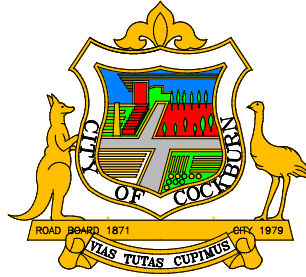


CITY OF COCKBURN



ORDINARY COUNCIL

AGENDA PAPER

FOR

THURSDAY, 11 APRIL 2013

CITY OF COCKBURN

SUMMARY OF AGENDA TO BE PRESENTED TO THE ORDINARY COUNCIL MEETING TO BE HELD ON THURSDAY, 11 APRIL 2013 AT 7:00 PM

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CITY OF COCKBURN

AGENDA TO BE PRESENTED TO THE ORDINARY COUNCIL MEETING TO BE HELD ON THURSDAY, 11 APRIL 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 11/04/2013) - ORDINARY COUNCIL MEETING - THURSDAY
14 MARCH 2013**

RECOMMENDATION

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

COUNCIL DECISION

**8.2 (OCM 11/04/2013) - SPECIAL COUNCIL MEETING - WEDNESDAY
27 MARCH 2013 (ATTACH)**

RECOMMENDATION

That Council adopt the Minutes of the Special Council Meeting held on Wednesday, 27 March 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 11/04/2013) - PROPOSED AMENDMENTS TO MUNSTER SUBURB BOUNDARY (159/008) (D GREEN) (ATTACH)

RECOMMENDATION

That Council

- (1) advise the Geographic Names Committee (GNC) that it supports the proposal to amend the boundary of the suburb of Munster to be included in the adjoining locality of Beeliar, as shown in the attachment to the Agenda; and
- (2) advise those landowners affected by this proposal that it is neither Council's nor the State Government's intention to rezone land contained within this area and that there will be no financial affect to the current circumstances associated with ownership of the land as a result of a change in locality name from Munster to Beeliar.

COUNCIL DECISION

Background

At the December, 2012, Ordinary Council Meeting, the following resolution was carried:

- (1) *conducts a survey of landowners affected by the proposals to change boundaries to the following localities :*
 1. *Spearwood to Coogee.*
 2. *Munster to (a) Henderson, (b) Coogee (c) Wattleup and (d) Beeliar.*
 3. *Henderson to Wattleup; and,*
 4. *The excision of part of Munster to form the new locality of "South Coogee".*

as shown in the attachments to the Agenda;

- (2) *subject to the majority of responses to each of the relevant surveys supporting the proposals, advise the Geographic Names Committee (GNC) of the outcome and request that the proposals be supported by the GNC; and*
- (3) *formally reconsider any of the proposals which are not supported by the majority of respondents to those proposals.*

Subsequently, correspondence was sent to all relevant landowners together with a submission form to be returned by the landowner to indicate either support or opposition to the various proposals.

In all but one case, there was significant support for each of the proposed amendments and these will be recommended to GNC in accordance with Council's previous resolution of December, 2012. The response data is provided as Attachment 2.

This report deals only with the area in which there was a greater number of submissions opposing the proposal than there was in support (Munster to Beeliar).

Submission

N/A

Report

The area in question is located in the far eastern sector of Munster, adjoining the current boundary of Beeliar. It comprises the land which has been excluded from the Latitude 32 development zone and is used

for rural purposes. The rationale for including this land in the suburb of Beeliar is to primarily differentiate the land use from the adjoining industrial zone. It is not expected this rural zoning will change in the future as the land consists largely of operating business enterprises and are in multiple ownership, which would tend to favour the retention of the status quo in the foreseeable future.

This was a point of contention in the past with some landowners concerned that this would present an opportunity to attract land developers and promote an extension of the Beeliar residential area as an alternative. This position was not based on any plans to rezone this area and would be unlikely in the future given the State Government interests in adjoining land which effectively sterilises the potential for nearby urban development.

However, as most of the landowners in this area are long term residents, this concern still appears to be present and the anecdotal feedback from those who oppose this proposal is that they wish to remain as is and not be subject to major lifestyle changes that would occur if the land is rezoned and developed for residential purposes.

Another issue of concern for some was the potential for increased land valuations, resulting in increased rates (Council and Watercorp) and insurance premiums.

The survey undertaken in this area was sent to 93 landholders. 26 respondents (28%) supported the change, while 32 respondents (34%) were opposed. There were 35 non respondents (38%). Significantly, of these, 25 individual properties are in the ownership of one State Government agency, being the Water Corporation. This represents 72% of those non respondents. On this basis, contact was made with the Property Branch of Watercorp to discuss its position on the proposal. The response was that as it had no effect on its landholdings, it was not concerned about the associated locality name. Consequently, it stated no interest in either supporting or opposing the proposal. Given this ambivalence, it can be reasonably concluded that only about one third of the landowners in this area of Munster actively oppose the proposal, while the remainder either support or have no interest, or concern, about the outcome.

Given that it is not possible to exclude this part of the proposal in isolation, and that there is general support for all other associated boundary adjustments by other affected landowners, it is recommended that Council supports the change to this locality and simultaneously informs those who registered their opposition that any concerns about a name change are unfounded and would not impact on the future land use or be associated with any negative financial impact as a result of being integrated with the suburb of Beeliar.

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.
- Communities that are connected, inclusive and promote intergenerational opportunities.
- Conservation of our heritage and areas of cultural significance

Leading & Listening

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

Budget/Financial Implications

N/A

Legal Implications

There are no legal implications however if the recommendation is adopted, the proposal is required to be submitted to and approved by the Geographic Names Committee (GNC), which operates under the auspice of the Department of Planning.

Community Consultation

All landholders affected by this and other proposed boundary amendments were contacted in writing and provided with an opportunity to support or oppose the proposals.

