingly more popular land use. This amendment will formalise this land use for local government authorities to have a specific land use zone.</p>
<p>Modifying the Scheme Text to add Holiday Home (standard) as a use class under the Residential Uses category, with the use permissibility designation of A within the Residential zone, Rural Living and Rural zone, and as an X use in all other zones.</p>	<p>This amendment follows guidance provided by Planning Bulletin 99 – Holiday Home Guidelines, to include the definitions of these land uses due to these particular land uses being a legitimate part of the tourist industry, and an increasingly more popular land use. This amendment will formalise this specific land use for local government authorities to have a specific land use zone.</p>
<p>Modifying the Scheme Text by introducing a new Holiday Home (large) definition under Schedule 1 - Land Use Definitions as follows: "Holiday Home (large): means premises</p>	<p>This amendment follows guidance provided by Planning Bulletin 99 – Holiday Home Guidelines, to include the definitions for this land use, due to these particular land uses</p>

Proposed Amendment	Reasoning
conforming to the definition of holiday home (standard) with the exception that the premises provide short stay accommodation for more than six people but not more than 12 at any one time.”	being a legitimate part of the tourist industry, and an increasingly more popular land use. This amendment will formalise this land use for local government authorities to have a specific land use zone.
Modifying the Scheme Text to add Holiday Home (large) as a use class under the Residential Uses category, with the use permissibility designation of an X use in all zones.	This amendment follows guidance provided by Planning Bulletin 99 – Holiday Home Guidelines, to include the definitions for this land use, due to these particular land uses being a legitimate part of the tourist industry, and an increasingly more popular land use. This amendment will introduce and formalise this land use in the Scheme, and make it not permissible in
Modifying the Scheme Text by amending the Hotel definition in Schedule 1 - Land Use Definitions to read as follows: “Hotel: means premises providing accommodation the subject of a hotel licence under the Liquor Control Act and may include a betting agency on those premises.”	This modification will allow for the addition of this land use into Schedule 1, updating the current definition for a Hotel land use. This follows the guidance provided by Planning Bulletin 85 – Small Bar Licensed Premises, due to changes brought about in 2007 to the <i>Liquor Control Act 1988</i> .
Modifying the Scheme Text by amending the Tavern definition in Schedule 1 - Land Use Definitions to read as follows: “Tavern: means premises licensed as a tavern under the Liquor Control Act and used to sell liquor for consumption on the premises.”	This modification will allow for the addition of this land use into Schedule 1, updating the current definition to for a Tavern land use. This follows the guidance provided by Planning Bulletin 85 – Small Bar Licensed Premises, due to changes brought about in 2007 to the <i>Liquor Control Act 1988</i> .
Modifying the Scheme Text by correcting the spelling error in Schedule 4, under SU9 Clause 3(e)(ii) as follows: “Signage is to complement the Architectural proportion and scale of the building. Roof signs will not be permitted.”	This change is proposed in order to fix a spelling mistake that was made at the time of writing this clause.
Modifying the Scheme Text by correcting the spelling error in Schedule 11, under DA7 Provision 2 as follows: “To provide for an integrated town centre with a mix of residential, commercial, recreation, community and education facilities, in accordance with an approved Structure Plan.”	This change is proposed in order to fix a spelling mistake that was made at the time of writing this clause.
Modifying the Scheme Text by amending Schedule 11, under DA29 Provision 3 (b) (i) to read as follows: “(i) a minimum of 5% of the total area of each lot must be landscaped between the lot boundary and the building line (excluding verge areas) or as varied under the provisions of Clause 5.9.2 of the Scheme.”	This corrects an error in the wording of this clause which refers to the ‘boundary line’ instead of ‘building line’. This modification clarifies the setback area referred to in the clause.
Rezoning the portion of redundant road reserve adjoining the southern boundary of Lot 50 (No. 18) Interim Road, Spearwood from Local Reserve - Local Road to Residential R30;	Currently this portion of road reserve (approximately 270m ²) is used as a driveway for Lot 50 Interim Road, Spearwood, and the proposed change to the Scheme Map will allow for this portion of vacant land to be utilised for development as part of the adjoining properties

Proposed Amendment	Reasoning
	(Lot 50 and Lot 109). This is the subject of advanced negotiations with the adjacent landowners to each purchase a portion of the land.
Rezoning the southern portion of Lot 1 (No. 15) Yangebup Road, Yangebup from No Zone to Development Zone within Development Area 4 (DA4) and Development Contribution Area 4 (DCA4).	This change to the Scheme Map will allow for this portion of land to now be zoned within the adjacent Development Area, Development Area 4, and Development Contribution Area 4, previously having no zone allocated to it.
Rezoning the southern portion of Lot 105 (No. 45) Armadale Road, Jandakot and the adjoining portion of Road Reserve from No Zone to Development Zone within Development Area 20 (DA20).	This change to the Scheme Map will allow for this portion of land to now be zoned within adjacent Development Area 20, previously having no zone due to MRS 1166/57 (20 Oct, 09).
Rezoning half of the former Pedestrian Access Way between Lot 2718 (No. 10) Benedick Road, Lot 157 (No. 14) Benedick Road and Lot 158 (No. 5) Rosalind Way, Coolbellup from No Zone to Development Zone within Development Area 34 (DA34) and the eastern half to 'Residential R20'.	This change to the Scheme Map will allow for this portion of land to now be zoned within the adjacent Development Area 23, previously having no zone allocated to it. This parcel of land is a pedestrian access way and can therefore be rezoned with the realignment of the development area's boundary.
Rezoning the stretch of land south of Russell Road / Kwinana Freeway Primary Regional Roads Reservation and north of the Railways Regional Reservation from No Zone to Development Zone within Development Area 8 (DA8) and Development Contribution Area 2 (DCA2).	This change to the Scheme Map will allow for this portion of land to now be zoned within the adjacent Development Area 8, previously having no zone allocated to it. This parcel of land requires a realignment of the boundary of Development Area 8.
Rezoning the eastern portions of 44 Pearson Drive and 33 Gillen Way, Success from No Zone to Residential R40.	This amendment zones a portion of land currently having no zone, to Residential R40. The subject land is parallel to the Kwinana Freeway and was left unzoned as a result of MRS Amendment 1032/33, gazetted 29 June 2005. It is currently included in Development Area 14, however it is proposed to also include it within the adjacent Residential R40 zone.
Rezoning the stretch of No Zone land north of Pearson Drive from No Zone to Residential R80.	This amendment zones a portion of land currently having no zone, to Residential R80. The subject land is parallel to the Kwinana Freeway and was left unzoned as a result of MRS Amendment 1032/33, gazetted 29 June 2005. It is currently included in Development Area 14; however, it is proposed to also include it within the adjacent Residential R80 zone.
Rezoning the rear portions of Lots 100 and 101 Russell Road and Lots 102 and 103 Rockingham Road, Henderson from No Zone to Light and Service Industry.	This amendment proposes to zone small unzoned portions of land within the boundaries of these subject lots to Light and Service Industry, consistent with the zoning of these lots.
Adding the appropriate Additional Use 18 (AU18) designation to 44 Port Kembla Drive, Bibra Lake.	This addition to the Scheme Map was not undertaken when Additional Use 18 was approved. The Scheme Text was amended at the time; however, no update of the Scheme

Proposed Amendment	Reasoning
	Map occurred to depict the area subject to AU18.
Rezoning Lot 2054 (No. 59) Redmond Road and Lot 3001 (No. 57) Redmond Road, Hamilton Hill from Local Reserve – Parks and Recreation to Local Reserve - Community Purpose.	<p>These lots are now owned by the Multiple Sclerosis Society of WA and should no longer be zoned under Local Reserve – Parks and Recreation, as they are no longer used for this purpose.</p> <p>Lot 59 Redmond Road is owed by the City and is leased to the MS Society for Respite and Accommodation. Lot 57 Redmond Road was transferred to the MS Society via a conditional grant for the purpose of Accommodation. Both lots have been developed as such, and therefore it is considered that a reservation of Local Reserve – Community Purpose is a more appropriate reflection of the current land uses.</p>
Rezoning the southern portion of Lot 51 (No. 5) Dodd Street and 7 Dodd Street, Hamilton Hill from Residential R20 to Local Centre.	This subject sites are zoned Local Centre, however a small portion is zoned Residential R20 on the subject sites, giving the land an unintended split land use zoning. A change to the Local Centre under the TPS will correct the incorrect zoning that has previously occurred.
Rezoning Reserve No. 46985 Richmond Entrance, Success from Residential R20 to Local Reserve - Parks and Recreation.	Reserve No. 46985 is a City of Cockburn Reserve utilised as Public Open Space, however it is currently zoned Residential R20. It is proposed that this land be reserved Local Reserve – Parks and Recreation to reflect its current and intended ongoing use.
Recoding Lots 1023 to 1026 (No. 1 to 7) Strand Close, Atwell from R5 to R20.	<p>This amendment proposed that the lots in question be rezoned to the correct residential zoning, R20. These lots are no longer classified as R5 under the Residential Design Codes and therefore should be amended on the Scheme Map to ensure that any future subdivision of the land occurs in accordance with the correct zoning.</p> <p>NOT 1-7 but 1, 3, 5, 7 Strand Close</p>
Rezoning the Public Purpose (WP) Local Reserve portion of Lot 1 Semple Court, South Lake to Residential R40.	This land has recently been purchased by the City, and as such it is now being proposed that a change of zone be approved in order for the land to be redeveloped into an R40 residential site.
Rezoning Lot 76 (No. 213) Winterfold Road, the western adjoining portion of Lot 4613 (No. 219) Winterfold Road and the northwest adjoining portion of Lot 4612 (No. 30) Mopsa Way, Coolbellup from Residential R20 and Public Purpose Reservation to Residential R25.	This land has recently been purchased by the City, and as such it is now being proposed that a change of zone be approved in order for the land to be redeveloped into an R25 residential site.
Rezoning the southern portion of Lot 4613 (No. 219) Winterfold Road and the adjoining eastern portion of Lot 4612 (No. 30) Mopsa Way, Coolbellup from Public Purpose Reservation to Residential R25.	This land has recently been purchased by the City, and it is proposed that it be zoned Residential R25 to facilitate residential development.

Proposed Amendment	Reasoning
Rezoning the Local Reserve - Lakes and Drainage on portion of Lot 1301 (No. 301) Spearwood Ave and Reserve 46427 (Lot No. 4527) Spearwood Avenue, Bibra Lake to Industry.	This amendment allows for the Scheme Map to be amended to correctly show the drainage for this site. The sump is located on Lot No. 4527 Spearwood Ave; however, the Scheme Map currently shows the area of drainage to be across two sites, which is incorrect.
Rezoning the eastern portion of Lot 30 Tapper Road, Lot 31 (No. 52) Myall Place and eastern portion of Lot 40 Myall Place, Banjup from No Zone to Resource Zone.	This amendment proposes to change an area of land that currently has no zone, to Resource Zone under the TPS. This is due to the particular land previously being set aside as a private access way. This access way is not to be developed, and therefore the land can now be zoned in accordance with the surrounding land.
Rezoning Lot 40 (No. 39) Cervantes Loop, Yangebup from Local Reserve - Lakes and Drainage to Residential R30.	Lot 40 Cervantes Loop is a 1743m ² lot that is reserved 'Local Reserve – Lakes and Drainage', but is no longer required for such purpose. It is proposed to rezone the site to Residential R30 to facilitate grouped dwellings.
Rezoning Lot 282 Skeahan Street, Spearwood from Local Reserve - Lakes and Drainage to Residential R30	<p>Lot 282 Skeahan Street is a 534m² area of land reserved 'Local Reserve – Lakes and Drainage'. It is proposed to redirect stormwater drainage from this site to the drainage basin at the corner of Phoenix Road and Bullfinch Street, and therefore it will no longer be required for drainage purposes.</p> <p>The lot is surrounded by residential lots zoned Residential R30, and it is therefore proposed to zone the land Residential R30. It is likely that the land will be purchased by an adjacent landowner; otherwise other access and development options for the site will be investigated.</p>
Rezoning Lot 1 Lomax Court, Beeliar so that the entire lot is zoned Residential R40 within Additional Use 9 (AU9).	<p>Lot 1 Lomax Court, Beeliar has been developed for grouped dwellings.</p> <p>A coding of R40, and 'Additional Use No. 9' apply to the majority of Lot 1 Lomax Court, Beeliar, which has been developed for grouped dwellings. As a result of a subdivision/boundary realignment prior to development there is a portion of the site that has been left outside of the Residential R40 zone and AU 9, and is instead within the Development zone to the north.</p> <p>It is therefore proposed that the zoning boundary (Residential R40 and AU 9) be corrected so that it is aligned with the lot boundary, as intended.</p>
Rezoning Lot 77 (No. 52) Malvolio Road, Coolbellup from Local Reserve - Lakes and Drainage to Residential R20.	Lot 77 Malvolio Road is a 728m ² lot reserved Local Reserve – Lakes and Drainage. The lot is not required for drainage and is now privately

Proposed Amendment	Reasoning
	<p>owned and has been developed as a single residential lot. It is therefore proposed to rezone this lot to Residential R20, consistent with the current use of the land and the zoning of the surrounding residential area.</p>
<p>Deleting Additional Use 14 (AU14) from the Scheme Text and Map.</p>	<p>This amendment proposes the removal of the AU14 annotation from the Scheme Text and the Scheme map. Additional Use 14 applies to the area that was formerly Lot 502 on Diagram 99880 Sudlow Road, Bibra Lake, for "Effluent ponds, inert landfill". This land is now generally bound by Tidal Way, Sustainable Drive and Renewable Chase.</p> <p>The effluent ponds and landfill uses have since ceased and the land has been zoned 'Industry – General' and subdivided and developed as Cockburn Commercial park.</p> <p>Therefore these additional uses are no longer required nor considered appropriate in this area, and are proposed to be deleted.</p>
<p>Rezoning Lot 75 (No. 14) Bundy Court, South Lake from Local Reserve - Public Purpose (Civic) to Residential R20.</p>	<p>Lot 75 Bundy Court is a 1237m² lot currently reserved Local Reserve – Public Purpose (Civic), however it is no longer required for any identified public purpose in this area.</p> <p>The lot is located in a residential area, and it is therefore proposed that it be zoned Residential R20, consistent with the surrounding residential coding. This will facilitate the potential for a two lot subdivision/two dwellings on the site.</p>

SCHEDULE OF SUBMISSIONS
SCHEME AMENDMENT 99 - VARIOUS ZONING CORRECTIONS (OMNIBUS)

No.	Name/address	Submission	Council's recommendation
1	Graeme Morris, Richard Noble & Co PO BOX 8210 SUBIACO WA 6008	No Objection	Noted.
2	Scott Carter 36 Mopsa Way COOLBELLUP WA 6163	<p>1. Objection</p> <ol style="list-style-type: none"> 1. I am writing to you to make a comment on Scheme Amendment No 99 to Town Planning Scheme No 3. As my house is located at No. 36 Mopsa Way in Coolbellup I am right next door to the proposed changes and think that it is important to point out that the large gum trees that are growing on the area are home to a wide array of birds and other fauna and this decision will destroy a small pocket where Mopoke or Tawny Frogmouth and small owls can often be seen and heard in the early evenings and mornings and that it saddens me that it will be destroyed for commercial gain. I understand that progress is progress and cannot be stopped sometimes however I feel that someone should make you aware of their existence and importance to our Eco system. 2. I also would like to point out that depending on the style or height of buildings erected could impinge on the privacy of my back yard and ask to be consulted before approval takes place. 3. Finally I would like you to clarify for me what the introduction of an R25 zoning next door to my currently R20 zoned property means to said current R20 zoning. 	<ol style="list-style-type: none"> 1. Not supported. 2. The subject land was identified in Council's Land Management Strategy for investigation for residential development, and a coding of R25 is a 'low density' coding in accordance with the Residential Design Codes (in terms of applicable setbacks etc.), generally consistent with the surrounding area. The R-Codes include provisions to protect privacy and minimise overlooking. 3. It is noted that there are some attractive trees on the site, and any development will investigate the possibility of retaining trees. In terms of an environmental outcome, the retention of trees must be balanced against the objective to accommodate dwellings within existing areas in accordance with Directions 2031, which reduces the need to develop land on the urban fringe. 4. At this stage there are no proposed zoning changes to 36 Mopsa Way (adjacent to the

No.	Name/address	Submission	Council's recommendation
			subject site), however the City has embarked upon the Coolbellup Revitalisation Strategy which will examine potential residential coding modifications throughout Coolbellup, amongst other things.
3	Department of Water PO Box 332 Mandurah Western Australia 6210	<p>No Objection</p> <p>Thank you for the above referral received 7 October 2013. The Department of Water (DoW) has reviewed the referral and the DoW has no comment to offer.</p> <p>If you would like to discuss these issues further, please contact Jane Sturgess at the Department's Mandurah office on 9550 4222.</p>	Noted.
4	Main Roads Western Australia PO Box 6202 EAST PERTH WA 6892	<p>No Objection</p> <p>Thank you for your letter dated the 2nd of October, 2013 requesting Main Roads comment on the above proposed Town Planning Scheme (TPS) amendment Main Roads has no objection to the proposed amendment(s), subject to the following condition being imposed:</p> <p>1. In regards to amendment 5 Main Roads has noted the anomaly within the MRS relating to the area immediately west of the Kwinana Freeway, contained within the amendment 5 area.</p> <p>Please refer to the attached map. You will note the highlighted Lot is set aside for road widening although it is not zoned as a Primary Regional Road as part of the MRS. The amendment 5 shall be revised to not include the Lot referred to above (classified as Kwinana Freeway PSP) in the DCA 2 (DA 8) zoning as per City of Cockburn's TPS.</p>	<p>Noted.</p> <p>It is proposed that proposal 5 be modified to reflect the proposed road widening.</p>
5	Western Power	<p>Thank you for taking the time to provide us with this information. 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</p>	Noted.

No.	Name/address	Submission	Council's recommendation
		<p>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> <p>I invite you to review the information provided via the APR and the NCMT for your area. Once again, thank you for assisting us in delivering quality information to our customers and the broader community.</p>	
6	Robert & Annabel Vadas 12 Bracewell Court Yangebup WA 6164	<p>Objection</p> <p>We are the owners and occupiers of No.12 Bracewell Court, Yangebup (Lot 39). We purchased our house in May 2006.</p> <p>1. The features that particularly attracted us and which reflected the higher price the vendors were asking for the property and the price we were willing to pay were:</p> <ul style="list-style-type: none"> · Privacy because there was only one neighbour and they were well separated and screened from us. · Security because the drainage sump provided a physical barrier leaving only a short length of boundary adjoining Milgun Reserve for us to secure. · An attractive unobstructed view southwards to groves of large trees which attract many birds. <p>We object to the proposed rezoning to R30 and to the former drainage reserve being rezoned for any purpose other public reserve.</p> <p>Because the existing 3 metre wide access way could never be upgraded to a width acceptable to the Western Australian Planning Commission for five battle-axe lots, the site can never be used for green title lots.</p> <p>Therefore, our objections to the rezoning to R30 are predicated on the assumption that the rezoned lot will only be suitable for a grouped housing development at a R30 density.</p> <p>2. The use of the land for five grouped houses will create a dangerous traffic situation on Cervantes Loop.</p> <p>We assume that a grouped housing development would provide an internal turning circle thus negating the possibility of cars having to reverse down the battle-axe leg into Cervantes Street. However, the evident site access is not in accordance with acceptable standards and would lead to potential safety hazards. No provision has been made for adequate truncations on either side of the access leg so that cars exiting onto Cervantes Loop can do so via a 90 degree access point thus not needing to cross the centre line of the road if they are turning north and so vehicles entering the site can do so via a better</p>	<p>Partially supported</p> <p>1. The subject land is no longer required for drainage, and was identified for investigation for development in Council's Land Management Strategy. Having residential properties backing onto POS is contrary to <i>Liveable Neighbourhoods</i> and Crime Prevention Through Environmental Design (CPTED) principles which seek to have lots facing POS, and dwellings and fencing designed to provide surveillance. Development of this land will allow new dwellings to be configured to provide surveillance of the POS, rather than having an isolated corner of POS with no surveillance, which is considered to increase crime vulnerability for those dwellings. However, it is considered that development of 4 grouped dwellings rather than potentially 5 would allow for better vehicle manoeuvring and dwelling layout on the site. Accordingly it is recommended that a coding of R25 be applied to the subject land. R25 is classified under the Residential Design Codes as a 'low density' coding (in terms of setbacks etc), rather than 'R30' which is a 'medium density'</p>

No.	Name/address	Submission	Council's recommendation																																																	
		<p>designed access point. The potential for a badly designed access point adds to the danger of the only possible access point being on a blind corner on Cervantes Loop. Vehicles heading west on Cervantes Loop would have to be almost past McCaw Mews before they saw a car entering into or exiting from the site - giving only about 50 metres of separation between each vehicle – that is only about 3.5 seconds at 50 kph.</p> <p>3. Residential development of any type on this land will impinge on the outlook, privacy, and amenity of the five adjoining existing properties.</p> <p>According to a 2004 publication by the Western Australian Planning Commission entitled 'Residential Density & Housing Examples' the following actual densities were achieved on similar sized lots if only single storey developments were adopted.</p> <p>This table clearly shows that if desirable single storey dwelling and lot sizes are to be achieved on similar sized lots, then the achieved densities are R25.</p> <table border="1" data-bbox="526 622 1568 1372"> <thead> <tr> <th>Location</th> <th>LGA</th> <th>Area SqM</th> <th>No. of units</th> <th>Average lot size SqM</th> <th>Achieved Density</th> <th>Coded Density</th> </tr> </thead> <tbody> <tr> <td>Jacqueline St, Bayswater</td> <td>City of Bayswater</td> <td>1367</td> <td>3 single storey survey strata lots</td> <td>384</td> <td>R25</td> <td>R17.5/25</td> </tr> <tr> <td>Daly St, Belmont</td> <td>City of Belmont</td> <td>1229</td> <td>Single storey triplex</td> <td>419.7</td> <td>R24.4</td> <td></td> </tr> <tr> <td>Daly St, Belmont</td> <td>City of Belmont</td> <td>835</td> <td>Single storey duplex</td> <td>417.5</td> <td>R24</td> <td></td> </tr> <tr> <td>Daly St, Belmont</td> <td>City of Belmont</td> <td>1229</td> <td>Single storey triplex</td> <td>419.7</td> <td>R24.4</td> <td></td> </tr> <tr> <td>Webster St, Nedlands</td> <td>City of Nedlands</td> <td>1022</td> <td>4 x 2 bedroom grouped dwelling units for aged persons</td> <td>255.5</td> <td>R35</td> <td>R35</td> </tr> <tr> <td>Gochean Av, Bentley</td> <td>City of Canning</td> <td>2256</td> <td>10 strata units</td> <td>225.6</td> <td>R60</td> <td>R44</td> </tr> </tbody> </table> <p>Given the proposed zoning of R20 this site could be developed with 5 units. About 550 square metres of the site would be required for circulation and parking spaces leaving about 1200 square metres of ground space for units and common areas which would only yield</p>	Location	LGA	Area SqM	No. of units	Average lot size SqM	Achieved Density	Coded Density	Jacqueline St, Bayswater	City of Bayswater	1367	3 single storey survey strata lots	384	R25	R17.5/25	Daly St, Belmont	City of Belmont	1229	Single storey triplex	419.7	R24.4		Daly St, Belmont	City of Belmont	835	Single storey duplex	417.5	R24		Daly St, Belmont	City of Belmont	1229	Single storey triplex	419.7	R24.4		Webster St, Nedlands	City of Nedlands	1022	4 x 2 bedroom grouped dwelling units for aged persons	255.5	R35	R35	Gochean Av, Bentley	City of Canning	2256	10 strata units	225.6	R60	R44	<p>coding, therefore these will be more appropriate in the context of the surrounding R20 development.</p> <ol style="list-style-type: none"> 2. The City's Engineering Services have examined the proposal and are satisfied that safe egress can occur from the site. To ensure safety the City will investigate the possibility of including a median along Cervantes Loop to slow traffic on this bend and signal the approaching bend. 3. The Residential Design Codes have provisions to protect privacy, and minimise overlooking. It is also important to note that while this area may be predominately single storey residential development two-storey development is allowable in the area at a coding of R20. It is recommended that a coding of R25 be applied to the subject land. R25 is classified under the Residential Design Codes as a 'low density' coding, rather than 'R30' (in terms of the requirements) which is a 'medium density' coding, therefore these will be more appropriate in the context of the surrounding R20 development. 4. The Residential Design Codes set out requirements for parking, including visitor parking. It is considered that four dwellings and associated parking can be easily accommodated on the subject site. 5. See comment 3 above.
Location	LGA	Area SqM	No. of units	Average lot size SqM	Achieved Density	Coded Density																																														
Jacqueline St, Bayswater	City of Bayswater	1367	3 single storey survey strata lots	384	R25	R17.5/25																																														
Daly St, Belmont	City of Belmont	1229	Single storey triplex	419.7	R24.4																																															
Daly St, Belmont	City of Belmont	835	Single storey duplex	417.5	R24																																															
Daly St, Belmont	City of Belmont	1229	Single storey triplex	419.7	R24.4																																															
Webster St, Nedlands	City of Nedlands	1022	4 x 2 bedroom grouped dwelling units for aged persons	255.5	R35	R35																																														
Gochean Av, Bentley	City of Canning	2256	10 strata units	225.6	R60	R44																																														

No.	Name/address	Submission	Council's recommendation
		<p>dwellings well below the size the site warrants and buyers desire.</p> <p>Therefore the proposed R20 zoning with the ability to build 5 units would necessitate the developer to adopt a two storey development which by reason of its location, size, height and massing would have an unacceptably adverse impact on the amenities of the properties immediately adjacent to the site and the surrounding area by reason of a potentially visually overbearing development impact. A two-storey development would result in loss of privacy particularly because windows designed to maximise winter sunshine will overlook our primary open space area and living room all of which are located at the rear of our dwelling.</p> <p>Two-storey development would also not be in keeping with the predominant neighbourhood scale.</p> <p>Council should bear in mind that we, and most of the other adjoining owners, chose our properties, and paid more for them, because of the openness the drainage sump and adjacent parks offered. It is inequitable for Council to arbitrarily decide to allow medium density housing on this property.</p> <p>4. There may be inadequate areas to accommodate visitor parking. After allowing for vehicle circulation and owner/tenant parking the allowable five units would have to be two stories high in order to leave parking for visitors. Besides two story buildings affecting our outlook, privacy and general amenity insufficient parking space will adversely affect the amenity and safety of surrounding properties through roadside parking on the bend of Cervantes Loop, which is relatively narrow.</p> <p>5. Boundary building setbacks may cause loss of outlook, amenity, and privacy -particularly because they may be two stories high. In order to maximise the site area available for visitor parking, landscaping and other resident amenities a developer of the site will most probably resort to two story buildings set back against the northern and eastern boundaries. Because of their size and location, such overbearing buildings would represents and unneighbourly form of development that would have severely adverse impacts on the outlook, general amenity, and privacy of existing neighbouring properties.</p> <p>6. If the rezoning proceeds, Council should, in order to minimise the impact of the buildings:</p> <ul style="list-style-type: none"> · ensure solar panels do not detract from the visual amenity of adjoining properties; · ensure all buildings on the site are placed well away from the northern and eastern boundaries in order to minimise adverse effects on existing properties and to maximise courtyards with usable space and to maximise solar access to north facing windows of the new buildings. · Inadequate compaction of the site. From our observations of the works undertaken to fill in the former drainage sump, we believe the fill was inadequately compacted 	<p>6. These design matters are dealt with by the Residential Design Codes, with the exception of solar panels which are generally exempt from planning approval. With regards to concerns about compaction, the site has not yet been prepared for residential development and this would occur prior to subdivision and/or development.</p>

No.	Name/address	Submission	Council's recommendation
		<p>and may be unsuitable for residential buildings.</p> <p>We strongly object to the rezoning of Lot 40 Cervantes Loop to anything other than a reserve used for parkland. Any other use of the land will severely affect our visual outlook, peace, amenity, privacy and the resale value of our property.</p>	
7.	Department of Health PO Box 8172, Perth Business Centre PERTH WA 6849	<p>No Objection</p> <p>Thank you for your letter dated 2 October 2013 requesting comment from the Department of Health (DOH) on the above proposal. The DOH has no objections to the proposal providing all proposed developments following rezoning (if applicable) be required to connect to scheme water and reticulated sewerage as required by the Government Sewerage Policy – Perth Metropolitan Region.</p>	Noted.
8.	Anthony Dos Santos, Joton Developments 17 Marlowe Place Munster WA 6166	<p>Support</p> <p>I wish to advise that with regard to the abovementioned property and the proposed Scheme Amendment No. 99 to Town Planning Scheme No.3. I am in favour of the zoning corrections.</p> <p>I am currently in the process of purchasing a portion of this Crown Land and have been in lengthy dealings with Dept of Regional Development and Lands, City of Cockburn, Dept of Housing and The Minister for Lands, all of which agree with the purchase and amalgamation.</p> <p>I look forward to your favourable decision regarding this zoning correction.</p>	Noted.
9.	Anthony & Helen Dos Santos 17 Marlowe Place Munster WA 6166	<p>Support</p> <p>I wish to advise that with regard to the abovementioned property and the proposed Scheme Amendment No. 99 to Town Planning Scheme NO.3. I am in favour of the zoning corrections.</p> <p>I am currently in the process of purchasing a portion of this Crown Land and have been in lengthy dealings with Dept of Regional Development and Lands, City of Cockburn, Dept of Housing and The Minister for Lands, all of which agree with the purchase and amalgamation.</p> <p>I look forward to your favourable decision regarding this zoning correction.</p>	Noted.
10.	Dean Boyle & Scott Rule 14 Benedick Way, Coolbellup WA 6163	<p>Objection</p> <p>We object to the Pedestrian Accessway ('PAW') being re-zoned completely "Development Zone 34" under the proposed amendment to the City of Cockburn's Town Planning Scheme No. 13.</p> <p>We have previously notified you that we wish to purchase half the 'PAW' adjacent to combine with our current holdings at 14 Benedick Way, Coolbellup, which is zoned Residential R20. We would prefer that the half of the 'PAW' to be purchased by us be</p>	<p>Supported.</p> <p>It is recommended that the eastern half of the PAW be rezoned to 'Residential R20'.</p>

No.	Name/address	Submission	Council's recommendation
		<p>similarly zoned R20.</p> <p>This would allow for future redevelopment of our property, whilst retaining the ability to keep the existing front house and building on the rear of the block once subdivided. It would mean that the block was all the same zoning; not mixed.</p>	
11.	<p>Anthony Harris & Caterina Cossu 6 Doolette St Spearwood WA 6163</p> <p>Submission stated that it was endorsed by:</p> <ul style="list-style-type: none"> · Michael and Eileen Gibson, 4 Doolette Street · Denis Ravlich, 8 Doolette St. · Annie and Jim Kliests, 9 Skeahan Street · Carlos and Miriam Moreina, 5 Skeahan Street · Colin and Jan Shortte, 7 Skeahan Street · Phil and Shielie, 13 Skeahan Street 	<p>We submit the attached letter outlining our extreme concerns regarding this proposed amendment.</p> <p>Having done a very brief survey of the area we have found not one person in favour of the amendment that we have spoken to. However we do concede this did not include the absent owner of no 11 Skeahan who we assume is in favour since he singularly we understand has an interest in developing his and Lot 282 were he to purchase and combine the two properties. Similarly other residents with properties abutting Lot 282 have been approached by persons expressing an interest in their property at any cost.</p> <p>So fair to say that interest has been generated by this proposed amendment but equally as we said it is with the sole interest of not to live there but we believe of developing to make money with no interest in benefiting the residents in this area. Indeed we see the distinct possibility that a bad development would not only create a parking nightmare but could indeed downgrade the quality of life for all and in the process depress property values for all these long standing Spearwood residents.</p> <p>Finally and this is probably of no concern to council but the area adjacent to 9 and 11 Skeahan does contain some of the most longstanding trees in Spearwood. This is a benefit to the ambience of the area as well as to nature. All this would go with this proposed development.</p> <p>We the following express our concerns regarding the proposed amendment.</p> <p>In its simple form we see no advantage to the majority of residents affected by this amendment with the almost certain outcome that one person will express an interest to develop with the sole motivation of not to reside there themselves, not to improve the neighbourhood but solely to make money at the expense of all other residents.</p> <p>Our concerns are many including:</p> <p>1. Drainage. We do understand that plans are with council to redirect the drainage from the junction of Skeahan Street and Aumerle Way and we of course have no objection to this. However at the same time we are very skeptical that it will achieve the success anticipated by council and in the process leave residents in a far more vulnerable position than at present. Our view is that rather than filling in Lot 282 it should be improved and maintained as the principal drain point.</p>	<p>Not supported.</p> <p>The objections from adjacent landowners are noted, and each concern is addressed below.</p> <p>It is important to note that the surrounding area was rezoned as part of the Phoenix Central Revitalisation Strategy, which was subject to a comprehensive community consultation process as part of the Strategy and subsequent rezonings.</p> <p>Some of these comments are speculation regarding who intends to purchase the land. If rezoned the City will seek expressions of interest from all adjoining landowners ie. Landowners with a property boundary that directly abuts the subject land to provide legal access. If this is unsuccessful other access and development options for the site will be investigated.</p> <p>1. The proposed modification to the drainage system has been designed by the City's Engineering Department. This drainage sump is 'land-locked' and accessible only by an easement on private property. Accordingly, access and maintenance of the sump have been very difficult. The pipe to the sump (located on private</p>

No.	Name/address	Submission	Council's recommendation
		<p>We do suggest regardless that if the councils changes are made Lot 282 be retained for several years anyway to ensure that the modified drainage is successful. This of course will not be known until we do experience a severe weather condition which of course may not be for several years.</p> <p>We do put the council on notice that if Lot 282 is removed and subsequent damage to any property does occur in the future we would hold council liable for costs and damages.</p> <p>2. Security. We are concerned as residents that one of the benefits to all properties abutting Lot 282 is that it has provided not only a private environment but also a very safe environment. We have experienced break-ins from the street, even as recent as last week even though we take measures to maximise security and minimise risk.</p> <p>However we have never had break-ins from the rear. However opening up the rear of all of the abutting properties to Lot 282 immediately presents a very high risk factor for which we can only blame and hold council responsible should this space be reallocated both during construction and after development.</p> <p>3. Parking. Parking will become a greater problem anyway in Skeahan St as more of the local residents are subdividing and already we have at least two residences in the immediate area even now adding houses in the rear. However one of the rumours running at the moment is that the owner of no. 11 Skeahan St. is planning to purchase Lot 282 and develop their property to provide mass dwellings over the new extended space. A figure of 5 dwellings has been mentioned as minimum but we also understand this can be extended with Double Storey Town Houses. The end result of this would be that whilst one assumes each dwelling would allow for at least one vehicle we know that many dwellings have more than one car and often several. This combined with visitor movements would turn these two roads into a major traffic problem and concern for all residents with safety a major issue.</p> <p>4. Rubbish Removal. Further to the Parking issue the question of rubbish removal will also become of extreme concern. Certainly if a 5 residence subdivision is allowed this would result in at least 10 bins on the street just at that one spot every week.</p> <p>5. Privacy. All residents are concerned that any development at the rear of their properties immediately presents a privacy issue and would be of paramount importance for any proposal to develop this Lot.</p> <p>6. Environment. The provision of Lot 282 whilst not the intention does provide a marvellous green space in the centre of a residential community The current zoning does allow subdivision for all of the adjoining blocks and the importance of maintaining a green space will become even more important in the future. Its value should never be under appreciated.</p> <p>7. Conclusion. It will be apparent that extreme concern has been raised by a large number of residents, many very long standing, who have trusted their council to protect them and their interests. It seems to us that the only benefit to Council is to make money selling the</p>	<p>property) was identified as having insufficient capacity and an alternative solution is being implemented by the City's Engineering Services which redirects stormwater drainage from this site, including to the existing redesigned drainage basin at the corner of Phoenix Road and Bullfinch Street. The site is therefore no longer required for drainage purposes, and given that the lot is surrounded by residential lots that are zoned Residential R30 it is therefore proposed to zone the land 'Residential R30'.</p> <p>2. As stated above, the subject land is no longer required for drainage and a coding of R30 is consistent with the surrounding area. It is likely that the land will be incorporated into an adjacent landholding and this will create a situation the same as most residential development where there is privately owned land containing residential development adjacent to the rear of other properties. This is not contrary to the principles of Crime Prevention Through Urban Design (CPTED).</p> <p>3. The Residential Design Codes will provide for parking requirements on site, including visitor parking for any future development.</p> <p>4. Any future development application for the subject land (for grouped or multiple dwellings if these were proposed) would</p>

No.	Name/address	Submission	Council's recommendation
		<p>land and save on the very little annual maintenance it requires. This is ok but not when it will substantially affect the wellbeing and potentially house values of long -standing residents who have placed their trust in the council to provide a better not worse residential environment. We are very mindful that once lost it can never be replaced.</p> <p>Endorsed by the following: Anthony Harris - Caterina Cossu, 6 Doolette St Michael and Eileen Gibson, 4 Doolette St Denis Ravlich, 8 Doolette St. Annie and Jim Kliests, 9 Skeahan St Carlos and Miriam Moreina, 5 Skeahan St Colin and Jan Shortte, 7 Skeahan St Phil and Shielie, 13 Skeahan St</p>	<p>need to include adequate and appropriate provision for bin storage.</p> <p>5. The Residential Design Codes include provisions to address privacy and overlooking.</p> <p>6. The subject land is not POS and cannot practically be used as such. Maintenance of this land provides ongoing difficulties and considering it is land-locked it would only be of benefit to immediate adjacent landowners. The importance of POS was highlighted in the Phoenix Revitalisation Strategy, which identified POS upgrades to occur over time in this area. This drainage basin was not identified for upgrades, and money raised from the sale of the land will go into implementing upgrades to designated POS areas.</p> <p>7. As outlined above, monies raised from the sale of land will go back into POS in this area. See 1 above regarding the reasons for the proposed rationalisation of the sump.</p>
12.	Colin Crook 1 b Doolette Street Spearwood WA 6163	<p>Objection</p> <p>I wish to record my OPPOSITION to the above amendment AT THIS TIME. The reason is the PROCESS which in this case could be construed as BIASED in the direction of 2 adjacent properties at the expense of the rest of the owners concerned. It is obvious that COLLUSION between the two Skeehan Street owners would create a super block if the area to be rezoned were offered to them UNDER UNFAIR CIRCUMSTANCES.</p> <p>The resulting development could be disadvantageous to the rest of the adjoining owners whose privacy and security could be under threat. My main worry is that we have a council who have been shown in the past to be capable of less than proper and professional conduct when it comes to land dealings. That is a well-known fact. How can we be sure that</p>	<p>Not supported. It is not clear why the process is construed as biased as the land will be offered to all adjacent landowners for purchase.</p> <p>The proposed rezoning has followed the process set out in the Planning and Development Act and Town Planning Regulations.</p>

No.	Name/address	Submission	Council's recommendation
		<p>the two independent Skeehan Street owners were not given forward advice secretly by a council employee? This is not an unknown practice of the past. My confidence in our council is at present zero Councillors WILL NOT ANSWER PHONE CALLS OR E-MAILS. They are not doing the job for which they were elected and suitably paid. Therefore AT THIS TIME this council is DYSFUNCTIONAL. Also an interview with council staff on this matter was unfruitful in the matter of INFORMATION. I wish therefore to lodge a note of opposition AGAINST this amendment proceeding AT THIS TIME.</p>	
13	<p>Denis Ravlich 8 Doolette Street SPEARWOOD WA 6163</p>	<p>Objection</p> <ol style="list-style-type: none"> 1. As a private citizen, it is too early to redevelop that block or adjoining blocks as I and surrounding owners have lived with peace and harmony in this area. At the moment I live in 8 Doolette Street, the lot 282 Skeahan Street will only crease havoc, parking problems, no privacy, my north neighbour Anthony Harris has always offered me first sale of his property in near future and the Lot 282 Skeahan Street will be joined to it. 2. I Denis Ravlich have been living 8 Doolette Street Spearwood, I've always enjoyed my fellow neighbours and we have our own tranquil corner of Spearwood. The Lot 282 Skeahan St, I believe that area is not ready until at least 10-15 years before residential expansion can occur, I fully support all fellow neighbours as to leave the Lot 282 Skeahan St as it is, as there is many elderly neighbours and they enjoy the peace, but a mass development of 9+ units would just be chaos, possible criminal activity as there is more premises to broken into. 9+ units at an average of 1.5 cars per unit plus friends and families cars coming, going, parking virtually would be chaos up all Skeahan St and Mumerle Way, there would have to be a parking attendant at times. Again I oppose Lot 282 Skeahan St to be sold and redeveloped at this current era of life, please allow the senior citizens in that little corner of Spearwood to enjoy peace and happiness for what they have left there. 3. If for some unknown reason the decision is decided by Cockburn Council to sell 282 Skeahan Street and all surrounding land owners cannot overturn this decision, I Denis Ravlich would like to be notified in writing of any proposal by City of Cockburn to sell the property or tender sale. As I mentioned before I know some of my adjoining neighbours really well, a lot are very elderly citizens and they have always stated if redevelopment goes ahead they may decide to sell their properties and we gave a unwritten agreement that I would get first option in purchasing their properties e.g 6 Doolette Street, owner Anthony Harris which that block is adjoining to Lot 282 Skeahan St Spearwood. <p>As I stated before if Cockburn Council decide to sell the property at 282 Skeahan St Spearwood I would like to be notified and given the opportunity to purchase the property, same opportunity as anyone else. My vision for 282 Skeahan St if I purchased it would be just to leave the property as it is for 10+ years, more if have to be until adjoining neighbours to that property at 282 Skeahan St decide to sell, I feel that those elder citizens would allow those citizens even if I purchased the property at 282 Skeahan St to live with peace and harmony, greenery, safely in that corner section, for the time they are there I would maybe reassess my options in 10-20 years of the</p>	<ol style="list-style-type: none"> 1. This area was rezoned as part of the Phoenix Central Revitalisation Strategy, which was the result of a comprehensive community consultation at that time, and further consultation as part of the Scheme Amendment to change the residential coding. Therefore development in the area surrounding Lot 282 Skeahan Street can occur in accordance with the current R30 coding. 2. The proposed rezoning of the subject land has come about as a result of modification to the drainage system. This drainage sump is 'land-locked' and accessible only by an easement on private property. Accordingly, access and maintenance of the sump have been very difficult. The pipe to the sump (located on private property) was identified as having insufficient capacity and an alternative solution is being implemented by the City's Engineering Services which redirects stormwater drainage from this site, including to the existing redesigned drainage basin at the corner of Phoenix Road and Bullfinch Street. The site is therefore no longer

No.	Name/address	Submission	Council's recommendation
		<p>situation and see how the adjacent lots, other lots up and down Skeahan street and Aumerle way are progressing, if no sub-redevelopment activities are happening and it's still a peaceful tranquil corner, I would leave the block as is and let everyone enjoy. Maybe my children, nephews may see a vision for that lot once redevelopment progression occurs in that small corner of Spearwood.</p> <p>I again ask City of Cockburn to seriously assess their situation and all angles and don't just think of the current situation to upset all citizen/young and old in that pocket of Spearwood and allow that corner to grow slowly and very slowly with the people, some trees there I guarantee are anything from 50-100 years old, they are just as important part of Spearwood as the people living there.</p>	<p>required for drainage purposes, and given that the lot is surrounded by residential lots that are zoned Residential R30 it is therefore proposed to zone the land 'Residential R30'.</p> <p>3. Regarding sale of the land, the City will in the first instance seek expressions of interest from the adjacent landowners.</p>
14	<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 2 October 2013 regarding the Proposed Omnibus Scheme Amendment No. 99.</p> <p>The Department of Education has reviewed the document and advises that it has no objections to the proposals for the various rezonings.</p>	Noted.
15	<p>Brett Coombes, Water Corporation PO Box 100 LEEDERVILLE WA 6902</p>	<p>No Objection</p> <p>Thank you for your letter of 2 October 2013 inviting comments from the Water Corporation regarding the above proposed amendment.</p> <p>The Corporation has no comments or objections to the various textual and map amendments.</p> <p>In relation to Map Amendment 17, the subject land immediately abuts an existing Water Corporation waste water pumping station. Future land uses on this site will be required to have regard to the odour buffer around pump station. The Corporation should be consulted in relation to any development proposals on this site.</p> <p>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>	Noted.
16	<p>Steve Allering, Allering and Associates 125 Hamersley Road SUBIACO WA 6008</p>	<p>No Objection</p> <p>We represent BWP Management Ltd, who are the owners of Lot 1301 (No. 301) Spearwood Avenue. Our clients have been advised by the City of Cockburn (City) that Scheme Amendment 99 (Amendment) to Town Planning Scheme NO.3 (TPS3) is now being advertised for public comment.</p> <p>As an omnibus amendment, the Amendment aims to make a number of minor zoning modifications and corrections to the Scheme text. In particular, Part 37 comprises as follows:</p>	Noted.

No.	Name/address	Submission	Council's recommendation
		<p>Rezoning the Local Reserve - Lakes and Drainage on portion of Lot 1301 (No. 301) Spearwood Avenue and Reserve 46427 (Lot 4527) Spearwood Avenue, Bibra Lake to Industry.</p> <p>It is our understanding from discussions with Council officers that the purpose of Part 37 is to correct an error in the existing zoning in Scheme Map No 5 of TPS3, which incorrectly depicts the drainage reserve extending over portions of Lots 1301 and 4527. On inspection of the Certificate of Title and Deposited Plan for Lot 1301 (refer attached), however, no drainage reserve is recorded in that location. City officers have informed us that the drainage reserve is located wholly within lot 4527, and the Certificate of title for this lot describes it as a "reserve under management order for the purpose of drainage and parking".</p> <p>At present, the portion of lot 1301 zoned Local Reserve under Council's TPS3 forms part of the Bunnings Warehouse car park, while the tenant of our client leases a section of Lot 4527 from the City to extend this car park. The proposed rezoning of both of these portions to Industry would regularize the existing use of the land and accurately reflect the information recorded on the Certificates of Title Deposited Plans for Lot 1301 and Lot 4527.</p> <p>Further, the City had also informed us the drainage sump may be moved to an adjacent lot at a future time. If this were the case, we understand there would be a possibility for our clients to lease, or preferably acquire, a further portion of Reserve 46427 (Lot 4527) from the City should they so desire. Therefore, in response to Council's consultation in respect of Part 37 of Amendment 99, we would like to register our client's support for the proposed changes to rezone a portion of their property from drainage reserve to Industry. Future changes to move the drainage sump from Lot 4527 to an adjacent lot would also be supported and our client would be pleased to commence discussions with you in the near future over the possibility to acquire Lot 4527 in the event that is planned to occur.</p>	

LOCATION PLAN FOR 163 HEALY ROAD, HAMILTON HILL

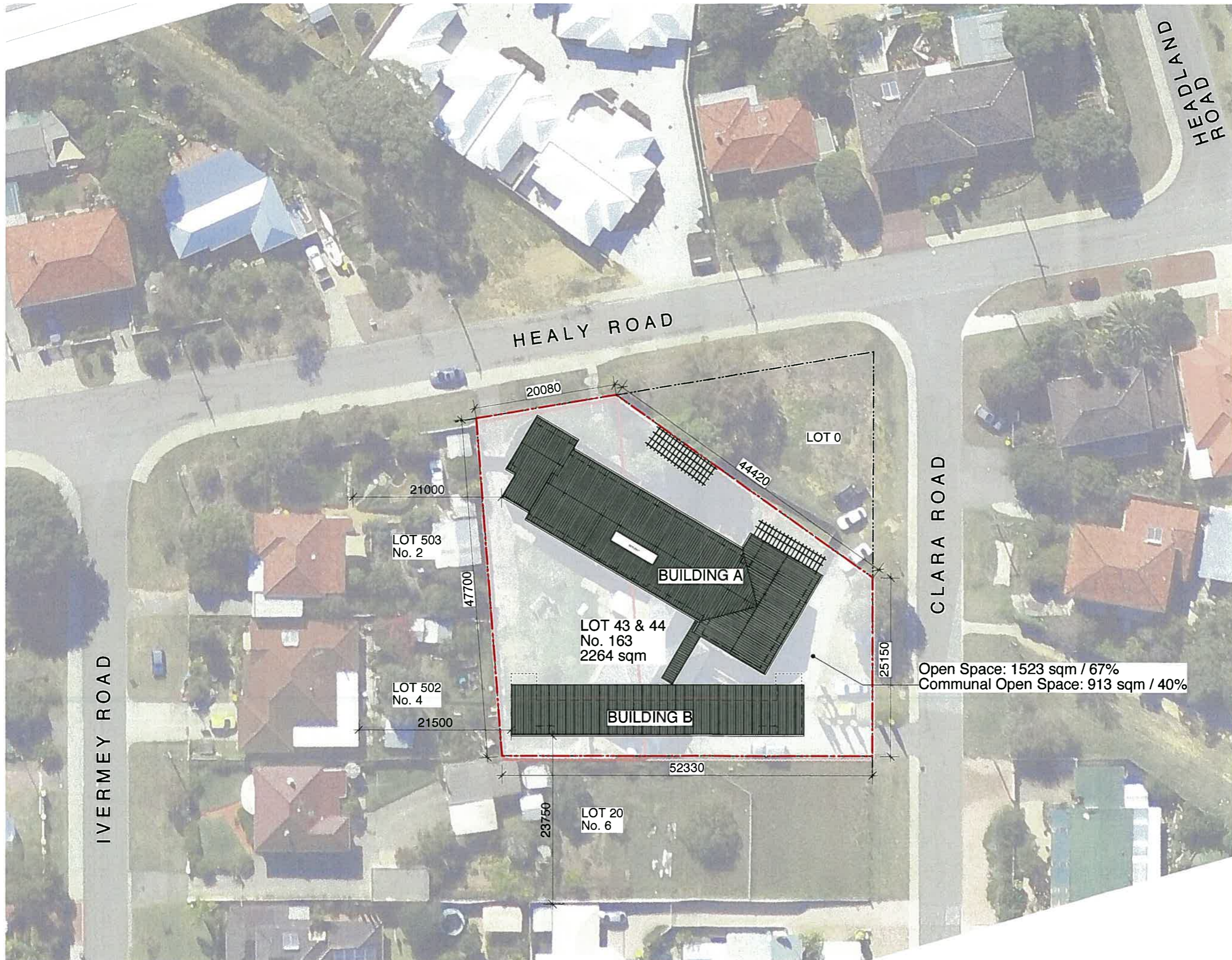
DA13/0772

LOCATION PLAN



AERIAL PHOTOGRAPH





12 AUG 2013

A 130808 Planning Application
REV DATE NOTE

BERNARD SEEBER PTY LTD
ARCHITECTS REGISTRATION NUMBER 1195

NORTH POINT



DRAWING STATUS
PLANNING APPLICATION

CONTENT

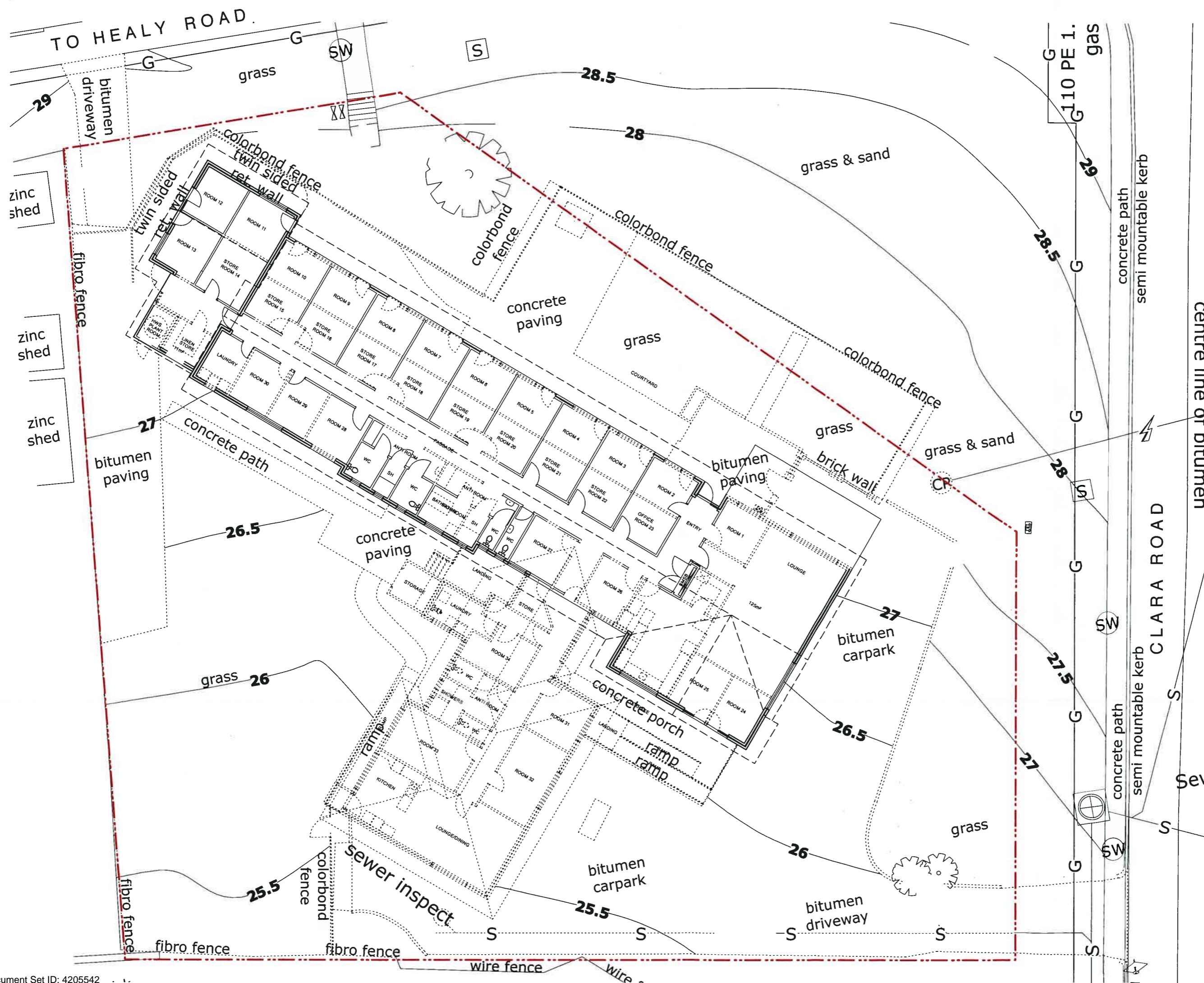
Site Location Plan

SCALE
1:500 @ A3

NUMBER & NAME
464_Healy Road

DRAWING REVISION
A001 A

BERNARD SEEBER.COM



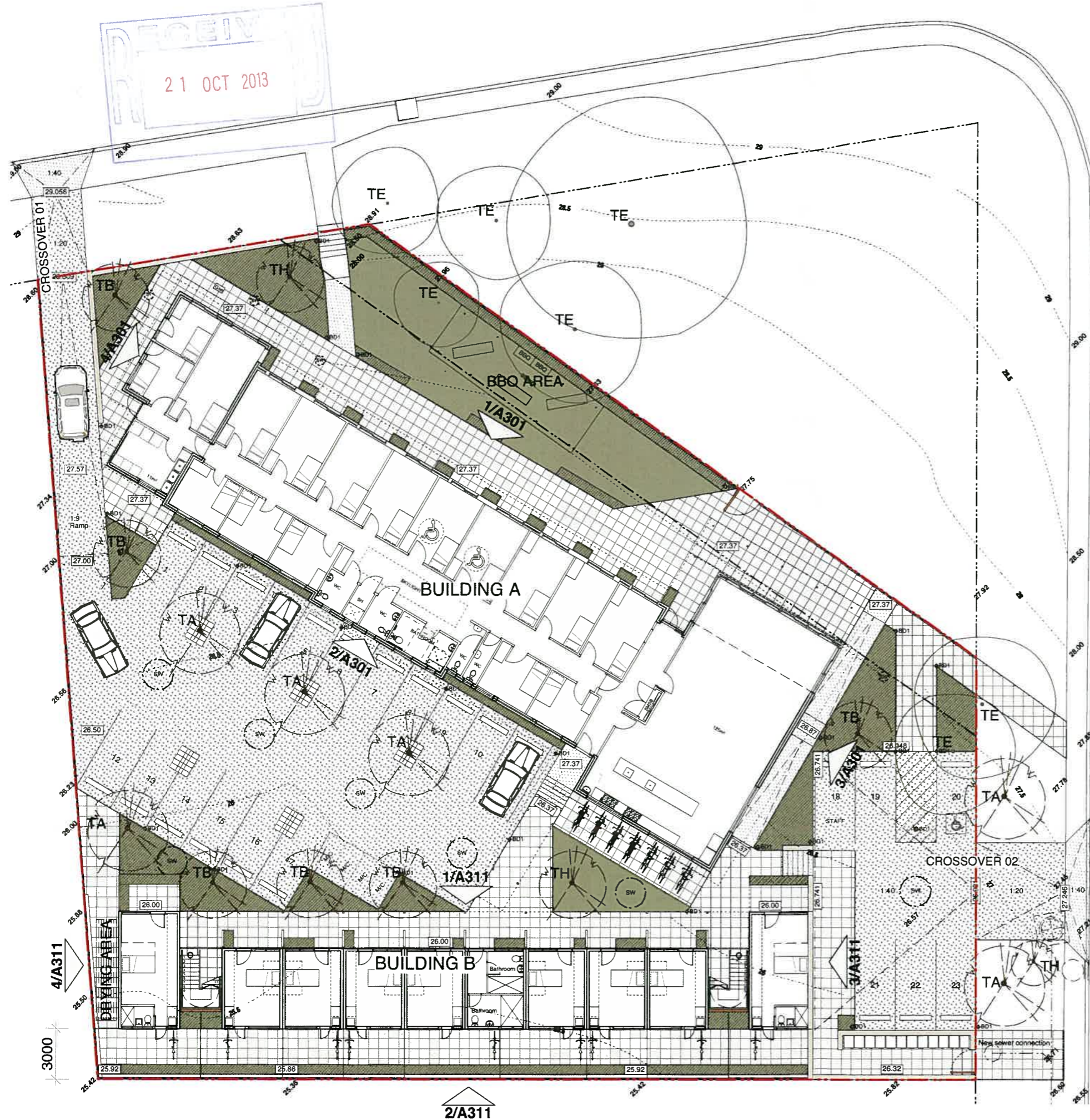
LEGEND

- PROPOSED DEMOLITION
- PROPOSED RETENTION
- SITE BOUNDARY

A 130808 Planning Application
 REV DATE NOTE
 BERNARD SEEBER PTY LTD
 ARCHITECTS REGISTRATION NUMBER 1195
 NORTH POINT

 0 1 5 M
 DRAWING STATUS
PLANNING APPLICATION
 CONTENT
 Existing Site /
 Demolition Plan
 SCALE
 1:200 @ A3
 NUMBER & NAME
464_Healy Road
 DRAWING REVISION
A100 A





SCHEDULE OF TREES

Generally:
 size at planting to be 1.5 - 2m in height

TA	Eucalyptus gomphocephala	Tuart
TB	Callitris preissi	Rottnest Cypress
TC	Eucalyptus calophylla	Moonah tea-tree
TD	Eucalyptus marginata	Marri
TE	Existing tree	Jarrah (varies)
TF	Eucalyptus decipiens	Limestone Marlock
TG	Acacia saligna	Coojong
TH	Allocasuarina fraseriana	Sheoak

SCHEDULE OF PLANTING BEDS

Species selection is based on:
 mix of local indigenous plant and suitable other species
 low water usage
 variation in height, from ground covers to anticipated maximum height of 2m

Generally:
 plants @ 300 cts diagonally
 herb and small shrubs species planted in groupings of 4-6
 ground covers individually and distributed between shrubs
 medium shrubs individually at 1500 cts

Master species list for selection:
 Note that actual species selection will depend on seasonal availability at time of order/purchase:

- | | |
|-----------------------------|-----------------------|
| Acacia cyclops | Red-eyed Wattle |
| Acacia lasiocarpa | Dune Moses |
| Acacia pulchella | Prickly Moses |
| Acacia rostellifera | Summer Scented Wattle |
| Acacia truncata | Limestone Wattle |
| Allocasuarina humilis | Dwarf sheoak |
| Alyxia buxifolia | Dysentry bush |
| Anigozanthos humilis | Catspaw |
| Anthocercis littorea | Feather spear grass |
| Austraodanthonia caespitosa | Ringed Wallaby Grass |
| Banksia dallanneyi | Couch honeypot |
| Beaufortia squarrosa | Sand bottlebrush |
| Brachycome iberifolia | Swan River Daisy |
| Calothamnus quadrifidus | One-sided Bottlebrush |
| Calothamnus sanguineus | Silky Bloodflower |
| Clematis microphylla | Old Man's Beard |
| Conostylis aculeate | Prickly Cottonheads |
| Conostylis candicans | Grey Cottonheads |
| Dianella revoluta | Flax Lily |
| Dodonaea aptera | Coast Hoppbush |
| Dodonaea hackettiana | Perth Hoppbush |
| Enchylaena tometosa | Ruby saltbush |
| Eremaea pauciflora | Orange Eremaea |
| Eremophila glabra | Tar Bush |
| Ficinia nodosa | Knotted club rush |
| Frankenia pauciflora | Sea Heath |
| Gompholobium aristatum | Yellow Pea |
| Gompholobium tomentosum | Spidernet Grevillea |
| Grevillea crithmifolia | "Mardja" |
| Grevillea thelemanniana | "Marjda" |
| Haemodorum paniculatum | Ribbed hakea |
| Haemodorum spicatum | Harsh Hakea |
| Hakea costata | Two-leaf Hakea |
| Hakea prostrata | Native Wisteria |
| Hakea trifurcata | Snake Bush |
| Hardenbergia comptoniana | Cutleaf Hibbertia |
| Hemiandra pungens | Stalked Guinea Flower |
| Hibbertia cuneiformis | Devils Pins |
| Hibbertia racemosa | Common Hovea |
| Hovea pungens | Swan River Myrtle |
| Hovea trisperma | "Waldjumi" |
| Hypocalymma robustum | Running Postman |
| Jacksonia sericea | Coastal Sword Sedge |
| Kennedia prostrata | Pincushion bush |
| Lepidosperma gladiatum | Umbrella Bush |
| Lepidosperma squamatum | Chenille Honey-myrtle |
| Leucophyta brownii | Honey-myrtle |
| Melaleuca cardiophylla | Coast Honey-myrtle |
| Melaleuca huegelii | Bacon and Eggs |
| Melaleuca seriata | Daisybush |
| Melaleuca systena | Dog Weed |
| Nemcia caitata | Morning Iris |
| Olearia axillaris Coastal | Western Patersonia |
| Opercularia vaginata | False Boronia |
| Orthrosanthu laxus | Coast Banjine |
| Patersonia occidentalis | Berry Salt Bush |
| Phyllanthus calycinus | Fan Flower |
| Pimelea ferruginea | Fan Flower |
| Rhagodia baccata | Fan Flower |
| Scaevola crassifolia | Fan Flower |
| Scaevola globulifera | Fan Flower |
| Scaevola nitida | Fan Flower |
| Spyridium globulosum | Fan Flower |
| Templetonia retusa | Fan Flower |
| Thomasia cognata | Fan Flower |
| Threlkeldia diffusa | Fan Flower |
| Thysanotus multiflorus | Fan Flower |
| Trachemene coerulea | Fan Flower |
| Xanthorrhoea preissi | Fan Flower |

LEGEND

- PROPOSED BITUMINOUS CONCRETE PAVING
- PROPOSED INSITU BRUSHED CONCRETE PAVING
- PROPOSED CONCRETE PAVERS
- PROPOSED GRASS
- PROPOSED SOAKWELL
- EXISTING SOAKWELL
- EXISTING SILT TRAP
- PROPOSED RETAINING WALL
- SITE BOUNDARY
- EXISTING CONTOURS
- EXISTING LEVELS
- PROPOSED LEVELS
- DRAINAGE EASEMENT
- PROPOSED PLANTING BED
- PROPOSED BOLLARD DOWNLIGHT

B 131018 DA - Additional Info
 REV DATE NOTE

BERNARD SEEBER PTY LTD
 ARCHITECTS REGISTRATION NUMBER 1195

NORTH POINT
 0 1 5 M

DRAWING STATUS
PLANNING APPLICATION

CONTENT
 Proposed Landscape Plan

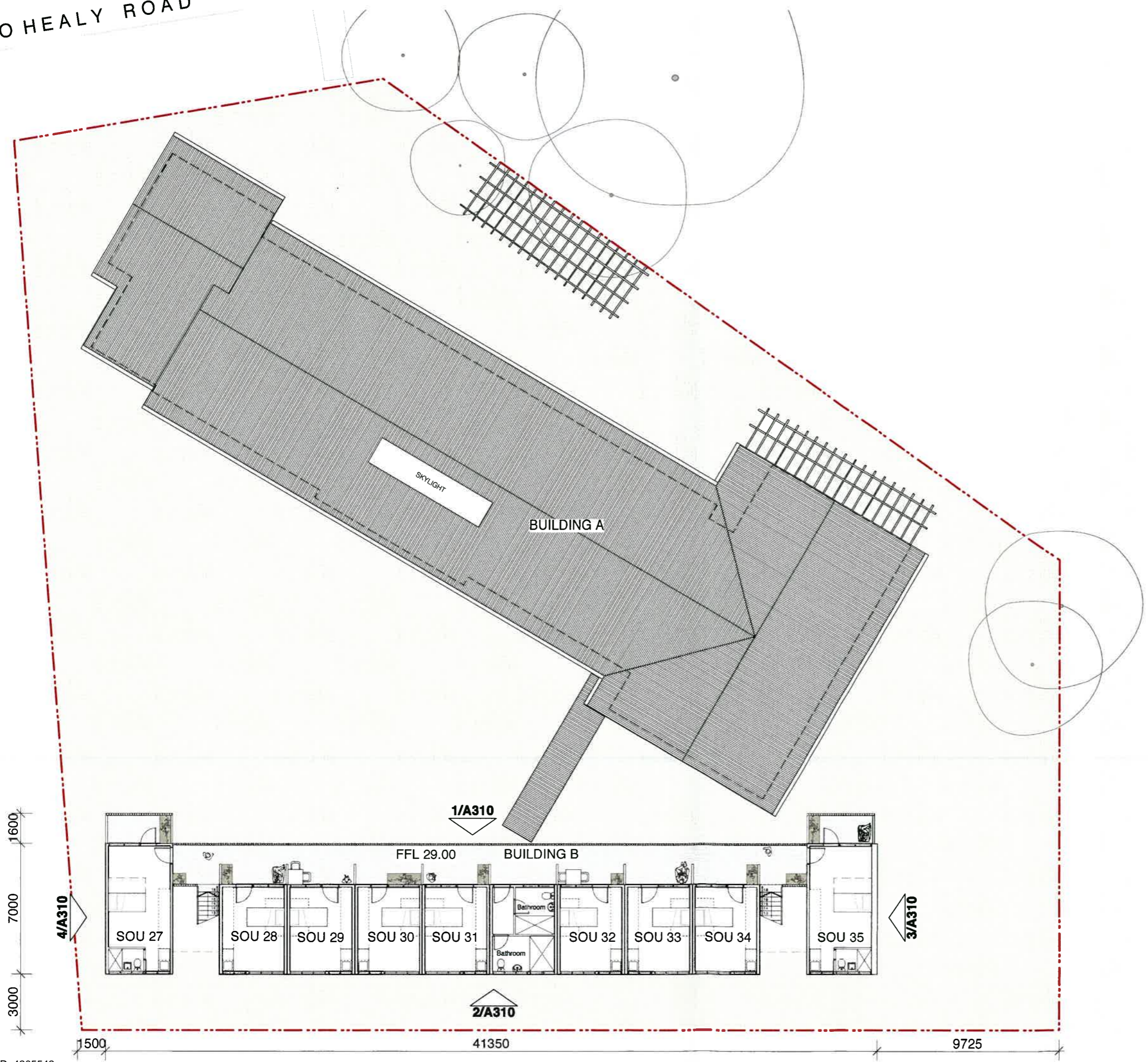
SCALE
 1:250 @ A3

NUMBER & NAME
464 Healy Road

DRAWING REVISION
A150 B



TO HEALY ROAD



12 AUG 2013

CLARA ROAD

A	130808	Planning Application
REV	DATE	NOTE

BERNARD SEEBER PTY LTD
ARCHITECTS REGISTRATION NUMBER 1195

NORTH POINT



DRAWING STATUS
PLANNING APPLICATION

CONTENT
Proposed First Floor Plan

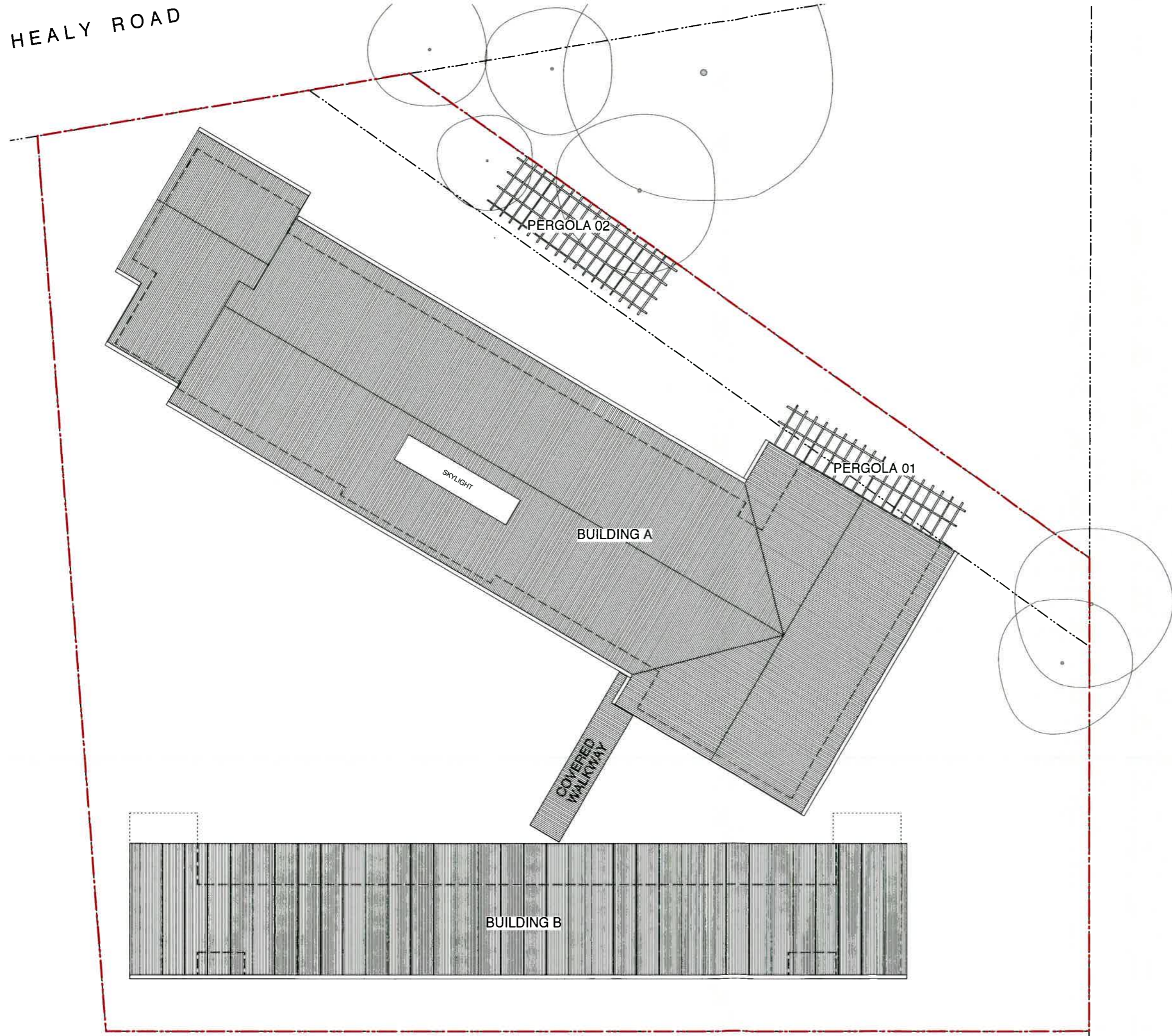
SCALE
1:200 @ A3

NUMBER & NAME
464 Healy Road

DRAWING	REVISION
A210	A

BERNARD SEEBER.COM

HEALY ROAD



CLARA ROAD

A	130808	Planning Application
REV	DATE	NOTE
1	AUG 2013	

BERNARD SEEBER PTY LTD
ARCHITECTS REGISTRATION NUMBER 1195



DRAWING STATUS
PLANNING APPLICATION

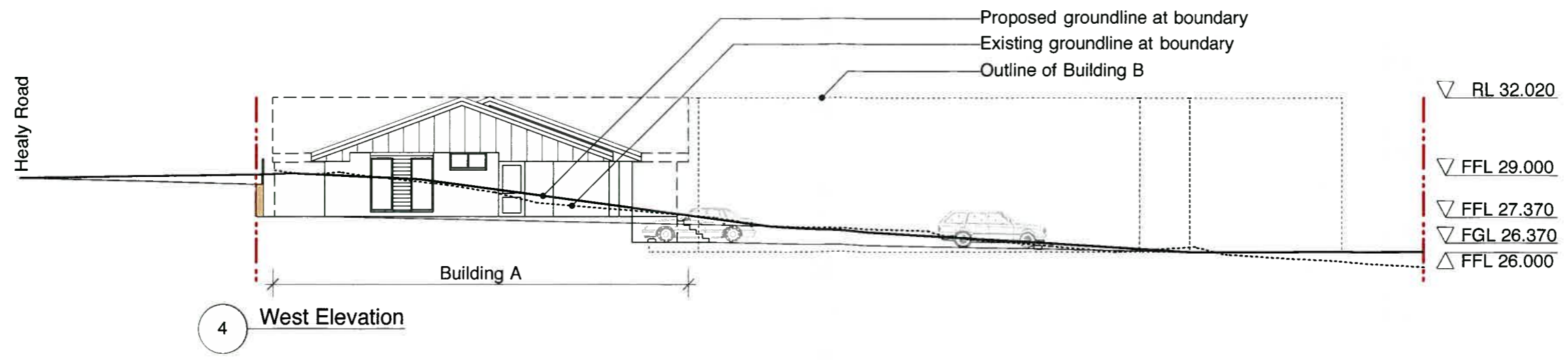
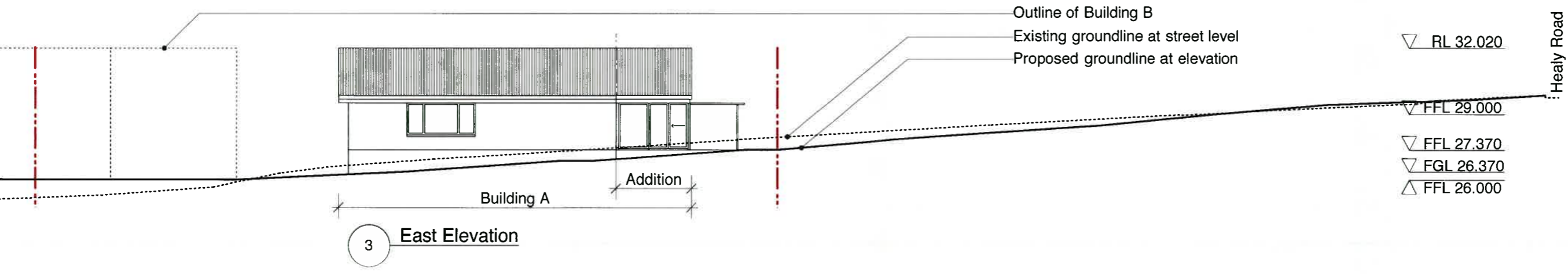
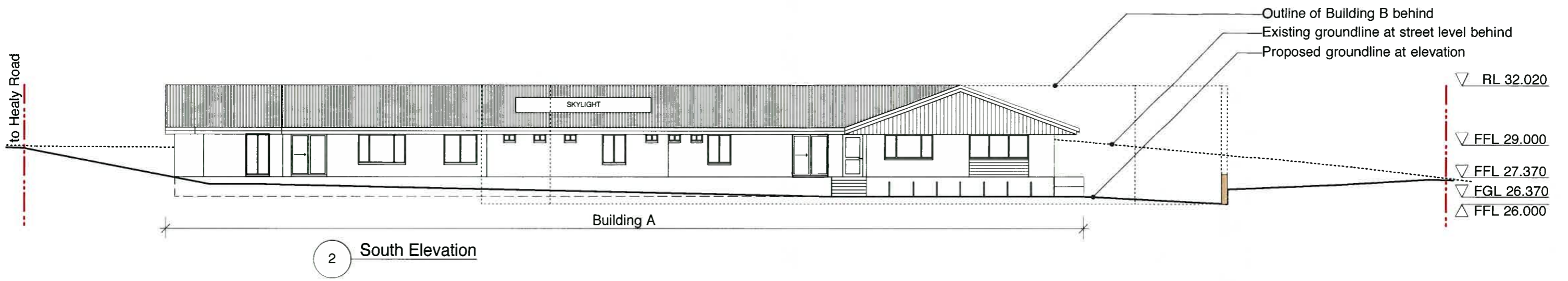
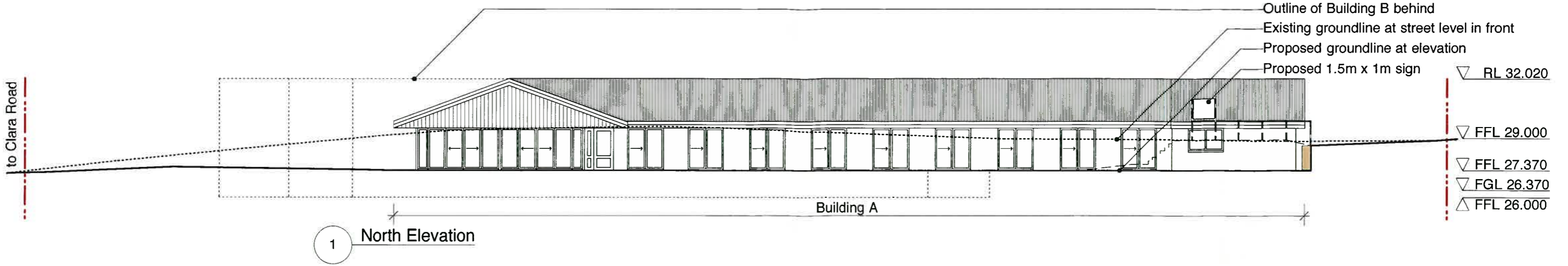
CONTENT
Proposed Roof Plan

SCALE
1:200 @ A3

NUMBER & NAME
464_Healy Road

DRAWING	REVISION
A220	A

BERNARD SEEBER.COM



12 AUG 2013

A 130808 Planning Application
REV DATE NOTE

BERNARD SEEBER PTY LTD
ARCHITECTS REGISTRATION NUMBER 1195

NORTH POINT



DRAWING STATUS
PLANNING APPLICATION

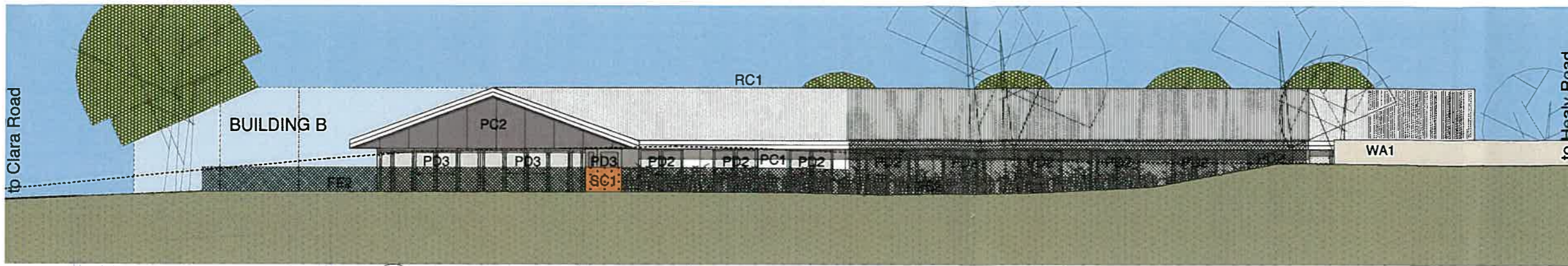
CONTENT
Proposed Elevations 01
Building A

SCALE
1:200@ A3

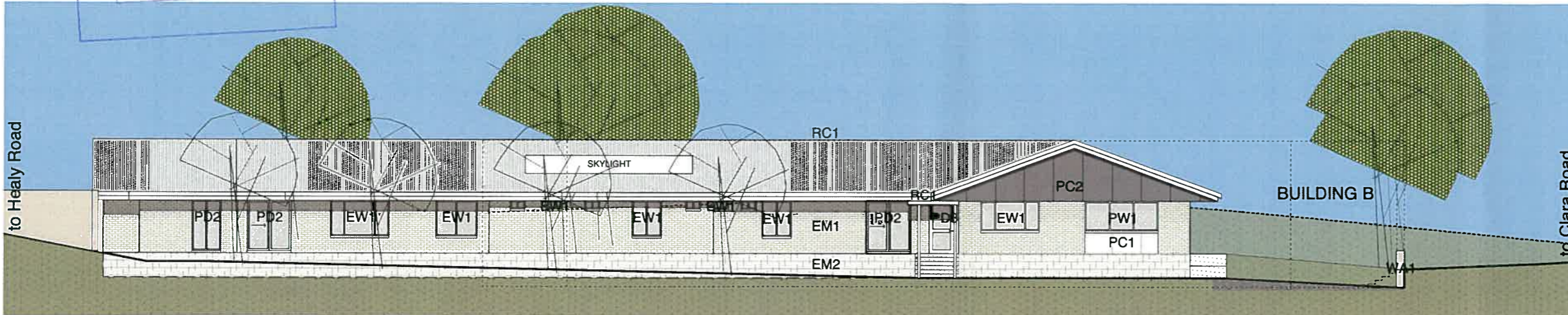
NUMBER & NAME
464 Healy Road

DRAWING REVISION
A300 A

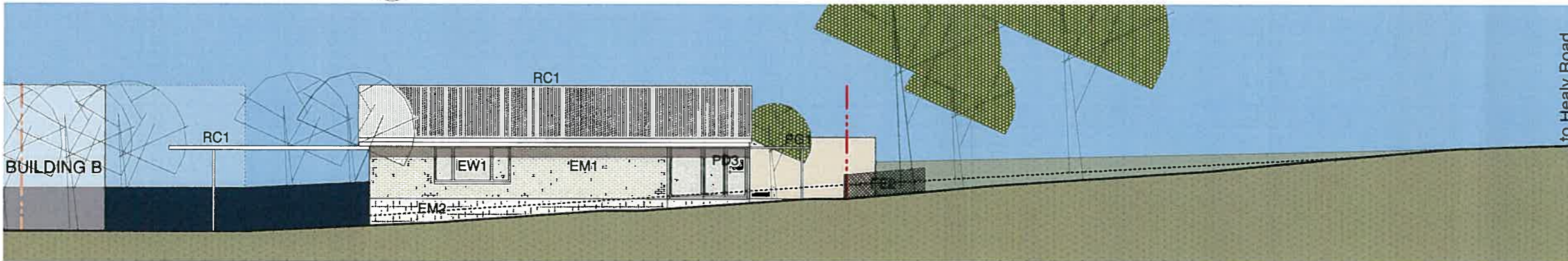




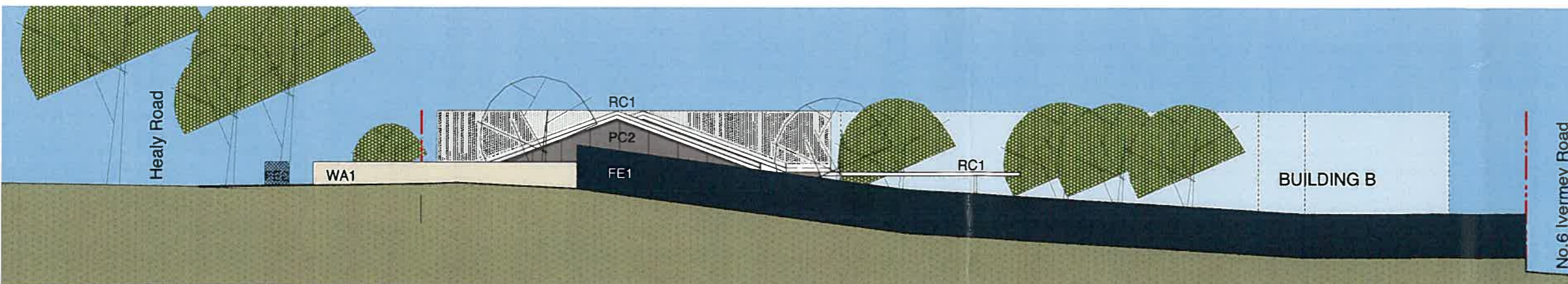
1 North Elevation (Healy Road)