Landowners in the area of Munster directly affected by this specific proposal who did not initially respond were given a second and third opportunity to lodge their opinion. The Water Corporation, as a 27% stakeholder in this area, was subsequently contacted to verbally solicit feedback.

Attachment(s)

1. Map of Munster highlighting area directly affected by this report.
2. Results of survey responses (overall).

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 April 2013 Council Meeting.

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

Nil.

14. PLANNING AND DEVELOPMENT DIVISION ISSUES

14.1 (OCM 11/04/2013) - PROPOSED LIQUOR LICENCE - JANDAKOT JETS SENIOR FOOTBALL CLUB (5517049) (N JONES) (ATTACH)

RECOMMENDATION

That Council lodge a submission with the Director of Liquor Licensing supporting the proposed Club Restricted Liquor Licence for Jandakot Jets Senior Football Club at the Atwell Clubrooms, Brenchley Drive, Atwell, for the times specified in the report.

COUNCIL DECISION

Background

The Jandakot Jets Senior Football Club has expressed its intention to submit an application with the Director of Liquor Licensing for a Club Restricted Liquor Licence at the Atwell Clubrooms, Brenchley Drive Atwell. Guided by the City's *Position Statement – Liquor Licensed Premises*, the City will form an opinion on each new liquor licence and lodge a submission to the Director of Liquor Licensing to outline this opinion.

Submission

Jandakot Jets Senior Football Clubs, proposed Club Restricted Liquor Licence Application and Public Interest Assessment Report.

Report

The Jandakot Jets Senior Football Club (the Club) is entering its fifth season of operation at Atwell Clubrooms, Brenchley Drive Atwell. For the past four years the Club has provided liquor to its members under the authority of occasional liquor licences.

The Club has submitted a Public Interest Assessment Report (PIA) to the City's Health Services for assessment. The City's Health Services requested a number of changes and inclusions to the PIA, which have been completed to Health Services satisfaction. It is considered that the Public Interest Assessment is now ready for submission to the Director Liquor Licensing for a final decision to be made on granting of a Club Restricted Licence to the Jandakot Jets Senior Football Club. The following information within the PIA is particularly significant:-

"The Jandakot Jets Senior Football Club is applying for a Club Restricted License which will permit the serving of Members and their guests only during competition days and nights. No admission to the general public is permitted; nor is permission for the sale of liquor for consumption offsite sort.

Jandakot Jets Senior Senior Football Club is based at Atwell Oval with defined Bar and Serving areas (during operating hours) which doesn't allow for the admission of unaccompanied minors; or non-club members (as defined within the Club Restricted License guidelines).

Our club is a local sporting club which draws its members from the surrounding suburbs, therefore we have strong and eternal ties with our local community and the respect of that community towards our club and our club's members is vital to our survival and prosperity.

To control harm or ill health issues from the consumption of alcohol onsite, the club has created a Licensed Area – Code of Conduct for display within the club and on the club's website, a club Responsible Service of Alcohol policy also for display in the club. We also have produced a detailed management plan which all committee, members or employee's involved in the management or service of alcohol will be given. This will also be stored for reference in the licensed serving area.

The proposed hours of trade for the Club Restricted Licence are:

- *Tuesday..... 6.00 pm – 9.00 pm*
- *Thursday 6.00 pm – 9.00 pm*
- *Saturday 12.00 noon – 10.00 pm*

The Jandakot Jets Senior Football Club has operated out of the Atwell Oval premises for 4 years without incident or complaint.”

The Jandakot Jets Senior Football Club, Clubrooms are located within 50 metres of nearby residential properties and within approximately 200 metres of Atwell High School. However, as the Club Restricted Licence only permits to the sale of alcohol to the Football Club members and their guests, the impact of increased accessibility and availability of liquor within the immediate community, is considered to be negligible. It is also important to note, that the proposed hours of trade for the Club do not coincide with normal school hours of operation.

With regard to direct impacts on residents and the general management of harm or ill health, the Club has developed and included with their Public Interest Assessment, a Licensed Area – Code of Conduct, Responsible Service of Alcohol Policy and a Venue Management Plan. These documents will assist in communicating and guiding the decision making processes and expectations of all staff and members of the Club, associated with alcohol service and consumption.

As the Club is operating from premises located on City of Cockburn land (Reserve No. 43583R), the Director Liquor Licensing requires the consent of the City, as landowner, for approval of a liquor licence to be issued.

In conclusion the measures proposed to be employed by the club to restrict access by juveniles to alcohol and to minimise impact and harm on the local community are considered to be adequate. In addition, the approval of this liquor licence does not appear to represent a proliferation of liquor outlets in this area.

Therefore, it is recommended that the City advise the Director of Liquor Licensing that it has no objection to the proposed Club Restricted Liquor Licence for Jandakot Jets Senior Football Club located at the Atwell Clubrooms premises, Brenchley Drive, Atwell, and that it gives consent for a Club Restricted Liquor Licence to be granted by the Director of Liquor Licensing on City of Cockburn owned land, subject to:

- All advertising requirements detailed within the Department of Racing Gaming and Liquor's Club & Club Restricted Licence – Information Bulletin 17 being enforced (refer to details provided below under the heading “Community Consultation”)

Strategic Plan/Policy Implications

Community & Lifestyle

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

Environment & Sustainability

- Identification and minimisation of impacts to human health risk.