2 South Elevation



3 East Elevation (Clara Road)



4 West Elevation

MATERIAL SCHEDULE

- BA1 Balustrade 1 - HD Galvanised Steel
- EC1 Existing Cladding 1 - White Painted Timber Weatherboards
- EM1 Existing Masonry 1 - Brickwork
- EM2 Existing Masonry 2 - Limestone
- FE1 Fencing 1 - Coloured Steel
- FE2 Fencing 2 - Chain Link Steel
- PC1 Proposed Cladding 1 - White Painted Ply
- PC2 Proposed Cladding 2 - Grey Painted Ply
- PD1 Proposed Door 1 - White Painted Timber
- PD2 Proposed Door 2 - White PPC Aluminium
- PD3 Proposed Door 3 - Glazed White Timber
- PG1 Pergola 1 - White Painted Carpentry
- PW1 Proposed Window 1 - White PPC Aluminium
- RC1 Roof Cladding 1 - White Metal
- SC1 Screen 1 - PPC Perforated Metal
- WA1 Wall 1 - Insitu Concrete

▽ RL 32.020
 ▽ FFL 29.000
 ▽ FFL 27.370
 ▽ FGL 26.370
 △ FFL 26.000

▽ RL 32.020
 ▽ FFL 29.000
 ▽ FFL 27.370
 ▽ FGL 26.370
 △ FFL 26.000

▽ RL 32.020
 ▽ FFL 29.000
 ▽ FFL 27.370
 ▽ FGL 26.370
 △ FFL 26.000

▽ RL 32.020
 ▽ FFL 29.000
 ▽ FFL 27.370
 ▽ FGL 26.370
 △ FFL 26.000

B 131018 DA - Additional Info
 REV DATE NOTE
 BERNARD SEEBER PTY LTD
 ARCHITECTS REGISTRATION NUMBER 1195

NORTH POINT

0 1 5 M

DRAWING STATUS
 PLANNING APPLICATION

CONTENT
 Proposed Colour Elev's 01
 Building A

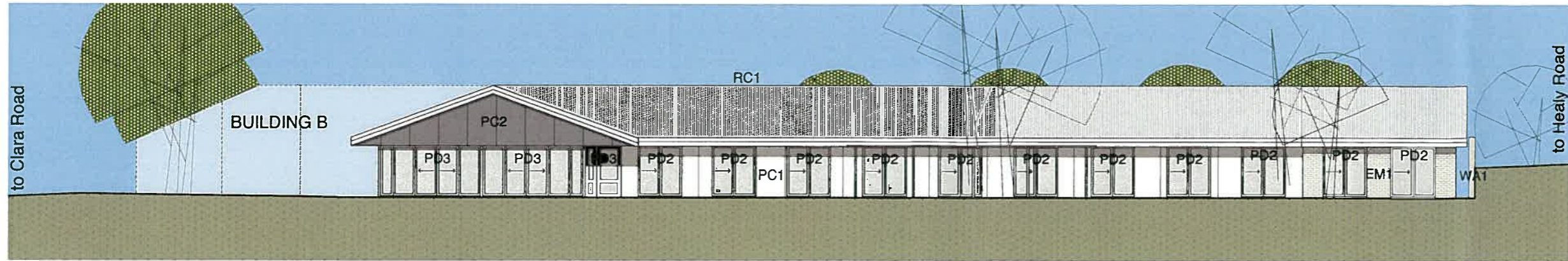
SCALE
 1:200@ A3

NUMBER & NAME
 464_Healy Road

DRAWING REVISION
 A301 B

BERNARD SEEBER.COM

RECEIVED
21 OCT 2013

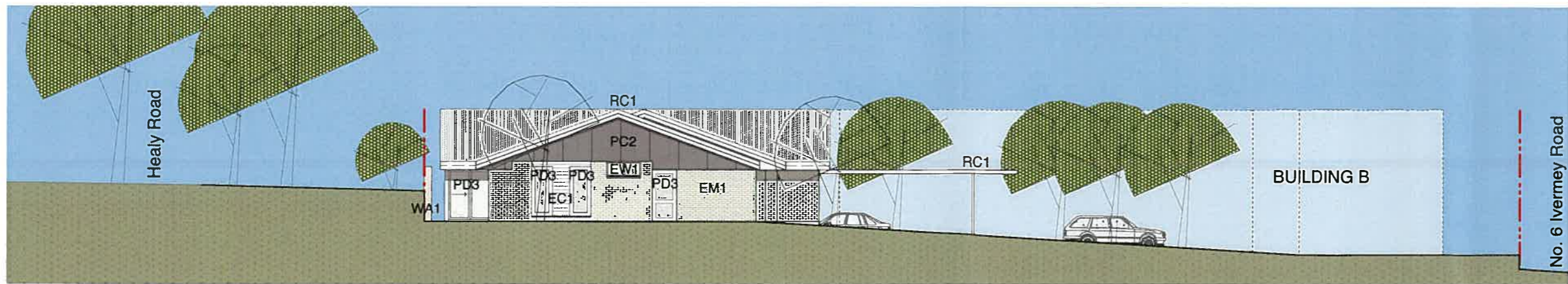


1 North Elevation (Healy Road)
Fences removed for clarity

- ▽ RL 32.020
- ▽ FFL 29.000
- ▽ FFL 27.370
- ▽ FGL 26.370
- △ FFL 26.000

MATERIAL SCHEDULE

- BA1 Balustrade 1 - HD Galvanised Steel
- EC1 Existing Cladding 1 - White Painted Timber Weatherboards
- EM1 Existing Masonry 1 - Brickwork
- EM2 Existing Masonry 2 - Limestone
- FE1 Fencing 1 - Coloured Steel
- FE2 Fencing 2 - Chain Link Steel
- PC1 Proposed Cladding 1 - White Painted Ply
- PC2 Proposed Cladding 2 - Grey Painted Ply
- PD1 Proposed Door 1 - White Painted Timber
- PD2 Proposed Door 2 - White PPC Aluminium
- PD3 Proposed Door 3 - Glazed White Timber
- PG1 Pergola 1 - White Painted Carpentry
- PW1 Proposed Window 1 - White PPC Aluminium
- RC1 Roof Cladding 1 - White Metal
- SC1 Screen 1 - PPC Perforated Metal
- WA1 Wall 1 - Insitu Concrete

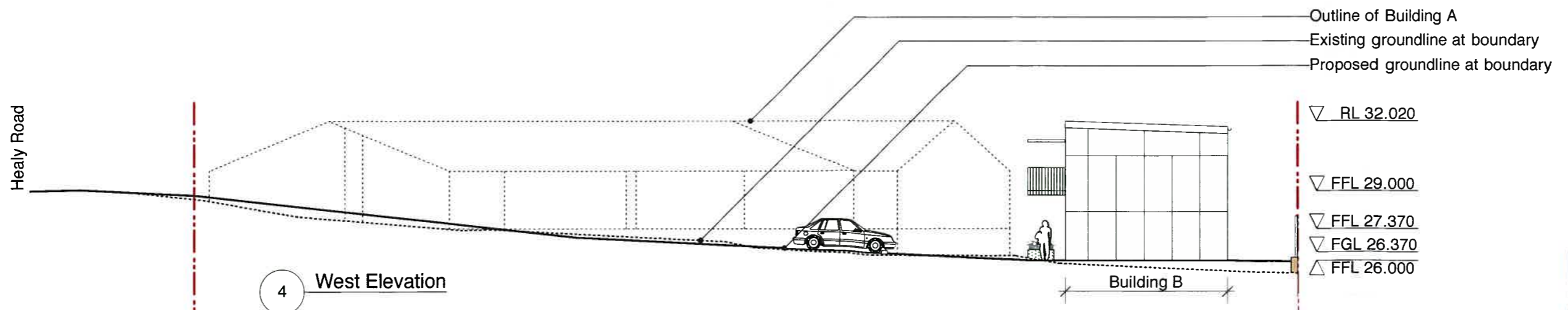
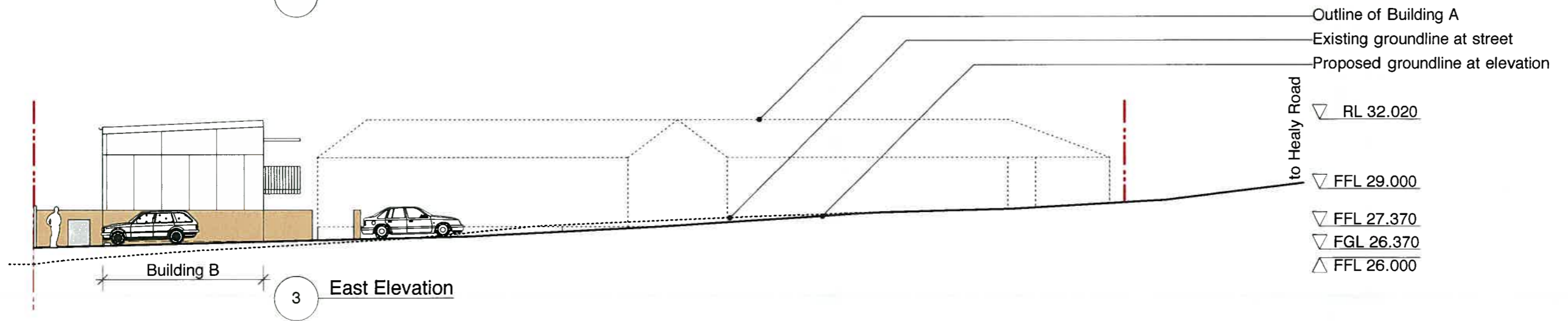
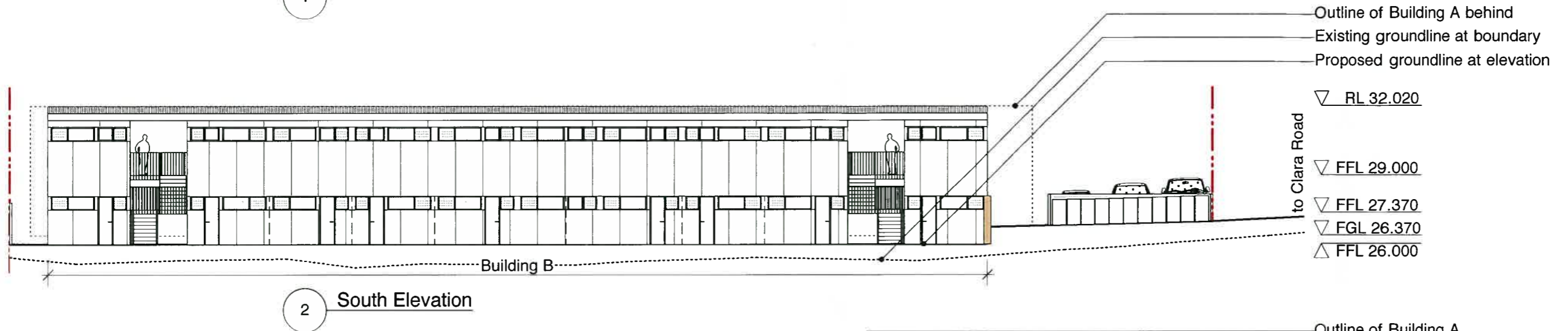
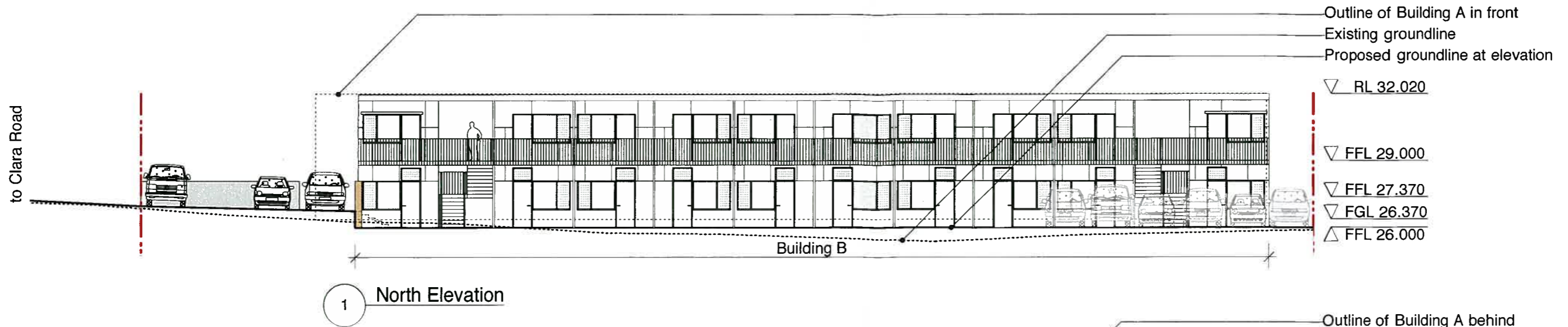


2 West Elevation
Fences removed for clarity

- ▽ RL 32.020
- ▽ FFL 29.000
- ▽ FFL 27.370
- ▽ FGL 26.370
- △ FFL 26.000

B 131018 DA - Additional Info
REV DATE NOTE
BERNARD SEEBER PTY LTD
ARCHITECTS REGISTRATION NUMBER 1195
NORTH POINT
0 1 5 M
DRAWING STATUS
PLANNING APPLICATION
CONTENT
Proposed Colour Elev's 02
Building A - Fences Removed
SCALE
1:200@ A3
NUMBER & NAME
464_Healy Road
DRAWING REVISION
A302 B





AUG 2013

A	130808	Planning Application
REV	DATE	NOTE

BERNARD SEEBER PTY LTD
ARCHITECTS REGISTRATION NUMBER 1195

NORTH POINT

0 1 5 M

DRAWING STATUS
PLANNING APPLICATION

CONTENT
Proposed Elevations 02
Building B

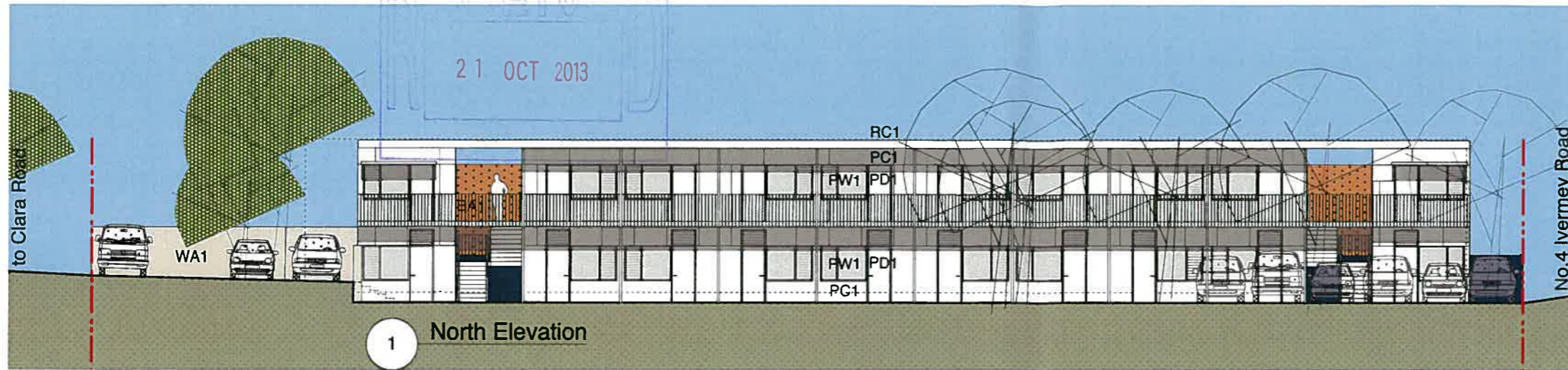
SCALE
1:200 @ A3

NUMBER & NAME
464 Healy Road

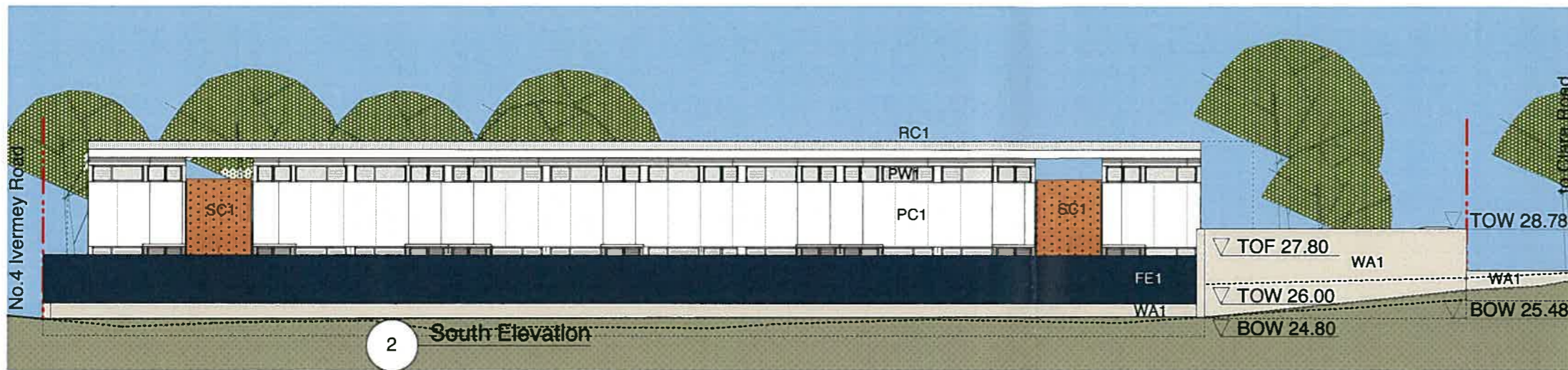
DRAWING REVISION
A310 A



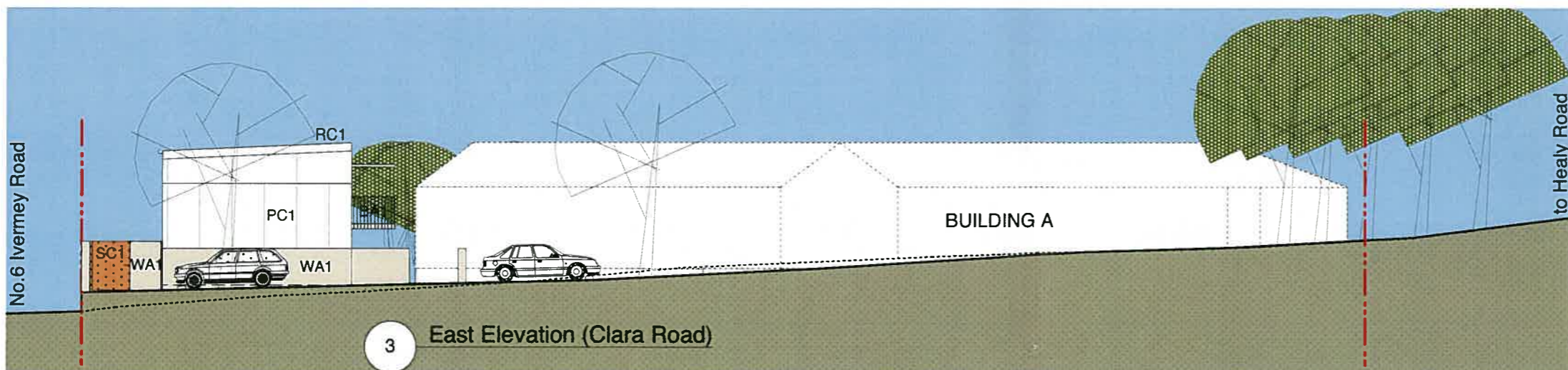
21 OCT 2013



1 North Elevation



2 South Elevation



3 East Elevation (Clara Road)



4 West Elevation

MATERIAL SCHEDULE

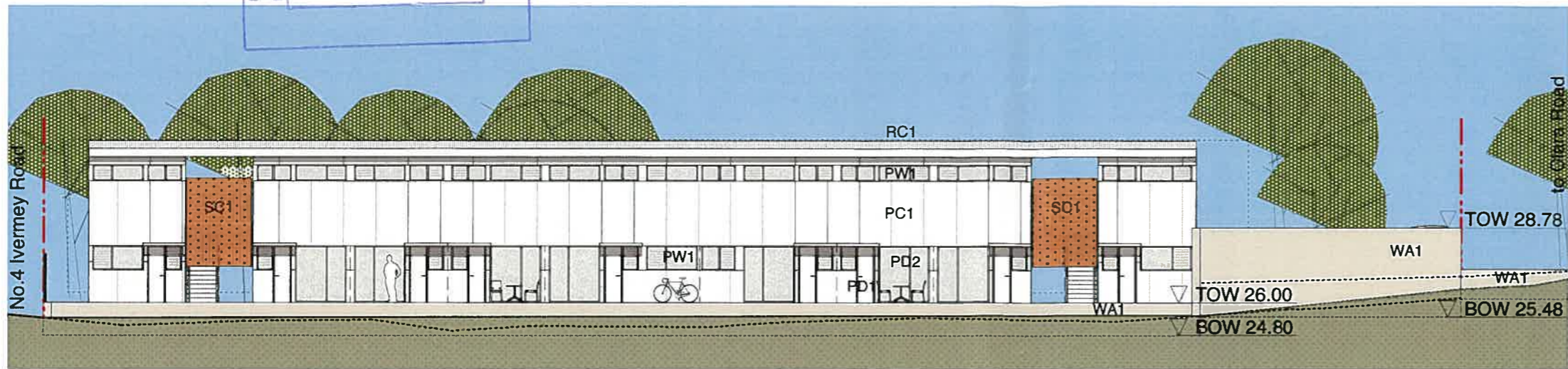
- BA1 Balustrade 1 - HD Galvanised Steel
- EC1 Existing Cladding 1 - White Painted Timber Weatherboards
- EM1 Existing Masonry 1 - Brickwork
- EM2 Existing Masonry 2 - Limestone
- FE1 Fencing 1 - Coloured Steel
- FE2 Fencing 2 - Chain Link Steel
- PC1 Proposed Cladding 1 - White Painted Ply
- PC2 Proposed Cladding 2 - Grey Painted Ply
- PD1 Proposed Door 1 - White Painted Timber
- PD2 Proposed Door 2 - White PPC Aluminium
- PD3 Proposed Door 3 - Glazed White Timber
- PG1 Pergola 1 - White Painted Carpentry
- PW1 Proposed Window 1 - White PPC Aluminium
- RC1 Roof Cladding 1 - White Metal
- SC1 Screen 1 - PPC Perforated Metal
- WA1 Wall 1 - Insitu Concrete

B 131018 DA - Additional Info
 REV DATE NOTE
 BERNARD SEEBER PTY LTD
 ARCHITECTS REGISTRATION NUMBER 1195
 NORTH POINT
 0 1 5 M

DRAWING STATUS
 PLANNING APPLICATION
 CONTENT
 Proposed Colour Elev's 03
 Building B
 SCALE
 1:200 @ A3
 NUMBER & NAME
 464_Healy Road
 DRAWING REVISION
 A311 B



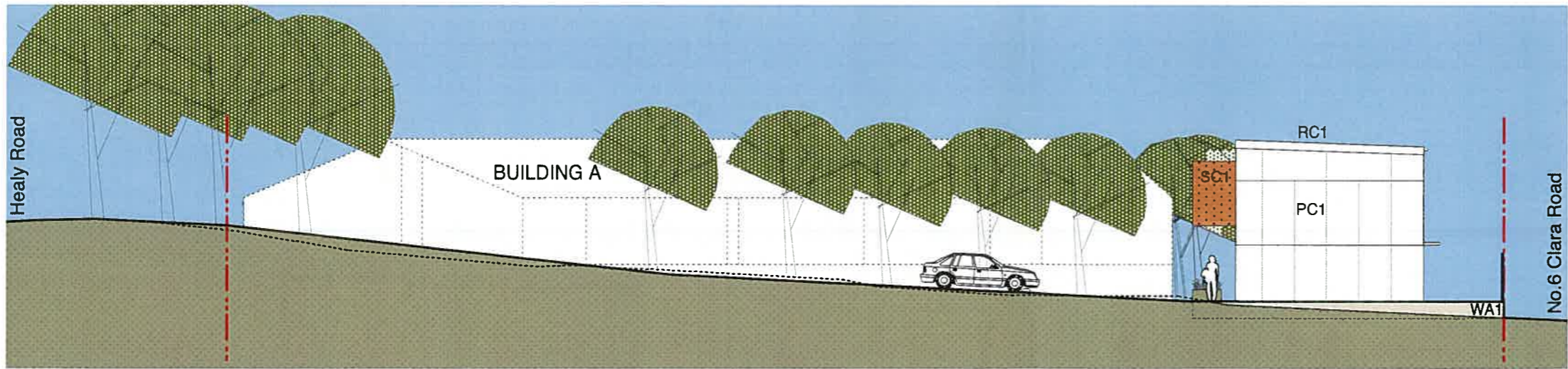
RECEIVED
21 OCT 2013



1 South Elevation
Fences removed for clarity

MATERIAL SCHEDULE

BA1	Balustrade 1 - HD Galvinised Steel
EC1	Existing Cladding 1 - White Painted Timber Weatherboards
EM1	Existing Masonry 1 - Brickwork
EM2	Existing Masonry 2 - Limestone
FE1	Fencing 1 - Coloured Steel
FE2	Fencing 2 - Chain Link Steel
PC1	Proposed Cladding 1 - White Painted Ply
PC2	Proposed Cladding 2 - Grey Painted Ply
PD1	Proposed Door 1 - White Painted Timber
PD2	Proposed Door 2 - White PPC Aluminium
PD3	Proposed Door 3 - Glazed White Timber
PG1	Pergola 1 - White Painted Carpentry
PW1	Proposed Window 1 - White PPC Aluminium
RC1	Roof Cladding 1 - White Metal
SC1	Screen 1 - PPC Perforated Metal Wall 1 - Insitu Concrete
WA1	Wall 1 - Insitu Concrete



2 West Elevation
Fences removed for clarity

B 131018 DA - Additional Info
REV DATE NOTE
BERNARD SEEBER PTY LTD
ARCHITECTS REGISTRATION NUMBER 1195

NORTH POINT
0 1 5 M

DRAWING STATUS
PLANNING APPLICATION

CONTENT
Proposed Colour Elev's 04
Building B - Fences Removed

SCALE
1:200 @ A3

NUMBER & NAME
464_Healy Road

DRAWING REVISION
A312 B





Corner Barrington Street and Spearwood Avenue, Bibra Lake.



**Government of Western Australia
Department of Lands**

Regional and Metropolitan Services

CITY OF COCKBURN
DOC NO
10 OCT 2013
SUBJECT
159/008
RETENTION
8.1 A 5
STREET
698
APP
ACTION
LEE CATT

Our ref: 00743-2013 Job No.132810
 Enquiries: Tram Nguyen
 Ph: (08) 6552 4783 Fax: (08) 6552 4417
 Email: Tram.Nguyen@lands.wa.gov.au

8 October 2013

Chief Executive Officer
 City of Cockburn
 PO Box 1215
 BIBRA LAKE DC WA 6965

Dear Sir/Madam,

**PROPOSED TRANSFER OF LAND TO THE STATE OF WESTERN AUSTRALIA
 FOR ROAD WIDENING – LOT 37 ON PLAN 3699, BARRINGTON STREET, BIBRA
 LAKE – CITY OF COCKBURN**

The Department of Lands (DoL) has received a request from Western Power to transfer Lot 37 on Plan 3699 to the State of Western Australia for the purpose of road widening for nil consideration.

Western Power previously owned Lot 37 comprising Lot 200-202 on Diagram 83018 (attachment 1). From 1992 to 2007, Lot 37 was subdivided and sold to different people. As you will note on Diagram 83018, the south east corner of Lot 201 shows a truncation of road dedicated as per Section 28(2) of the *Town Planning and Development Act 1928*.

Lot 200 also shows a truncation in the south west corner (with no reference made to Section 28(2) TP&D), Western Power are the registered proprietors of part of Lot 37 on Plan 3699, however the land was intended to be part of the road reserve and inadvertently overlooked at the time of subdivision.

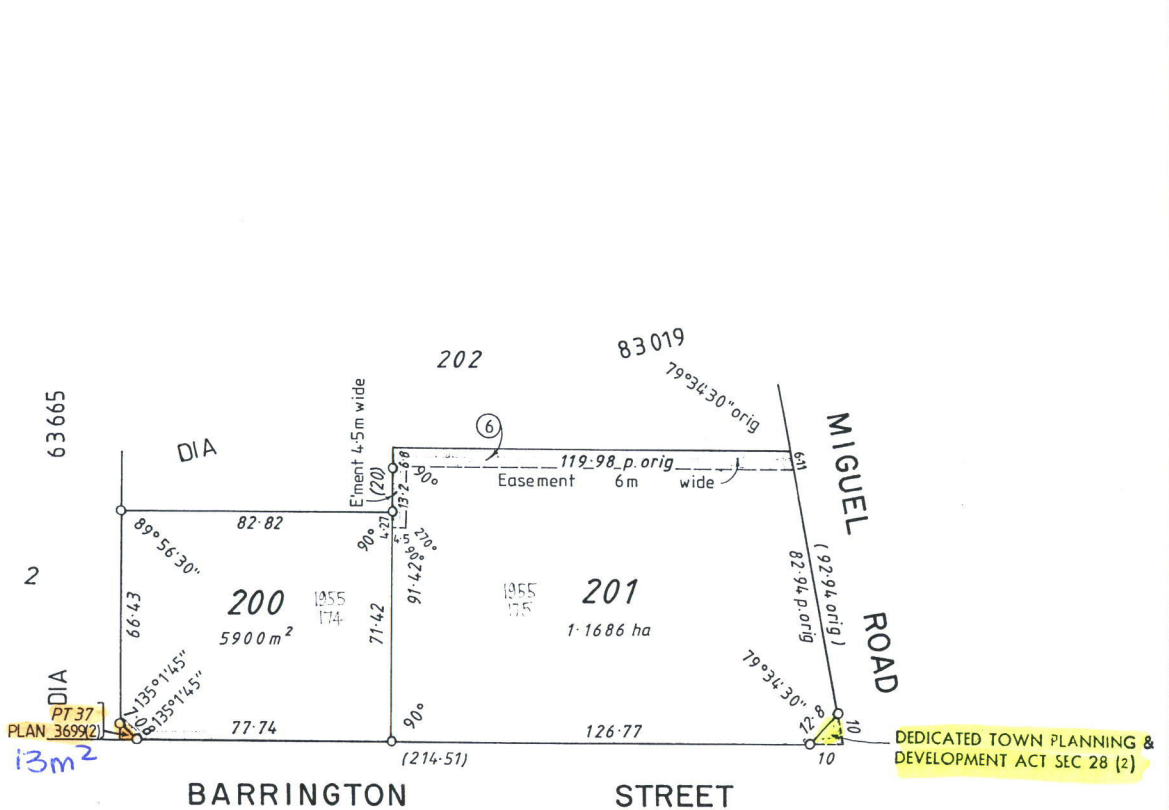
To facilitate the progression of the above proposal your approval and Council Resolution is now sought in accordance with Section 56 of the *Land Administration Act 1997*. Upon receipt of your response, our Department will proceed with the transfer.

For your reference, I have attached a SmartPlan with the subject land highlighted orange. Should you wish to discuss this matter, please contact me on the details provided above.

Yours Sincerely,

**Tram Nguyen
 A/Assistant State Land Officer
 Metropolitan-Peel South
 Department of Lands**

LAND DESCRIPTION PT LOT 37 OF PORTION JANDAKOT A.A. LOT 254	ON PLAN 3699 (2)	CERTIFICATE OF TITLE VOLUME 563 FOLIO 103 A	FIELD BOOK 62731	DIA 83018 TOTAL AREA 1.7635 ha
	DIAGRAM	INDEX BG 34 (2) 10-06	PUBLIC BG 34 (2) 10-06	



DEDICATED TOWN PLANNING & DEVELOPMENT ACT SEC 28 (2)

⑥ EASEMENT TO W.A. OF W.A. IN ACCORDANCE WITH SECTION 27A OF THE T.P. & D. ACT, REGULATION 6

18580

SURVEYOR'S CERTIFICATE REG 54: I. C.W. KING hereby certify that: (a) this plan of survey is a correct and accurate representation of the survey carried out by me personally/ under my own personal supervision, inspection and field check, and recorded in field books lodged for the purposes of this plan of survey; (b) the measurements are in strict accordance with the Licensed Surveyors (Guidance of Surveyors) Regulations 1961 and in particular regulations 23 and 34 of those regulations; and (c) this survey and this plan of survey are in strict accordance with the requirements of the Licensed Surveyors (Guidance of Surveyors) Regulations 1961 and in particular regulation 1 in relation to which it is lodged.		REG 55D I hereby certify that: (a) this plan is correct and was prepared under my supervision and is the result of calculations from measurements made by me personally/ under my own personal supervision, inspection and field check as recorded in the field books lodged for the purposes of this plan; (b) the measurements are in strict accordance with the requirements of the Licensed Surveyors (Guidance of Surveyors) Regulations 1961 and in particular regulations 23 and 34 of those regulations; and (c) this plan of survey conforms with the relevant law in relation to which it is lodged.		APPROVED BY STATE PLANNING COMMISSION FILE: 80056 FOR CHAIRMAN DATE: 23-9-92 PLANNING AND URBAN DEVELOPMENT 22 SEP 1992 86228	LODGED DATE: 17-7-92 FEE PAID: \$ 237 ASSESSMENT NO: 2854 EXAMINED TRANQUILLE T.A. DOCKET PLAN/DIAGRAM: 82718 CERTIFIED CORRECT F.S.C. No.	SCALE 1:1500 ALL DISTANCES ARE IN METRES IN ORDER FOR DEALINGS SUBJECT TO Secs 27A & 28(2) T.P. & D. Act. FOR INSPECTOR OF PLANS & SURVEYS DATE: 14-9-92 APPROVED 11-3-93 INSPECTOR OF PLANS & SURVEYS OFFICE OF TITLES DIAGRAM 83018
I. C.W. KING Licensed Surveyor Date: 17.7.92		J.P. O'CONNELL Licensed Surveyor Date:		DOLA Department of LAND ADMINISTRATION		



S56052

7
189 m²

S56052

6
189 m²

S56052

8
186 m²

S56052

5
185 m²

S56052

9
186 m²

S56052

4
185 m²

S56052

10
186 m²

S56052
14 (CP)
1307 m²

S56052

3
185 m²

S56052
13
2331 m²

S56052

11
186 m²

S56052

2
185 m²

S56052

12
184 m²

S56052

1
188 m²

P3699
37
13 m²

BARRING

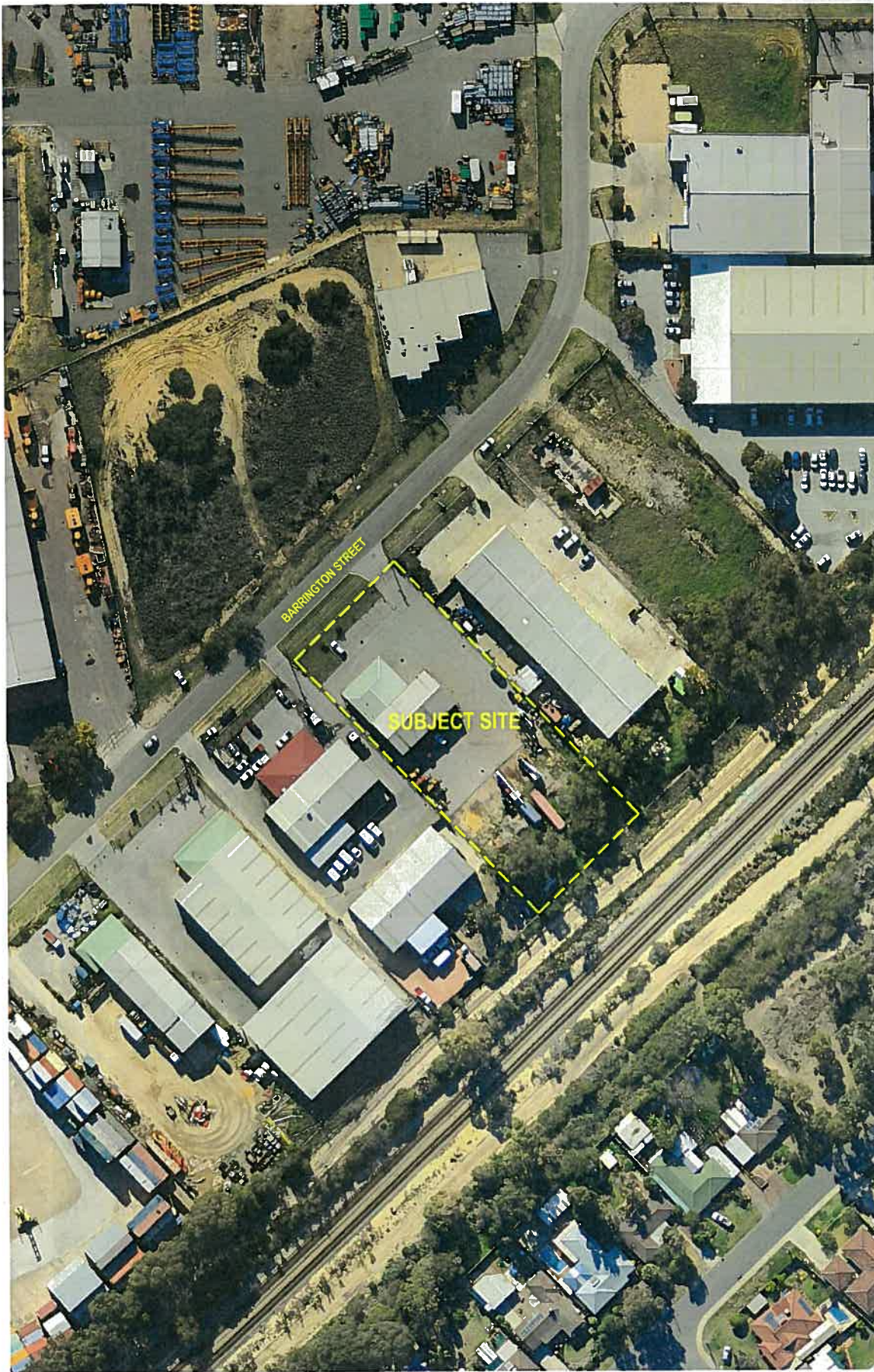
P62160
201

D53740
102

Scale : 1:531 (Geographical)
MGA : SW=387581.3E,6445948.6N Zone 50 / NE=387691.1E,6446119.4N Zone 50
Lat/Long : 115°48'30.027", -32°07'02.026" / 115°48'34.287", -32°06'56.520" H 271mm by W 210mm

Printed : 14:12 Fri 4/Oct/2013
© Western Australian Land Information Authority 2013

This product is for information purposes only and is not guaranteed. The information may be out of date and should not be relied upon without further verification from the original documents. Where the information is being used for legal purposes then the original documents must be searched for all legal requirements.



PLANNING SOLUTIONS

URBAN & REGIONAL
PLANNING

PERTH
A. Level 1: 355 Fitzgerald Street, Perth WA 6000
T: (08) 9237 7870
F: (08) 9237 1971
P: PO Box 5701, PERTH EC WA 6869

MELBOURNE
A. Level 1: 355 Collins Street, Melbourne VIC 3000
T: (03) 9519 1900
F: (03) 9519 4177

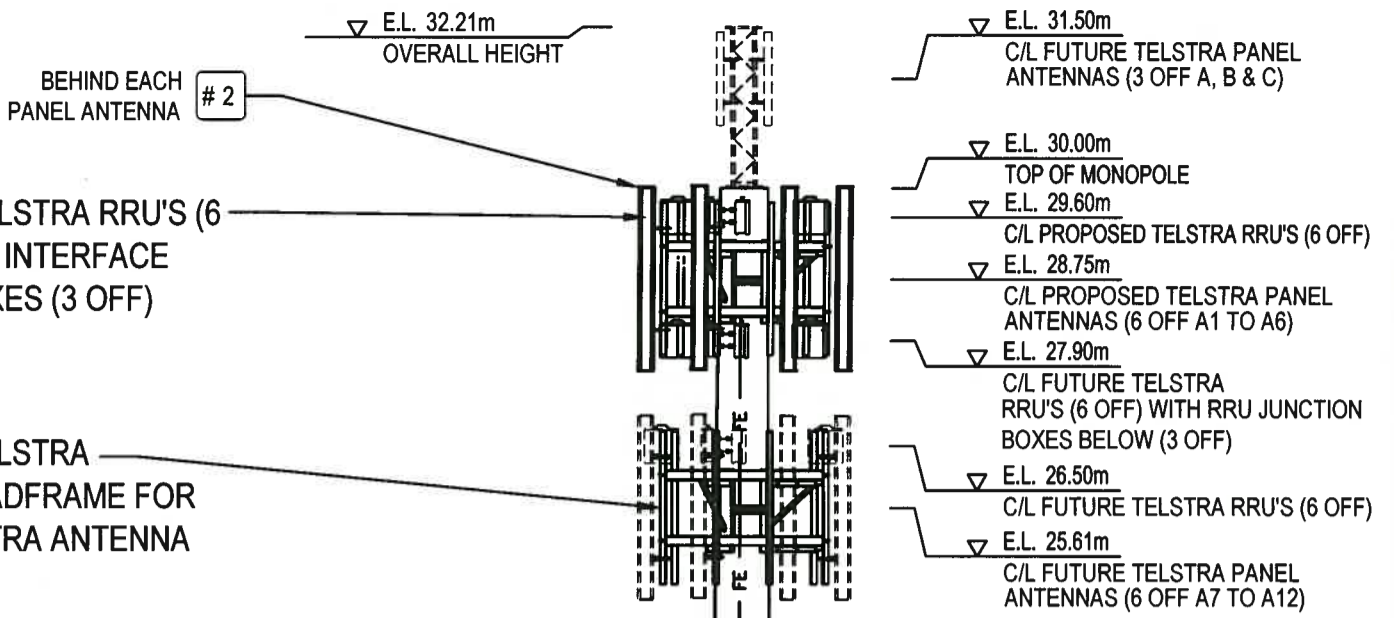
E: enquiries@planningsolutions.com.au
W: www.planningsolutions.com.au
ACN: 429 973 131 | ABN: 23 110 973 131
Financial Services (Licence 94111)

**FIGURE 3: AERIAL PHOTOGRAPH
LOT 56 (233) BARRINGTON STREET
BIBRA LAKE
WESTERN AUSTRALIA**

SCALE 1:1,500 @ A4
DATE 24 September 2013
FILE 03 130924 2568 Aerial Photo.dwg
REVISION 10A/First Draft/24.09.13

Scale Bar (m)

DISCLAIMER: THIS DOCUMENT IS AND REMAINS THE PROPERTY OF PLANNING SOLUTIONS AND MAY NOT BE COPIED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PLANNING SOLUTIONS. ALL AREAS, DISTANCES AND ANGLES ARE APPROXIMATE ONLY AND ARE SUBJECT TO SURVEY.
BASEPLAN SOURCE: NEARMAP.COM



NOTES:

1. ALL FEEDER ACCESS POINTS ON THE STRUCTURE MUST BE BIRD PROOFED AS PER EXTERNAL PLANT POLICY 003615.
2. THIS DRAWING SET IS A PRELIMINARY DRAWING ONLY AND IS ISSUED FOR COMMENT. IT IS NOT A DETAILED SURVEY / STRUCTURAL DRAWING AND THEREFORE COULD BE SUBJECT TO CHANGE.
3. FOR EME SIGNS NOTED THUS #X REFER TO 005486 FOR DETAILS.
4. FOUNDATIONS ARE SHOWN INDICATIVE ONLY. FINAL DESIGN IS SUBJECT TO RESULTS OF GEOTECHNICAL INVESTIGATION.

SITE EME SIGNAGE

- # 2 EME TELSTRA #2 SIGN
SIGNS TO BE UV STABLE STICKERS AND FIXED TO REAR OF ALL TELSTRA PANEL ANTENNAS (6 OFF)
- # 6 EME TELSTRA #6 SIGN
SECURED 1.5m AGL TO MONOPOLE USING STAINLESS STEEL STRAPS

- PROPOSED TELSTRA 450W CABLE LADDER NEMA 20B
- PROPOSED TELSTRA COMPOUND SECURITY FENCE WITH 3m WIDE DOUBLE ACCESS GATES
- PROPOSED TELSTRA EQUIPMENT SHELTER TYPE ICS Mk 3.2 (3280 L x 2280 W x 2995 H) COLOURED PALE EUCALYPT ON CONCRETE PIERS

- PROPOSED TELSTRA P6 FIBRE PIT
- PROPOSED TELSTRA P5 ELECTRICAL DRAW PIT
- EXISTING PROPERTY BOUNDARY FENCE
- PROPOSED TELSTRA U/G FIBRE ROUTE SHARING THE SAME TRENCH WITH ELECTRICAL SUB-MAINS
- PROPOSED TELSTRA U/G SUB-MAINS IN P63 CONDUIT

- PROPOSED TELSTRA 30m HIGH MONOPOLE WITH PROPOSED TELSTRA CIRCULAR HEADFRAMES
- PROPOSED TELSTRA FEEDER CABLES (2 OFF) TO RUN INTERNALLY TO MONOPOLE

6 1.5m AGL

PROPOSED TELSTRA MONOPOLE FOOTING (INDICATIVE ONLY). REFER NOTE 4

E.L. 0.00m GROUND LEVEL (R.L. 33.00m AHD)

SOUTH WEST ELEVATION

1m 0 1m 2m 3m 4m 5m SCALE 1:100 SCALE 1:100

NOTE: THIS DRAWING TO BE READ IN CONJUNCTION WITH SHEET S3-1

PRELIMINARY

ORDER	DRAWN	CHKD	AMENDMENT	EXAM	APPD	DATE	ISS
WA00584.02	KK	GT	PRELIMINARY - 71086681W001SSMC	MS	JB	11.12.12	1
WA00584.02	SF	GT	ANTENNAS REARRANGED - 71086681W001SSMC	MS	JB	03.01.13	2
WA00584.02	PRN	GT	SITE RELOCATED - 71086681W002SSMC	MK	KA	30.08.13	3



Telstra

MOBILE NETWORK SITE 255072
YANGEBUP
SOUTH WEST ELEVATION
233 BARRINGTON ST, BIBRA LAKE, WA 6163

DWG NO. **W107265** SHT NO. **S3** INDEX

© Telstra Corporation Limited ABN 33 051 775 556 All rights reserved.

Telstra Wireless Operations Template - 017866P02 Issued Feb 2009

PLANNING SOLUTIONS

**URBAN & REGIONAL
PLANNING**



BEFORE



AFTER

VIEW OF SUBJECT SITE NORTH FROM REAR OF RESIDENTIAL LOTS ON PLOVER DRIVE

**PHOTOMONTAGE 2
LOT 56 (233) BARRINGTON STREET
BIBRA LAKE
WESTERN AUSTRALIA**

SCALE NTS @ A4
DATE 27 September 2013
FILE 130924 2568 Photomontage.dwg
REVISION 1AA/First Draft/27.08.13



DISCLAIMER: THIS DOCUMENT IS AND REMAINS THE PROPERTY OF PLANNING SOLUTIONS AND MAY NOT BE COPIED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PLANNING SOLUTIONS. ALL AREAS, DISTANCES AND ANGLES ARE APPROXIMATE ONLY AND ARE SUBJECT TO SURVEY.
BASEPLAN SOURCE

PERTH
A: 256 Fitzgerald Street, Fremantle, WA 6000
T: (08) 9272 7570
F: (08) 9222 7571
P: PO Box 8700, Perth EC, WA 6008

MELBOURNE
A: Level 1, 352 Collins Street, Melbourne VIC 3000
T: (03) 9555 1520
F: (03) 9600 1277

E: admin@planningsolutions.com.au
W: www.planningsolutions.com.au
AC1113 513 181 ASSN 23 1-3 573 181
Planning Solutions (Australia) Pty Ltd

PLANNING SOLUTIONS

URBAN & REGIONAL
PLANNING



BEFORE



AFTER

VIEW OF SUBJECT SITE SOUTH ACROSS BARRINGTON STREET

PHOTOMONTAGE 1
LOT 56 (233) BARRINGTON STREET
BIBRA LAKE
WESTERN AUSTRALIA

SCALE NTS @ A4
DATE 27 September 2013
FILE 130824 2568 Photomontage.dwg
REVISION 1/A/First Draft/27.09.13

DISCLAIMER: THIS DOCUMENT IS AND REMAINS THE PROPERTY OF PLANNING SOLUTIONS AND MAY NOT BE COPIED IN WHOLE OR IN PART WITHOUT THE WRITTEN CONSENT OF PLANNING SOLUTIONS. ALL AREAS, DISTANCES AND ANGLES ARE APPROXIMATE ONLY AND ARE SUBJECT TO SURVEY.
BASEPLAN SOURCE:



PERTH
A Level : 350 Collins Street, Perth, WA, 6000
T : (08) 9227 7570
F : (08) 9227 7571
P : PO Box 5701, Perth, WA, 6835

MELBOURNE
A Level : 350 Collins Street, Melbourne, VIC 3000
T : (03) 9600 1500
F : (03) 9600 1577

E : info@planningsolutions.com.au
W : www.planningsolutions.com.au
MCA 143 373 131 AEN 28 113 573 181
Planning Solutions Pty Ltd



Summary of Estimated RF EME Levels around the Proposed Wireless Base Station at 233 Barrington St, BIBRA LAKE WA 6163

Introduction:

Date 25/9/2013

NSA Site No (6163021)

This report summarises the estimated maximum cumulative radiofrequency (RF) electromagnetic energy (EME) levels at ground level emitted from the existing wireless base station antennas at 233 Barrington St BIBRA LAKE WA 6163 . Maximum EME levels are estimated in 360° circular bands out to 500m from the base station. The procedures for making the estimates have been developed by the Australian Radiation Protection And Nuclear Safety Agency (ARPANSA)¹. These are documented in the ARPANSA Technical Report; "Radio Frequency EME Exposure Levels - Prediction Methodologies" which is available at <http://www.arpansa.gov.au>

EME Health Standard

ARPANSA, an Australian Government agency in the Health and Ageing portfolio has established a Radiation Protection Standard² specifying limits for continuous exposure of the general public to RF transmissions at frequencies used by wireless base stations. Further information can be gained from the ARPANSA web site.

The Australian Communications and Media Authority (ACMA)³ mandates exposure limits for continuous exposure of the general public to RF EME from wireless base stations. Further information can be found at the ACMA website <http://emr.acma.gov.au>

Existing Site Radio Systems There are currently no existing radio systems for this site.

Proposed Site Radio Systems

Telstra: WCDMA850 (proposed)	Telstra: LTE1800 (proposed)	Telstra: LTE900 (proposed)	
---------------------------------	--------------------------------	-------------------------------	--

Table of Predicted EME Levels – Proposed

Distance from the antennas at 233 Barrington St in 360° circular bands	Maximum Cumulative EME Level – All carriers at this site (% of ARPANSA exposure limits ²) Public exposure limit = 100%
0m to 50m	0.1%
50m to 100m	0.24%
100m to 200m	0.85%
200m to 300m	0.61%
300m to 400m	0.28%
400m to 500m	0.16%
Maximum EME level 152.51 m, from the antennas at 233 Barrington St	0.85%

Note: Estimation for the maximum level of RF EME at 1.5m above the ground from the existing and proposed antennas assuming level ground. The estimated levels have been calculated on the maximum mobile phone call and data capacity anticipated for this site. This estimation does not include possible radio signal attenuation due to buildings and the general environment. The actual EME levels will generally be significantly less than predicted due to path losses and the base station automatically minimising transmitter power to only serve established phone calls and data transmissions⁵. Where applicable, particular locations of interest in the area surrounding the base station, including topographical variations, are assessed in Appendix A "Other areas of Interest" table on the last page.

Summary – Proposed Radio Systems

RF EME levels have been estimated from the existing and proposed antennas at **233 Barrington St BIBRA LAKE WA 6163** . The maximum cumulative EME level at 1.5 m above ground level is estimated to be **0.85 %** of the ARPANSA public exposure limits.

Reference Notes:

1. The Australian Radiation Protection and Nuclear Safety Agency (ARPANSA) is a Federal Government agency incorporated under the Health and Ageing portfolio. ARPANSA is charged with responsibility for protecting the health and safety of people, and the environment, from the harmful effects of radiation (ionising and non-ionising).
2. Australian Radiation Protection and Nuclear Safety Agency (ARPANSA), 2002, 'Radiation Protection Standard: Maximum Exposure Levels to Radiofrequency Fields — 3 kHz to 300 GHz', Radiation Protection Series Publication No. 3, ARPANSA, Yallambie Australia. [Printed version: ISBN 0-642-79400-6 ISSN 1445-9760] [Web version: ISBN 0-642-79402-2 ISSN 1445-9760]
3. The Australian Communications and Media Authority (ACMA) is responsible for the regulation of broadcasting, radiocommunications, telecommunications and online content. Information on EME is available at <http://emr.acma.gov.au/>
4. The EME predictions in this report assume a near worst-case scenario including:
 - wireless base station transmitters for mobile and broadband data operating at maximum power (no automatic power reduction)
 - simultaneous telephone calls and data transmission.
 - an unobstructed line of sight view to the antennas.In practice a worst-case scenario is rarely the case. There are often trees and buildings in the immediate vicinity, and cellular networks automatically adjust transmit power to suit the actual user traffic. The level of EME may also be affected where significant landscape features are present and predicted EME levels might not be the absolute maximum at all locations.
5. Further explanation of this report may be found in "Understanding the ARPANSA Environmental EME Report" and other documents on the ARPANSA web site, <http://www.arpansa.gov.au>

Issued by: Telstra, Data reference file – BIBRA LAKE WA 6163 - 20130925121611

Appendix A

Table of Other Areas of Interest

Additional Locations	Height / Scan relative to location ground level	Maximum Cumulative EME Level All Carriers at this site (% of ARPANSA exposure limits ²) Public exposure limit = 100%
83 Plover Drive - near residential Yangebup Community Centre Play group, 20 Swallow Drive, Yangebup	0m to 3m 0m to 3m	0.048% 0.029%

Note: Estimation for the maximum EME levels at selected areas of interest over a height range relative to the specific ground level at the area of interest. This table includes any existing and proposed radio systems.

Estimation Notes / Assumptions – Other Areas of Interest

Variable ground topography has been included in the assessment of the "Other Areas of Interest" as per ARPANSA methodology

File No. 110/078

SCHEDULE OF SUBMISSIONS
USE NOT LISTED – HIGH IMPACT TELECOMMUNICATIONS INFRASTRUCTURE (MONOPOLE AND EQUIPMENT CABIN)

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
1	Department of Housing Private Bag 22 EAST PERTH WA 6892	No Objection.	Noted.
2	Susan Bloom 71 Plover Drive Yangebup WA 6164	<p>Objection</p> <p>1. The telecommunications tower will be situated immediately behind my property. It will be an eyesore and affect the value of my property.</p> <p>2. I am concerned about the negative effects on my health of electromagnetic radiation. While the long term effects to EMR are unknown and uncertain most western countries recommend precautionary limits of not more than 0.1 microwats/cm² level. The exposure limit should be kept to a minimum. It is not clear if the applicant can demonstrate that it will be limited to low levels of EMR exposure.</p>	<p>Noted</p> <p>The telecommunication facility will consist of a 30m monopole tower with a finish that is consistent with that of the existing buildings onsite. Views of the telecommunications facility from nearby residential properties will be partially obscured by existing native vegetation on the subject site and adjacent to the railway reserve. It is noted that potential loss of property values as a result of the telecommunications facility is not a valid planning consideration.</p> <p>The proposed telecommunications facility at the subject site is designed not only to comply with, but to operate significantly below the mandated standard from EME as set down by the Australian Radiation Protection and Nuclear Safety Agency (ARPANSA), which is also the safety standard recommended by the World Health Organisation. (WHO)</p> <p>Telstra takes the health and safety of the public extremely seriously and acts in accordance with all legislation and standards. Telstra relies on the expert advice of national and international health authorities such as ARPANSA and the WHO for overall assessments of health and safety impacts. The consensus is that there is no substantiated scientific evidence of adverse health effects from the EME generated by radio frequency technology, including mobile phones and base stations, when used in accordance with applicable standards.</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>3. I am concerned about powers of the applicant will have to come on my property to erect equipment. This affects my rights as a property owner</p>	<p>The EME predictive report prepared by Telstra indicates that this facility is estimated to equate to a maximum of 0.85% (around one one hundred and eighteenth) of the Australian Communications and Media Authority (ACMA) mandated exposure limits. The predicted level at the nearest residence is estimated to be only 0.048% (less than one two thousandth) and 0.029% (less than one three thousand four hundredth) at the Yangebup Community Play Group.</p> <p>The construction of the telecommunications facility does not propose direct access onto 71 Plover Drive. Access onto private property by workers associated with constructing the telecommunications facility is a civil matter.</p>
3	<p>Ramon Woodcock 3 Mell Road SPEARWOOD WA 6163</p>	<p>Objection</p> <p>I am opposed to the installation of a monopole for communication at 233 Barrington Street. I am very concerned about my health.</p>	<p>Noted.</p> <p>Response provided under submission number 2, paragraphs 2 and 3.</p>
4	<p>Meredith O'Brien 83 Plover Drive YANGEBUP WA 6164</p>	<p>Objection</p> <p>The structure will be approximately 80m from my family house and very close to other young families which is unacceptable. I have great concerns for the health of my family with the potential of visual and noise pollution, plus the possibility of the devaluation of the surrounding properties. There must be some other available site.</p> <p>My other concerns are for the EME levels which will be higher than predicted if extra antennas and panels are added in the future. The 'Precautionary Principle' is often invoked - "Better to be safe than sorry" – part of which involves taking proactive measures without having to wait until the seriousness of those risks become apparent.</p>	<p>Noted.</p> <p>Response provided under submission number 2, paragraph 1. It is also noted that the telecommunications facility will not emit any noise during operation.</p> <p>The proposal is based on six (6) antenna panels and six (6) remote radio units. Additional antenna panels and radio units will be subject to a separate application for planning approval which will entail a revised assessment on EME levels based on the additional antenna panels and radio units.</p>
5	<p>Tracey Greco 76 Plover Drive YANGEBUP WA 6164</p>	<p>Objection</p> <p>Health Worries</p>	<p>Noted.</p> <p>Response provided under submission number 2, paragraphs 2 and 3.</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
6	Gavin Cornish 69 Plover Drive YANGEBUP WA 6164	<p>Objection</p> <p>I object for the following reasons:</p> <ol style="list-style-type: none"> 1. Readily visible from my backyard, will significantly reduce property value; 2. It is being located within 200m of existing residence; 3. Residents already 'stressed' continual repetitive noise from the railway and industrial activity. This will be further amplified by constructive and potential operational noise plus the electromagnetic radiation of a high impact telecommunication pole. For residents to tolerate railway noise industrial noise (already existing) constructual and potentially industrial noise plus electromagnetic radiation is a totally unreasonable expectation and the likelihood of adverse health outcomes due to a combination of effects must be a risk too great. 	<p>Noted</p> <p>Response provided under submission number 2 paragraph 1.</p> <p>Under the State Planning Policy 5.2 – Telecommunications infrastructure and the <i>Telecommunications Act 1997</i> there are no mandated setback distances for the siting of telecommunications infrastructure from sensitive land uses.</p> <p>Response provided under submission number 2, paragraphs 2 and 3. It is also noted that the telecommunications facility will not emit any noise during operation.</p>
7	Max Rowney 2/30 Barberry Way BIBRA LAKE WA 6163	<p>Objection</p> <p>I have concerns about the effects of having a transmitter in close proximity to our place of work. We will be exposed to the affects for up to 45 hours per week.</p> <p>Known impact of this situation should be made available to all local businesses prior to approval being given.</p>	<p>Noted.</p> <p>Response provided under submission number 2, paragraphs 2 and 3.</p> <p>Appendix 3 of the report prepared by the applicant provides an electromagnetic energy (EME) report of the proposed telecommunications facility</p>
8	Global Automatics (Tony De Faria) 2/231 Barrington Street BIBRA LAKE WA 6163	<p>Objection</p> <p>I strongly object to this proposal as it is situated next door to my business premises. There is the unknown effect it will have on the health of my staff and myself.</p>	<p>Noted.</p> <p>Response provided under submission 2, paragraphs 2 and 3.</p>
9	Kim Langdon 81 Plover Drive	<p>Objection</p>	<p>Noted.</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
	YANGEBUP WA 6164	<ul style="list-style-type: none"> • The proposed tower will be situated 80m from my back fence line. NOT the recommended 200m and will be visible from my front and back yards. • The visual impact will have an effect on potential buyers and detrimental sale value on any future sale of my property. • The effect of transmitters will not be known for many years as research to date is non-committal. Council is responsible for ensuring the safety and well-being of their ratepayers and should be looking at the resident's interests rather than business interests. • As a ratepayer since 1982, I have put up with many changes to the light industrial park behind my back fence. Weekend noise, increased heavy train movements and the Asphalt Plant. However this proposed Tower threatens the Health and wellbeing of my family. There are other options of locations away from residents' properties that can be used. • I look forward to hearing that Council has considered the best interests of their residents and will not approve this proposal. 	<p>The 200m setback as per the City's APD 13 is a guideline and has no statutory weight. While the telecommunications facility may be partially observed from nearby residences, the slim build, galvanized finish and screening from existing native vegetation on the subject site and the adjoining railway corridor act to reduce its visual impact.</p> <p>Response provided under submission 2, paragraph 1.</p> <p>Response provided under submission 2, paragraphs 2 and 3. The proposed telecommunication facility is considered to assist residents' quality of life through the provision of a high speed mobile telephone network.</p> <p>Response provided under submission 2, paragraphs 2 and 3. The proposed telecommunications facility will not emit any noise during operation. Other locations were considered in the report prepared by the applicant but were discounted for various reasons. (refer appendix 4)</p> <p>Application to be determined at Council.</p>
10	Beverly Langdon 81 Plover Drive Yangebup WA 6164	<p>Objection</p> <ul style="list-style-type: none"> • The proposed tower will be situated 80m from my back fence line. NOT the recommended 200m and will be visible from my front and back yards. • The immediate visual impact will have a substantial effect on potential buyers and detrimental to a future sale price. • Research is open ended on the effects of the microwave transmissions generated on health issues for residents that are situated at close range to these towers. Health issues that are caused by these towers may not be known for many years and it is irresponsible to ignore what could be 	<p>Noted.</p> <p>The 200m setback as per the City's APD 13 is a guideline and has no statutory weight.</p> <p>It is noted that potential loss of property values as a result of the telecommunications facility is not a valid planning consideration.</p> <p>Response provided under submission 2, paragraphs 2 and 3.</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>as deadly as asbestos is today. The Council's responsibility is to err on the side of caution to protect their residents and ratepayers from any future adverse health issues.</p> <ul style="list-style-type: none"> · The possibility of the transmissions affecting electronics in homes and businesses is also debated as open ended in research areas as no outcome has ever been decided. · I have been a ratepayer since I built this house in 1982 and the light Industrial Park behind my property was supposed to have a minimal impact on my family's quality of life. We have put up with increased train movements, weekend noise from Businesses and smell from the asphalt plant. However, these have not had the threat that this proposed tower will have on all the residents in Yangebup, not just the residents in the immediate area. · There has to be a better location further in the industrial park if Telstra is adamant they need this tower for their communications in this vicinity. · I hope that the Council will heed their ratepayer's anxiety and concerns and vote to disallow this proposal. People's futures are more important. 	<p>Noted.</p> <p>The telecommunications facility will not generate any noise during operations. Furthermore, the telecommunications facility is expected to make a positive contribution to the everyday life of residents in the Bibra Lake and Yangebup areas in the form as faster and higher quality telecommunications.</p> <p>Detailed investigations summarised in appendix 4 of the report prepared by the applicant reveal that no other opportunities exist to co-locate telecommunications infrastructure, or utilise existing buildings, which would satisfy the coverage objectives for the facility.</p> <p>Application to be determined at Council.</p>
11	<p>Micelle D'Emden and Andrew Lindon 62 Plover Drive YANGEBUP WA 6164</p>	<p>Objection</p> <p>We believe it is too close to residential housing and there is plenty of land available for it to be placed a suitable distance from houses, eg: 1km. Based on current studies there is no impact known, but these studies have not been going/performed long enough to determine the impact. For the sake of our children please do not put any potentially damaging structure of industry pollutant- electrical or otherwise near residential dwellings i.e. 200m. Many thanks</p>	<p>Noted.</p> <p>Concerns regarding the distance from the telecommunications facility to residential areas are taken into consideration. However, under State Planning Policy 5.2 and the <i>Telecommunication Act 1997</i> there are no mandated separation distances from telecommunication facilities to sensitive land uses such as residential dwellings.</p> <p>With regard to health concerns, see response provided under submission 2, paragraphs 2 and 3.</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
12	Adrian Mudie 67 Plover Drive YANGEBUP WA 6164	<p>Objection</p> <p>It will be an eyesore to look at, bring down property values, what will the radiation do to our health especially my children's health. Can this tower go further into the industrial area so as not to impact on the residents?</p>	<p>Noted.</p> <p>Response provided under submission 2, paragraphs 1,2 and 3.</p>
13	Ross Mackenzie 229 Barrington Street BIBRA LAKEWA 6163	<p>Objection</p> <p>Concerns about EMR exposure. Would request more information on the proposed facility before we remove our objection:</p> <ul style="list-style-type: none"> a) A description of the radiofrequency infrastructure b) A declaration that the infrastructure is in compliance with the ACMA mandatory limits for general exposure to RF EMR. c) Details of any RF hazard areas associated with this facility and how access to hazard areas will be restricted d) Copy of a map that predicts the exposure areas. 	<p>Noted</p> <p>With regard to concerns about EMR exposure, please see response provided under submission 2, paragraphs 2 and 3</p>



Department of
Planning

Planning makes it happen: phase two

Planning Reform Discussion Paper

September 2013



© Western Australian Planning Commission

Published by the
Department of Planning
Gordon Stephenson House
140 William Street
Perth WA 6000
Locked Bag 2506
Perth WA 6001

Published September 2013

website: www.planning.wa.gov.au
email: corporate@planning.wa.gov.au

tel: 08 6551 9000
fax: 08 6551 9001
National Relay Service: 13 36 77
infoline: 1800 626 477

The Department of Planning owns all
photography in this document unless
otherwise stated.

This document is available in alternative
formats on application to Communication
Services.

Disclaimer

This document has been published by the
Department of Planning on behalf of the
Western Australian Planning Commission. Any
representation, statement, opinion or advice
expressed or implied in this publication is made in
good faith and on the basis that the government,
its employees and agents are not liable for any
damage or loss whatsoever which may occur
as a result of action taken or not taken, as the
case may be, in respect of any representation,
statement, opinion or advice referred to herein.
Professional advice should be obtained before
applying the information contained in this
document to particular circumstances.

Minister's message



Hon John Day, MLA
Minister for Planning

In the past decade Western Australia has been shaped by strong population and economic growth. The Government is committed to ensuring that this growth is supported by a planning system that continues to improve in its efficiency, effectiveness and responsiveness to the State's needs.

In September 2009, I launched *Planning Makes It Happen – a blueprint for planning reform* which set out the most comprehensive reform agenda for the Western Australian planning system since the establishment of the Metropolitan Region Scheme in 1963. The progressive implementation of these reform initiatives since 2009 has equipped the Government to better manage growth and ensure continuity of land supply, as well as implement essential urban infill targets.

The first phase of planning reform delivered the following key outcomes:

- a draft *State Planning Strategy*
- the *Directions 2031 and Beyond Strategy*
- an *Economic and Employment Lands Strategy*
- the *Multi-unit Housing Code*
- Development Assessment Panels
- a review of key WAPC policies
- delivery of the Urban Development Program Online
- Structure Plan Guidelines
- Model Subdivision Conditions
- the Section 76 process.

In pre-consultation workshops held with planning stakeholders to help define the scope of this Discussion Paper, three common objectives emerged – consistency, timeliness and responsiveness. This second phase of planning reform aims to address these key objectives, and continue the work of Phase One reforms to ensure a responsive and accountable land use planning system in Western Australia.

Government cannot reform the planning system alone – we need local government, the planning industry and the community to come along with us. With this in mind, I welcome your comments and views on the initiatives for planning reform outlined in this Discussion Paper, and look forward to creating an ever better planning system for Western Australia, together.

A handwritten signature in black ink that reads "John Day." The signature is written in a cursive, flowing style.



contents link
to section

1 Introduction



2 Reform context



3 Statutory planning reform initiatives
– we want to hear from you



4 Governance and
administrative reform



5 Consultation
and next steps



6 Appendix



1.0

Introduction

The State Government launched its comprehensive reform program *Planning Makes it Happen: a blueprint for planning reform* in September 2009. Now substantially implemented, these first phase reform initiatives continue to improve the planning system in Western Australia.

This Discussion Paper, 'Phase Two Reform', has been initiated to identify further opportunities for improvements to the Western Australian planning system. For Phase Two Reform the primary focus is on statutory decision making processes and land use planning and supply. Other governance and administrative reforms have also been put forward for consideration.

The key aims of Phase Two Reform are to:

- embed best practice in the Western Australian planning system at both the State and local government level;
- ensure further streamlining of planning processes, aligning statutory outcomes with strategic frameworks;
- enable more integrated land use and infrastructure planning and support the timely release of development land in accordance with State Government policy objectives; and
- reinforce the State and regional strategic focus of the Western Australian Planning Commission, supported by the Department of Planning.



2.0

Reform context

2.1.

Phase One reforms

Planning makes it happen – a blueprint for planning reform was launched in September 2009. Implementation of this suite of reforms included amendments to the *Planning and Development Act 2005*, undertaken in 2010, as well as the delivery of several other non-legislative reforms.

In February 2013, the Government released a *Report card for planning reform* to report on the achievements against *Planning makes it happen*, which identified that the Phase One initiatives have largely been implemented. The key Phase One achievements are outlined in the following table.

There is still work occurring to complete some of the Phase One initiatives, as identified in the Report Card. The Government has targeted a number of priority projects to be completed in relation to Phase One reforms, including the completion of the Model Scheme Text review, the Developer Contributions Policy review and the Strategic Environmental Assessment (led by the Department of Premier and Cabinet).



PHASE ONE REFORM INITIATIVES ACHIEVED

Robust planning framework	Established a robust strategic planning framework, including: <ul style="list-style-type: none">• <i>Draft State Planning Strategy</i>• <i>Directions 2031 and Beyond</i>• <i>Economic and Employment Lands Strategy – non- heavy industrial for Perth and Peel</i>• <i>Capital City Planning Framework.</i>
Development Assessment Panels	Established Development Assessment Panels (DAPs) to include professionals in the determination of applications for substantial developments.
Improvement plans	Extended the use of existing strategic instruments such as improvement plans and planning control areas to strengthen state and regional planning throughout the State.
Implementation of State planning policies	Provided a mechanism in the Planning Act for local planning schemes to be updated to implement State Planning Policies.
Scheme amendments	Section 76 of the Planning Act amended to clarify that the Minister is able to give an order to local government to prepare or adopt an amendment to a local planning scheme.
Multi Unit Housing Code	New R-Codes produced to encourage a range of housing types and greater housing choice by removing disincentives to multiple unit developments and promoting a range of dwelling sizes within such developments.
Residential Design Codes	Comprehensive review of R-Codes completed and revised R-Codes gazetted, including changes to ancillary housing provisions (granny flats), reducing requirements for planning approval for single houses, and amendments and improvements to specific design requirements.
Structure Plan Preparation Guidelines	Structure Plan Preparation Guidelines produced to provide clear and consistent guidance in the preparation and assessment of structure plans.
Model Subdivision Conditions	Revised standard conditions produced to support the efficient, timely and consistent determination of subdivision, survey strata and strata applications.
Restructure of WAPC committees	Restructure and rationalisation of WAPC committees undertaken and new regional planning committees established.



ON-GOING PHASE ONE PRIORITY PROJECTS

State Planning Policy 3.6: Development Contributions for Infrastructure

Review of policy in progress, to clarify the range of infrastructure to be covered by the policy and establish guidelines for more effective implementation.

Model Scheme Text and Regulations review

Preparation of new model text provisions and associated Regulations in progress, to guide the preparation of local government planning schemes and amendments.

Integration of Planning and Environmental Approvals
(Strategic Environmental Assessment)

Strategic assessment of the Perth and Peel regions in progress, to minimise delays in the approval process through better integration of the Commonwealth Government's environmental approval requirements and the State's growth plans for Perth and Peel.

Metropolitan Region Scheme Text review

Review of MRS text underway, to provide approach consistent with the more recent Peel and Greater Bunbury Region Schemes.

Local government reporting

Regulations to be drafted requiring local governments to provide data on development applications.

In its 2011 report *Performance Benchmarking of Australian Business Regulation: Planning, Zoning and Development Assessments*, the Productivity Commission grouped what it considered to be best practices into seven broad categories:

- early resolution of land use and coordination issues;
- improving development assessment and rezoning criteria and processes;
- disciplines on timeframes;
- transparency and accountability;
- engaging the community early and in proportion to likely impacts;
- broad and simplified development control instruments; and
- rational and transparent allocation rules for infrastructure costs.

In its 2011 report to the Council of Australian Governments (COAG) on the review of capital city strategic planning systems, the COAG Reform Council identified a number of criteria against which they measured the performance of state strategic planning systems, and identified examples of practices that supported such criterion. The criterion include:

- integration;
- hierarchy of plans;
- nationally significant infrastructure;
- nationally significant policy issues;
- capital city networks;
- planning for future growth;
- urban design and architecture;
- frameworks for investment and innovation;
- accountabilities, timelines and performance measures;
- intergovernmental coordination;
- evaluation and review cycles; and
- appropriate consultation and engagement.

In 2012, the New South Wales Department of Planning recently commissioned *A Review of International Best Practice in Planning Law* www.planning.nsw.gov.au. The paper included several initiatives which are already part of the Western Australian planning system such as the Planning Commission, the strategic environmental assessment of growth plans, and transport and land use integration. The key focus areas of the New South Wales paper are integrating strategic and statutory plans, achieving an appropriate balance of State intervention and local government decision making and the need for local and State government cooperation in growth areas and projects of State significance.

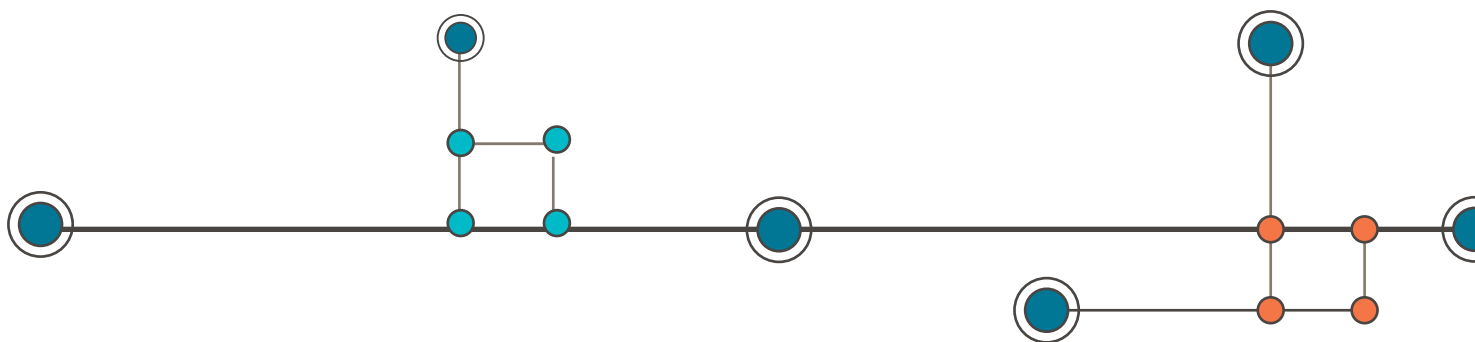


Development Assessment Forum Model

A national body, the Development Assessment Forum (DAF), was formed in 1998 to recommend ways to streamline development assessment and cut red tape. The DAF's membership includes the three spheres of government - the Commonwealth, state/territory and local government; the development industry; and related professional associations. The DAF provides advice and recommendations to all levels of government and to planning ministers.

The DAF aims to promote leading practice in planning systems and development assessment in Australia through:

- the national harmonisation of similar systems and requirements between jurisdictions;
- the adoption of processes that are efficient and cost effective for proponents, governments, industry and the community;
- improved access for stakeholders to information on leading practice methodologies and outcomes; and
- the adoption and implementation of e-planning systems.





DAF has prepared and published (www.daf.gov.au) a leading practice model as a means of promoting efficient, effective and nationally harmonised development assessment systems across Australia. The table below summarises Western Australia's progress against the ten DAF lead practices through planning reform.

DEVELOPMENT ASSESSMENT FORUM LEAD PRACTICE	ADDRESSED IN REFORM	COMMENT
Effective policy development	Stage 2	Role of WAPC being reviewed
Objective rules and tests	Existing	Already part of WA planning system
Built-in improvement mechanisms	Existing	Already part of WA planning system
Track based assessment	Phase Two	Being considered as part of Phase 2 reform
A single point of assessment	Phases One and Two	Implementation of DAPs and minimising planning instruments overlap
Notification	Existing	Already part of WA planning system
Private sector involvement	Stage 2	Being considered as part of the Phase 2 reform
Professional determination for most applications	Phase One	Implementation of DAPs
Applicant appeals	Existing	Already part of WA planning system
Third party appeals (in limited situations)	–	Not currently being considered

3.0

Statutory planning reform initiatives – we want to hear from you

The preparation of this discussion paper has focused on identifying opportunities to improve statutory planning processes, by investigating reform initiatives at each stage of the land development process, from region scheme provisions through to development applications. This includes initiatives to streamline approval processes and to ensure that decision making occurs efficiently and by the most appropriate responsible authority, as well as legislative and procedural improvements to the overall planning system. The opportunities that offer the most significant potential outcomes are outlined in this section as 'statutory planning reform initiatives'. These initiatives are not a final Government agenda and are put forward for stakeholder and public consideration and comment (public submissions should reference the number/heading to which they refer).

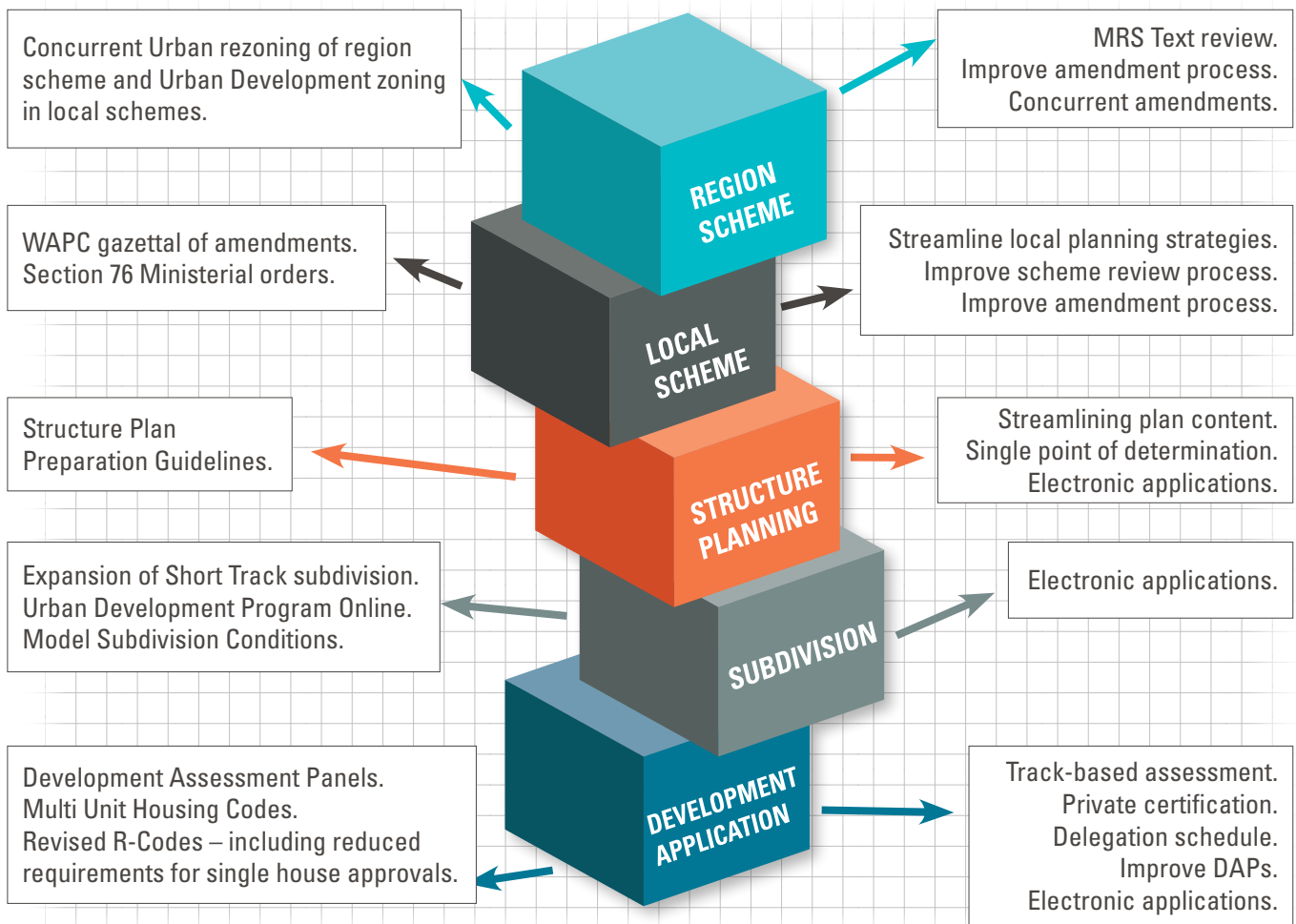


Statutory planning reform initiatives
– we want to hear from you

Summary of reforms to the statutory planning process

ACHIEVED REFORM PHASE ONE

POTENTIAL REFORM PHASE TWO



3.1

Review of the Metropolitan Region Scheme (MRS)

For the past 50 years, the MRS has met its intended objectives, however a review is required to consolidate ad-hoc amendments and to bring it in line with the more recent Peel Region Scheme (PRS) and the Greater Bunbury Region Schemes (GBRS). The PRS and GBRS are more succinct and include a more streamlined development approval process.

In the MRS, all development requires approval unless specifically exempted by the Western Australian Planning Commission (WAPC). However, in the PRS and GBRS only development that is of a specified class requires approval by the WAPC. It is proposed to amend the MRS so that development will not require approval unless it is of a class expressly specified in the MRS or by a resolution of the WAPC.