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

In accordance with The Department of Racing, Gaming and Liquor requirements, the proponent will be required to give notice to the local community, as follows:

1. Undertake a letter drop to residents and businesses within a 200 metre radius of the proposed premises, giving notice of the application and the intended manner of trade. This letter must be delivered on the first day of the advertising period and must identify the last date by which objections may be lodged with the licensing authority. The advertising period will be 28 days for a club licence and 14 days for a club restricted licence.
2. Serve notice of the application and intended manner of trade on all: schools and educational institutions; hospitals; hospices; aged care facilities; any drug and alcohol treatment centres; any short term accommodation or refuges for young people; child care centres; churches; any local government authority; and any local police stations, which may be situated in the specified locality of the proposed premises. This notice must be served on the first day of the advertising period and must identify the last date by which objections may be lodged with the licensing authority.
3. Advertise the application in The West Australian and on the site of the premises for a 28 day period (club licence).
4. Advertise the application on the site of the premises for a 14 day period (club restricted licence).

5. Make a copy of the Public Interest Assessment submissions available for public inspection at the place that has been identified in the letter drop and notice served.

The City will also consult with other users of the facility to ensure that their proposal is supported and does not cause any inconvenience to other users.

Attachment(s)

Diagram showing location of the area where liquor will be stored and served.

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 11 April 2013 Council Meeting.

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

Nil.

14.2 (OCM 11/04/2013) - PROPOSED LIQUOR LICENCE - PHOENIX LACROSSE CLUB (2200366) (N JONES) (ATTACH)

RECOMMENDATION

That Council lodge a submission with the Director of Liquor Licencing, advising that it has no objection to the proposed Club Restricted Liquor Licence for Phoenix Lacrosse Club at the Goodchild Park Clubrooms Ely Street, Hamilton Hill, 6163, for the times specified in the report.

COUNCIL DECISION

Background

The Phoenix Lacrosse Club has expressed its intention to submit an application with the Director of Liquor Licensing for a Club Restricted Liquor Licence at the Goodchild Park Clubrooms Ely Street, Hamilton

Hill, 6163. Guided by the City's *Position Statement – Liquor Licensed Premises*, the City will form an opinion on each new liquor licence and lodge a submission to the Director of Liquor Licensing to outline this opinion.

Submission

Phoenix Lacrosse Club's, proposed Club Restricted Liquor Licence Application and Public Interest Assessment Report.

Report

The Phoenix Lacrosse Club (the Club) has been operating at, Goodchild Park Clubrooms Ely Street, Hamilton Hill, 6163 for the past 12-months. The previous tenant of Goodchild Park Clubrooms (another sports club) is understood to have held a restricted club licence at the premises for many years, and therefore, this type of licence has been well tested in this location. The Phoenix Lacrosse Club operated with occasional liquor licenses throughout the past Lacrosse season.

The Club has submitted a Public Interest Assessment Report (PIA) to the City's Health Services for assessment. The City's Health Services requested a number of changes and inclusions to the PIA, which have been completed to Health Services satisfaction. It is considered that the Public Interest Assessment is now ready for submission to the Director Liquor Licensing for a final decision to be made on granting of a Club Restricted Licence.

By way of summary, the following details have been extracted from the Phoenix Lacrosse Club's Public Interest Assessment:

"Phoenix Lacrosse Club requests the grant of a restricted club liquor licence consistent with the type that is operated by the other 5 incorporated lacrosse clubs in Lacrosse WA (East Fremantle, Subiaco, Bayswater, Wembley and Wanneroo).

Phoenix Lacrosse Club is a well-managed community sporting organisation that has a strong history in engaging the local community in participating in the sport. The Club successfully ran the 2012 National Senior Lacrosse Championships in the Cockburn area, utilizing an Occasional Liquor Licence for the event, at two separate locations, without incident.

There will be no sale of packaged take away liquor.

A restricted club licence will benefit the Club to cater to the expectations of our members. The club will be able to increase

memberships and provide more service to the community, such as greater involvement in local schools (coaching clinics), and involvement in local council initiatives, such as the City of Cockburn's Champion Club Super Workshops.

Any financial benefit gained through liquor sales will be directed at improving the facilities which include:

- equipment for members,*
- clubroom maintenance,*
- training of junior players,*
- promotional events to improve the recruitment rate of new members,*
- maintaining and developing the club's fundraising activities targeted at our local community.*

In conclusion, the management committee believes that the grant of a restricted club liquor licence to Phoenix Lacrosse Club is in the public interest as detailed within and in accordance with provisions of section 48 of the Liquor Control Act 1988."

The proposed hours of trade for the Club Restricted Licence are:

Monday 6.00 pm – 9.00 pm
 Wednesday 6.00 pm – 9.00 pm
 Saturday 2.00 pm – 10.00 pm

The Phoenix Lacrosse Club, Goodchild Park Clubrooms are located within 50 metres of nearby residential properties and within approximately 300 metres of Southwell Primary School. However, as the Club Restricted Licence only permits the sale of alcohol to Club's members and their guests, the impact of increased accessibility and availability of liquor within the immediate community, is considered to be negligible. It is also important to note, that the proposed hours of trade for the Club do not coincide with normal school hours of operation.

With regard to direct impacts on residents and the general management of harm or ill health, the Club has developed and included with their Public Interest Assessment, a House Management Policy – Code of Conduct and a Club and Liquor Management Plan. These documents will assist in communicating and guiding the decision making processes and expectations of all staff and members of the Club, associated with alcohol service and consumption.

As the Club is operating from premises located on City of Cockburn land (Goodchild Park – Property No. 2200366), the Director Liquor Licensing requires the consent of the City, as landowner, for approval of a liquor licence to be issued.

In conclusion the measures proposed to be employed by the club to restrict access by juveniles to alcohol and to minimise impact and harm on the local community are considered to be adequate. In addition, the approval of this liquor licence does not appear to represent a proliferation of liquor outlets in this area.