In addition to the above, a review is proposed of the WAPC delegations to local government of development approval under the MRS, with the intent of examining appropriate delegations for development on both zoned and reserved land.

Another reform initiative relates to the long term land use zoning functions of the MRS. Currently the MRS includes the Urban Deferred zone to identify land that may be suitable for future urban use and which has been identified through other strategic planning processes. It is proposed to introduce an Industrial Deferred zone to identify potential future industrial land, such as those sites proposed in the WAPC's *Economic and Employment Lands Strategy*.

3.2

Improve amendment process for region planning schemes

The preparation and approval process for region planning scheme amendments is subject to extensive timeframes. The three main areas that have been attributed with causing delays are the process of 'major amendment' versus 'minor amendment', the environmental assessment process, and the public advertising process.

The procedure for making a region scheme amendment is prescribed in Division 3 of the *Planning and Development Act 2005* and involves a lengthy series of 15 steps, however an alternative shorter process is set out in Division 4 of the Act for amendments that, in the opinion of the WAPC, do not constitute a substantial alteration to a region planning scheme. The effect of such a resolution is that the simplified procedure in Division 4 applies to making what is considered a 'minor' amendment.

It is proposed to restructure the provisions setting out the procedures for amending region planning schemes to effectively reverse the default position. That is, all amendments must follow the truncated process set out in Division 4 unless, in the opinion of the WAPC, the amendment constitutes a 'substantial alteration' to a region planning scheme and is of a class that makes it necessary or desirable to subject it to the longer process in Division 3.

Another area of reform may be the process for referral of proposed amendments to the Environmental Protection Authority (EPA), such that certain amendments with no relevant environmental considerations are not required to be referred to the EPA. These types of exempt amendments would need to be formally agreed to by the EPA and perhaps established in Regulations. Other initiatives may be that the EPA agree to fast track these amendments (rather than exempt them), or that referral is done concurrently with public advertising.

To further increase the efficiency of the amendment process, the reduction of public advertising periods could also be considered. Division 3 amendments could be reduced from 90 days to 60 days and Division 4 amendments could be reduced from 60 days to 42 days. Consideration of reducing these timeframes is appropriate if supported by allowing electronic lodgement of public submissions.

3.3 Sub-regional structure plans to amend region planning schemes

A sub-regional structure plan is a statutory plan covering a large sub-section of a Western Australian planning region, for example three sub-regional structure plans are being prepared for the Perth metropolitan region, to provide the detailed delivery of *Directions 2031 and Beyond*.

Given the lengthy process, planning rigour, environmental evaluation and public consultation that goes into preparing a sub-regional structure plan, it could be argued that it is not necessary to then go through a lengthy and duplicated process to subsequently amend the region scheme to reflect the zonings of the approved structure plan.

It is proposed that consideration be given to the feasibility of introducing amendments to the *Planning and Development Act 2005* to enable an automatic or concurrent amendment to a region planning scheme to reflect the relevant zonings and reservations of a sub-regional structure plan once the structure plan is given final approval by the WAPC and/or the Minister for Planning.

However, it should be noted that this process may only be suitable in certain situations, as some sub-regional structure plans may not go to the level of detail of clearly defining the boundaries of road reserves or lot boundaries for certain zones.



3.4

Concurrent amendment of region planning schemes and local planning schemes

Zoning and land use changes often require an amendment to the region planning scheme, followed by a corresponding amendment to the local government planning scheme, which results in a lengthy process and 'double handling'.

The *Planning and Development Act 2005* provides that where the region planning scheme is amended to reserve land for a public purpose, the local government scheme is automatically amended. The Phase One reforms extended the concurrent amendment process to include when land in a region planning scheme is rezoned to Urban, it can be rezoned to Urban Development in the local planning scheme.

In all other cases, where the region planning scheme is amended with respect to the zoning of land, the local government is required to initiate a corresponding amendment to the local scheme no later than three months after the region scheme amendment takes effect.

Consideration is being given to further extend provisions to allow concurrent amendments for all classes of amendment to region planning schemes. For example, the region scheme and local scheme could be concurrently rezoned for Industrial purposes, with the region scheme amendment identifying the specific zoning that would apply under the local planning scheme (e.g. General Industrial, Light Industry).

3.5

Improve local planning scheme review process

The preparation and review of local planning schemes is a lengthy and expensive process. Under the current requirements of the *Planning and Development Act 2005*, every local government is required to review their local planning scheme every five years, however in practice schemes are often long overdue for review before the review formally commences. In addition to this, local governments often need to prepare a range of increasingly detailed local planning strategies for a range of land use matters.

A number of improvements to the local planning scheme preparation process are being introduced in the new Model Scheme Text which is currently being prepared by a Department of Planning led working group. Some of the key reforms and changes being considered as part of this process include:

- regulations providing a set of standard provisions that will apply automatically to all local government schemes, including standard processes for development applications, structure plans and development contribution plans;
- reviewing what proposals may be exempt from requiring planning approval, such as removing the need for compliant single houses to obtain planning approval;
- improving administrative provisions, definitions, language and the general user friendliness of schemes; and
- regulations clearly setting out the steps required in the scheme preparation and scheme amendment process, including steps and timeframes to be undertaken by the Department of Planning/WAPC.

In addition to the current Model Scheme Text project, two other substantial reform initiatives are put forward for consideration:

- streamlining the number and content of local strategies required as part of a scheme review; and
- requiring major local planning schemes reviews every 10 years, with minor reviews occurring every five years or less.

As part of this discussion paper comment is welcomed on further opportunities for improving the scheme review process and the content of local planning schemes. It is noted that the implementation of metropolitan local government reform will also assist in the reform and reduction of the number of local planning schemes.

3.6

Improve local planning scheme amendment process

Proposals by local governments or land owners to amend local planning schemes, including land rezonings, can often take a year or more to go through the statutory process and reach conclusion. There are a range of factors leading to long timeframes including the requirement for all amendment proposals to go through the EPA, consultation processes, and reporting processes.

Currently, all proposed scheme amendments must first be considered by the EPA before public advertising. It has been identified however, that a substantial proportion of local planning scheme amendments do not present any significant environmental impacts, especially in established urban areas, and when referred to the EPA, do not require assessment. Examples include rezoning residential land from one R-code density to a higher density or minor changes and additions to scheme text.

Similar to what is proposed under region scheme environmental assessment processes, it is proposed to consider modifying the process for referral of proposed amendments to the EPA, such that certain amendments with no relevant environmental considerations are not required to be referred to the EPA. These types of exempt amendments would need to be formally agreed to by the EPA and perhaps established in Regulations. Other possibilities may be that the EPA agree to fast-track these amendments (rather than exempt them), or that referral is carried out concurrently with public advertising.

Another significant opportunity for streamlining the local scheme amendment process is the possibility of introducing a 'minor local scheme amendment' which sets out a shorter amendment process which would be applicable in certain situations.

There is already the option of a 'minor amendment' to region schemes which provides for a shorter, less complicated process. However, unlike the reform proposed in 3.2 where the majority of region scheme amendments would take the shorter process, a minor local scheme amendment process is only proposed for occasional use, such as for correcting minor oversights.

Situations such as minor extensions or realignments of boundaries for zones and reserves, or minor changes to administrative text or corrections of minor errors, which may have been inadvertently overlooked in an amendment process, may be able to be addressed through a minor scheme amendment process.



3.7 Streamline structure plan process

The structure planning process was identified as an area in need of reform in Planning Reform Phase 1. Both the preparation process and plan content varied considerably between local governments and the detailed and varying nature of contents resulted in long timeframes for approval by local governments and the WAPC. An effective outcome of the Phase One reforms was the *Structure Plan Preparation Guidelines*, released in August 2012, to provide clear and consistent guidance in the preparation and assessment of structure plans.

There is however, still opportunity for further reform of structure plan preparation and approval processes. A recent review of local planning schemes has found inconsistent clauses relating to structure planning processes. There is also duplication and overlap in work undertaken by local governments and the Department of Planning. Content of plans could also be further improved, with a trend emerging for structure plans to cover matters that would be more appropriately dealt with through scheme amendments and development contribution plans. As a part of the Model Scheme Text review, model local scheme provisions will be drafted to guide the preparation of structure plans.

It is also proposed that the Model Scheme Text provisions include the WAPC as the single point of determination for all structure plans. This will eliminate the need for dual approvals from the WAPC and local government and the resultant inconsistent determinations and conditions, as well as separate appeals to the State Administrative Tribunal. Local government would still be involved in the structure plan preparation and assessment process, however would refer the determination to the WAPC.

3.8

Develop a track-based (risk assessment) development assessment model

Building upon a proposal first suggested in Phase One's *Building a Better Planning System*, and current best practice in other jurisdictions, the potential for development assessment based on the Development Assessment Forum 'track-based' assessment model is being considered for the Western Australian planning system.

This model is a risk-based approach where the assessment process is linked to the level of complexity, scale and likely impact of the proposed development. A risk-based approach to development assessment streamlines low risk development applications, reducing the time taken for approval, while concentrating planning resources on more complex and higher impact proposals.

This approach is consistent with the Productivity Commission's recommendation to stream development applications into assessment 'tracks' that correspond with the level of assessment required to make an appropriately informed decision.

The DAF model sets out six different tracks ranging from exempt up to impact assessment (as shown overleaf). The DAF model does not dictate what types of applications should go into each track, leaving the planning authority to determine what types of proposal should be exempt or self-assessable and what requires development approval.

It may not be necessary to apply the exact DAF model to the Western Australian planning system and it could be modified to suit Western Australia's needs. The system could be established through a model schedule and adopted through local planning schemes, or set out in other WAPC guiding documents. The WAPC could establish the number and types of tracks to be used in the Western Australian system, set out the process of assessment for each track and provide a model schedule of types of development suited to each track. Then there may be opportunity for local government variance on which types of development are allocated to each track in their local planning system, to suit the specific needs of the area and the expectations of the local community.



An example of the Track Based System (DAF model)

TRACKS	
EXEMPT	PROHIBITED
<p>Development that has low impact beyond the site and raises no policy implications and therefore does not require an application or assessment.</p> <p>It may need to meet criteria specified in the statutory plan.</p> <p>No consent is required.</p>	<p>Development that can not proceed because of specific restrictions in the statutory plan.</p> <p>No consent can be given.</p>
Proponent tests against regulatory requirements	Proponent tests against regulatory requirements
<p>No application needed</p> <p>No assessment needed</p> <p>No consent needed</p>	<p>No application needed</p> <p>No assessment needed</p> <p>No consent can be given</p>
Proposal can proceed provided it continues to comply with requirements	Proposal cannot proceed

SELF ASSESS	CODE ASSESS	MERIT ASSESS	IMPACT ASSESS
<p>Development that can be assessed against a standard quantitative criteria without the need for professional assistance and can always proceed if the criteria are met.</p> <p>A standard consent will issue.</p>	<p>Development that can be assessed against standard criteria and can always proceed if the criteria are met.</p> <p>The criteria may be complex or performance-based and may require professional advice to demonstrate compliance.</p> <p>Expert assessment will be required.</p> <p>A standard consent will issue.</p>	<p>Development that may have off-site impact and policy implications.</p> <p>It is likely to be measured against performance criteria and policy objectives therefore requires professional assessment.</p> <p>Assessment may benefit from notice and comment from other parties.</p> <p>A conditional consent will issue.</p>	<p>Development that may have a significant impact on the social, environmental or economic attributes of a locality.</p> <p>Assessment requires the submission of an impact evaluation in a prescribed manner.</p> <p>A technically competent reviewer assesses the submitted impact assessment.</p> <p>A conditional consent will issue.</p>
<p>Proponent prepares application in accordance with preset criteria including assessment against criteria</p>	<p>Proponent prepares application in accordance with code requirements</p>	<p>Proponent prepares application in accordance with relevant policy and statutory plan requirements</p>	<p>Proponent prepares application in accordance with relevant policy and statutory plan requirements</p>
<p>Consent authority or certifier checks assessment</p>	<p>Application assessed by consent authority or certifier against code requirements</p>	<p>Public notice may be needed</p>	<p>Proponent prepares impact assessment in prescribed manner</p>
<p>If OK consent authority or certifier issues standard consent</p>	<p>If OK consent authority or certifier issues standard consent</p>	<p>Application assessed by consent authority</p>	<p>Public notice</p>
		<p>If OK consent authority issues conditional consent</p>	<p>Application and impact assessment assessed by expert reviewer and/or consent authority</p>
			<p>If OK consent authority issues conditional consent</p>

3.9

Private certification of development applications

As part of Phase Two Reform and the objective of continued improvement towards best practice, it is appropriate to investigate the possibilities for private sector involvement in the development assessment process.

Private planning practitioners are already heavily involved in the preparation of development applications in Western Australia. Further to this, there is the potential for private sector assessment and approval of development applications. There would however, need to be a clear demonstration of need and articulation of benefits in the public interest for this change to occur, including consideration of costs to applicants, processing timeframes and maintaining quality design outcomes.

Comment is sought on whether a private sector assessment and/or approval system would be of benefit to the Western Australian planning system.

There is a range of models of private certification systems. In New South Wales for example, private certifiers are accredited professionals who can issue development certificates. They effectively replace the role of local government in issuing development approvals for certain types of compliant development, and can be accredited to issue construction certificates certifying proposals comply with the Building Code of Australia. The private certifier can issue a Complying Development Certificate for developments that fall with the Complying Development track/definition, such as single dwellings or additions to dwellings. The approval is usually subject to standard conditions.

Brisbane City Council has a fast-track process for certain types of development that comply with their City Plan utilising a process known as RiskSmart. Applications can be prepared and assessed by a council accredited private consultant, they then lodge the application online to Brisbane Council for the planning staff to issue the development approval. The council is required to process the application within five days. One benefit of the Brisbane system is that there is only one local government with one City Plan for the whole metropolitan region. It may be more complicated to become accredited in Western Australia where different local planning schemes and local planning requirements exist for each local government.

In Western Australia, a private certification system for building code compliance was introduced in 2012. Private certifiers are registered with the Building Commission and can issue certificates that plans (and construction) comply with the Building Code of Australia. However, the local government is still responsible for issuing the Building Permit. There has been some demand for private certification of planning applications to be linked to this system, for example the private certifier assesses compliance with the R-Codes prior to assessing compliance with the Building Code.

Private sector assessment and/or approval of development applications could also potentially work with the 'track-based assessment' model (discussed in 3.8), where private planning practitioners could be accredited to assess and/or approve developments of a certain track, such as self-assess and codes assess. Approval powers may be limited to compliant development, or could potentially extend to performance based assessment.

3.10

Standardise delegations of local government development decisions

The delegation of planning decisions from local government councils to local government planning staff varies considerably between Western Australian local governments. The delegation of decision making powers comes from council through the Local Government Act, generally in the form of a delegation schedule which sets out what types of development applications the council will determine and what applications planning staff or the Chief Executive Officer may determine.

Often, in larger, busier local governments planning staff have a higher level of delegation than in smaller local government areas. For example, some planning staff may only approve applications that are compliant with scheme or R-Codes requirements, while others may determine applications up to a considerable size or value, if not a Development Assessment Panel (DAP) application.

It is generally considered appropriate that qualified technical officers are given a level of delegation to determine standard applications, including those proposing minor variations to planning requirements, where there is appropriate oversight in place (i.e. manager or director review and approval). Larger scale development applications are more appropriately determined by DAPs, which include local councillors and objective professionals. Council is therefore generally left to focus on the strategic direction of the local government and overseeing the planning framework on which applications are determined (i.e. setting the policy direction and being involved in local planning strategies and schemes).

It is proposed that a Model Delegation Schedule be prepared, setting out the types of development applications and planning decisions that are appropriate to be determined by planning staff, and what may be more appropriate for council to determine. The aim of this would be to establish best practice, reduce timeframes for development approvals, and improve certainty and consistency in planning decisions.

3.11

Electronic application system

The Department of Planning is developing a single interactive online portal for the lodgement and processing of all applications determined by the WAPC including subdivision, structure plan and development applications. This system will include internal and external interfaces to allow applications to be lodged and tracked by the public and for the WAPC to refer applications to stakeholder agencies and local government for comment.

The establishment of the system will allow quicker processing of applications, which will result in savings on developer's land holding costs (which in turn affect land prices). For example, the deployment of the first stage of the e-lodgement portal in 2012 allowed Form 1C applications (subdivision clearance) to be lodged and approved electronically, which has reduced processing time frames from an average of 13.8 days to 1.3 days and saved developers significant amounts in holding costs.

A full electronic processing and approval system will also improve transparency and accountability and allow for the regular publishing of processing and approval statistics.

3.12 Refining the role of Development Assessment Panels

Development Assessment Panels (DAPs) commenced operation in Western Australia in July 2011 as part of the Government's commitment to improving the planning approvals process in Western Australia. The DAPs system provides more transparency, consistency and certainty in decision making on complex development applications.

The introduction of DAPs was based on the key principles of the Development Assessment Forum's Leading Practice Model. The involvement of independent experts in DAPs, in addition to local government councillors, strikes an appropriate balance between local representation and professional advice in decision making and ensuring that decisions made by the panel are based on the planning merits of an application.

A review of the operation of DAPs has been undertaken and the following refinement and improvements are put forward for consideration (for the full review report see [www.planning.wa.gov.au/planning reform](http://www.planning.wa.gov.au/planning_reform))

Optional and mandatory thresholds

The DAPs Review confirms that the current optional and mandatory thresholds are generally appropriate and are effective in covering significant applications that should be determined by DAPs, while also providing an opt-in option. Some stakeholders have argued that the thresholds should be modified and there should be a wider opt-in range. Comment is sought on the appropriateness of the current thresholds and any need for modifications.

It may also be beneficial to link DAP thresholds/triggers with council delegations (see also 3.11), where the applicant opt-in values are widened if certain application types are delegated from council to planning staff and hence may be determined more quickly by the local government than the DAP.

Include lower value regionally significant applications

The DAPs Review has identified that there may be significant applications that should be determined by a DAP that do not meet the thresholds as they are lower value proposals. Applications that are of regional significance may be more appropriately dealt with by a DAP than a local government council.

An example of this is basic raw materials (BRM) extraction (e.g. limestone, sand, rock). Given the finite and site specific location of BRM the decisions of a local government can seriously impact the potential supplies of BRM for Perth or other regions. However, the low cost of BRM means only a capital intensive hard rock quarry application would meet the current DAPs thresholds.

It is proposed that applicants for BRM proposals or other regionally significant proposals (which could either be at the applicant's discretion or defined in the DAPs Regulations) may choose to opt-in to the DAPs process if the development application does not meet the minimum threshold value.

Currently local governments may choose to refer applications to DAPs within the opt-in values. It may also be appropriate to introduce a mechanism for local governments to choose to refer applications that they consider of regional importance (whatever the development value) to be determined by a DAP - this may be particularly beneficial for non-metropolitan local governments.

Exclusions

The DAPs review has also identified that some types of applications may not be of a level of significance that requires determination by a DAP, for example small scale developments that are permitted uses in the relevant zone and compliant with the requisite planning standards. These could be added to the 'exclusions' list in the DAPs Regulations.

Development applications for storage and warehouses, where a permitted use in accordance with the scheme on industrial land zoned, are not generally considered to be of a significant nature to require consideration by DAPs. It may be appropriate that storage and warehouses be added to the excluded development applications, subject to the development site being land zoned industrial, where it is a permitted use and meets provisions of the scheme.

Comment is sought on any other land use or development types that are clearly not significant enough to warrant DAP determination and should be included on the exclusions list.

Configuration of panels

To ensure the efficient arrangement of panel meetings and effective chairing, the number and grouping of local governments within the panels was reviewed as part of the DAPs Review. There is currently one local DAP (LDAP) for the City of Perth, five joint metropolitan panels and nine joint regional panels.

For the Perth metropolitan region it is proposed to create a new Central-West Joint DAP (JDAP) by combining Metropolitan Central and Metropolitan West JDAPs. There is also an option to merge the City of Perth DAP with the Central-West JDAP (although retaining the higher value thresholds for City of Perth).

For the regional DAPs it is proposed that the nine regional panels be amalgamated into two or three panels, broadly covering the northern, central and southern regional areas. The City of Mandurah and Shire of Murray would also be moved from the regional DAPs to the Metropolitan South-West JDAP.

See Appendix for the proposed grouping options.

Administration

DAP applications

Some local governments have requested that the DAPs Regulations should clarify the information required to be submitted as part of a DAPs application, and what constitutes a 'complete application' for the purposes of formally receiving the application and commencing the determination time period. It may also be appropriate to include provisions for pausing or extending the determination period when further information is required from the applicant at any stage of the assessment process.

Meeting quorum

Current regulations require a quorum to be three members including the presiding member, another specialist member and a local government member. There have been occasions when a DAP has been unable to achieve a quorum. Greater flexibility in terms of what constitutes a quorum is required to ensure panels proceed to meet and deal with applications in a timely way.

It is proposed that three members of a panel, regardless of their membership type, constitute a quorum. One of these members would need to meet the requirements to act as a presiding member.

Presiding member

When the presiding and deputy presiding member are unable to attend a meeting (due to illness, absence or other cause), it is proposed that another specialist member, who has experience and a tertiary qualification in planning, may act as presiding member. This will help meetings occur as scheduled, ensuring applications are dealt with in a timely manner.

Special members pool

Currently, specialist members including presiding and deputy presiding members are appointed to a specific panel. It is proposed that three pools be created and members appointed to either the metropolitan pool, or a northern regional or southern regional pool.

Local government members would continue to be appointed to a specific panel.

4.0

Governance and administrative reform

In addition to the statutory planning reform initiatives outlined in Section 3, a number of initiatives have been identified with the potential to deliver significant reform of the governance and administration of the Western Australian planning system at both the State and local level.

4.1

Design and development

The Department of Planning and the Western Australian Planning Commission (WAPC) have a number of projects that set out the Government's intended vision for properly planned and coordinated growth. In 2012, a new draft *State Planning Strategy* was released, the *Capital City Planning Framework* was finalised and work has progressed on the next Directions strategy, collectively planning for Perth and Peel as a city of 3.5 million people.

A Directions 2031 a 'Diverse City by Design' tool kit is also being developed, providing fact sheets and best-practice case studies regarding developing attractive and affordable housing at higher densities.

There is also a role for industry, professional associations and universities to play in communicating the vision for Perth and our regional cities, and in sharing and advocating for best practice in planning and design.

Some potential planning reform opportunities to deliver better built form and place design outcomes include:

- the development of a State Planning Policy, design manual or scheme provisions enshrining the importance of, and principles for, quality design, including architectural, urban, landscape and environmentally sensitive design;
- for local governments to establish design advisory panels and/or 'city architects' positions (for larger/urban local governments);
- for development applications over certain thresholds (e.g. multi storey office or apartment developments) to be assessed by a design review panel prior to determination by a Development Assessment Panel; and
- to amend the Multi-Unit Housing R-Codes provisions to require multi-unit housing to be designed by a qualified, registered architect.

Comment is sought on these concepts and any other proposals to improve the design and development across Western Australia.



4.2

Role of the Western Australian Planning Commission (WAPC)

A central reason for the creation of the WAPC was to give greater emphasis to statewide regional land use planning. The WAPC is the statutory authority with statewide responsibilities for urban, rural and regional land use planning, which includes coordination and integration of land use and transport planning, economic and infrastructure development, environmental planning and urban and regional development.

Following the appointment of a new three-year term WAPC Chair, an internal review of the role and function of the WAPC will be completed to ensure that the WAPC has sufficient capacity and flexibility to perform its key strategic functions in statewide urban and regional planning. The review report and recommendations will be made available once completed, however the key objectives are:

- to clarify that the WAPC's primary role and responsibility is the administration of integrated statutory and strategic planning responsibilities throughout the State;
- for the WAPC to operate more effectively as a separate board of management from the Department of Planning and take a more strategic focus towards the planning and development of the State;
- to ensure appropriate induction, ongoing training and professionalism of the WAPC members, including training in statutory decision making, having an up to date induction manual and code of conduct and appropriate protocols and practices in place; and
- to review the structure and membership of the WAPC and its committees, ensure that the WAPC includes a broad range of expertise, including expertise in strategic planning, finance, infrastructure, housing, design and the environment.



4.3 Improve the function of the Infrastructure Coordinating Committee

The Infrastructure Coordinating Committee (ICC) is established under the *Planning and Development Act 2005* to advise the WAPC on planning for the provision of physical and community infrastructure throughout the State and to perform delegated functions of the WAPC. The Committee membership includes the heads of all infrastructure related government departments as well as representatives of the WAPC and local government.

Western Australia is facing increasing infrastructure pressures as the population grows, costs of infrastructure provision increase, technology changes, and community expectations grow. The role of the ICC in planning and improving the efficiency of infrastructure investment needs to be recognised as increasingly critical to the WAPC's function of strategic integrated land use planning.

Similarly to the review of the WAPC, it is also proposed to review the role and function of the ICC; clarify the type of matters with which the ICC should be involved; develop guiding principles and terms of reference; and develop a 12-month work program.

It is also proposed to review the membership of the ICC to ensure it has a high level strategic focus, including representatives from the departments of Premier and Cabinet, Treasury, State Development, Regional Development, Planning, Transport and Housing. Non-government expert membership could also be included.

In addition, the Department of Planning has also recently established a Senior Officers Group for infrastructure planning, which includes senior staff from government departments and infrastructure agencies, which meets regularly to improve information sharing and integration of infrastructure projects and policies across government.

4.4 Local government planning accreditation

Consideration is being given to the establishment of a planning accreditation system for local governments to formalise induction, training and professional development. Accredited local governments may then receive an increase in the range and volume of planning decisions and functions delegated to them from the Department of Planning and the WAPC.

The accreditation system would include options for training and development of local government councillors and officers and be based on the following factors:

- alignment of local planning framework to State planning objectives and policies;
- currency (age) of local planning scheme and policies;
- adoption of best practice and planning reform initiatives;
- qualifications and experience of planning staff;
- training of all councillors on statutory planning decision making;
- levels of delegation of planning decisions by council to planning staff;
- public accessibility of information on local planning and development applications; and
- annual audit results - such as meeting key performance indicators or development application timeframes and analysis of State Administrative Tribunal appeals.

4.5 Funding of region planning schemes and initiatives

The Metropolitan Region Improvement Fund (MRIF) was established in 1960 to fund the delivery of the Metropolitan Region Scheme, particularly the reservation of land under the MRS and the costs of acquisition and maintenance of regional reserves. The MRIF is financed by a land tax known as the Metropolitan Region Improvement Tax (MRIT).

The MRIF and MRIT are only available for funding of the Metropolitan Region Scheme in the Perth metropolitan area. Under the current legislative provisions, there is no funding available from the MRIF for region planning schemes, including the Peel Region Scheme and the Greater Bunbury Region Scheme, or other regional planning initiatives, including improvement schemes, in other areas of the State.

The capacity to reserve land for both regional open space and land for major infrastructure projects continues to be of high importance in both regional and metropolitan areas, particularly in areas of high population and economic growth. Funding to acquire such land is becoming increasingly important.

It is proposed to consider options for funding of other region planning schemes and improvement schemes in areas of the State outside the Perth metropolitan area. One option to achieve this is to legislate to expand the application of a Region Improvement Tax to other parts of the State and establish separate region improvement funds for different regions.

4.6 Administrative review of the *Planning and Development Act 2005*

An administrative review has been undertaken of the operational effectiveness of the *Planning and Development Act 2005*, which will be integrated with the Phase Two Reform agenda. The review examined specific sections and wording within the Act to identify opportunities for improvement. It was not a strategic review of the structure, content or issues covered by the Act. Due to the level of detail required, the review of the Planning and Development Act is the subject of a separate report (see www.planning.wa.gov.au/planningreform), however the key objectives of the review are summarised below:

- identify the specific provisions that do not operate satisfactorily and the reasons for such deficiencies;
- identify and recommend measures to ameliorate ambiguities in drafting or resulting from judicial interpretation;
- recommend amendments that would improve the efficiency and effectiveness in the operation of the Act; and
- consider other key matters and issues relevant to the operation and effectiveness of the Act, including, but not limited to, those matters identified in this Discussion Paper.

5.0

Consultation and next steps

This Discussion Paper identifies opportunities to reform and improve the Western Australian State and local planning frameworks, for public consideration and comment.

The initiatives outlined in this paper are not the Government's final Phase Two planning reform agenda. Further consideration of the initiatives, taking into account public comment, is required prior to Cabinet review.

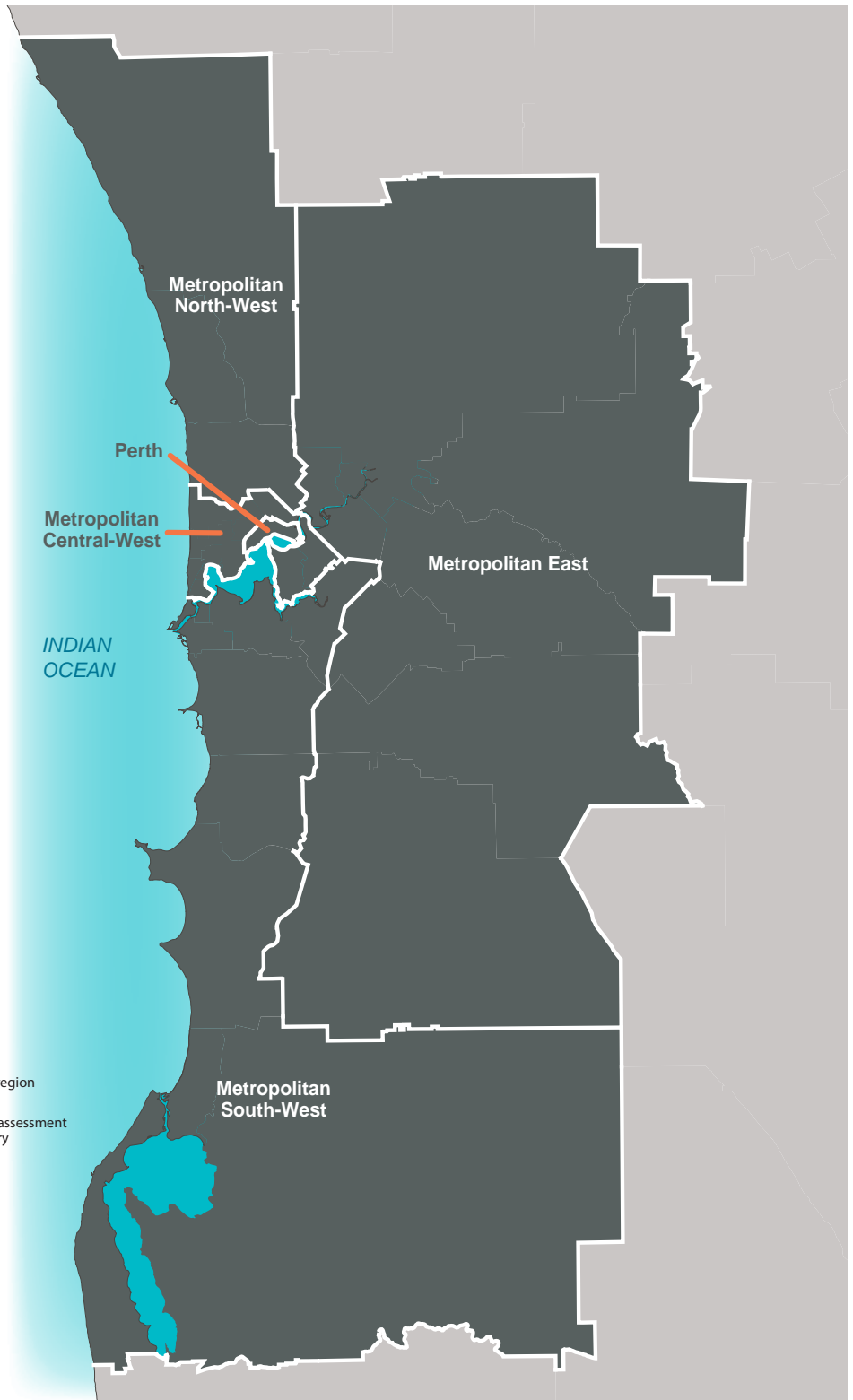
Stakeholder and public comment is invited on the planning reform initiatives outlined in this Discussion Paper, in both Section 3 – Statutory Planning Reform and Section 4 – Governance and Administrative Reform. Comment is also encouraged on other opportunities for reforming the Western Australian planning system and the improvements or benefits such initiatives would provide.

Following consideration of all submissions received during the public comment period, a report will be prepared for the WAPC and the Minister for Planning. It will provide a detailed summary of the comments received, and the recommended final reform agenda. The Government will then consider and announce its Phase Two Planning Reform Agenda and an implementation program. Further consultation will be undertaken as specific reforms are further defined and implemented.

Comments and submissions should be emailed to planningreform@planning.wa.gov.au or submitted online at www.planning.wa.gov.au/planningreform by Friday 13 December 2013.

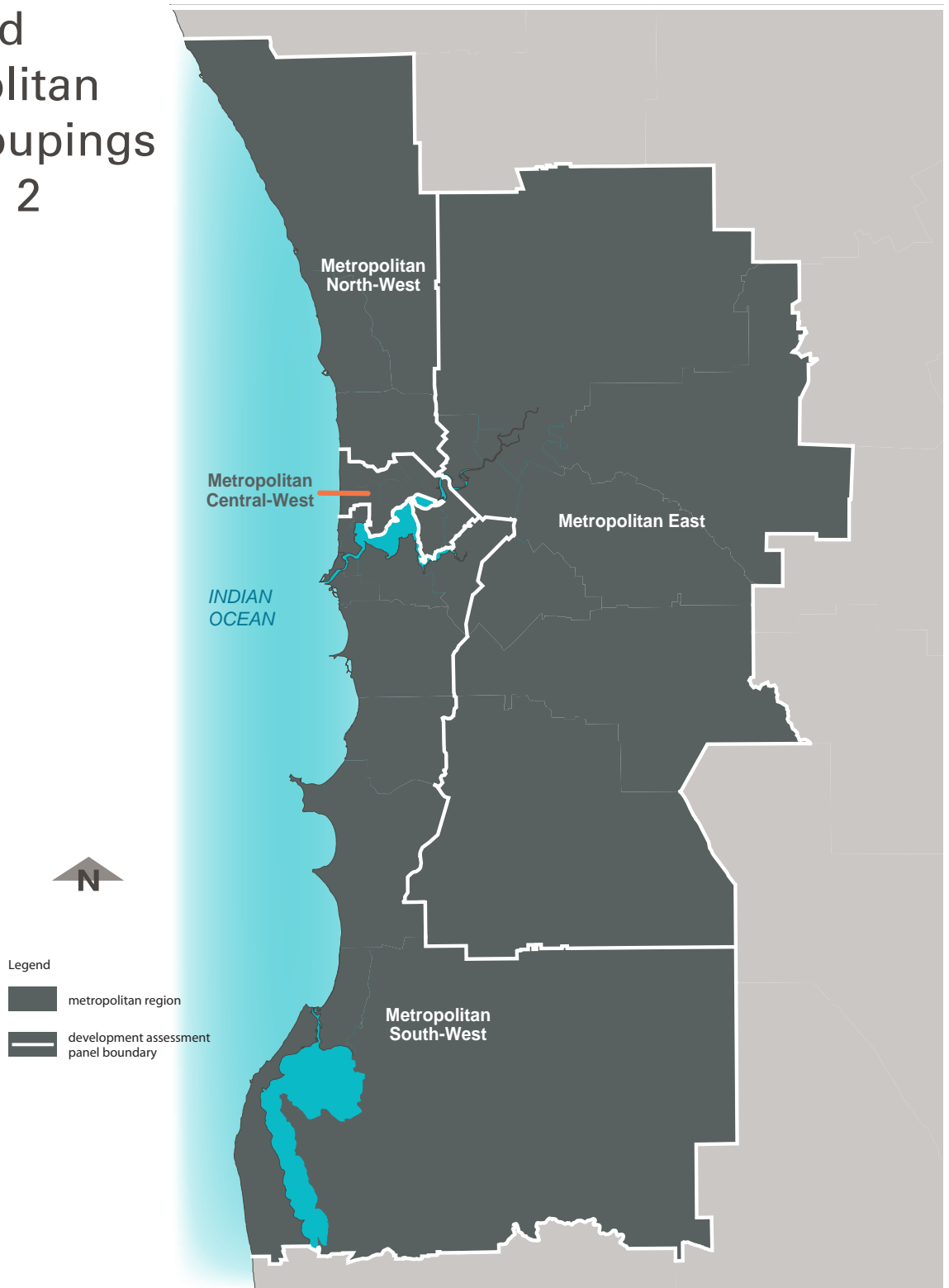


Proposed Metropolitan DAP Groupings – Option 1



- Legend
- metropolitan region
 - development assessment panel boundary

Proposed Metropolitan DAP Groupings – Option 2

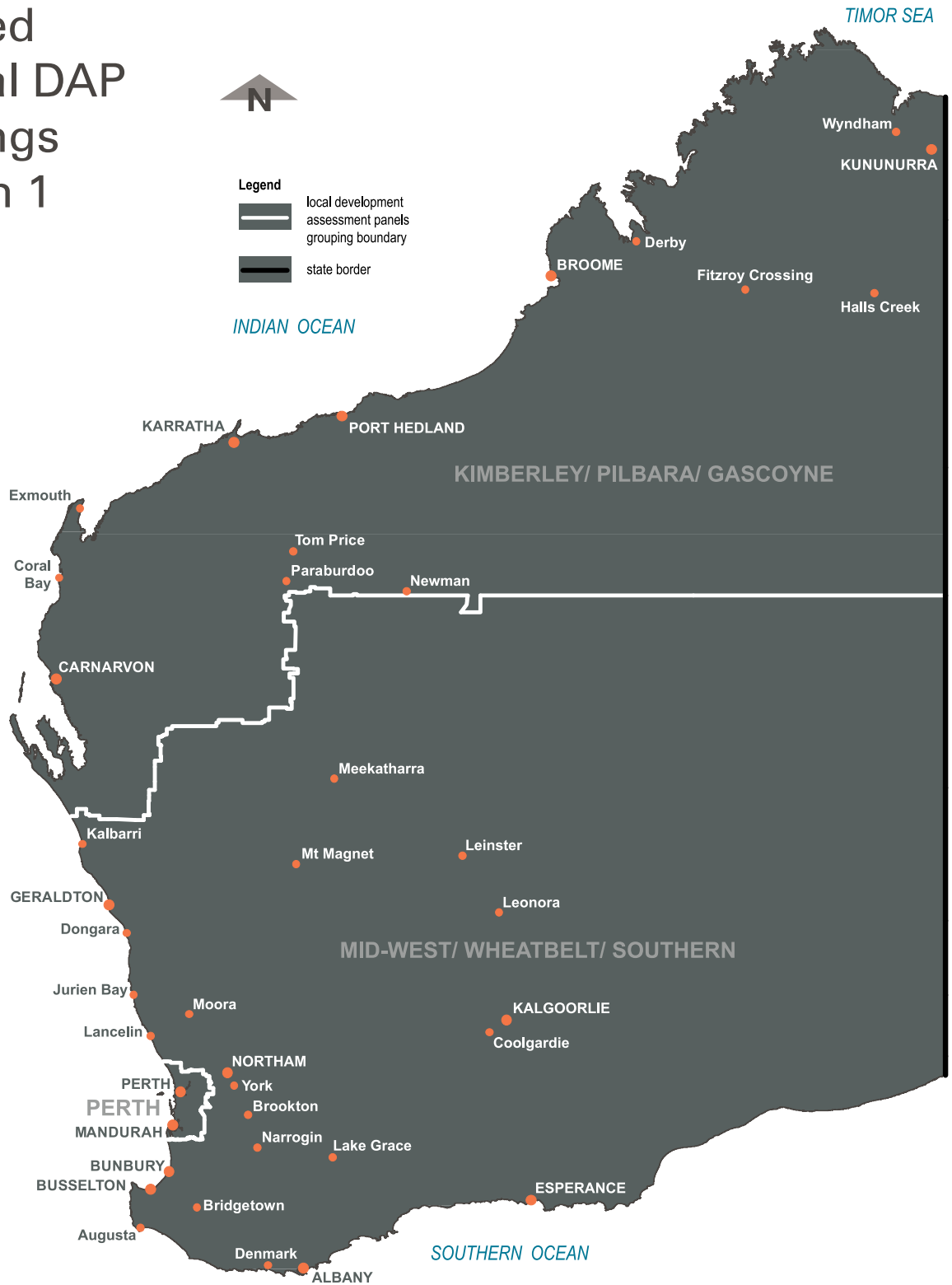


Produced by:
Mapping & GeoSpatial Data Branch
Department of Planning, WA
On behalf of:
Western Australian Planning Commission
Copyright © September 2013

Z:\Misc\Devt Assesment Panels\DAP-Oct2012\
A4_DAP Metropolitan_2012_Opt2.dgn

Base information supplied by:
Western Australian Land Information Authority
LI 430-2009-4

Proposed Regional DAP Groupings – Option 1



Produced by:
Mapping & GeoSpatial Data Branch
Department of Planning, WA
On behalf of:
Western Australian Planning Commission
Copyright © September 2013

\\Wts-per\magsprojects\
State_MultiRegion\DevelopmentAssessmentPanels\
DAP_StateOption1.mxd

Base information supplied by:
Western Australian Land Information Authority
LI 430-2009-6

Proposed Regional DAP Groupings – Option 2



Produced by:
Mapping & GeoSpatial Data Branch
Department of Planning, WA
On behalf of:
Western Australian Planning Commission
Copyright © September 2013

\\Wts-per\magsprojects\
State_MultiRegion\DevelopmentAssessmentPanels\
DAP_StateOption2.mxd

Base information supplied by:
Western Australian Land Information Authority
LI 430-2009-6

www.planning.wa.gov.au/planningreform

MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF073865	10154	AUST TAXATION DEPT PAYROLL DEDUCTIONS	1/10/2013	227,683.00
EF073866	10176	BEELIAR PRIMARY SCHOOL COMMUNITY/SUSTAINABILITY GRANT	1/10/2013	100.00
EF073867	10196	BIBRA LAKE RESI COMMUNITY GRANT	1/10/2013	104.00
EF073868	10244	BUILDING & CONS LEVY PAYMENT	1/10/2013	116,644.73
EF073869	10365	COC VOLUNTARY SES EXPENSE REIMBURSEMENTS	1/10/2013	2,283.17
EF073870	10551	EMMANUEL CATHOLIC COLLEGE SCHOOL GRADUATION AWARDS 2011	1/10/2013	200.00
EF073871	10612	FORCORP PTY LTD AUTO ELECTRICAL EQUIPMENT	1/10/2013	2,618.00
EF073872	10694	HAMILTON SENIOR HIGH SCHOOL CULTURAL / SUSTAINABILITY GRANT	1/10/2013	200.00
EF073873	10784	JANDAKOT PRIMARY SCHOOL SCHOOL GRADUATION AWARDS 2011	1/10/2013	50.00
EF073874	10944	MCLEODS LEGAL SERVICES	1/10/2013	798.76
EF073875	11408	SOUTH LAKE PRIMARY SCHOOL COMMUNITY/SUSTAINABILITY GRANT	1/10/2013	100.00
EF073876	11436	SOUTHWELL PRIMARY SCHOOL DONATION	1/10/2013	100.00
EF073877	11456	SPEARWOOD PRIMARY SCHOOL COMMUNITY GRANT	1/10/2013	100.00
EF073878	11481	ST JEROME'S PRIMARY SCHOOL COMMUNITY GRANT	1/10/2013	100.00
EF073879	11546	T FAULKNER & CO INSTALLATIONS/SUPPLY OF HAND RAILS	1/10/2013	220.00
EF073880	11841	YANGEBUP FAMILY CENTRE INC DONATION	1/10/2013	3,025.00
EF073881	12575	ST JEROMES SENI BUS HIRE SUBSIDY	1/10/2013	180.00
EF073882	12656	COOGEE BEACH SURF LIFESAVING CLUB INC POOR GROVE SLSC DEVELOPMENT COSTS	1/10/2013	114,646.75
EF073883	13690	PORT COMMUNITY HIGH SCHOOL DONATION	1/10/2013	200.00
EF073884	14631	WASTE GAS RESOU POWER GENERATION	1/10/2013	9,075.00
EF073885	15238	NEW LIFE CHRISTIAN COLLEGE REIMBURSEMENT - SAND COSTS	1/10/2013	50.00
EF073886	15653	COOGEE BEACH PROGRESS ASSOCIATION NEWSLETTER PRINTING CONTRIBUTION	1/10/2013	417.50
EF073887	16608	HARVEST LAKES R COMMUNITY GRANT	1/10/2013	1,200.00
EF073888	16866	INTERNATIONAL C SEMINAR	1/10/2013	220.00
EF073889	17040	DEPARTMENT OF P PUBLICATIONS	1/10/2013	211.96
EF073890	17806	COOLBELLUP LEARNING CENTRE SCHOOL GRADUATION AWARDS 2011	1/10/2013	50.00
EF073891	18173	COOGEE BEACH CARAVAN RESORT SOCIAL CLUB BUS HIRE SUBSIDY	1/10/2013	220.00
EF073892	18553	SELECTUS PTY LTD PAYROLL DEDUCTIONS	1/10/2013	10,795.01

EF073893	19115	COCKBURN PROBUS CLUB BUS HIRE SUBSIDY	1/10/2013	100.00
EF073894	21143	ATWELL COLLEGE SPONSORSHIP	1/10/2013	200.00
EF073895	21403	ROBERTA BUNCE COMMUNITY CARE VOLUNTEER REIMBURSEMENTS	1/10/2013	59.95
EF073896	22689	SPEARWOOD ALTERNATIVE SCHOOL SCHOOL GRADUATION AWARDS 2011	1/10/2013	50.00
EF073897	23302	BUILDING SERVIC BUILDING SERVICES LEVIES	1/10/2013	63,308.11
EF073898	23744	WA POLICE - STR GRANT ACQUITTAL	1/10/2013	12.10
EF073899	23987	TANYA COLLIER D DESIGN SERVICES - GRAPHIC	1/10/2013	96.80
EF073900	24202	AUSTRALIAN SPORTS COMMISSION RESIDUAL FUNDS	1/10/2013	574.53
EF073901	11865	VALMA LUCY OLIVER MONTHLY COUNCILLOR ALLOWANCE	4/10/2013	2,500.00
EF073902	11867	KEVIN JOHN ALLEN MONTHLY COUNCILLOR ALLOWANCE	4/10/2013	4,270.83
EF073903	12740	MAYOR LOGAN HOWLETT MONTHLY COUNCILLOR ALLOWANCE	4/10/2013	10,833.33
EF073904	15883	TONY ROMANO - COUNCILLOR MONTHLY COUNCILLOR ALLOWANCE	4/10/2013	2,500.00
EF073905	19059	CAROL REEVE-FOWKES MONTHLY COUNCILLOR ALLOWANCE	4/10/2013	2,500.00
EF073906	20634	LEE-ANNE SMITH MONTHLY COUNCILLOR ALLOWANCE	4/10/2013	2,500.00
EF073907	21185	BART HOUWEN MONTHLY COUNCILLOR ALLOWANCE	4/10/2013	2,500.00
EF073908	23338	STEVE PORTELLI MONTHLY COUNCILLOR ALLOWANCE	4/10/2013	2,500.00
EF073909	23339	STEPHEN PRATT MONTHLY COUNCILLOR ALLOWANCE	4/10/2013	2,500.00
EF073910	23340	SHAHYAZ MUBARAKAI MONTHLY COUNCILLOR ALLOWANCE	4/10/2013	2,500.00
EF073911	10154	AUST TAXATION DEPT PAYROLL DEDUCTIONS	7/10/2013	71,764.00
EF073912	23250	DEPARTMENT OF PLANNING DAP APPLICATIONS & DAP FEES	7/10/2013	35,674.00
EF073913	24267	TERESA SEARLE LAPTOP REIMBURSEMENT SALARY PACKAGE	7/10/2013	647.00
EF073914	10888	LJ CATERERS CATERING SERVICES	10/10/2013	4,399.00
EF073915	12656	COOGEE BEACH SURF LIFESAVING CLUB INC POOR GROVE SLSC DEVELOPMENT COSTS	10/10/2013	29,105.68
EF073916	22614	CPD GROUP PTY L BUILDING CONSTRUCTION SERVICES	10/10/2013	8,793.95
EF073917	23338	STEVE PORTELLI MONTHLY COUNCILLOR ALLOWANCE	10/10/2013	857.02
EF073918	24864	FREMANTLE FOOTBALL CLUB REIMBURSEMENT - DEVELOPMENT COSTS	10/10/2013	33,033.00
EF073919	10154	AUST TAXATION DEPT PAYROLL DEDUCTIONS	11/10/2013	217,660.00
EF073920	10409	COOLBELLUP SPORTING ASSOC INC SECURITY GROUND FEES REIMBURSEMENTS	11/10/2013	855.68
EF073921	10788	JANDAKOT VOLUNTEER BUSH FIRE BRIGADE EXPENSE REIMBURSEMENTS	11/10/2013	44.79
EF073922	10838	KERRY STREET COMMUNITY SCHOOL COMMUNITY GRANT	11/10/2013	50.00
EF073923	10859	LAKELAND SENIOR HIGH SCHOOL	11/10/2013	100.00

		ELECTRICAL CONSUMPTION REIMBURSEMENT		
EF073924	10944	MCLEODS LEGAL SERVICES	11/10/2013	339.23
EF073925	11144	PHOENIX PRIMARY SCHOOL SCHOOL GRADUATION AWARDS 2011	11/10/2013	100.00
EF073926	11789	WALGA ADVERTISING/TRAINING SERVICES	11/10/2013	13,696.12
EF073927	11837	YAKKA PTY LTD PROTECTIVE EQUIPMENT/CLOTHING	11/10/2013	71.78
EF073928	11868	ALISTAIR EDWARD JUNIOR TRAVEL ASSISTANCE	11/10/2013	400.00
EF073929	12540	COCKBURN CRICKET CLUB SPORTING EQUIPMENT GRANT	11/10/2013	4,540.00
EF073930	19304	DAVID GOUGH PRESCRIPTION SAFETY GLASSES CONTRIBUTION	11/10/2013	300.00
EF073931	21050	S VOESENK & X BIBRA LAKE FUN RUN WINNER	11/10/2013	300.00
EF073932	21059	MATTHEW ELWELL BIBRA LAKE FUN RUN WINNER	11/10/2013	100.00
EF073933	21403	ROBERTA BUNCE COMMUNITY CARE VOLUNTEER REIMBURSEMENTS	11/10/2013	47.00
EF073934	22024	PNG YEOW KOON JUNIOR TRAVEL ASSISTANCE	11/10/2013	400.00
EF073935	22077	KATHERINE AUDSL BIBRA LAKE FUN RUN WINNER	11/10/2013	150.00
EF073936	22765	JARROD PICKETT JUNIOR TRAVEL ASSISTANCE	11/10/2013	400.00
EF073937	23227	MJ & JM PUMFREY JUNIOR TRAVEL ASSISTANCE	11/10/2013	400.00
EF073938	23230	BEN SOKOL JUNIOR TRAVEL ASSISTANCE	11/10/2013	400.00
EF073939	23232	CJ BLOOMFIELD & JUNIOR TRAVEL ASSISTANCE	11/10/2013	400.00
EF073940	23234	M & N MAIN JUNIOR TRAVEL ASSISTANCE	11/10/2013	400.00
EF073941	23756	KAITLIN BARNES JUNIOR TRAVEL ASSISTANCE	11/10/2013	400.00
EF073942	24047	FLORA YING JIA SALARY PACKAGED LAPTOP REIMBURSEMENT	11/10/2013	1,070.03
EF073943	24066	MADISON BARNES JUNIOR TRAVEL ASSISTANCE	11/10/2013	400.00
EF073944	24076	RYAN MILBY JUNIOR TRAVEL ASSISTANCE	11/10/2013	400.00
EF073945	24079	JOHN GRAHAM TAM JUNIOR TRAVEL ASSISTANCE	11/10/2013	400.00
EF073946	24255	JESSE THYER BIBRA LAKE FUN RUN WINNER	11/10/2013	300.00
EF073947	24256	JENNIFER DAVIES BIBRA LAKE FUN RUN WINNER	11/10/2013	100.00
EF073948	24257	KURT WESLEY BIBRA LAKE FUN RUN WINNER	11/10/2013	150.00
EF073949	24260	MELANY SMART BIBRA LAKE FUN RUN WINNER	11/10/2013	150.00
EF073950	24262	JASMINE PUGH BIBRA LAKE FUN RUN WINNER	11/10/2013	100.00
EF073951	24265	MITCH THOMAS BIBRA LAKE FUN RUN WINNER	11/10/2013	150.00
EF073952	24393	JAKE BLOOMFIELD JUNIOR TRAVEL ASSISTANCE	11/10/2013	400.00
EF073953	24406	JESSE LAZZARO JUNIOR TRAVEL ASSISTANCE	11/10/2013	400.00

EF073954	24407	DYLAN L HERPINI JUNIOR TRAVEL ASSISTANCE	11/10/2013	400.00
EF073955	24420	TIA STONEHILL JUNIOR TRAVEL ASSISTANCE	11/10/2013	400.00
EF073956	24998	MONICA WARD JUNIOR TRAVEL ASSISTANCE	11/10/2013	400.00
EF073957	25122	CAVALIER POTABL TRANSPORTABLE BUILDINGS	11/10/2013	17,941.44
EF073958	25192	CANNING COSMOS REGISTRATION FEES	11/10/2013	200.00
EF073959	25292	EPILEPSY ASSOCI CHARITY FUNDRAISER	11/10/2013	645.40
EF073960	25293	JACK SIRETT BIBRA LAKE FUN RUN WINNER	11/10/2013	200.00
EF073961	25294	SAMUEL FOSTER BIBRA LAKE FUN RUN WINNER	11/10/2013	100.00
EF073962	25295	LORETTA WESLEY BIBRA LAKE FUN RUN WINNER	11/10/2013	200.00
EF073963	25296	SUZI GRAVES BIBRA LAKE FUN RUN WINNER	11/10/2013	100.00
EF073964	25298	KYE PUGH BIBRA LAKE FUN RUN WINNER	11/10/2013	50.00
EF073965	25299	REBECCA WATERS BIBRA LAKE FUN RUN WINNER	11/10/2013	50.00
EF073966	25300	ZACHARY NEWTON BIBRA LAKE FUN RUN WINNER	11/10/2013	100.00
EF073967	25301	MICHAEL RADANOV BIBRA LAKE FUN RUN WINNER	11/10/2013	50.00
EF073968	25302	MIA LOCKWOOD BIBRA LAKE FUN RUN WINNER	11/10/2013	50.00
EF073969	25303	JESSE MIRCO JUNIOR TRAVEL ASSISTANCE	11/10/2013	400.00
EF073970	25304	JORDAN NORTHCOT JUNIOR TRAVEL ASSISTANCE	11/10/2013	400.00
EF073971	25305	JESSICA SMITH JUNIOR TRAVEL ASSISTANCE	11/10/2013	400.00
EF073972	25306	CAMERON MCCARTH JUNIOR TRAVEL ASSISTANCE	11/10/2013	400.00
EF073973	25307	DANIEL BOURKE JUNIOR TRAVEL ASSISTANCE	11/10/2013	400.00
EF073974	25308	TYSON BRENTI JUNIOR TRAVEL ASSISTANCE	11/10/2013	400.00
EF073975	25309	BEATRICE DEVLIN JUNIOR TRAVEL ASSISTANCE	11/10/2013	400.00
EF073976	25311	MICHAEL LOWRY JUNIOR TRAVEL ASSISTANCE	11/10/2013	400.00
EF073977	25312	APRYL RICHARDS JUNIOR TRAVEL ASSISTANCE	11/10/2013	400.00
EF073978	25313	ALESHA FOSTER JUNIOR TRAVEL ASSISTANCE	11/10/2013	400.00
EF073979	25314	IZAYAH FOSTER JUNIOR TRAVEL ASSISTANCE	11/10/2013	400.00
EF073980	25315	TAMATI FOSTER JUNIOR TRAVEL ASSISTANCE	11/10/2013	400.00
EF073981	25316	ETHAN HOMAN-RID JUNIOR TRAVEL ASSISTANCE	11/10/2013	400.00
EF073982	25317	JACOB FITZGERAL JUNIOR TRAVEL ASSISTANCE	11/10/2013	400.00
EF073983	25318	LACHLAN JAMES JUNIOR TRAVEL ASSISTANCE	11/10/2013	400.00
EF073984	25319	MATTHEW MOIR	11/10/2013	400.00

EF073985	25320	JUNIOR TRAVEL ASSISTANCE SAMANTHA MOIR	11/10/2013	400.00
EF073986	25321	JUNIOR TRAVEL ASSISTANCE ANDRE COUTINHO	11/10/2013	400.00
EF073987	25322	JUNIOR TRAVEL ASSISTANCE JESSE LIPPERT	11/10/2013	400.00
EF073988	10152	JUNIOR TRAVEL ASSISTANCE AUST SERVICES UNION	7/10/2013	3,513.08
EF073989	10305	PAYROLL DEDUCTIONS CHILD SUPPORT AGENCY	7/10/2013	6,910.96
EF073990	10733	PAYROLL DEDUCTIONS HOSPITAL BENEFIT FUND	7/10/2013	1,781.40
EF073991	11001	PAYROLL DEDUCTIONS MUNICIPAL EMPLOYEES UNION	7/10/2013	834.20
EF073992	11856	PAYROLL DEDUCTIONS WA LOCAL GOVERNMENT SUPER PLAN	7/10/2013	330,037.76
EF073993	11857	PAYROLL DEDUCTIONS CHAMPAGNE SOCIAL CLUB	7/10/2013	1,106.40
EF073994	11859	PAYROLL DEDUCTIONS STAFF SOCIAL CLUB	7/10/2013	48.40
EF073995	11860	PAYROLL DEDUCTIONS 45S CLUB	7/10/2013	48.00
EF073996	18005	PAYROLL DEDUCTIONS COLONIAL FIRST STATE	7/10/2013	386.56
EF073997	18247	PAYROLL DEDUCTIONS ELLIOTT SUPERANNUATION FUND	7/10/2013	227.87
EF073998	18432	PAYROLL DEDUCTIONS HESTA SUPER FUND	7/10/2013	3,341.97
EF073999	18718	PAYROLL DEDUCTIONS FIRST STATE SUPER	7/10/2013	1,036.11
EF074000	19010	PAYROLL DEDUCTIONS SUMMIT PERSONAL SUPER PLAN	7/10/2013	394.78
EF074001	19193	PAYROLL DEDUCTIONS REST SUPERANNUATION	7/10/2013	46.09
EF074002	19726	PAYROLL DEDUCTIONS HEALTH INSURANCE FUND OF WA	7/10/2013	3,039.30
EF074003	19727	PAYROLL DEDUCTIONS MTAA SUPER FUND	7/10/2013	383.24
EF074004	19997	PAYROLL DEDUCTIONS AUSTRALIANSUPER	7/10/2013	13,595.98
EF074005	20056	PAYROLL DEDUCTIONS CBUS	7/10/2013	1,841.70
EF074006	20217	PAYROLL DEDUCTIONS DOWNING SUPERANNUATION FUND	7/10/2013	3,184.58
EF074007	20300	PAYROLL DEDUCTIONS CATHOLIC SUPER & RETIREMENT FUND	7/10/2013	674.80
EF074008	20337	PAYROLL DEDUCTIONS THE LLOYDS SUPERANNUATION FUND	7/10/2013	634.76
EF074009	20929	PAYROLL DEDUCTIONS AUSTRALIAN ETHICAL RETAIL SUPERANNUATION FUND	7/10/2013	236.02
EF074010	21365	PAYROLL DEDUCTIONS ING LIFE - ONEANSWER PERSONAL SUPER	7/10/2013	101.39
EF074011	21921	PAYROLL DEDUCTIONS MAURICIO FAMILY	7/10/2013	1,337.48
EF074012	21996	PAYROLL DEDUCTIONS ANZ ONEANSWER PERSONAL SUPER	7/10/2013	399.03
EF074013	22067	PAYROLL DEDUCTIONS STEPHENS SUPERANNUATION FUND	7/10/2013	465.33
EF074014	22901	PAYROLL DEDUCTIONS FONTANA SUPER PLAN	7/10/2013	1,245.61

EF074015	23695	NETWEALTH INVESTMENT & SUPERANNUATION PAYROLL DEDUCTIONS	7/10/2013	1,083.12
EF074016	23993	ONEPATH LIFE LIMITED PAYROLL DEDUCTIONS	7/10/2013	1,033.80
EF074017	24379	AUSTSAFE SUPER PAYROLL DEDUCTIONS	7/10/2013	108.36
EF074018	24620	E & B PINTO SUPERANNUATION FUND PAYROLL DEDUCTIONS	7/10/2013	1,123.19
EF074019	24813	KINETIC SUPER PAYROLL DEDUCTIONS	7/10/2013	439.36
EF074020	25043	COLONIAL FIRST STATE COLONIAL FIRST STATE - KERRY MARGARET R PAYROLL DEDUCTIONS	7/10/2013	173.47
EF074021	25051	ANZ SMART CHOICE SUPER (ONEPATH MASTERFUND) ROAN BARRETT PAYROLL DEDUCTIONS	7/10/2013	1,177.37
EF074022	11753	WASTE MANAGEMEN QUARTERLY LANDFILL LEVY PAYMENT	16/10/2013	1,445,275.21
EF074023	10154	AUST TAXATION DEPT PAYROLL DEDUCTIONS	21/10/2013	69,069.00
EF074024	10196	BIBRA LAKE RESI COMMUNITY GRANT	21/10/2013	104.00
EF074025	10244	BUILDING & CONS LEVY PAYMENT	21/10/2013	43,176.85
EF074026	10888	LJ CATERERS CATERING SERVICES	21/10/2013	4,726.50
EF074027	10944	MCLEODS LEGAL SERVICES	21/10/2013	7,185.59
EF074028	11022	NATIVE ARC DONATION	21/10/2013	46,155.20
EF074029	11481	ST JEROME'S PRIMARY SCHOOL COMMUNITY GRANT	21/10/2013	200.00
EF074030	11868	ALISTAIR EDWARD JUNIOR TRAVEL ASSISTANCE	21/10/2013	400.00
EF074031	12541	COCKBURN JUNIOR CRICKET CLUB SPORTING EQUIPMENT GRANT	21/10/2013	1,000.00
EF074032	12575	ST JEROMES SENI BUS HIRE SUBSIDY	21/10/2013	60.00
EF074033	15455	PHOENIX PARK LITTLE ATHLETICS CLUB SPORTS FEES	21/10/2013	702.45
EF074034	15653	COOGEE BEACH PROGRESS ASSOCIATION NEWSLETTER PRINTING CONTRIBUTION	21/10/2013	201.50
EF074035	18553	SELECTUS PTY LTD PAYROLL DEDUCTIONS	21/10/2013	11,471.61
EF074036	22487	AMANDA SYMONS EXPENSES REIMBURSEMENT	21/10/2013	139.94
EF074037	23250	DEPARTMENT OF PLANNING DAP APPLICATIONS & DAP FEES	21/10/2013	6,053.00
EF074038	23302	BUILDING SERVIC BUILDING SERVICES LEVIES	21/10/2013	31,939.78
EF074039	24044	SARAH LORD TAFE FEES REIMBURSEMENT	21/10/2013	272.56
EF074040	24262	JASMINE PUGH BIBRA LAKE FUN RUN WINNER	21/10/2013	100.00
EF074041	25298	KYE PUGH BIBRA LAKE FUN RUN WINNER	21/10/2013	50.00
EF074042	10154	AUST TAXATION DEPT PAYROLL DEDUCTIONS	28/10/2013	225,290.00
EF074043	11753	WASTE MANAGEMEN QUARTERLY LANDFILL LEVY PAYMENT	28/10/2013	902,025.68
EF074044	18553	SELECTUS PTY LTD PAYROLL DEDUCTIONS	28/10/2013	11,471.61
EF074045	23351	COCKBURN GP SUPER CLINIC PTY LTD	28/10/2013	55,000.00

		OPERATING FUNDS		
EF074046	10032	ADVANCED TRAFFIC MANAGEMENT (WA) PTY LTD CONTROLLERS AND SIGNS	31/10/2013	6,611.55
EF074047	10035	ADVENTURE WORLD WA PTY LTD ENTERTAINMENT SERVICES	31/10/2013	870.00
EF074048	10051	ALL LINES LINE MARKING SERVICES	31/10/2013	2,585.00
EF074049	10058	ALSCO PTY LTD HYGIENE SERVICES/SUPPLIES	31/10/2013	735.72
EF074050	10091	ASLAB PTY LTD ASPHALTING SERVICES/SUPPLIES	31/10/2013	1,448.84
EF074051	10118	AUSTRALIA POST POSTAGE CHARGES	31/10/2013	22,525.63
EF074052	10160	DORMA AUTOMATICS AUTOMATIC DOOR SERVICES	31/10/2013	802.57
EF074053	10184	BENARA NURSERIES PLANTS	31/10/2013	5,075.09
EF074054	10207	BOC GASES GAS SUPPLIES	31/10/2013	1,384.98
EF074055	10219	BOUSFIELDS MENSWEAR CLOTHING SUPPLIES	31/10/2013	1,820.00
EF074056	10221	BP AUSTRALIA LIMITED DIESEL/PETROL SUPPLIES	31/10/2013	10,231.22
EF074057	10226	BRIDGESTONE AUSTRALIA LTD TYRE SERVICES	31/10/2013	33,749.09
EF074058	10239	BUDGET RENT A CAR - PERTH MOTOR VEHICLE HIRE	31/10/2013	223.05
EF074059	10246	BUNNINGS BUILDING SUPPLIES PTY LTD HARDWARE SUPPLIES	31/10/2013	377.93
EF074060	10255	CABCHARGE AUSTRALIA PTY LTD CABCHARGES	31/10/2013	699.83
EF074061	10256	CABLE LOCATES & CONSULTING LOCATING SERVICES	31/10/2013	599.50
EF074062	10279	CASTROL AUSTRALIA PTY LTD GREASE/LUBRICANTS	31/10/2013	4,514.95
EF074063	10287	CENTRELINE MARKINGS LINEMARKING SERVICES	31/10/2013	550.00
EF074064	10333	CJD EQUIPMENT PTY LTD HARDWARE SUPPLIES	31/10/2013	3,754.61
EF074065	10335	CLASSIC HIRE EQUIPMENT HIRING SERVICES	31/10/2013	165.00
EF074066	10346	COATES HIRE OPERATIONS PTY LTD EQUIPMENT HIRING SERVICES	31/10/2013	10,807.02
EF074067	10348	COCA COLA AMATIL SOFT DRINK SUPPLIES	31/10/2013	1,354.37
EF074068	10353	COCKBURN CEMENT LTD RATES REFUND	31/10/2013	781.44
EF074069	10354	COCKBURN COMMUN DONATION - PERFORMING ARTS FESTIVAL	31/10/2013	990.00
EF074070	10358	COCKBURN LIQUOR CENTRE LIQUOR SUPPLIES	31/10/2013	388.77
EF074071	10359	COCKBURN PAINTING SERVICE PAINTING SUPPLIES/SERVICES	31/10/2013	4,213.00
EF074072	10360	COCKBURN PARTY HIRE OF PARTY EQUIPMENT	31/10/2013	5,314.60
EF074073	10368	COCKBURN WETLANDS EDUCATION CENTRE COMMUNITY GRANT	31/10/2013	220.00
EF074074	10375	VEOLIA ENVIRONM WASTE SERVICES	31/10/2013	6,704.83
EF074075	10384	COMMUNICATIONS COMMUNICATION SERVICES	31/10/2013	1,320.00

EF074076	10386	COMMUNITY NEWSPAPER GROUP ADVERTISING SERVICES	31/10/2013	13,887.07
EF074077	10394	CD'S CONFECTIONERY WHOLESALEERS CONFECTIONERY	31/10/2013	1,168.55
EF074078	10431	CRYSTAL CLEAN COMPUTER SERVICES COMPUTER CLEANING SERVICES	31/10/2013	4,587.00
EF074079	10459	DAVID GRAY & CO MOBILE GARBAGE BINS	31/10/2013	6,765.00
EF074080	10483	LANDGATE MAPPING/LAND TITLE SEARCHES	31/10/2013	5,650.90
EF074081	10498	DIGITAL MAPPING SOLUTIONS COMPUTER SOFTWARE	31/10/2013	550.00
EF074082	10522	DYMOCKS HAY ST BOOKS	31/10/2013	38.22
EF074083	10526	E & MJ ROSHER PTY LTD MOWER PARTS	31/10/2013	10,199.90
EF074084	10535	ECOSYSTEM MANAGEMENT SERVICES PLANTS	31/10/2013	6,483.50
EF074085	10567	ESSENTIAL OFFICE PRODUCTS OFFICE SUPPLIES	31/10/2013	22.00
EF074086	10573	FAIRBRIDGE WESTERN AUSTRALIA INC OUTDOOR RECREATION SERVICES	31/10/2013	962.00
EF074087	10580	FC COURIERS COURIER SERVICES	31/10/2013	2,414.78
EF074088	10590	DEPARTMENT OF FIRE AND EMERGENCY SERVICES COST SHARING - COMMUNITY FIRE MANAGER	31/10/2013	69,258.54
EF074089	10608	FORESHORE REHAB FENCING/LANDSCAPING SERVICES	31/10/2013	37,625.76
EF074090	10636	FUJI XEROX AUST PHOTOCOPY CHARGES	31/10/2013	20,463.02
EF074091	10641	GALVINS PLUMBING PLUMBING SERVICES	31/10/2013	2,264.01
EF074092	10648	GEOFABRICS AUSTRALASIA PTY LTD GEOSYNTHETIC PRODUCTS	31/10/2013	2,905.65
EF074093	10655	GHD PTY LTD CONSULTANCY SERVICES	31/10/2013	3,245.00
EF074094	10666	GOLDNET SECURITY SECURITY SERVICES/PRODUCTS	31/10/2013	280.00
EF074095	10683	GRONBEK SECURITY LOCKSMITH SERVICES	31/10/2013	372.86
EF074096	10706	HEATLEY SALES P PROTECTIVE CLOTHING/EQUIPMENT	31/10/2013	198.48
EF074097	10709	HECS FIRE FIRE SYSTEM MAINTENANCE	31/10/2013	3,047.00
EF074098	10711	HERALD PUBLISHING COMPANY PTY LTD ADVERTISING SERVICES	31/10/2013	674.30
EF074099	10726	HOLTON CONNOR ARCHITECTS & PLANNERS ARCHITECTURAL SERVICES	31/10/2013	17,050.00
EF074100	10737	RAIN SCAPE WATERWISE SOLUTIONS RETICULATION/IRRIGATION SUPPLIES	31/10/2013	19.18
EF074101	10741	HYDROJET GRAFFITI REMOVAL SERVICES/PRODUCTS	31/10/2013	2,189.00
EF074102	10743	ICON-SEPTECH PTY LTD DRAINAGE PRODUCTS	31/10/2013	6,215.65
EF074103	10779	J F COVICH & CO PTY LTD ELECTRICAL SERVICES	31/10/2013	28,725.13
EF074104	10781	JANDAKOT EARTHMOVING & RURAL CONTRACTORS FIREBREAK CONSTRUCTION	31/10/2013	64,548.00
EF074105	10787	JANDAKOT ACCIDENT REPAIR CENTRE PANEL BEATING SERVICES	31/10/2013	2,921.10
EF074106	10791	JASMAN ENTERPRISES PTY LTD	31/10/2013	2,497.00

EF074107	10794	HIGH PRESSURE CLEANING JASON SIGNMAKERS SIGNS	31/10/2013	9,856.00
EF074108	10803	GECKO CONTRACT MOWING/LANDSCAPING SERVICES	31/10/2013	94,259.42
EF074109	10814	JR & A HERSEY PTY LTD SAFETY CLOTHING SUPPLIES	31/10/2013	1,190.21
EF074110	10836	KERB DOCTOR CONCRETE KERBING - SUPPLY & LAYING	31/10/2013	6,019.20
EF074111	10879	LES MILLS AEROBICS INSTRUCTION/TRAINING SERVICES	31/10/2013	1,046.49
EF074112	10892	LOCAL GOVT MANAGERS AUSTRALIA SUBSCRIPTION	31/10/2013	465.00
EF074113	10897	LOCK JOINT AUST ROAD CONSTRUCTION MATERIALS	31/10/2013	3,168.00
EF074114	10913	MACDONALD JOHNSTON ENGINEERING CORP REPAIR SERVICES	31/10/2013	9,639.96
EF074115	10923	MAJOR MOTORS PTY LTD REPAIRS/MAINTENANCE SERVICES	31/10/2013	2,074.88
EF074116	10939	LINFOX ARMAGUAR BANKING SECURITY SERVICES	31/10/2013	1,463.80
EF074117	10943	MCINTOSH & SON HARDWARE SUPPLIES	31/10/2013	235.82
EF074118	10944	MCLEODS LEGAL SERVICES	31/10/2013	7,317.19
EF074119	10950	MELVILLE MITSUBISHI MOTOR VEHICLES & PARTS	31/10/2013	18,296.88
EF074120	10972	MIRACLE RECREATION EQUIPMENT PLAYGROUND/PARK EQUIPMENT	31/10/2013	6,308.50
EF074121	10981	MOBILE MASTERS COMMUNICATIONS EQUIPMENT/SERVICES	31/10/2013	699.60
EF074122	10990	MOWER CITY SALES & SERVICES PTY LTD LAWN MOWING EQUIPMENT	31/10/2013	641.00
EF074123	10991	BEACON EQUIPMENT MOWING EQUIPMENT	31/10/2013	660.00
EF074124	10997	WILSON PARKING AUSTRALIA SECURITY SERVICES	31/10/2013	154,833.89
EF074125	11028	NEVERFAIL SPRINGWATER LIMITED BOTTLED WATER SUPPLIES	31/10/2013	679.00
EF074126	11032	NOISE & VIBRATION MEASUREMENT SYSTEMS MEASURING EQUIPMENT/SERVICES	31/10/2013	654.50
EF074127	11036	NORTH LAKE ELECTRICAL ELECTRICAL SERVICES	31/10/2013	25,099.37
EF074128	11055	OFFICE LINE OFFICE FURNITURE	31/10/2013	361.90
EF074129	11068	VODAFONE HUTCHISON AUSTRALIA PTY LTD PAGING SERVICES	31/10/2013	668.12
EF074130	11136	DONEGAN ENTERPRISES FENCING REPAIRS/MAINTENANCE	31/10/2013	1,870.00
EF074131	11152	FULTON HOGAN INDUSTRIES PTY LTD ROAD MAINTENANCE	31/10/2013	6,072.00
EF074132	11164	PMP PRINT PTY LTD PRINTING SERVICES	31/10/2013	385.01
EF074133	11182	PREMIUM BRAKE & CLUTCH SERVICE BRAKE SERVICES	31/10/2013	2,619.32
EF074134	11208	QUICK CORPORATE AUSTRALIA PTY LTD STATIONERY/CONSUMABLES	31/10/2013	10,105.34
EF074135	11235	REINFORCED CONCRETE PIPES PTY LTD CONCRETE PIPE SUPPLIES	31/10/2013	11,394.35
EF074136	11240	PINK HYGIENE SOLUTIONS SANITARY SERVICES	31/10/2013	1,000.44

EF074137	11207	ROYAL LIFE SAVING SOCIETY AUSTRALIA TRAINING SERVICES	31/10/2013	507.00
EF074138	11294	SAFEMAN (WA) PTY LTD PROTECTIVE CLOTHING/EQUIPMENT	31/10/2013	777.28
EF074139	11307	SATELLITE SECURITY SERVICES PTY LTD SECURITY SERVICES	31/10/2013	11,282.52
EF074140	11308	SBA SUPPLIES HARDWARE SUPPLIES	31/10/2013	14,401.18
EF074141	11318	SELECT SECURITY WA PTY LTD SECURITY SERVICES	31/10/2013	587.40
EF074142	11331	SHAWMAC PTY LTD CONSULTANCY SERVICES - CIVIL	31/10/2013	4,092.00
EF074143	11337	SHERIDANS FOR BADGES NAME BADGES & ENGRAVING	31/10/2013	153.62
EF074144	11361	SIGMA CHEMICALS PTY LTD CHEMICAL SUPPLIES	31/10/2013	5,204.27
EF074145	11380	SNAP PRINTING FREMANTLE PRINTING SERVICES	31/10/2013	3,610.40
EF074146	11404	SOUTH LAKE DOLPHINS SWIMMING CLUB SWIMMING REGISTRATION / GRANT	31/10/2013	400.00
EF074147	11425	SOUTHERN METROPOLITAN REGIONAL COUNCIL WASTE DISPOSAL GATE FEES	31/10/2013	614,263.14
EF074148	11453	SPEARWOOD NEWSROUND NEWSPAPER SUPPLIES	31/10/2013	1,310.32
EF074149	11459	SPEARWOOD VETERINARY HOSPITAL VETERINARY SERVICES	31/10/2013	850.00
EF074150	11469	SPORTS TURF TECHNOLOGY TURF CONSULTANCY SERVICES	31/10/2013	5,885.00
EF074151	11470	SPORTSWORLD OF WA SPORT SUPPLIES	31/10/2013	913.00
EF074152	11483	ST JOHN AMBULAN FIRST AID COURSES	31/10/2013	165.00
EF074153	11505	STATE LIBRARY OF WESTERN AUSTRALIA BOOK SUPPLIES	31/10/2013	591.80
EF074154	11511	STATEWIDE BEARINGS BEARING SUPPLIES	31/10/2013	763.50
EF074155	11531	SUNNY INDUSTRIAL BRUSHWARE PTY LTD BRUSH/ROAD BROOM SUPPLIES	31/10/2013	2,388.20
EF074156	11546	T FAULKNER & CO INSTALLATIONS/SUPPLY OF HAND RAILS	31/10/2013	5,500.00
EF074157	11554	TAYLOR MARINE MARINE EQUIPMENT	31/10/2013	194.70
EF074158	11557	TECHNOLOGY ONE LTD IT CONSULTANCY SERVICES	31/10/2013	2,106.50
EF074159	11563	TELSTRA PLANT D REFUND FOR DAMAGED PLANT	31/10/2013	2,732.21
EF074160	11597	THE PERTH MINT PURCHASE OF CITIZENSHIP COINS	31/10/2013	1,502.05
EF074161	11625	TOTAL EDEN PTY LTD RETICULATION SUPPLIES	31/10/2013	7,628.85
EF074162	11642	TRAILER PARTS PTY LTD TRAILER PARTS	31/10/2013	82.55
EF074163	11651	TREE WATERING SERVICES TREE WATERING SERVICES	31/10/2013	4,313.00
EF074164	11652	TRENCHBUSTERS HIRING SERVICES	31/10/2013	326.70
EF074165	11655	TRISLEYS HYDRAULIC SERVICES PTY LTD POOL EQUIPMENT/REPAIRS	31/10/2013	297.00
EF074166	11657	TRUCKLINE PARTS CENTRES AUTOMOTIVE SPARE PARTS	31/10/2013	2,213.40
EF074167	11667	TURFMASTER FACILITY MANAGEMENT	31/10/2013	89,684.99

		TURFING SERVICES		
EF074168	11669	TYCO SERVICES	31/10/2013	368.60
		FIRE ALARM SYSTEM REPAIRS		
EF074169	11697	VAT MAN-FAT FILTERING SYSTEMS	31/10/2013	348.60
		FILTER CLEANING SERVICES		
EF074170	11699	VERNON DESIGN GROUP	31/10/2013	10,358.34
		ARCHITECTURAL SERVICES		
EF074171	11701	VIBRA INDUSTRIA	31/10/2013	763.95
		FILTER SUPPLIES		
EF074172	11708	VITAL PACKAGING PTY LTD	31/10/2013	1,908.50
		PACKAGING SUPPLIES		
EF074173	11715	WA BLUEMETAL	31/10/2013	77,513.27
		ROADBASE SUPPLIES		
EF074174	11722	WA HINO SALES & SERVICE	31/10/2013	1,553.81
		REPAIRS/MAINTENANCE SERVICES		
EF074175	11739	WA SPIT ROAST COMPANY	31/10/2013	4,276.00
		CATERING SERVICES		
EF074176	11773	WESFARMERS DALG	31/10/2013	1,154.56
		CHEMICAL SUPPLIES		
EF074177	11787	DEPT OF TRANSPORT	31/10/2013	179.20
		WA GOVT DEPARTMENT		
EF074178	11793	WESTERN IRRIGATION PTY LTD	31/10/2013	12,279.22
		IRRIGATION SERVICES/SUPPLIES		
EF074179	11795	WESTERN POWER	31/10/2013	148,931.00
		ELECTRICAL SERVICES		
EF074180	11806	WESTRAC PTY LTD	31/10/2013	4,653.19
		REPAIRS/MTNCE - EARTHMOVING EQUIPMENT		
EF074181	11807	WESTRAL	31/10/2013	200.00
		BLINDS & CURTAINS		
EF074182	11824	WORK CLOBBER	31/10/2013	532.00
		SAFETY CLOTHING		
EF074183	11828	WORLDWIDE ONLINE PRINTING - O'CONNOR	31/10/2013	3,171.02
		PRINTING SERVICES		
EF074184	11841	YANGEBUP FAMILY CENTRE INC	31/10/2013	1,637.00
		DONATION		
EF074185	11854	ZIPFORM	31/10/2013	7,277.40
		PRINTING SERVICES		
EF074186	11972	COBEY MAINTENANCE SERVICES	31/10/2013	52,222.56
		TURF MANAGEMENT		
EF074187	11974	GREENWASTE SERVICES	31/10/2013	16,995.00
		MULCHING/SHREDDING SERVICES		
EF074188	11985	IVO GRUBELICH	31/10/2013	1,320.00
		BUS HIRE		
EF074189	11990	EARTHCARE (AUSTRALIA) P/L	31/10/2013	761.84
		LANDSCAPING SERVICES		
EF074190	12007	SHANE MCMASTER SURVEYS	31/10/2013	10,450.00
		SURVEYING SERVICES		
EF074191	12014	TUTT BRYANT EQUIPMENT BT EQUIPMENT PTY LTD T/AS	31/10/2013	3,047.00
		EXCAVATING/EARTHMOVING EQUIPMENT		
EF074192	12079	CHARTER PLUMBING & GAS	31/10/2013	514.80
		PLUMBING SERVICES		
EF074193	12085	TRANSAIR TWO WAY RADIO	31/10/2013	128.15
		COMMUNICATIONS EQUIPMENT/SERVICES		
EF074194	12153	HAYS PERSONNEL SERVICES PTY LTD	31/10/2013	13,762.23
		EMPLOYMENT SERVICES		
EF074195	12193	SAGE CONSULTING ENGINEERS P/L	31/10/2013	1,650.00
		CONSULTANCY SERVICES - LIGHTING		
EF074196	12207	CIVICA PTY LTD	31/10/2013	465.30
		SOFTWARE SUPPORT/LICENCE FEES		
EF074197	12388	ELITE POOL COVERS	31/10/2013	90.00
		POOL COVERS		