Therefore, it is recommended that the City advise the Director of Liquor Licensing that it has no objection to the proposed Club Restricted Liquor Licence for Phoenix Lacrosse Club located at the Goodchild Park Clubrooms, Ely Street, Hamilton Hill, 6163, and that it gives consent for a Club Restricted Liquor Licence to be granted by the Director of Liquor Licensing on City of Cockburn owned land, subject to:

- All advertising requirements detailed within the Department of Racing Gaming and Liquor's Club & Club Restricted Licence – Information Bulletin 17 being enforced (refer to details provided below under the heading "Community Consultation")

Strategic Plan/Policy Implications

Community & Lifestyle

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

Environment & Sustainability

- Identification and minimisation of impacts to human health risk.

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

In accordance with The Department of Racing, Gaming and Liquor requirements, the proponent will be required to give notice to the local community, as follows:

1. Undertake a letter drop to residents and businesses within a 200 metre radius of the proposed premises, giving notice of the application and the intended manner of trade. This letter must be

delivered on the first day of the advertising period and must identify the last date by which objections may be lodged with the licensing authority. The advertising period will be 28 days for a club licence and 14 days for a club restricted licence.

2. Serve notice of the application and intended manner of trade on all: schools and educational institutions; hospitals; hospices; aged care facilities; any drug and alcohol treatment centres; any short term accommodation or refuges for young people; child care centres; churches; any local government authority; and any local police stations, which may be situated in the specified locality of the proposed premises. This notice must be served on the first day of the advertising period and must identify the last date by which objections may be lodged with the licensing authority.
3. Advertise the application in The West Australian and on the site of the premises for a 28 day period (club licence).
4. Advertise the application on the site of the premises for a 14 day period (club restricted licence).
5. Make a copy of the Public Interest Assessment submissions available for public inspection at the place that has been identified in the letter drop and notice served.

Attachment(s)

Diagram showing location of the area where liquor will be stored and served.

Advice to Proponent(s)/Submissioners

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

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

Nil.

14.3 (OCM 11/04/2013) - PROPOSED SCHEME AMENDMENT NO. 93
LOCATION: LOT 9014 BARTRAM ROAD AND 9015 WENTWORTH
PARADE, SUCCESS OWNER: GOLD ESTATES APPLICANT:
ROBERTS DAY (93093) (C HOSSEN) (ATTACH)

RECOMMENDATION

That Council

(1) in pursuance of Section 75 of the *Planning and Development Act 2005*, amend the above Town Planning Scheme by:

1. Rezoning Lot 9015 Wentworth Parade and Pt Lot 9014 Bartram Road, Success, from 'Residential R20' to 'Development' zone, and placing this within a new 'Development Area 36'.
2. Modifying Schedule 11 – Development Areas of the Scheme Text to include a new DA 36 – Bartram Road as follows:

Schedule 11

Development Areas

REF. NO.	AREA	PROVISIONS
DA 36	BARTRAM ROAD (DEVELOPMENT ZONE)	<ol style="list-style-type: none"> 1. Structure Plan/s adopted and endorsed in accordance with clause 6.2 of the Scheme to guide subdivision, land use and development. 2. To provide for residential development and associated protection and enhancement of the Conservation Category Wetland and associated natural environment on the subject land. 3. In addition to the minimum requirement of 10% Public Open Space, any proposed Structure Plan shall include the provision of an additional 7240m² of Public Open Space which represents the balance of Public Open Space required for the Thomsons Lake residential development. <p>The 7240m² balance of additional POS comprises the following sites which were previously not included in the calculation of the gross subdivisible area for the Thomsons Lake residential development:</p> <ul style="list-style-type: none"> · Lot 858 Bannigan Avenue, Success which was originally zoned Local Centre and comprised a 2000m² area of open space, which was to be dedicated free of cost as a community

		<p>purposes site to coexist with the local shopping centre. In 2005, the site was rezoned from Local Centre to Residential R40 subject to the provision of the previously deducted Public Open Space contributions of 10% of the subject site being 1240m2 plus 2000m2 for the area no longer provided for community purposes.</p> <ul style="list-style-type: none"> Lot 810 Wentworth Parade, Success which was 4000m2 of land originally ceded for public open space/community purposes site for a police station. The site is no longer required for a police station and therefore the previous deduction in Public Open Space attributed to the site is not applicable given its current zoning for Residential purposes. In accordance with a Deed of Covenant between the Western Australian Planning Commission, GSC Gold Pty Ltd, Gold Estates of Australia (1903) Ltd and Minister for Lands the 4000m2 is to be ceded for use as Public Open Space within DA36. <p>4. Any Proposed Structure Plan shall include a Wetland Management and Rehabilitation Plan covering the Conservation Category Wetland to the satisfaction of the City of Cockburn. The Wetland Management and Rehabilitation Plan shall address the following requirements:</p> <ul style="list-style-type: none"> Delineation of management plan boundaries. Description of existing environment and the environmental values of the management areas. Description of proposed land ownership and management arrangements. Description of management recommendations for the management areas such as: fencing, access, signage, fire management, weed control, revegetation and rehabilitation. Description of an implementation schedule detailing, timing, responsibilities, funding arrangements, for recommended actions. <p>5. Any Proposed Structure Plan shall include a Bushfire Management Plan detailing appropriate Bushfire mitigation measures and design responses in respect of the</p>	
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		<p>Proposed Structure Plan.</p> <p>6. Any Proposed Structure Plan shall include a Mosquito and Midge Management Plan.</p> <p>7. Any Proposed Structure Plan shall include a Local Water Management Strategy detailing appropriate urban water management and water sensitive urban design measures in respect of the Proposed Structure Plan.</p>
<p>3. Modifying the Scheme Map accordingly.</p> <p>(2) note as the amendment is in the opinion of Council consistent with Regulation 25(2) of the <i>Town Planning Regulations 1967</i> ("Regulations"), the amendment be referred to the Environmental Protection Authority ("EPA") as required by Section 81 of the Act, and on receipt of a response from the EPA indicating that the amendment is not subject to formal environmental assessment, be advertised for a period of 42 days in accordance with the Regulations</p>		

COUNCIL DECISION

Background

The land subject of proposed Amendment No. 93 to Town Planning Scheme No. 3 ("TPS3"), comprises two lots being Lot 9015 Wentworth Parade and Pt Lot 9014 Bartram Road, Success. The amendment proposes to zone the subject site from the 'Residential R20' zone to the 'Development' zone. The proposed amendment will facilitate the optimal development of the site given the central location of the development and the environmental values of the subject site - particularly the Conservation Category Wetland ("CCW").

The purpose of the rezoning of the land to 'Development' zone is to facilitate the opportunity for some increased residential density while respecting and preserving the environmental values associated with the CCW and its surrounds. The amendment will also ensure the

provision of additional public open space required to finalise open space contributions for the Thomsons Lake estate.

The proposed amendment introduces provision for the preparations of the structure plan over the subject land which relate specifically to these matters.

Submission

N/A

Report

Proposal

It is proposed to rezone the subject site from the 'Residential R20' zone to the 'Development' zone, more specifically DA36 – Bartram Road Development Zone (refer to Attachment 2 for the Proposed Zoning Plan). The proposed amendment will allow the land to be subdivided and developed once a structure plan has been prepared and adopted.

Under TPS3 the 'Development' zone requires the preparation of a structure plan prior to development or subdivision taking place. The structure plan provides the opportunity for increased residential density over the site while respecting and preserving the environmental values associated with the CCW and its surrounds. The structure plan will also ensure the provision of additional public open space required to finalise open space contributions for the Thomsons Lake estate. The provisions for DA36 set out in Amendment No.93 require that these matters be addressed to the satisfaction of the City by a structure plan. The specific additional POS requirements are captured through the following provisions:

Lot 858 Bannigan Avenue, Success which was originally zoned Local Centre and comprised a 2000m² area of open space, which was to be dedicated free of cost as a community purposes site to coexist with the local shopping centre. In 2005, the site was rezoned from Local Centre to Residential R40 subject to the provision of the previously deducted Public Open Space contributions of 10% of the subject site being 1240m² plus 2000m² for the area no longer provided for community purposes.

Lot 810 Wentworth Parade, Success which was 4000m² of land originally ceded for public open space/community purposes site for a police station. The site is no longer required for a police station and therefore the previous deduction in Public Open Space attributed to the site is not applicable given its current zoning for Residential purposes. In accordance with a Deed of Covenant between the Western Australian Planning Commission, GSC Gold Pty Ltd, Gold Estates of Australia (1903) Ltd and Minister for Lands the 4000m² is to be ceded for use as Public Open Space within DA36.

Regional Planning Context

The subject site is zoned 'Urban' under the provisions of the Metropolitan Region Scheme ("MRS"). The subject site is currently zoned 'Residential' under the provisions of TPS3 with a designated residential density code of R20.

The proposed amendment aligns with the objectives of the Directions 2031 Draft Outer Metropolitan Perth and Peel Sub Regional Strategy which identify the area as 'urban zoned undeveloped'. This will provide for a planning response which encourages a mixture of residential densities and built form typologies, which is considered highly conducive to a site with these unique environmental and locational characteristics.

Ross River Virus

A report provided by the WA Department of Health (DoH) in September 2012 highlighted the elevated risk of Ross River Virus (RRV) infection from mosquitoes in the proximity of Thomsons Lake. The report outlines a likely link between the large number of RRV cases and the kangaroos in the Thomsons Lake reserve because they act as hosts and reservoirs of the virus. DoH recommend that new residential developments should not occur or be approved within 2 km of recognised breeding sites including Thomsons Lake unless the proponent can demonstrate that human exposure to nuisance and/or disease vector mosquitoes can be permanently maintained at acceptable levels. The subject land lies within this 2km buffer to Thompsens Lake.

DOH raise an important issue which must be considered in land use planning for this area. Noting the land is already approved for residential development, the most appropriate way of addressing this issue is to include a Mosquito and Midge Management Plan as part of the structure plan, as well as a memorial on title to alert landowners through the subdivision process.

Conclusion

In summary it is recommended that the City initiate the proposed Amendment No. 93 to TPS3. The purpose of the rezoning of the land to 'Development' zone is to facilitate the opportunity for:

- increased residential density while respecting and preserving the environmental values associated with the CCW and its surrounds; and
- the provision of additional public open space required to finalise open space contributions for the Thomsons Lake estate.

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.

Community & Lifestyle

- Communities that take pride and aspire to a greater sense of community.
- Promotion of active and healthy communities.

Environment & Sustainability

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

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

In accordance with the *Town Planning Regulations 1967* consultation is to be undertaken subsequent to the local government adopting the Scheme Amendment and the Environmental Protection Authority (EPA) advising that the proposal is environmentally acceptable. This requires the amendment to be advertised for a minimum of 42 days.

Attachment(s)

1. Locality plan
2. Proposed and Existing Zoning Plan

Advice to Proponent(s)/Applicant

The Proponent(s) have been advised that this matter is to be considered at the 11 April 2013 Council Meeting.

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

Nil.