EF074198	12415	FACE PAINTING FUN AND GAMES ENTERTAINMENT SERVICES	31/10/2013	2,280.00
EF074199	12447	BORDER EDGE KERBING KERBING SERVICES	31/10/2013	638.00
EF074200	12497	TROPHY CHOICE TROPHY SUPPLIES	31/10/2013	858.95
EF074201	12542	SEALIN GARLETT CEREMONIAL SERVICES	31/10/2013	800.00
EF074202	12589	AUSTRALIAN INSTITUTE OF MANAGEMENT TRAINING SERVICES	31/10/2013	1,050.00
EF074203	12712	MISS MAUD CATERING SERVICES	31/10/2013	155.80
EF074204	12779	WESTERN RESOURCE RECOVERY PTY LTD WASTE DISPOSAL SERVICES	31/10/2013	1,036.28
EF074205	12849	GIUDICE SURVEYS SURVEYING SERVICES	31/10/2013	2,145.00
EF074206	12883	CONSERVATION VOLUNTEERS AUSTRALIA ENVIRONMENTAL SERVICES	31/10/2013	3,300.00
EF074207	12996	ACCESSIBLE TRANSIT SPECIALISTS REPAIRS/MAINTENANCE SERVICES	31/10/2013	330.00
EF074208	13187	CHEFMASTER AUSTRALIA BIN LINERS	31/10/2013	169.85
EF074209	13325	MARTINS ENVIRONMENTAL SERVICES WEED SPRAYING SERVICES	31/10/2013	2,002.00
EF074210	13354	ROCKINGHAM HOLD VEHICLE SUPPLIES	31/10/2013	9,805.00
EF074211	13393	SOUTH WEST GROUP CONTRIBUTIONS	31/10/2013	1,100.00
EF074212	13409	KLEENIT CLEANING SERVICES	31/10/2013	21,486.00
EF074213	13462	ATI-MIRAGE PTY LTD TRAINING SERVICES	31/10/2013	298.99
EF074214	13671	CORPORATE EXPRE OFFICE/STATIONERY SUPPLIES	31/10/2013	44,605.73
EF074215	13767	ELLIOTTS IRRIGATION PTY LTD IRRIGATION SERVICES	31/10/2013	1,703.90
EF074216	13825	JACKSON MCDONALD LEGAL SERVICES	31/10/2013	8,876.45
EF074217	13832	INSIGHT CALL CENTRE SERVICES COMMUNICATION SERVICES	31/10/2013	5,517.89
EF074218	13860	KRS CONTRACTING VERGE COLLECTION SERVICES	31/10/2013	2,256.10
EF074219	14034	ADECCO EMPLOYMENT SERVICES	31/10/2013	23,643.77
EF074220	14111	POLYTECHNIC WEST EDUCATIONAL SERVICES	31/10/2013	631.00
EF074221	14195	PIONEER CREDIT MANAGEMENT SERVICES DEBT COLLECTION SERVICES	31/10/2013	6,216.30
EF074222	14258	WARP GROUP PTY LTD ROAD CONSTRUCTION MATERIALS	31/10/2013	963.16
EF074223	14300	A & G CARPET CLEANING CARPET CLEANING SERVICES	31/10/2013	539.00
EF074224	14350	BAILEYS FERTILISERS FERTILISER SUPPLIES	31/10/2013	2,039.84
EF074225	14459	BIDVEST (WA) FOOD/CATERING SUPPLIES	31/10/2013	652.10
EF074226	14593	AUSTREND INTERNATIONAL PTY LTD ALUMINIUM SUPPLIES	31/10/2013	5,940.55
EF074227	14630	NATALE SECURITY SERVICES SECURITY SERVICES	31/10/2013	34,848.00
EF074228	14632	UHY HAINES NORTON	31/10/2013	2,508.00

EF074229	14640	ACCOUNTANCY SERVICES/PRODUCTS LANDMARK ENGINEERING & DESIGN OUTDOOR FURNITURE - PARKS/RESERVES	31/10/2013	8,040.84
EF074230	14667	APPEALING SIGNS SIGNS	31/10/2013	352.00
EF074231	14831	ANGLICARE WA TRAINING SERVICES	31/10/2013	460.00
EF074232	14908	OAKVALE CAPITAL CONSULTANCY SERVICES	31/10/2013	4,274.14
EF074233	15072	DRUM PRINT & PUBLICATIONS PRINTING SERVICES	31/10/2013	477.00
EF074234	15267	CHEMSEARCH CHEMICAL SUPPLIES	31/10/2013	4,961.11
EF074235	15337	CHUBB SECURITY SERVICES LTD SECURITY SERVICES	31/10/2013	1,253.50
EF074236	15363	JONES LANG LASALLE (WA) PTY LTD SHOP RENT - GATEWAY SHOPPING CENTRE	31/10/2013	23,008.22
EF074237	15393	GREENWAY ENTERPRISES HARDWARE SUPPLIES	31/10/2013	52.27
EF074238	15455	PHOENIX PARK LITTLE ATHLETICS CLUB SPORTS FEES	31/10/2013	1,600.00
EF074239	15541	JANDAKOT NEWS NEWSPAPER SUPPLIERS	31/10/2013	396.40
EF074240	15588	NATURAL AREA MANAGEMENT & SERVICES WEED SPRAYING	31/10/2013	6,154.50
EF074241	15609	CATALYSE PTY LTD CONSULTANCY SERVICES	31/10/2013	3,850.00
EF074242	15673	MAGNETISM ART & DESIGN ART/DESIGN SERVICES	31/10/2013	12,452.00
EF074243	15678	A2Z PEST CONTROL PEST CONTROL	31/10/2013	2,969.00
EF074244	15728	MIDDENDORP ELECTRIC CO. PTY LTD ELECTRICAL PRODUCTS	31/10/2013	1,496.00
EF074245	15759	JANDAKOT LITTLE ATHLETICS CLUB SPORTS SERVICES	31/10/2013	780.00
EF074246	15786	AD ENGINEERING INTERNATIONAL PTY LTD SIGNS - ELECTRONIC	31/10/2013	132.00
EF074247	15862	FREMANTLE MILK DISTRIBUTORS MILK DELIVERY	31/10/2013	130.05
EF074248	15894	AMCOM L7 SOLUTI CONSULTANCY SERVICES - IT	31/10/2013	17,083.00
EF074249	15895	ROYAL WOLF CONTAINER HIRE	31/10/2013	4,103.00
EF074250	15914	T-QUIP MOWING EQUIPMENT	31/10/2013	518.55
EF074251	16064	CMS ENGINEERING PTY LTD AIRCONDITIONING SERVICES	31/10/2013	7,351.30
EF074252	16107	WREN OIL WASTE DISPOSAL	31/10/2013	54.45
EF074253	16291	WA PROFILING ROAD PROFILING SERVICES	31/10/2013	1,782.00
EF074254	16363	ATCO GAS AUSTRALIA GAS SUPPLIES/SERVICES	31/10/2013	53,148.62
EF074255	16386	LITTLE RED APPLE PUBLISHING BOOK SUPPLIES	31/10/2013	14.99
EF074256	16396	MAYDAY EARTHMOVING GRADER HIRE	31/10/2013	38,918.00
EF074257	16403	ROBINSON BUILDTECH BUILDING SERVICES - ALTERATIONS	31/10/2013	11,180.35
EF074258	16533	TOTAL PACKAGING PACKAGING	31/10/2013	278.03

EF074259	16894	TREBLEX INDUSTRIAL PTY LTD CHEMICALS - AUTOMOTIVE	31/10/2013	568.70
EF074260	16911	SUPERSEALING ROAD SEALING	31/10/2013	24,838.00
EF074261	16926	CURTIN UNIVERSI EDUCATION SERVICES	31/10/2013	550.00
EF074262	16985	WA PREMIX CONCRETE SUPPLIES	31/10/2013	5,732.76
EF074263	16996	NEIGHBOURHOOD S SECURITY SERVICES	31/10/2013	200.00
EF074264	16997	AUS SECURE SECURITY SERVICES/PRODUCTS	31/10/2013	480.00
EF074265	17092	CENTRAL SCREENS SECURITY SYSTEMS/PRODUCTS	31/10/2013	100.00
EF074266	17097	VALUE TISSUE PAPER PRODUCTS	31/10/2013	515.90
EF074267	17213	COCKBURN CITY SOCCER CLUB INC SPORT EQUIPMENT GRANT	31/10/2013	600.00
EF074268	17305	NOEL MORRISON ARTIST	31/10/2013	500.00
EF074269	17362	JOHN EARLEY TRAINING	31/10/2013	240.00
EF074270	17471	PIRTEK (FREMANTLE) PTY LTD HOSES & FITTINGS	31/10/2013	2,019.91
EF074271	17481	ADS AUTOMATION DOOR/GATE REPAIRS	31/10/2013	258.50
EF074272	17555	ALLEASING PTY LTD LEASE REPAYMENTS	31/10/2013	9,520.05
EF074273	17798	WESTERN DIAGNOSTIC PATHOLOGY ANALYTICAL SERVICES	31/10/2013	140.14
EF074274	17887	RED SAND SUPPLIES PTY LTD MACHINERY HIRE	31/10/2013	1,650.00
EF074275	17912	AEC GROUP LTD CONSULTANT	31/10/2013	6,180.90
EF074276	17914	NATASHA STONE ART WORKSHOPS	31/10/2013	245.00
EF074277	17925	COCKBURN CITY TEEBALL & BASEBALL CLUB REGISTRATIONS	31/10/2013	596.00
EF074278	17942	MRS MAC'S FOOD SUPPLIES	31/10/2013	385.95
EF074279	17987	FREMANTLE LEAK DETECTORS LOCATING SERVICES	31/10/2013	220.00
EF074280	18066	TOYOTAWAYS MOTOR VEHICLES	31/10/2013	27,169.55
EF074281	18073	PARAMOUNT SECURITY SERVICES SECURITY SERVICES	31/10/2013	352.00
EF074282	18122	SIGNMAN SIGNAGE	31/10/2013	528.00
EF074283	18126	DELL AUSTRALIA PTY LTD COMPUTER HARDWARE	31/10/2013	400.40
EF074284	18203	NATSYNC ENVIRONMENTAL PEST CONTROL	31/10/2013	555.00
EF074285	18272	AUSTRACLEAR LIMITED INVESTMENT SERVICES	31/10/2013	6.44
EF074286	18436	JCS PLUMBING SERVICES PLUMBING SERVICES	31/10/2013	450.00
EF074287	18508	JOHN TURNER BRICK LAYING SERVICES	31/10/2013	6,325.00
EF074288	18533	FRIENDS OF THE DONATION	31/10/2013	257.00
EF074289	18611	PERTH REGION	31/10/2013	5,500.00

		NATURAL RESOURCE MGT SERVICES		
EF074290	18613	ECO-HIRE EQUIPMENT HIRE	31/10/2013	17,315.00
EF074291	18628	UNILEVER AUSTRALIA LTD BEVERAGES	31/10/2013	340.79
EF074292	18639	HAMILTON HILL DELIVERY ROUND NEWSPAPER DELIVERY SERVICE	31/10/2013	103.60
EF074293	18725	CLARE STACE STORYTELLING/ENTERTAINMENT SERVICES	31/10/2013	3,200.00
EF074294	18734	P & R EDWARDS ENTERTAINMENT SERVICES	31/10/2013	150.00
EF074295	18764	AFFIRMATIVE PAVING BRICK PAVING SERVICES	31/10/2013	645.13
EF074296	18884	SILICH ENTERPRI BOLLARDS	31/10/2013	1,226.00
EF074297	18962	SEALANES (1985) P/L CATERING SUPPLIES	31/10/2013	1,147.84
EF074298	19099	FERRET SOFTWARE LTD SCANWATCHER EQUIPMENT & BARCODES	31/10/2013	481.14
EF074299	19436	WHITCHURCH REFRIGERATION & AIRCONDITIONING AIR CONDITIONING SERVICES	31/10/2013	334.40
EF074300	19533	WOOLWORTHS LTD GROCERIES	31/10/2013	1,460.79
EF074301	19541	TURF CARE WA TURF SERVICES	31/10/2013	32,749.64
EF074302	19545	GRASSWEST BUILDING & GARDEN MAINTENANCE	31/10/2013	3,927.00
EF074303	19546	THE BIG PICTURE FACTORY PRINTING SERVICES	31/10/2013	781.00
EF074304	19619	SKIPPER TRUCKS TRUCKS	31/10/2013	1,090.03
EF074305	19628	PAPERBARK TECHN ARBORICULTURAL CONSULTANCY SERVICES	31/10/2013	13,118.50
EF074306	19657	BIGMATE MONITORING SERVICES PTY LTD COMPUTER HARDWARE/SOFTWARE	31/10/2013	1,801.43
EF074307	19718	SIFTING SANDS CLEANING SERVICES - SAND	31/10/2013	2,381.61
EF074308	19755	EMBROIDME MYAREE EMBROIDERY	31/10/2013	1,197.90
EF074309	19847	PFD FOOD SERVICES PTY LTD CATERING SERVICES	31/10/2013	1,962.30
EF074310	19856	WESTERN TREE RECYCLERS SHREDDING SERVICES	31/10/2013	56,774.47
EF074311	19885	SAFEGUARD INDUSTRIES SECURITY SCREENS/DOORS	31/10/2013	500.00
EF074312	20000	AUST WEST AUTO ELECTRICAL P/L AUTO ELECTRICAL SERVICES	31/10/2013	39,228.31
EF074313	20122	ZEE TAGS DOG TAGS	31/10/2013	4,513.84
EF074314	20146	DATA#3 LIMITED COMPUTER SOFTWARE	31/10/2013	68,096.42
EF074315	20225	DREAM STATE ENTERTAINMENT SERVICES	31/10/2013	2,000.04
EF074316	20307	OCTAGON-BKG LIFTS MAINTENANCE SERVICES	31/10/2013	1,318.40
EF074317	20341	WILHELMINA MARIA HOUWEN GARDENING SERVICES	31/10/2013	1,120.00
EF074318	20440	DURHAM GEO SLOPE INDICATOR WATER LEVEL INDICATOR	31/10/2013	306.00
EF074319	20546	PACIFIC BIOLOGICS PTY LTD INSECTICIDES/PESTICIDES-MOSQUITO CONTROL	31/10/2013	6,612.87

EF074320	20549	A1 CARPET, TILE & GROUT CLEANING CLEANING SERVICES - TILES/CARPET	31/10/2013	2,805.00
EF074321	20833	BOOMERS PLUMBING & GAS PLUMBING SERVICES	31/10/2013	627.00
EF074322	20934	GREENLINE AG AGRICULTURAL EQUIPMENT	31/10/2013	1,063.15
EF074323	21005	BRAIN TEASERS OZ PTY LTD EDUCATIONAL PRODUCTS	31/10/2013	66.00
EF074324	21130	JEAN-LUC MARINAI ENTERTAINMENT	31/10/2013	1,595.00
EF074325	21139	AUSTRAFFIC WA PTY LTD TRAFFIC SURVEYS	31/10/2013	726.00
EF074326	21193	SPM CONSULTANTS PTY LTD CONSULTANCY SERVICES	31/10/2013	1,919.28
EF074327	21198	STUDIO KRAZE VIDEO PRODUCTIONS	31/10/2013	430.00
EF074328	21300	LEASECHOICE LEASE AGREEMENT	31/10/2013	1,862.46
EF074329	21363	TENDERLINK.COM PTY LTD COMPUTER SOFTWARE	31/10/2013	550.00
EF074330	21371	SANPOINT PTY LTD KERBING SERVICES	31/10/2013	52,734.79
EF074331	21401	MILKY MONSTER CATERING SERVICES	31/10/2013	600.00
EF074332	21463	CAPITAL FINANCE AUSTRALIA LTD FINANCIAL SERVICES - LEASE FINANCES	31/10/2013	35,152.49
EF074333	21469	JOHN HUGHES VOLKSWAGON PURCHASE OF NEW VEHICLE	31/10/2013	30,715.35
EF074334	21587	URBAN MODELLING SOLUTIONS TRAFFIC FORECASTING	31/10/2013	6,600.00
EF074335	21589	SMALL TREE FARM SPECIALTY TREES	31/10/2013	550.00
EF074336	21594	GREENSENSE PTY LTD CONSULTANCY - CLIMATE	31/10/2013	8,580.00
EF074337	21664	ACT INDUSTRIAL SKIP BINS - MANUFACTURE	31/10/2013	9,680.00
EF074338	21672	MEGA MUSIC AUSTRALIA MUSICAL INSTRUMENTS/SOUND EQUIPMENT	31/10/2013	683.87
EF074339	21678	IANNELLO DESIGNS GRAPHIC DESIGN	31/10/2013	2,013.00
EF074340	21683	PHILLIP WALLEY-STACK ENTERTAINMENT SERVICES	31/10/2013	1,650.00
EF074341	21691	ZETTANET PTY LTD INTERNET/WEB SERVICES	31/10/2013	1,072.50
EF074342	21747	UNICARE HEALTH WHEELCHAIR HIRE	31/10/2013	157.00
EF074343	21791	THE LEISURE INSTITUTE OF WA (AQUATICS) INC. PROFESSIONAL ORGANISATION	31/10/2013	110.00
EF074344	21796	GREEN LEAF GARDENS LANDSCAPING SERVICES	31/10/2013	7,010.00
EF074345	21879	SPOTLESS SERVICES AUSTRALIA LTD CLEANING SERVICES	31/10/2013	11,549.05
EF074346	21938	ZAP CIRCUS PERFORMANCE/ENTERTAINMENT SERVICES	31/10/2013	1,213.95
EF074347	21946	RYAN'S QUALITY MEATS MEAT SUPPLIES	31/10/2013	1,605.16
EF074348	21990	MEDIBANK HEALTH SOLUTIONS PTY LTD MEDICAL SERVICES	31/10/2013	662.75
EF074349	22012	ELEGANT GLOVES EVENTS AND SERVICES CATERING SERVICES	31/10/2013	1,520.00
EF074350	22051	XSENTIAL PTY LTD	31/10/2013	141.68

EF074351	22112	WATER FILTER SERVICES FREMANSHED INC WOODWORK/METALWORK	31/10/2013	1,800.00
EF074352	22114	WARNER BOOKS PTY LTD BOOK SUPPLIER	31/10/2013	683.53
EF074353	22169	GREENSTAR GROUP WA PTY LTD GREENSTAR GROUP WA AIR CONDITIONING SERVICES	31/10/2013	1,702.03
EF074354	22177	ADVERTISING DESIGN SERVICES (WA) PTY LTD ADVERTISING DESIGN SERVICES	31/10/2013	1,578.50
EF074355	22180	MARTINS INDUSTR SHELVING/STORAGE SYSTEMS	31/10/2013	1,320.00
EF074356	22242	ASPHALT SURFACES PTY LTD ASPHALTING SERVICES	31/10/2013	3,530.45
EF074357	22260	SOUTHERN STAR T SPORT & RECREATION	31/10/2013	200.00
EF074358	22308	DEPARTMENT OF AGRICULTURE & FOOD WEED CONTROL SERVICES	31/10/2013	6,540.00
EF074359	22337	SEGAFREDO ZANETTI AUSTRALIA PTY LTD COFFEE & COFFEE MACHINES	31/10/2013	570.15
EF074360	22349	FREMANTLE TRAIL TRAILERS - BOAT AND BOX	31/10/2013	7,797.60
EF074361	22375	TC DRAINAGE (WA) PTY LTD CONSTRUCTION (SEWER, DRAINAGE, WATER)	31/10/2013	7,425.00
EF074362	22388	CARRINGTON'S TRAFFIC SERVICES TRAFFIC MANAGEMENT SERVICES	31/10/2013	7,095.00
EF074363	22448	CAKES WEST PTY LTD CATERING	31/10/2013	72.38
EF074364	22553	BROWNES FOOD OPERATIONS CATERING SUPPLIES	31/10/2013	1,628.92
EF074365	22569	KINETIC HEALTH GROUP PTY LTD MEDICAL SERVICES	31/10/2013	1,644.51
EF074366	22653	PCYC FREMANTLE SPONSORSHIP	31/10/2013	400.00
EF074367	22682	BEAVER TREE SERVICES PTY LTD TREE PRUNING SERVICES	31/10/2013	82,384.20
EF074368	22737	CJS LIMESTONE CONTRACTORS PTY LTD LIMESTONE WORKS	31/10/2013	144,039.59
EF074369	22805	COVS PARTS PTY LTD MOTOR PARTS	31/10/2013	2,089.90
EF074370	22806	AUSTRALIAN FUEL DISTRIBUTORS PTY LTD FUEL SUPPLIES	31/10/2013	160,208.92
EF074371	22854	LGISWA INSURANCE POLICIES	31/10/2013	983,732.85
EF074372	22870	FOOD TECHNOLOGY SERVICES PTY LTD TRAINING SERVICES	31/10/2013	770.00
EF074373	22903	UNIQUE INTERNATIONAL RECOVERIES LLC DEBT COLLECTORS	31/10/2013	294.40
EF074374	22913	AUSTRALIAN OFFICE LEADING BRANDS.COM.AU ENVELOPES	31/10/2013	1,135.50
EF074375	23213	SPOTLESS FACILITY SERVICES PTY LTD LAUNDRY SERVICES	31/10/2013	227.23
EF074376	23253	KOTT GUNNING LEGAL SERVICES	31/10/2013	886.05
EF074377	23288	ARIANE ROEMMELE AMUSEMENT - CHILDREN'S ACTIVITIES	31/10/2013	1,010.00
EF074378	23309	FUN IN TRAINING AUSTRALIA PTY LTD FITNESS CLASSES-INSTRUCTIONS	31/10/2013	418.00
EF074379	23348	ZUMBA WITH HONEY FITNESS CLASSES	31/10/2013	352.00
EF074380	23375	HEIRISSON ISLAND TOURNAMENT WATER SKI CLUB INC HIRE SERVICES - SKIING EQUIPMENT	31/10/2013	1,000.00

EF074381	23379	CAMBRON PTY LTD SOFTWARE	31/10/2013	5,500.00
EF074382	23516	BOS SURVEYING P SURVEYING SERVICES	31/10/2013	6,864.00
EF074383	23570	A PROUD LANDMARK PTY LTD LANDSCAPE CONTRUCTION SERVICES	31/10/2013	6,602.82
EF074384	23628	DISMANTLE RECONDITIONED BICYCLES & BIKE EDUCATION	31/10/2013	2,640.00
EF074385	23670	LIEBHERR AUSTRALIA PTY LTD SPARE PARTS	31/10/2013	5,305.08
EF074386	23730	DELOITTE TOUCHE TOHMATSU AUDITING SERVICES - INTERNAL	31/10/2013	42,105.25
EF074387	23817	ARUP PTY LTD CONSULTANCY-ENG,PLANNING,DESIGN	31/10/2013	39,423.32
EF074388	23848	GREENBASE PTY LTD ENVIROMENTAL CONSULTANCY	31/10/2013	1,870.00
EF074389	23858	SPECIALISED SECURITY SHREDDING DOCUMENT DESTRUCTION SERVICES	31/10/2013	70.85
EF074390	23967	RDA OAKFORD HORSERIDING SERVICES	31/10/2013	400.00
EF074391	23971	FIND WISE LOCATION SERVICES LOCATING SERVICES - UNDERGROUND	31/10/2013	9,258.70
EF074392	23989	AWM FUNITURE - OFFICE	31/10/2013	2,046.00
EF074393	24056	KATHERINE DONEGAN EXERCISE PHYSIOLOGY	31/10/2013	500.00
EF074394	24156	MASTEC AUSTRALIA PTY LTD PURCHASE OF NEW BINS	31/10/2013	62,214.16
EF074395	24161	THE HIDDEN PANTRY CATERING SERVICES	31/10/2013	120.00
EF074396	24175	JS ROADSIDE PRODUCTS PTY LTD GUIDE POSTS	31/10/2013	3,041.50
EF074397	24183	WELLARD GLASS GLASS REPAIR SERVICES	31/10/2013	6,389.75
EF074398	24185	HIPPY BELLY DANCE TRAINING SERVICES - DANCE CLASSES	31/10/2013	195.00
EF074399	24186	ELAN ENERGY MANAGEMENT PTY LTD RECYCLING SERVICES - TYRES	31/10/2013	653.68
EF074400	24205	TECHWEST SOLUTIONS PTY LTD AUDIO VISUAL EQUIPMENT	31/10/2013	980.00
EF074401	24444	ROSEMARY ALLAN WORKSHOPS	31/10/2013	810.00
EF074402	24524	CALO HEALTH HEARTMOVE CLASSES	31/10/2013	2,035.00
EF074403	24557	AVELING CONSULTANCY SERVICES	31/10/2013	13,029.50
EF074404	24558	MACQUARIE BANK LIMITED LEASE REPAYMENT	31/10/2013	7,439.02
EF074405	24594	THE GREEN ROOM CREATIVE PTY LTD GRAPHIC DESIGN SERVICES	31/10/2013	1,025.20
EF074406	24599	POOLWERX SPEARWOOD ANALYTICAL SERVICES	31/10/2013	1,429.45
EF074407	24643	BIBLIOTHECA RFID LIBRARY SYSTEMS AUSTRALIA PTY LTD PURCHASE OF LIBRARY TAGS	31/10/2013	2,409.00
EF074408	24655	AUTOMASTERS SPEARWOOD VEHICLE SERVICING	31/10/2013	4,237.01
EF074409	24717	DOWN UNDER SIGNS SIGNAGE SERVICES	31/10/2013	563.20
EF074410	24734	MYRIAD IMAGES PHOTOGRAPHY SERVICES	31/10/2013	308.00
EF074411	24748	PEARMANS ELECTRICAL & MECHANICAL SERVICES P/L	31/10/2013	668.25

		ELECTRICAL SERVICES		
EF074412	24805	KAREN WOOLHEAD DANCING CLASSES	31/10/2013	640.00
EF074413	24862	BEARDS SECURITY SECURITY SERVICES	31/10/2013	40.00
EF074414	24945	NS PROJECTS PTY LTD PROJECT MANAGEMENT SERVICES	31/10/2013	22,000.00
EF074415	24946	WT PARTNERSHIP QUANTITY SURVEYING SERVICES	31/10/2013	1,760.00
EF074416	24949	BITUMEN SURFACING BITUMEN SUPPLIES	31/10/2013	18,822.10
EF074417	24958	KISS PHOTOBOOTHS PTY LTD PHOTOGRAPHY SERVICES	31/10/2013	719.00
EF074418	24973	BLUESTONE RECRU TEMPORARY PERSONNEL SERVICES	31/10/2013	33,524.45
EF074419	24974	SCOTT PRINT PRINTING SERVICES	31/10/2013	693.00
EF074420	24976	SNAP PRINTING - COCKBURN CENTRAL PRINTING SERVICES	31/10/2013	3,035.10
EF074421	25003	COOGEE PLUMBING PLUMBING SERVICES	31/10/2013	3,381.95
EF074422	25060	DFP RECRUITMENT RECRUITMENT SERVICES	31/10/2013	2,864.66
EF074423	25063	SUPERIOR PAK PTY LTD VEHICLE MAINTENANCE	31/10/2013	4,956.35
EF074424	25072	SANPRO CONSTRUCTION PTY LTD CONSTRUCTION SERVICES	31/10/2013	17,275.94
EF074425	25074	OCEANICA CONSULTANCY SERVICES - ENVIRONMENTAL	31/10/2013	5,157.25
EF074426	25096	TECHNICAL RECIPIENT CONSULTANCY SERVICES	31/10/2013	2,500.00
EF074427	25102	FREMANTLE MOBIL WELDING SERVICES	31/10/2013	3,234.51
EF074428	25115	FIG INVESTMENT MANAGEMENT SERVICES	31/10/2013	2,750.00
EF074429	25117	KIDSAFE WESTERN PLAYGROUND AUDITS	31/10/2013	4,125.00
EF074430	25121	IMAGE SOURCE	31/10/2013	7,313.90
EF074431	25126	ASH'S MECHANICA MECHANICAL SERVICES	31/10/2013	26,175.60
EF074432	25127	MILMAR DISTRIBUTION PRINTING SERVICES - ID CARDS	31/10/2013	25.80
EF074433	25158	MPIRE SECURITY SECURITY SERVICES	31/10/2013	4,703.79
EF074434	25190	GARBOLOGIE MATTRESS RECYCLING	31/10/2013	457.60
EF074435	25191	HUNTINGDALE TEE REGISTRATION FEES	31/10/2013	400.00
EF074436	25192	CANNING COSMOS REGISTRATION FEES	31/10/2013	180.00
EF074437	25196	BALLOONS CREATION BALLOON SUPPLY	31/10/2013	500.00
EF074438	25201	J TAGZ PTY LTD WRISTSTRAPS	31/10/2013	1,534.50
EF074439	25207	LISA DYMOND CONSULTANCY SERVICES	31/10/2013	350.00
EF074440	25209	CURNOW GROUP PT ASPHALTING SERVICES	31/10/2013	26,762.84
EF074441	25263	SYSTEM MAINTENANCE SEWERAGE PUMP MAINTENANCE	31/10/2013	680.79

EF074442	25284	BICTON NETBALL REGISTRATION FEES	31/10/2013	400.00
EF074443	25285	GIRL GUIDES WA REGISTRATION FEES	31/10/2013	200.00
EF074444	25286	NEIL DOUGLAS MC COURSE FEES	31/10/2013	3,000.00
EF074445	25288	THE GREEN SCENE AUSTRALIA LIVING SMART COURSE	31/10/2013	2,595.00
EF074446	25324	MOVE SAFE TRAINING SERVICES	31/10/2013	831.60
EF074447	14243	JOHN PEARSON REFUND	31/10/2013	300.00
EF074448	21249	RON FARRIS REAL RATES REFUND	31/10/2013	782.27
EF074449	22977	ADELINA DELBARR RATES REFUND	31/10/2013	5,026.29
EF074450	24561	GREGORY FLYNN CAT STERILISATION CONTRIBUTION	31/10/2013	50.00
EF074451	25327	MARK CAPLE CAT STERILISATION REFUND	31/10/2013	50.00
EF074452	25328	JASMIN SUTCLIFF CAT STERILISATION REFUND	31/10/2013	50.00
EF074453	25329	LAURIE TORPSTRO CAT STERILISATION REFUND	31/10/2013	50.00
EF074454	25336	PAVEL YAKIMENKO CROSSOVER REFUND	31/10/2013	300.00
EF074455	25337	ANNETTE LENARZ CROSSOVER REFUND	31/10/2013	300.00
EF074456	25346	SANDRA FONSECA RATES REFUND	31/10/2013	1,283.50
EF074457	25347	COMPASS GROUP A RATES REFUND	31/10/2013	16,733.22
EF074458	25348	HARCOURTS VOGUE RATES REFUND	31/10/2013	368.92
EF074459	25349	SHANE NICHOLAS RATES REFUND	31/10/2013	914.93
EF074460	25351	ACTIV FOUNDATIO RATES REFUND - OVERCHARGE	31/10/2013	1,847.78
EF074461	11794	SYNERGY ELECTRICITY USAGE/SUPPLIES	31/10/2013	307,868.00
EF074462	12025	TELSTRA CORPORATION COMMUNICATIONS SERVICES	31/10/2013	24,462.91
025655	13932	ARMAGUARD BANKING SERVICES	2/10/2013	1,624.45
025656	10589	FINES ENFORCEMENT REGISTRY FINES ENFORCEMENT FEES	3/10/2013	1,462.00
025657	13932	ARMAGUARD BANKING SERVICES	9/10/2013	1,935.35
025658	13932	ARMAGUARD BANKING SERVICES	16/10/2013	3,170.10
025659	11790	WESTERN AUSTRAL PLANNING APPLICATION	21/10/2013	572.00
025660	13932	ARMAGUARD BANKING SERVICES	23/10/2013	2,877.60
025661	13932	ARMAGUARD BANKING SERVICES	30/10/2013	3,275.45
025662	10747	IINET LIMITED INTERNET SERVICES	30/10/2013	649.45
025663	14596	TOWEL2GO PTY LTD SPORTING GOODS	30/10/2013	251.00
025664	15627	STEVE (STEPHANIE) SMITH TRAINING SERVICES	30/10/2013	750.00

025665	22680	LEONARD THORN CULTURAL PRESENTATION SERVICES	30/10/2013	300.00
025666	25193	HILTI AUST PTY POWER AND CORDLESS TOOLS	30/10/2013	3,121.39
025667	25344	TA & SM JAMES RATES REFUND	31/10/2013	1,516.72
025668	25345	ST & GR FINLAYS RATES REFUND	31/10/2013	497.50
025669	10047	ALINTA ENERGY GAS SUPPLIES	31/10/2013	1,458.80
025670	11758	WATER CORP WATER USAGE SUPPLIES	31/10/2013	18,023.25
TOTAL				9,486,736.77
ADD RETENTION HELD NIL				
LESS PRIOR PERIOD CANCELLED CHEQUES/EFTS				
EF072115	24998	IAN BROWN	7/10/2013	400.00
EF073074	16866	CITY OF COCKBURN	1/10/2013	220.00
EF073458	10612	FORCORP PTY LTD	1/10/2013	2,618.00
EF073608	14631	WASTE GAS RESOURCES PTY LTD	1/10/2013	9,075.00
EF073867	10196	BIBRA LAKE RESIDENTS ASSOCIATION	21/10/2013	104.00
EF073889	17040	DEPARTMENT OF PREMIETR AND CABINET	7/10/2013	211.96
EF073928	11868	ALISTAIR EDWARDS	21/10/2013	400.00
EF073950	24262	STEVEN & ANNE PUGH	21/10/2013	100.00
EF073964	25298	KYE PUGH	21/10/2013	50.00
				13,178.96
CHEQUE LIST TOTAL				9,473,557.81
TOTAL AS PER AP SOURCE 13GLACT9991000				9,473,557.81
TOTAL AS PER TR SOURCE 13GLACT9991000				9,473,557.81
ADDITIONAL DIRECT PAYMENTS				
BANK FEES				
MERCHANT FEES COC				25,540.48
MERCHANT FEES SLLC				3,234.17
MERCHANT FEES VARIOUS OUT CENTRES				293.25
NATIONAL BPAY CHARGE				3,230.77
RTGS/ACLR FEE				-
NAB TRANSACT FEE				6,602.98
				38,901.65
FAMILY DAY CARE AND IN HOME CARE PAYMENTS				
FDC PAYMENTS				46,738.03
IHC PAYMENTS				79,821.90
				126,559.93
PAYROLL TRANSACTIONS				
COC 01/10/13		CITY OF COCKBURN 042958		259,690.05
COC 08/10/13		CITY OF COCKBURN 042958		749,760.31
COC 15/10/13		CITY OF COCKBURN 042958		262,578.30
COC 16/10/13		CITY OF COCKBURN 042958		2,595.11
COC 18/10/13		CITY OF COCKBURN 042958		6,317.42
COC 22/10/13		CITY OF COCKBURN 042958		763,812.29
COC 24/10/13		CITY OF COCKBURN 042958		231.30
COC 29/10/13		CITY OF COCKBURN 042958		259,337.11
				2,304,321.89
CREDIT CARD PAYMENTS				
CBA CREDIT CARD PAYMENT				42,615.18
				42,615.18
TOTAL PAYMENTS FOR OCTOBER				11,985,956.46

PAYMENT SUMMARY

CHEQUE PAYMENTS

CHQ025655 – CHQ025670

CANCELLED PAYMENTS

EF072115
EF073074
EF073458
EF073608
EF073867
EF073889
EF073928
EF073950
EF073964

ELECTRONIC FUNDS TRANSFER PAYMENT

EF073865 – EF074462

STATEMENT OF FINANCIAL ACTIVITY

OCM 12/12/2013 - Item 15.2 - Attach 1

for the period ended 31 October 2013

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget		Revised Budget	Adopted Budget
	\$	\$	%	\$		\$	\$
Operating Revenue							
Governance	63,686,005	61,930,668	3%	1,755,338	√	67,754,883	67,587,336
Financial Services	474,605	282,483	68%	192,122	√	684,954	684,954
Information Services	310	1,237	-75%	(927)		3,706	3,706
Human Resource Management	92,232	44,596	107%	47,636		133,789	133,789
Library Services	19,679	19,404	1%	275		49,532	49,532
Community Services	4,133,319	4,294,820	-4%	(161,501)	X	7,271,860	6,898,253
Human Services	2,982,379	2,352,793	27%	629,587	√	6,499,950	6,414,360
Corporate Communications	5,128	9,167	-44%	(4,039)		14,872	12,736
Development Services	1,830,231	1,600,830	14%	229,401	√	3,474,611	3,310,270
Planning Services	771,504	397,373	94%	374,130	√	1,284,514	1,279,514
Waste Services	22,230,926	22,923,760	-3%	(692,834)	X	36,109,491	36,102,121
Parks & Environmental Services	57,327	28,145	104%	29,181		33,166	6,963
Engineering Services	89,386	85,660	4%	3,726		208,988	208,988
Infrastructure Services	51,713	49,046	5%	2,666		54,592	8,304
	96,424,744	94,019,982	3%	2,404,762		123,578,908	122,700,826
Less: Restricted Grants & Contributions b/fwd	(2,518,892)	-	0%	(2,518,892)		-	-
Total Operating Revenue	93,905,852	94,019,982	0%	(114,130)		123,578,908	122,700,826
Operating Expenditure							
Governance	(995,362)	(1,397,607)	-29%	402,246	√	(4,996,785)	(4,942,112)
Financial Services	(3,055,158)	(2,897,238)	5%	(157,920)	X	(5,327,789)	(5,287,789)
Information Services	(1,599,999)	(1,647,442)	-3%	47,442		(4,366,942)	(4,126,942)
Human Resource Management	(804,305)	(785,485)	2%	(18,820)		(2,253,541)	(2,221,344)
Library Services	(925,374)	(895,689)	3%	(29,684)		(2,794,948)	(2,778,074)
Community Services	(2,496,892)	(2,799,540)	-11%	302,648	√	(9,388,571)	(9,087,564)
Human Services	(2,400,769)	(2,371,005)	1%	(29,764)		(7,681,073)	(7,582,097)
Corporate Communications	(608,108)	(640,809)	-5%	32,701		(2,611,893)	(2,592,517)
Development Services	(1,414,824)	(1,467,655)	-4%	52,831		(4,846,018)	(4,681,677)
Planning Services	(647,310)	(433,946)	49%	(213,363)	X	(1,480,501)	(1,454,445)
Waste Services	(5,972,029)	(6,669,578)	-10%	697,548	√	(19,944,658)	(19,937,008)
Parks & Environmental Services	(2,949,854)	(3,459,389)	-15%	509,536	√	(10,619,912)	(10,482,547)
Engineering Services	(2,526,867)	(2,450,006)	3%	(76,862)		(7,578,222)	(7,578,222)
Infrastructure Services	(2,487,479)	(2,522,453)	-1%	34,974		(7,748,357)	(7,681,404)
	(28,884,329)	(30,437,843)	-5%	1,553,514		(91,639,209)	(90,433,743)

STATEMENT OF FINANCIAL ACTIVITY

for the period ended 31 October 2013

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
	\$	\$	%	\$	\$	\$
Less: Net Internal Recharging	924,178	1,028,499	-10%	(104,321) X	3,085,871	3,085,871
Add: Reverse Impairment Charge - Investments	-	-	0%	-	-	-
Add: Depreciation on Non-Current Assets						
Computer & Electronic Equip	(52,040)	(46,752)	11%	(5,288)	(140,256)	(140,256)
Furniture & Equipment	(56,509)	(54,556)	4%	(1,953)	(163,668)	(163,668)
Plant & Machinery	(1,018,432)	(1,078,920)	-6%	60,488	(3,236,760)	(3,236,760)
Buildings	(1,083,563)	(1,234,204)	-12%	150,641 ✓	(3,943,239)	(3,943,239)
Roads	(3,038,637)	(3,094,664)	-2%	56,027	(9,283,992)	(9,283,992)
Drainage	(734,974)	(751,084)	-2%	16,110	(2,253,252)	(2,253,252)
Footpaths	(372,720)	(372,844)	0%	124	(1,118,532)	(1,118,532)
Parks Equipment	(1,026,494)	(688,916)	49%	(337,578) X	(2,066,748)	(2,066,748)
	(7,383,369)	(7,321,940)	1%	(61,429)	(22,206,447)	(22,206,447)
Total Operating Expenditure	(35,343,521)	(36,731,284)	-4%	1,387,763	(110,759,785)	(109,554,318)
Change in Net Assets Resulting from Operations	58,562,331	57,288,698	2%	1,273,634	12,819,123	13,146,507
Non-Operating Activities						
Profit/(Loss) on Assets Disposal						
Plant & Machinery	62,856	66,529	-6%	(3,673)	(417,141)	(627,141)
Freehold Land	333,282	450,000	-26%	(116,718) X	4,636,427	2,783,700
Furniture & Office Equipment	-	-	0%	-	-	-
Buildings	-	-	0%	-	-	-
	396,137	516,529	-23%	(120,392)	4,219,286	2,156,559
Less: Movement in Joint Venture	-	-			-	-
Less: Underground Power Infrastructure Contribution	-	-	0%	-	(1,040,000)	(1,040,000)
Asset Acquisitions						
Land and Buildings	(1,734,058)	(17,073,203)	-90%	15,339,145 ✓	(41,508,406)	(25,506,000)
Infrastructure Assets	(3,300,911)	(2,058,771)	60%	(1,242,140) X	(23,934,894)	(17,713,224)
Plant and Machinery	(482,860)	(413,000)	17%	(69,860)	(4,649,213)	(3,899,500)
Furniture and Equipment	(2,777)	(24,932)	-89%	22,155	(26,800)	(24,000)
Computer Equipment	(87,992)	(499,904)	-82%	411,912 ✓	(1,412,715)	(540,000)
Note 1.	(5,608,598)	(20,069,809)	-72%	14,461,212	(71,532,027)	(47,682,724)
Add: Transfer to Reserves	(4,054,222)	(3,485,787)	16%	(568,434) X	(35,191,519)	(33,226,292)
	49,295,650	34,249,630	44%	15,046,019	(90,725,137)	(66,645,950)

STATEMENT OF FINANCIAL ACTIVITY

for the period ended 31 October 2013

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
	\$	\$	%	\$	\$	\$
Add Funding from						
Grants & Contributions - Asset Development	3,563,188	1,969,458	81%	1,593,730 ✓	8,177,935	5,629,495
Less: held in restricted funds from prior years	(739,916)	(27,033)	2637%	(712,884) X	(27,033)	-
Proceeds on Sale of Assets	662,126	814,500	-19%	(152,374) X	8,070,227	6,007,500
Reserves	2,976,899	20,214,346	-85%	(17,237,447) X	51,556,239	36,284,216
Loan Funds Raised	-	-	0%	-	-	-
Contributed Developer Assets	-	-	0%	-	-	-
	55,757,946	57,220,901	-3%	(1,462,956)	(22,947,769)	(18,724,739)
Less: Transfer from Reserves - Impaired Investments	-	-	0%	-	-	-
Non-Cash/Non-Current Item Adjustments						
Depreciation on Assets	7,383,369	7,321,940	1%	61,429	22,206,447	22,206,447
Profit/(Loss) on Assets Disposal	(396,137)	(516,529)	-23%	120,392 ✓	(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	446,634	-	0%	446,634 ✓	-	-
Net Change in Restricted/Committed Cash	3,258,808	27,033	11955%	3,231,776 ✓	27,033	-
Deferred Pensioners Adjustment	-	-	0%	-	-	-
	66,450,620	64,053,345	4%	2,397,275	(6,258,724)	0
Opening Funds	11,247,256	10,066,620	71%	1,180,636	10,066,620	-
Closing Funds	77,697,876	74,119,965	10%	3,577,911	309,351	-
	-	-		-	-	-

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:

	Actuals	Commitments at Month End	Commitments & Actuals YTD	YTD Revised Budget	Full Year Revised Budget	Uncommitted at Month End
	\$	\$			\$	\$
Assets Classification						
Land and Buildings	(1,734,058)	(33,247,348)	(34,981,406)	(17,073,203)	(41,508,406)	6,526,999
Infrastructure Assets	(3,300,911)	(1,767,382)	(5,068,293)	(2,058,771)	(23,934,894)	18,866,601
Plant and Machinery	(482,860)	(136,886)	(619,746)	(413,000)	(4,649,213)	4,029,467
Furniture and Equipment	(2,777)	(19,696)	(22,473)	(24,932)	(26,800)	4,327
Computer Equipment	(87,992)	(282,193)	(370,185)	(499,904)	(1,412,715)	1,042,529
	(5,608,598)	(35,453,506)	(41,062,103)	(20,069,809)	(71,532,027)	30,469,924

Note 2.