14.4 (OCM 11/04/2013) - PROPOSED STRUCTURE PLAN - LOCATION: LOT 19 AND 25 ROCKINGHAM ROAD, MUNSTER - OWNER: GARBIN - APPLICANT: GREG ROWE AND ASSOCIATES (SM/M/081) (C HOSSEN) (ATTACH)

RECOMMENDATION

That Council:

- (1) pursuant to Clause 6.2.9.1 of City of Cockburn Town Planning Scheme No. 3 ("Scheme"), adopts the Proposed Structure Plan for Lot 19 and 25 Rockingham Road, Munster subject to the following modifications:
 1. A finalised version of the Landscape Concept Plan is to be developed and integrated into the Structure Plan to the satisfaction of the City.
 2. A finalised version of the Bushfire Management Plan is to be developed and integrated into the Structure Plan to the satisfaction of the City.
- (2) in pursuance of Clause 6.2.10.1 of the Scheme, send the Structure Plan once modified to the Western Australian Planning Commission for endorsement;
- (3) endorse the schedule of submissions prepared in respect of the Structure Plan;
- (4) advise the proponent and those persons who made a submission of the Council's decision; and
- (5) advise the proponent that the site is subject to both Development Contribution Areas No. 6 and No. 13.

COUNCIL DECISION

Background

The purpose of this report is to consider for adoption the Proposed Structure Plan for Lots 19 and 25 Rockingham Road, Munster ("subject land"). The Proposed Structure Plan seeks to provide the development framework for the subject land incorporating a range of densities and accommodating a Resource Enhancement Wetland and associated buffers.

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

Submission

N/A

Report

Planning Background

The subject land is 2.01 ha in size and extends from Rockingham Road on its eastern boundary to the resource enhanced wetland to the west. Undeveloped former market garden land adjoins the subject site to both the north and south. A location plan is shown in Attachment 1.

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

The western third of the site contains a Resource Enhanced Wetland ('REW') and associated buffers and is also within the buffer zone of an Environmental Protection Policy wetland ('EPP'). The site also contains Bush Forever site 429 along this western edge.

Pursuant to Clause 6.2.4 and Schedule 11 of the Scheme, a Structure Plan is required to be prepared and adopted prior to any subdivision and development of land within a Development Area.

In accordance with the above, a Proposed Structure Plan has been submitted to the City by Greg Rowe & Associates on behalf of the landowner.

Proposed Structure Plan

The Proposed Structure Plan provides for a diversity of lot sizes and housing types with approximately 30 residential lots proposed with densities of R30 and R40. The remainder of the lot comprises of roads, public open space, drainage and resource enhanced wetlands and buffers as indicated in Attachment 2.

Residential Density

The proposed densities of R30 and R40 will assist in the provision of a range of dwelling choices across the site. Directions 2031 and Beyond ("Directions 2031") and Liveable Neighbourhoods ("LN") promote 15 dwellings per gross hectare as the standard density for new greenfield development in urban areas. These densities are generally conducive to the densities found in surrounding residential areas which are predominantly either R20 or R40. The structure plan area is projected to achieve 15 dwellings per gross hectare and 22.26 dwellings per site hectare.

Higher density lots have been proposed adjacent to the public open space to encourage overlooking, safety and to discourage anti-social behaviour. Lots adjacent to Rockingham Road have also been coded R40 in keeping with existing coding along this roadway. Detailed Area Plans will be required over all lots fronting POS, laneway lots and lots smaller than 350m².

The residential density coding has been arranged to allow seamless streetscape with those proposed on the endorsed Structure Plan on Lot 18 Rockingham Road to the south.

Public Open Space

The Proposed Structure Plan requires a total of 10% of the gross subdividable area to be ceded as Public Open Space ('POS') across the site. With the exclusion of the land within EPP and REW wetlands and their associated buffers and Bush Forever site, this equates to a total of 1,375 m² of public open space to be provided. Liveable Neighbourhood identifies that up to 2% (275m²) of the 10% POS requirement may be provided as restricted public open space.

The Structure Plan as submitted shows 5.2% (720 m²) of unrestricted public open space. The applicant requests a further 3.4% (380m²) of restricted public open space in Bush Forever Site No. 429 is included as part of the public open space contribution. Therefore the applicant is requesting that 4.76% (655m²) of restricted public open space be included in the public open space calculation.

The inclusion of Bush Forever sites as public open space is provided for under SPP2.8 Bushland Policy for the Perth Metropolitan Region ('Bush Forever'). This states that:

"The WAPC may accept whole or part of the conservation area may be considered as a component of the 10% open space contribution where it can be demonstrated that –

The conservation area or portion serves a local passive recreation function which is consistent with the values of bushland and the conservation management objectives of the site;

Management infrastructure and other measures are provided that support the use and management of the conservation area in accordance with an endorsed management plan;

It is acceptable to the future proposed management body, relevant environmental agencies and local government;

The overall "land take" for open space is likely to jeopardise the overall development viability of the project, based on evidence supplied to the decision making body; and

Other planning and environmental considerations and policies of the WAPC have been taken into account."

The WAPC had granted a similar exception for land located directly to the south of this lot subject to the "subdivision application being appropriately conditioned to require both the entire POS being ceded and betterment works to be undertaken requiring the POS to be comparable and compatible with adjoining POS to the south'. The WAPC has advised that historical considerations are favoured over the approach outlined in Liveable Neighbourhoods. This position clearly accounts for the significant component of the land being protected by way of the wetland and bush forever components, in excess of 35% of the site area.

The applicant has submitted a draft landscape concept plan for this property and for property to the south known as Lot 18 Rockingham Road indicating how the Bush Forever Site would be comparable and compatible with the unrestricted open space adjacent. This plan would be expected to be refined in collaboration with the City's Parks department. This forms a specific recommendation.

The public open space as proposed is to be located adjacent to the wetland and will serve as a natural buffer from development to the wetland and also act as part of the Building Protection Zone as outlined

in the fire management plan. The open space will contain a continuation of the dual use path from the south, and an additional footpath adjacent to the R40 zoned properties. This corridor of open space will provide a functional 'break out' strip of public open space adjacent to the wetland that will be accessible to the public with good natural surveillance from adjacent properties.

Access

The Proposed Structure Plan is dissected by the extension of two 15m road reservations running approximately 60m north through the site. A temporary cul-de-sac will be required at the northern end of these roads until such a time as the lot to the north is constructed and the roadways are extended.

An 8m laneway is proposed at the rear of the R40 coded lots to ensure access and improve visual surveillance over the Public Open Space.

Midge Buffer

The entire site falls within the 500m buffer for lakes and wetlands subject to midge infestation. While this doesn't preclude development, all future lots within the buffer should feature a suitably worded Section 165 notification under the *Planning and Development Act 2005* to be imposed at the subdivision stage in order to advise prospective purchasers of the midge impacts associated with being close to nearby wetlands.

Bushfire Prone Area

A Fire Management Plan ("FMP") was prepared to support the design of the proposed structure plan. The FMP indicated a level of risk emanating from the Bush Forever Site and has provided a number of acceptable solutions to the identified risk. The two westerly R40 development cells are identified on the Structure Plan map as being required to construct to BAL 12.5 under Australian Standard AS3959-2009.

Comments received from the Western Australian Planning Commission noted the need for the FMP to be amended in respect of the consistency of approach with the Bush Fire Hazard Assessment for the endorsed Structure Plan at Lot 18 Rockingham Road, Munster. This forms a specific recommendation.

Community Consultation

The Proposed Structure Plan was advertised in the Cockburn Gazette for public comment for a period of 21 days from 26 February 2013 to

19 March 2013. The Proposed Structure Plan was advertised to nearby and affected landowners and also referred to relevant government authorities.

In total 6 submissions were received from government agencies for the Proposed Structure Plan, no objections were received. No submissions were received from adjoining landowners.

All of the submissions received are set out and addressed in the Schedule of Submission (Attachment 3).

Conclusion

It is recommended that the Council adopt the Structure Plan for Lot 19 and 25 Rockingham Road, Munster, subject to modification and pursuant to Clause 6.2.10 of the Scheme refer it to the Western Australian Planning Commission for their endorsement.

Strategic Plan/Policy Implications

Growing City

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

Leading & Listening

- Effective and constructive dialogue with all City stakeholders.

Environment & Sustainability

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

Budget/Financial Implications

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

Legal Implications

Clause 6.2.9.1 of the Scheme requires Council to make a decision on the application within 60 days from the end of the advertising period of such longer period as may be agreed by the applicant. The advertising period concluded on 19 March 2013.

Community Consultation

In accordance with Clause 6.2.8 of the City's Scheme, the Proposed Structure Plan was advertised from 26 February 2013 to 19 March 2013. This included a notice in the Cockburn Gazette, letters to landowners within the Structure Plan area, adjoining landowners and State Government agencies.

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

Attachment(s)

1. Location Plan
2. Structure Plan
3. Schedule of Submissions

Advice to Proponent(s)/Applicant

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 11 April 2013 Council Meeting.

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

Nil.

- 14.5 (OCM 11/04/2013) - COCKBURN CENTRAL PUBLIC ART PROJECT**
LOCATION: COCKBURN CENTRAL TRAIN STATION OWNER:
PUBLIC TRANSPORT AUTHORITY APPLICANT: N/A
(110/006/SM/M/003) (A VAN BUTZELAAR / A TROSIC)

RECOMMENDATION

That Council:

- (1) formally request the Minister for Transport and CEO of the Public Transport Authority to complete the design proposal for the Cockburn Central Train Station public artwork *The Face of the Community*, by providing clock face features on the remaining two sides of the tower which are currently blank; and
- (2) as part of this request, suggest that the clock face features be completed by way of two LED screens, which provide an additional opportunity for a dynamic digital canvas to also be provided as a way of trying to engage people in the space of the Train Station and Cockburn Town Centre.

COUNCIL DECISION

Background

At the Council meeting on 13 September 2012, Cr Carol Reeve-Fowkes passed the following notice of motion:

“request that a report be presented to a future Council Meeting regarding the future of the artwork faces at Cockburn Central. This including the promises made by Landcorp to the Cockburn Central Steering Committee that a clock would be installed on that tower above the Cockburn Central Station. The artwork is receiving some negative attention and some consideration should be given to the public perceptions and perhaps some more suitable digital display giving time and temperature could be considered in light of the previous agreement with Landcorp”.

The artwork affixed to the clock tower of Cockburn Central Train Station is entitled *The Face of the Community*. The artwork consists of two faces, one of a middle-aged lady and another of a young boy. The faces were produced by artists Marco Marcon and Rodney Glick using hundreds of photos of local residents digitally combined to provide an interesting interpretation of the community and public transport users.

The artwork was contracted directly by the Public Transport Authority ("PTA") as part of the State Government percent for art contribution for the MetroRail project. The State Government percent for art policy requires up to one percent of the construction budget for new works over \$2 million to be expended on artwork.

The purpose of this report is to consider the current status of the artwork, and recommend a response to the Minister for Transport and CEO of the PTA in light of the notice of motion.

Submission

N/A

Report

Background to the artwork

The art project was intended to be a bold, civic statement that contributed to a sense of place by helping to create a distinctive identity and character for the train station, making the train station building a more stimulating and enjoyable environment for commuters and staff. Artists were encouraged to use light, shadow, and colour to create a work that changed throughout the day and night. There were no set themes for this art work, although artists could draw thematically upon the natural and built physical characteristics of the site and its surrounds.

An evaluation panel consisting of the Project Architect, Art Coordinator, Regional Director of Woodhead International BDH and the City of Cockburn Community Arts Officer were responsible for short listing artists. Three artists were shortlisted by the evaluation panel, from an initial pool of ten artists, as having the requisite skills and experience to carry out the works.