Closing Funds in the Financial Activity Statement are represented by:

	Actuals	YTD Revised Budget	Full Year Revised Budget	Adopted Budget
	\$	\$	\$	\$
Current Assets				
Cash & Investments	135,438,039	103,245,948	52,388,049	65,409,779
Rates Outstanding	26,302,203	22,053,528	-	-
Rubbish Charges Outstanding	1,776,283	3,390,494	-	-
Sundry Debtors	6,316,464	3,820,473	-	-
GST Receivable	487,611	-	-	-
Prepayments	(0)	-	-	-
Accrued Debtors	323,198	-	-	-
Stock on Hand	37,121	-	-	-
	170,680,919	132,510,443	52,388,049	65,409,779
Current Liabilities				
Creditors	(10,629,504)	(10,174,164)	-	-
Income Received in Advance	52,856	-	-	-
GST Payable	(256,544)	-	-	-
Withholding Tax Payable	-	-	-	-
Provision for Annual Leave	(2,573,100)	-	-	-
Provision for Long Service Leave	(2,037,437)	-	-	-
	(15,443,730)	(10,174,164)	-	-
Net Current Assets	155,237,189	122,336,280	52,388,049	65,409,779
Add: Non Current Investments	4,283,454	-	-	-
	159,520,643	122,336,280	52,388,049	65,409,779
Less: Restricted/Committed Assets				
Cash Backed Reserves #	(76,466,784)	(48,641,892)	(49,005,730)	(62,309,778)
Deposits & Bonds Liability *	(2,333,423)	-	-	-
Grants & Contributions Unspent *	(3,022,561)	(3,072,968)	(3,072,968)	(3,100,000)
	77,697,876	70,621,420	309,351	0
Closing Funds (as per Financial Activity Statement)	77,697,876	70,621,420	309,351	0

See attached Reserve Fund Statement

* See attached Reserve Funds Analysis

Document Set ID: 4205542

Version: 1, Version Date: 04/12/2014

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
					\$	\$	\$	\$
		Budget Adoption		Closing Funds Surplus(Deficit)				0
	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
				Closing Funds Surplus (Deficit)	0	314,526	5,175	309,351

Statement of Comprehensive Income *by Nature and Type*

for the period ended 31 October 2013

	Actual	Amended YTD Budget	\$ Variance to YTD Budget	Forecast	Amended Budget	Adopted Budget
	\$	\$	\$	\$	\$	\$
OPERATING REVENUE						
01 Rates	57,557,384	57,009,604	547,780	58,464,594	57,916,814	57,916,814
05 Fees and Charges	Note 1 30,433,656	30,506,228	(72,572)	50,198,639	50,271,211	50,208,232
10 Grants and Subsidies	2,987,691	4,846,483	(1,858,792)	7,871,068	9,729,860	9,046,274
15 Contributions, Donations and Reimbursements	518,013	298,607	219,406	825,538	606,132	474,614
20 Interest Earnings	2,404,460	1,355,707	1,048,752	6,093,578	5,044,826	5,044,826
25 Other revenue and Income	4,649	3,352	1,296	11,362	10,066	10,066
Total Operating Revenue	93,905,852	94,019,982	(114,130)	123,464,779	123,578,908	122,700,826
OPERATING EXPENDITURE						
50 Employee Costs - Salaries & Direct Oncosts	Note 2 (13,285,690)	(12,627,647)	(658,044)	(41,381,481)	(40,723,438)	(40,783,674)
51 Employee Costs - Indirect Oncosts	(209,759)	(206,540)	(3,218)	(935,719)	(932,501)	(929,483)
55 Materials and Contracts	Note 3 (9,395,464)	(11,228,053)	1,832,589	(32,923,764)	(34,756,353)	(33,543,022)
65 Utilities	(1,359,437)	(1,470,212)	110,775	(4,199,504)	(4,310,279)	(4,315,599)
70 Interest Expenses	-	-	-	(171,505)	(171,505)	(171,505)
75 Insurances	(2,183,611)	(2,005,067)	(178,544)	(2,183,611)	(2,005,067)	(2,005,067)
80 Other Expenses	(2,450,368)	(2,900,323)	449,955	(8,290,111)	(8,740,066)	(8,685,393)
85 Depreciation on Non Current Assets	(7,383,369)	(7,321,940)	(61,429)	(22,267,876)	(22,206,447)	(22,206,447)
96 Internal Recharging (Unbalanced)	(64)	1,282	(1,346)	2,876	4,222	4,222
Add Back: Indirect Costs Allocated to Capital Works	924,178	1,028,499	(104,321)	2,981,550	3,085,871	3,085,871
Total Operating Expenditure	(35,343,521)	(36,731,284)	1,387,763	(109,372,022)	(110,759,785)	(109,554,318)
CHANGE IN NET ASSETS RESULTING FROM OPERATING						
ACTIVITIES	58,562,331	57,288,698	1,273,634	14,092,757	12,819,123	13,146,507
NON-OPERATING ACTIVITIES						
11 Capital Grants & Subsidies	913,259	300,887	612,373	3,830,003	3,217,631	2,081,658
16 Contributions - Asset Development	2,649,928	1,668,571	981,357	5,941,661	4,960,304	3,547,837
95 Profit/(Loss) on Sale of Assets	396,137	516,529	(120,392)	4,098,894	4,219,286	2,156,559
57 Acquisition of Crown Land for Roads	-	-	-	-	-	-
58 Underground Power Scheme	-	-	-	-	(1,040,000)	(1,040,000)
Total Non-Operating Activities	3,959,325	2,485,987	1,473,338	13,870,559	11,357,221	6,746,054
NET RESULT	62,521,657	59,774,685	2,746,972	27,963,316	24,176,344	19,892,561

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
	\$	\$	\$	\$
<u>Community Services:</u>				
Recreational Services	139,727	196,695	524,136	524,136
South Lake Leisure Centre	944,636	902,639	2,941,890	2,941,890
Law and Public Safety	2,570,072	2,666,752	2,886,346	2,861,346
	3,654,435	3,766,086	6,352,372	6,327,372
<u>Waste Services:</u>				
Waste Collection Services	16,916,323	16,484,962	16,807,430	16,807,430
Waste Disposal Services	5,297,485	6,418,937	19,256,811	19,256,811
	22,213,807	22,903,899	36,064,241	36,064,241
	25,868,242	26,669,985	42,416,613	42,391,613

Note 2.

Additional information on Salaries and Direct On-Costs by each Division.

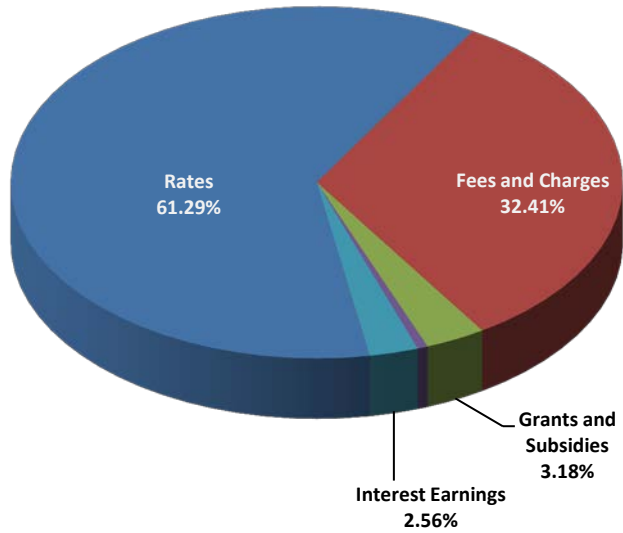
	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
Executive Division	(615,559)	(671,340)	(2,176,610)	(2,242,610)
Finance & Corporate Services Division	(2,042,515)	(1,950,949)	(6,150,515)	(6,150,515)
Community Services Division	(3,931,355)	(3,673,119)	(12,117,545)	(12,187,347)
Planning & Development Division	(1,586,101)	(1,469,311)	(4,819,124)	(4,743,558)
Engineering & Works Division	(5,110,160)	(4,862,929)	(15,459,644)	(15,459,644)
	(13,285,690)	(12,627,647)	(40,723,438)	(40,783,674)

Note 3

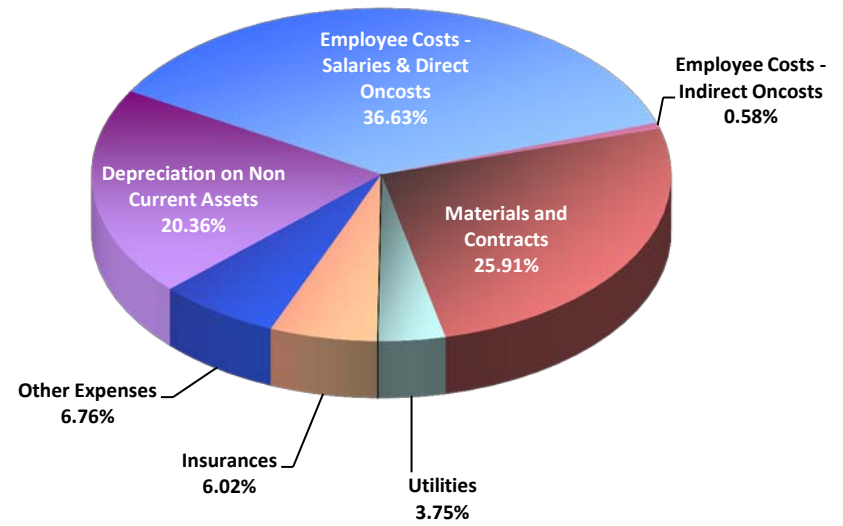
Additional information on Materials and Contracts by each Division.

	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
Executive Division	(344,560)	(558,371)	(1,905,190)	(1,839,190)
Finance & Corporate Services Division	(1,014,277)	(1,229,024)	(3,401,454)	(3,089,257)
Community Services Division	(2,043,863)	(2,472,688)	(8,161,070)	(7,652,734)
Planning & Development Division	(462,388)	(418,928)	(1,400,339)	(1,285,508)
Engineering & Works Division	(5,530,375)	(6,549,042)	(19,888,301)	(19,676,332)
Not Applicable	0	0	0	0
	(9,395,464)	(11,228,053)	(34,756,353)	(33,543,022)

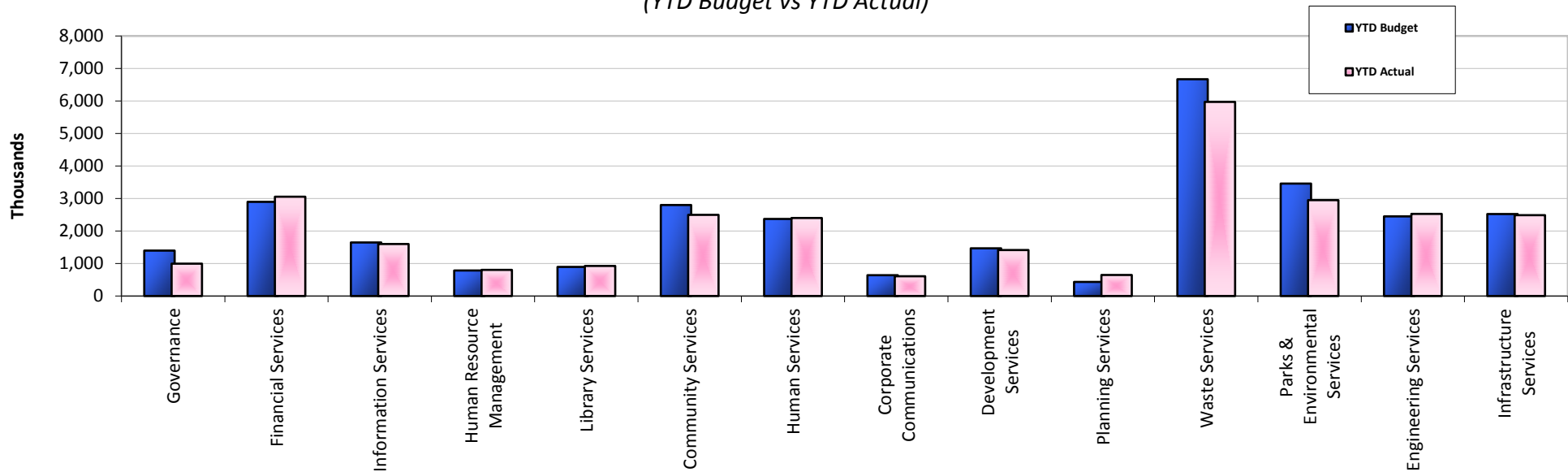
Operating Income by Nature and Type
(YTD Actual)



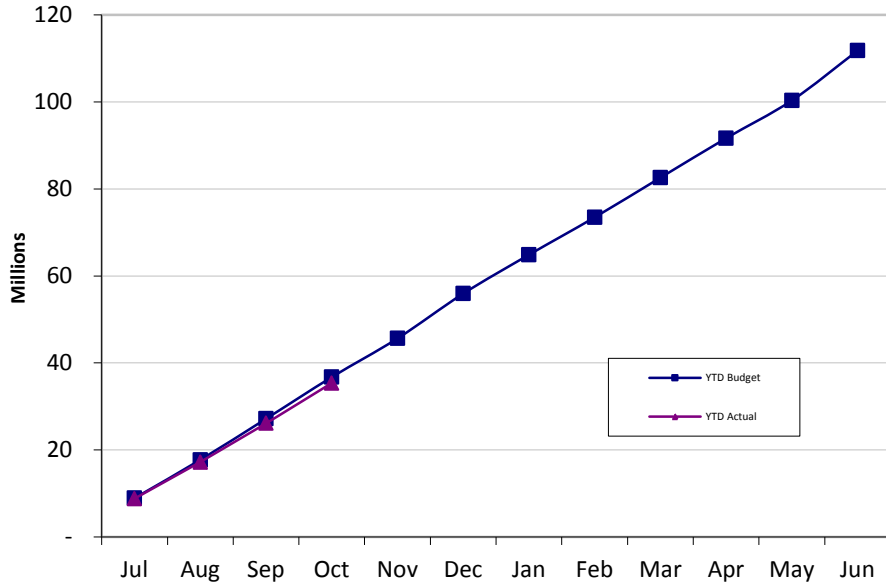
Operating Expenditure by Nature and Type
(YTD Actual)



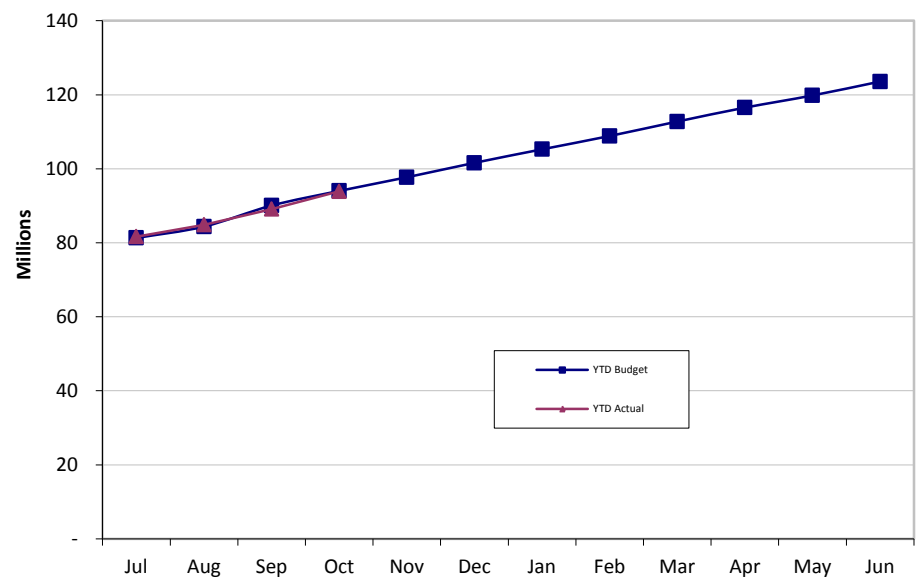
Operating Expenditure by Business Unit
(YTD Budget vs YTD Actual)



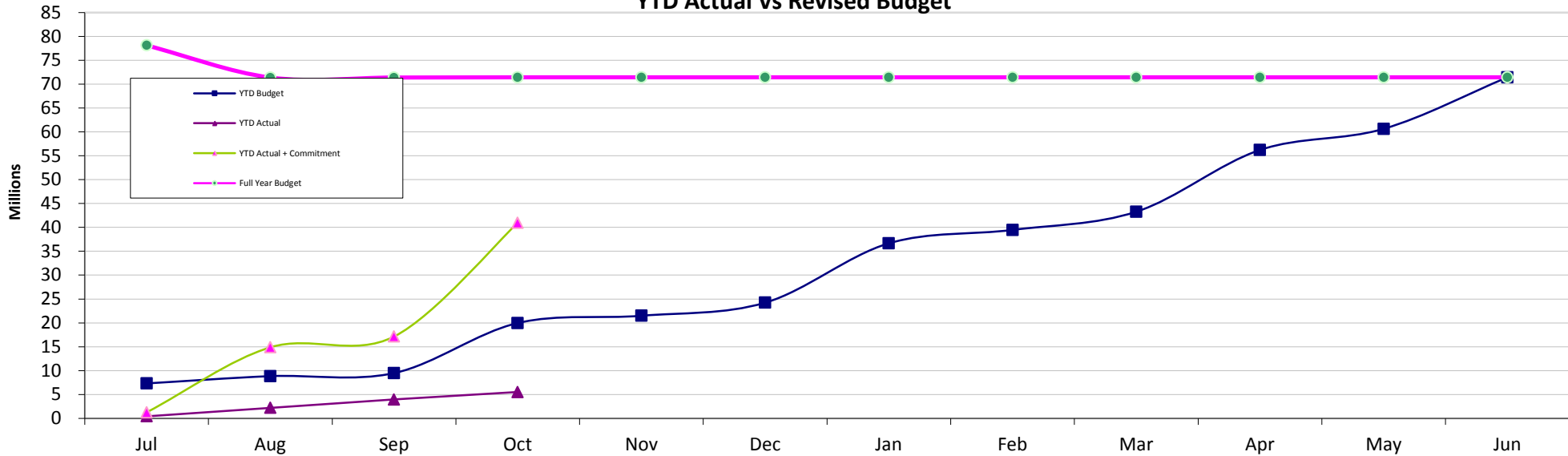
YTD Operating Expenditure Vs YTD Revised Budget



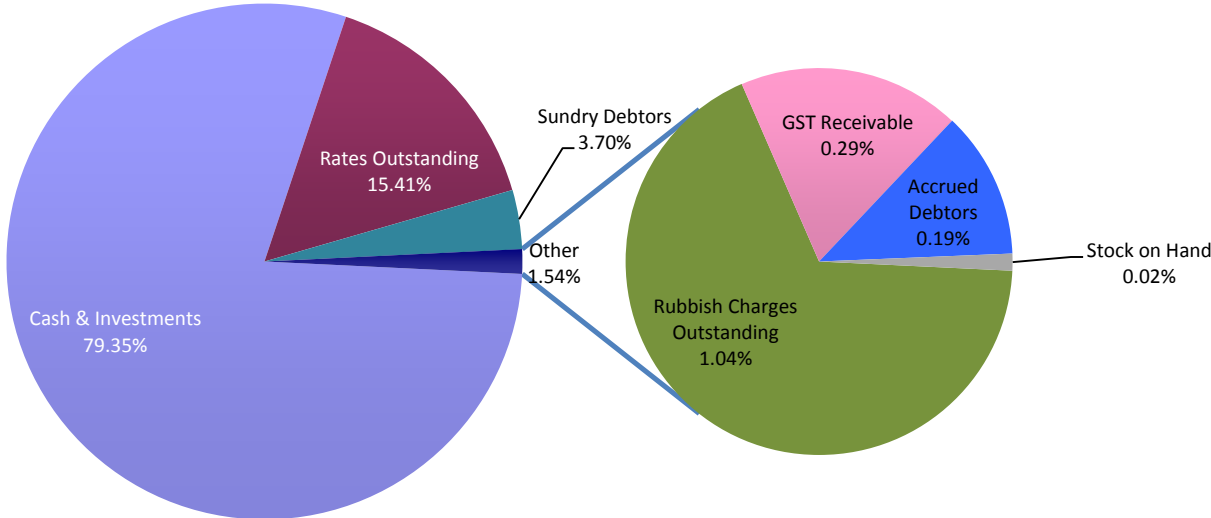
YTD Operating Income Vs YTD Revised Budget



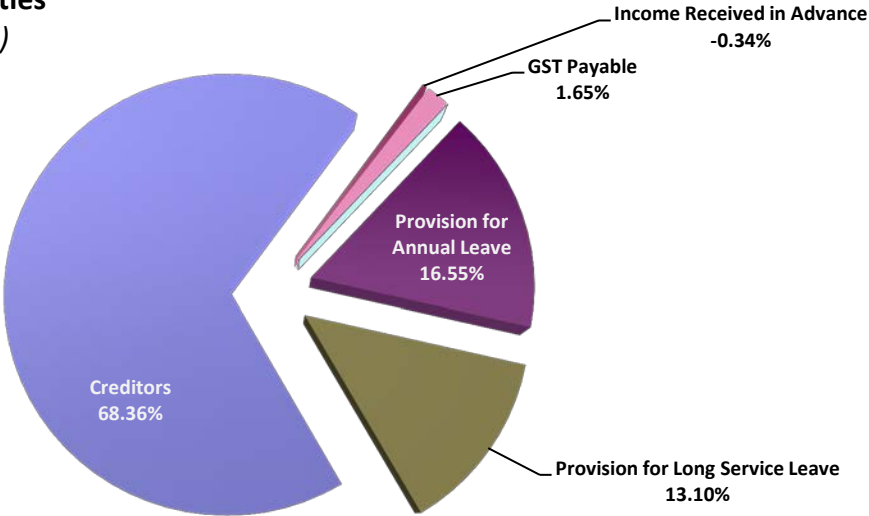
**Capital Expenditure
YTD Actual Vs Revised Budget**



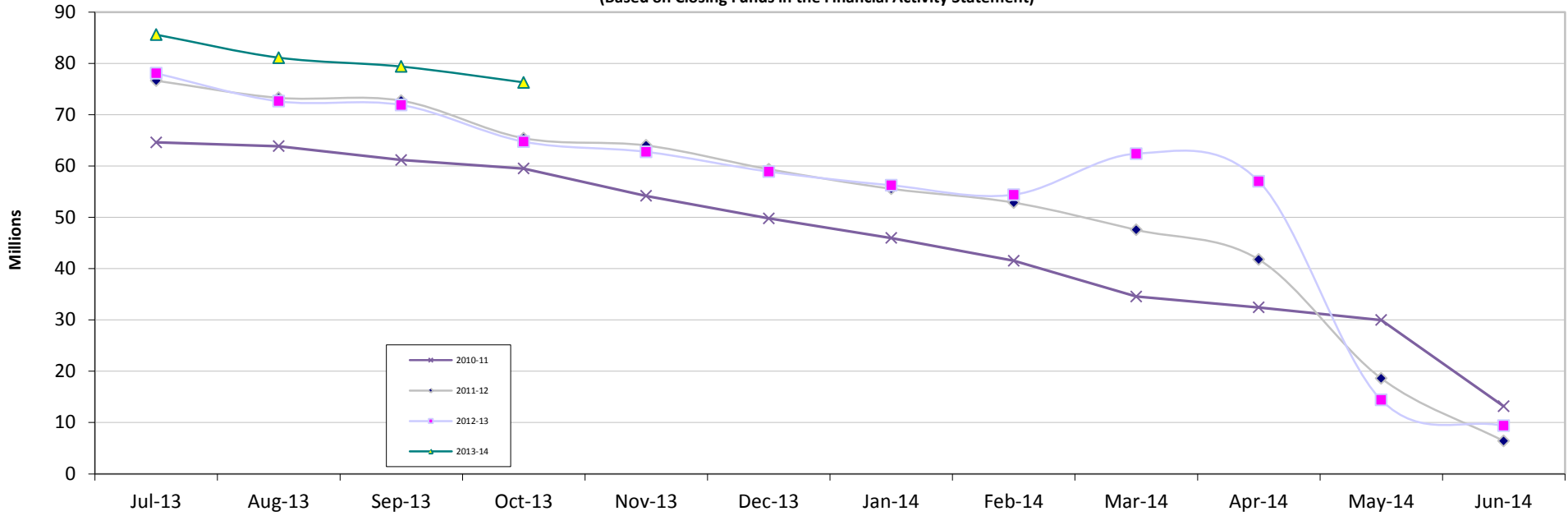
Current Assets
(YTD Actual)



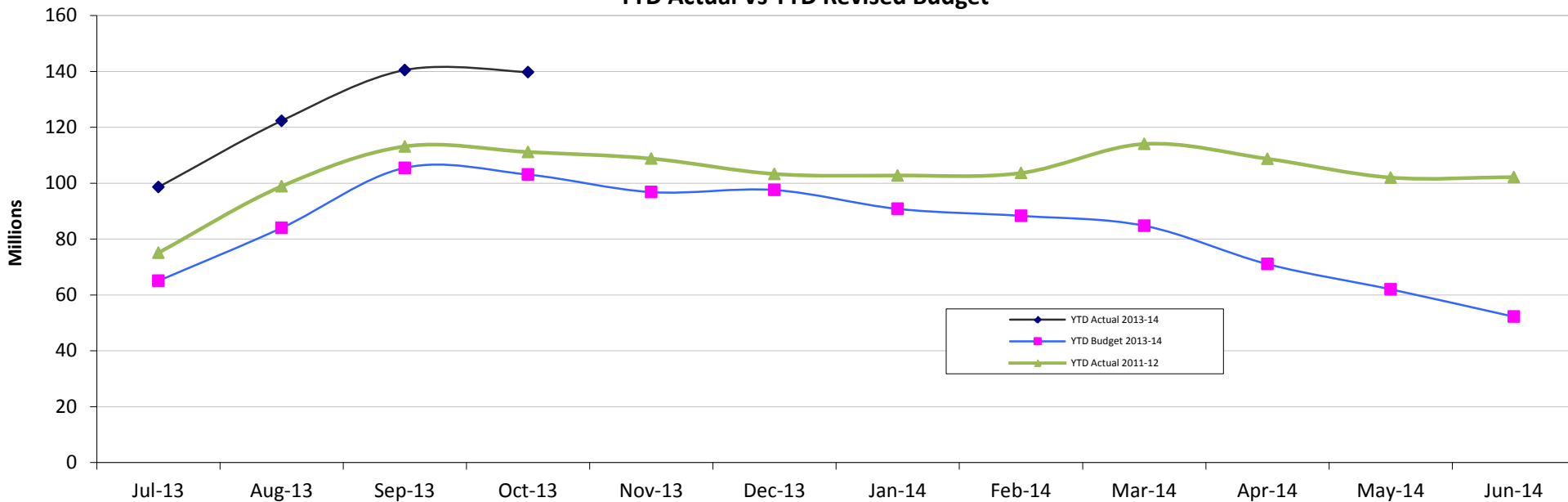
Current Liabilities
(YTD Actual)



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 31 Oct 2013

Particulars	Balance July 1st 2013	Add: Receipts/Jnls	Less: Payments/Jnls	Closing Balance
INFRASTRUCTURE CONTRIBUTIONS				
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
	2,575,360.07	-	-	2,575,360.07
CARRIED FORWARDS				
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	1,256,590.29 -	89,195.47
	3,706,009.07	939,335.36	4,198,143.61	447,200.82
TOTAL	6,281,369.14	939,335.36	4,198,143.61	3,022,560.89

NB. Total Receipts and Payments of Contributions/CF Grants is the balance of Restricted Funds Activities (883-890):

Receipts: -	939,335.36
Payments: -	4,198,143.61
Balance of Restricted Funds:	3,258,808.25



City of Cockburn - Reserve Funds

Financial Statement for Period Ending 31 October 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
Council Funded										
Bibra Lake Management Plan Reserve	946,772	1,014,207	-	8,944	-	-	(171,559)	(5,427)	775,213	1,017,723
Bibra Lake Nutrient Management	306,924	305,625	12,740	2,698	-	-	-	-	319,664	308,323
Carbon Pollution Reduct Scheme Res CPRS	1,120,000	-	-	1,747	1,100,000	328,494	-	-	2,220,000	330,240
Community Infrastructure	12,282,643	10,890,947	254,740	93,823	3,825,600	-	(14,297,842)	(208,598)	2,065,141	10,776,172
Community Surveillance Levy Reserve	101,452	498,556	28,950	3,464	193,294	-	(233,958)	(18,599)	89,738	483,422
Contaminated Sites	1,764,335	1,999,849	59,060	17,327	500,000	-	(200,000)	(10,227)	2,123,395	2,006,949
DCD Redundancies Reserve	2,824	2,916	-	26	-	-	-	-	2,824	2,942
Environmental Offset Reserve	223,187	357,376	-	3,120	-	-	(138,591)	(18,139)	84,596	342,357
Green House Emissions Reductions	309,895	579,053	16,220	5,111	200,000	-	(507,000)	(440)	19,115	583,724
Information Technology	70,206	428,166	34,740	3,760	124,671	-	(373,000)	(39,026)	(143,383)	392,900
Land Development & Investment Fund Reserve	10,110,579	13,933,953	347,370	122,934	7,173,727	460,000	(17,427,992)	(515,508)	203,684	14,001,378
Major Buildings Refurbishment	2,412,121	2,409,325	40,530	21,272	2,500,000	-	-	-	4,952,651	2,430,597
Mobile Rubbish Bins	195,472	209,552	22,000	1,699	-	-	(170,000)	(86,576)	47,472	124,675
Municipal Elections	492,988	493,285	15,060	4,355	-	-	(490,000)	-	18,048	497,640
Naval Base Shacks	592,990	596,438	18,530	5,270	158,854	-	(220,228)	(550)	550,147	601,158
Plant & Vehicle Replacement	3,349,030	3,731,633	92,640	32,736	3,469,500	-	(3,043,000)	(196,103)	3,868,170	3,568,266
Port Coogee Special Maintenance Reserve	773,924	809,083	25,480	7,021	235,000	-	(96,907)	(60,723)	937,497	755,382
Roads & Drainage Infrastructure	1,305,440	2,087,403	98,430	16,758	1,250,000	-	(2,984,325)	(799,332)	(330,456)	1,304,829
Staff Payments & Entitlements	2,291,917	2,261,717	150,530	19,349	105,000	-	(186,000)	(125,500)	2,361,447	2,155,566
Waste & Recycling	13,094,956	13,772,203	636,850	123,714	6,798,832	-	(3,130,930)	(32,000)	17,399,708	13,863,917
Waste Collection Levy	2,000	132,072	2,320	531	310,732	-	-	-	315,052	132,604
Workers Compensation	400,820	399,501	16,220	3,527	-	-	-	-	417,040	403,028
POS Cash in Lieu (Restricted Funds)	3,546,626	4,031,593	142,470	35,595	-	-	(480,000)	(436,363)	3,209,096	3,630,824
	55,697,101	60,944,452	2,014,880	534,783	27,945,210	788,494	(44,151,332)	(2,553,111)	41,505,859	59,714,618
Grant Funded										
Aged & Disabled Vehicle Expenses	413,361	424,948	9,170	3,752	68,496	-	(72,000)	(16,000)	419,027	412,700
Cockburn Super Clinic Reserve	176,310	4,242,180	173,690	37,001	-	-	(4,703,516)	(160,007)	(4,353,516)	4,119,175
Family Day Care Accumulation Fund	64,432	64,233	2,500	567	-	-	(2,800)	-	64,132	64,800
Naval Base Shack Removal Reserve	263,232	272,408	5,715	2,405	54,000	-	-	-	322,947	274,813
UNDERGROUND POWER	1,826,959	1,301,740	-	11,416	1,200,000	-	(2,412,063)	(36,586)	614,896	1,276,570
Welfare Projects Employee Entitlements	400,362	452,182	16,911	4,013	-	-	(11,060)	(2,748)	406,214	453,447
	3,144,656	6,757,691	207,986	59,154	1,322,496	-	(7,201,438)	(215,341)	(2,526,300)	6,601,504
Development Cont. Plans										
Aubin Grove DCA	147,345	167,325	21,604	1,477	-	-	(5,310)	-	163,639	168,802
Community Infrastructure DCA 13	2,970,314	3,361,786	105,715	39,314	2,000,000	2,372,344	(85,311)	-	4,990,718	5,773,444
Gaebler Rd Development Cont. Plans	410,064	760,607	4,944	6,715	-	-	(8,610)	-	406,398	767,322
Hammond Park DCA	374,581	(9,371)	-	(83)	383,540	-	-	-	758,121	(9,454)
Munster Development	677,227	724,330	8,498	6,395	8,753	-	(12,410)	-	682,068	730,725
Muriel Court Development Contribution	155,936	(43,595)	-	(679)	206,000	-	(22,210)	(140,262)	339,726	(184,536)
Packham North - DCA 12	278,088	(18,720)	-	(308)	515,000	-	(6,860)	(68,185)	786,228	(87,213)
Solomon Road DCA	244,129	97,272	-	1,094	257,500	111,919	(15,060)	-	486,569	210,285

Success Lakes Development	217,085	1,582,041	-	13,969	-	-	(5,310)	-	211,775	1,596,010
Success Nth Development Cont. Plans	607,773	601,206	10,661	5,308	10,981	-	(10,410)	-	619,005	606,515
Thomas St Development Cont. Plans	11,404	11,778	-	104	-	-	-	-	11,404	11,882
Wattleup DCA 10	-	(4,674)	-	(41)	-	-	(13,010)	-	(13,010)	(4,715)
Yangebup East Development Cont. Plans	74,701	188,928	3,986	1,668	57,150	-	(9,010)	-	126,827	190,596
Yangebup West Development Cont. Plans	357,299	268,405	10,712	3,061	95,903	109,533	(7,210)	-	456,704	380,999
	6,525,945	7,687,318	166,120	77,993	3,534,827	2,593,797	(200,721)	(208,447)	10,026,171	10,150,662
Total Reserves	65,367,702	75,389,461	2,388,986	671,931	32,802,533	3,382,290	(51,553,491)	(2,976,899)	49,005,730	76,466,784

Variance Analysis						
Municipal Financial Activity Statement for the period ended 31 October 2013						
	YTD Actuals	YTD Revised Budget	Full Year Revised Budget	YTD Variance	√ = Favourable X = Unfavourable	Oct-13
	\$	\$	\$	\$		
OPERATING REVENUE						
Governance	63,686,005	61,930,668	67,754,883	1,755,338	√	GRV Industrial Rates and GRV Commercial Rates received are \$130k and \$592k ahead from ytd budget respectively. Interest earnings from Municipal and Rates are \$765k and \$204k over ytd budget respectively. However, GRV part year Rates received are \$133k under ytd budget. Favourable variance \$153k from the ATO due to understated Fuel Tax Credit claim from 2006.
Financial Services	474,605	282,483	684,954	192,122	√	Income received from Rates - Administration Fees is \$155k ahead from ytd budget.
Community Services	4,133,319	4,294,820	7,271,860	(161,501)	X	Income received from Law & Public Safety and Recreation Services are \$115k and \$125k under ytd budget respectively.
Human Services	2,982,379	2,352,793	6,499,950	629,587	√	Income received from Family Services is \$121k over ytd budget due to the surplus b/f from previous year. HACC operating grant received is \$376k over ytd budget.
Development Services	1,830,231	1,600,830	3,474,611	229,401	√	Income received from development application fees and fines & penalties are \$201k and \$121k over ytd budget respectively. Income received from building licenses are \$136k under ytd budget.
Planning Services	771,504	397,373	1,284,514	374,130	√	Lease revenue received from Naval Base Chalets is \$421k over ytd budget. Cashflow will be corrected next month. Income received from Commercial Property Leases are \$110k under ytd budget.
Waste Services	22,230,926	22,923,760	36,109,491	(692,834)	X	Landfill fees received are \$1.1m under ytd budget. MSW & Recycling Removal Levy received is \$431k over ytd budget.
OPERATING EXPENDITURE						
Governance	995,362	1,397,607	4,996,785	402,246	√	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	3,055,158	2,897,238	5,327,789	(157,920)	X	Plant Insurance Premium is ahead of ytd budget by \$123k .
Community Services	2,496,892	2,799,540	9,388,571	302,648	√	Expenditures in Materials & Contracts of Law Public Safety are under ytd budget by \$146k . Expenditures in Community Development Operating Projects are \$108k under ytd budget.
Planning Services	647,310	433,946	1,480,501	(213,363)	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	5,972,029	6,669,578	19,944,658	697,548	√	The internal tipping charges for COC Commercial MGB & Diversion is overspent by \$234k . Contract expenses for Entry fees for recyclables is under ytd budget by \$115k . Waste Disposal Services are underspent against its ytd budget, mainly due to contract expenses of Henderson Waste Recovery Park \$157k and expenses in Landfill Levy \$343k .
Parks & Environmental Services	2,949,854	3,459,389	10,619,912	509,536	√	Contract Expenses in Environmental Management and Parks Construction & Maintenance are underspent by \$305 and \$299k respectively.
ADDITIONAL FUNDING RECEIVED						
Grants & Contributions - Asset Development	3,563,188	1,969,458	8,177,935	1,593,730	√	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 \$266k and \$266k respectively.
Proceeds on Sale of Assets	662,126	814,500	8,070,227	(152,374)	X	Group of vehicles have not been sold, resulting in unfavourable variance of \$152k .

Capital Expenditure

for the period ended 31 October 2013

	Actuals	YTD Revised Budget	Full Year Revised Budget	\$ Variance to YTD Budget	v = Favourable x = Unfavourable	Explanation
	\$	\$	\$	\$		
SUMMARY						
Purchase of Land and Buildings	1,734,058	17,073,203	44,042,673	15,339,145	√	
Acquisition & Development of Infrastructure Assets	3,300,911	2,058,771	23,558,540	(1,242,140)	X	
Purchase of Plant and Machinery	482,860	413,000	5,543,561	(69,860)	X	
Purchase of Furniture and Equipment	2,777	24,932	11,736	22,155	√	
Purchase of Computer Equipment	87,992	499,904	2,974,879	411,912	√	
	5,608,598	20,069,809	76,131,390	14,461,212		
Material Variances Identified:						
<u>Works in Progress - Roads Infrastructure</u>						
2365 - HAMMOND RD [Russell/Bartram] - Construct 2nd cwy/ upgrade ve	864,200	425,489	4,341,351	(438,712)	X	Cashflow issue with regards to YTD budget. Water main relocation started October. Currently \$351k in committed orders.
2442 - Frankland Avenue construction Single carriaway Roper Bouleva	764,305	567,029	1,432,000	(197,276)	X	Cash flow issue with regards to YTD budget. Currently \$236k in committed orders. Major works completed October 2013, with a minor street lighting project to be started December
3545 - Beelias Drive Hammond Road North and South	327,941	141,390	0	(186,551)	X	Project combined with CW 2417, with costs been transferred into CW 3545. Budget from CW2417 yet to be transferred.
Sub Total	1,956,446	1,133,908	5,773,351	(822,539)		
<u>Freehold Land</u>						
1556 - Purchase of LOT 341 LAKEFRONT AVENUE, BEELIAR	436,364	160,000	480,000	(276,364)	X	Project completed within budget. Cashflow adjustment to be made.
1553 - Subdivision and development of Lot 915 and Reserve 38537	9,453	130,056	400,000	120,603	√	Anticipated to begin major works Jan 14. Approval from State government needed in writing to begin.
1539 - Subdivision Lot 702 Bellier Pl & Lot 65 Erpingham Rd	1,080	195,600	604,700	194,520	√	Project has been delayed due to accessing potential joint ventures. Expected to start major works April 14
Sub Total	446,896	485,656	1,484,700	38,760		
<u>Works in Progress - Buildings</u>						
006 - Coogee Surf Life Saving Club	540,754	412,036	5,235,144	(128,717)	X	Additional funds received. Project expected to be completed December 13.
005 - Cockburn Integrated Health Facilities	352,940	12,305,573	29,269,466	11,952,634	√	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 \$32 million in committed orders.
4449 - New Cockburn Central Aquatic & Recreation Centre	112,384	3,375,000	292,750	3,262,616	√	Consultancy underway. New funds needed and will be applied for in this financial year. Currently \$2.18m in committed orders.
Sub Total	1,006,078	16,092,610	34,797,360	15,086,532		