A Request for Proposal was issued to the three artists short-listed, requesting proposals addressing the specific requirements of the proposed public art project at the Cockburn Central Train Station by 9 September 2003. Proposals were individually assessed by the evaluation panel members on 19 September 2003 on a set of evaluation criteria. The evaluation panel then carried out a group evaluation to establish the capability scores. The evaluation panel agreed that Rodney Glick and Marco Marcon provided the best value for money proposal and recommended that they be awarded the contract for the provision of artworks for the Cockburn Central Train Station art project. This was a cost of \$40,000.

The City's interests were represented during the artwork selection process through the input of the City's Community Arts Officer. The City's Community Arts Officer was one of four members that formed the Evaluation Panel that ultimately selected which artwork to commission. To date LandCorp have not had any involvement in the selection or maintenance of the Cockburn Central Train Station public artwork. Landcorp has requested the installation of an alternative piece of public art by the PTA on several occasions.

The selected artwork was completed in 2006. The artwork is reprinted and re-erected by the PTA upon signs of deterioration.

The value of public art

Art is abstract and subjectively experienced. There is no process by which artworks can be disassembled into specific attributes that can be measured. Each and every person will realise different meanings of an artwork, with no single meaning being more accurate than the next. It is understood that social media (facebook) has provided a forum by which people have aired their views of the artwork, and it is noted that such views range from positive to negative (with negative views appearing to be more prominent than positive).

When commissioning a public artwork there is often a wide range of views, positive and negative, with such views often evolving through time. Historically however, there has always been a gap between what the public 'likes' in art and what the avant-garde produces. Public artwork experiences a higher degree of criticism as it takes the art to the audience rather than waiting for the audience to come to it, as would be found in a gallery experience. It is important for the City to recognise the presence of multiple and conflicting value judgments when analysing any piece of public art.

The public artwork at Cockburn Central Train Station was commissioned and financed by the PTA in accordance with the State Government Percent for Art Scheme. The artwork is maintained by the PTA and is erected on property owned by the PTA. As such the future status of the Public Artwork will ultimately be determined by the PTA, with the City having some influence but not a significant amount.

The current status of the artwork

According to the State Percentage for Art Scheme the status of a public artwork may come under review if the following factors are regarded to be of reasonable impact on the integrity of an artwork:

- * The security of the work cannot be guaranteed against constant damage or vandalism.
- * The work requires excessive maintenance due to design or workmanship faults, material use or other environmental factors.
- * The work has deteriorated to a point of endangering public safety.
- * Significant changes in the use, character or design of the site have impacted considerably on the integrity of the work in its present location.

The public artwork at Cockburn Central Train Station has not received constant damage or vandalism; does not require excessive maintenance; and has not deteriorated to a point of endangering public safety. Furthermore, the artwork was always intended for the current

use, character and design of Cockburn Central Train Station and its surrounds. On this basis there isn't any grounds to call for the artwork's removal.

However, it is considered that there is an opportunity for Council to seek a review of the artwork by the PTA for activation or enhancement (e.g. interesting lighting, interesting artwork setting etc) to assist the community with interpretation and/or appreciation of the artwork. This would be considered a positive action for the PTA to consider, especially considering the shared objective across community and government about encouraging public transport use and creating a sense of place at Cockburn Central.

This opportunity particularly presents itself on the basis that the tower which the artwork sits on hasn't been completed as originally designed by the PTA.

The clock face opportunity

During the initial stages of commissioning a public artwork for the Cockburn Central Train Station, the PTA proposed installing two clock faces on the two sides of the clock tower that do not house artwork. As the public art project evolved, the PTA felt there were other priorities which resources should be allocated to, and the clock face was never progressed. The PTA did not specifically commit to the installation of a clock face to the clock tower, and currently they have no plans to install a clock to the clock tower. This is considered a disappointing state of affairs, but in itself represents an opportunity for the City to advocate the PTA to finish the tower in a way which also addresses the desires for a more activated experience from the tower.

To this end, staff have considered the idea of approaching the clock face by way of LED screens, which provide an additional opportunity for a dynamic digital canvas to also be provided (in conjunction with the clock face) as a way of trying to engage people in the space of the Train Station and Cockburn Town Centre.

Digital art has come a long way over the last decade, and it is considered that having the clock face digitally projected in turn allows that same digital canvas to be used in other engaging ways. There is a wide array of opportunities, and it is considered that such opportunities should be examined to reflect on how the State Government can make public transport as an enjoyable experience as possible.

It is therefore recommended that Council formally request the Minister for Transport and CEO of the Public Transport Authority to complete the design proposal for the Cockburn Central Train Station public artwork *The Face of the Community*, by providing clock face features

on the remaining two sides of the tower which are currently blank. This should be considered by way of LED screens, which provide an additional opportunity for a dynamic digital canvas to also be provided as a way of trying to engage people in the space of the Train Station and Cockburn Town Centre.

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 and Lifestyles

- Community environments that are socially cohesive and embrace diversity.

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

N/A

Attachment(s)

N/A

Advice to Proponent(s)/Applicant

N/A

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

Nil.

**14.6 (OCM 11/04/2013) - LOCAL STRUCTURE PLAN (ROBB JETTY)
COCKBURN COAST (CONSIDERATION OF ADOPTION FOR FINAL
APPROVAL) (110/06) (C CATHERWOOD) (ATTACH)**

RECOMMENDATION

That Council

- (1) adopt the Robb Jetty Local Structure Plan, in line with the proposed rezoning of this area to 'Development' zone via Amendment No. 89 to the City's Town Planning Scheme No. 3 and subject to the following:
 1. Modification and Adoption of the Local Planning Policy Robb Jetty and Emplacement Design Guidelines.
 2. Local access road detail to be removed from the local structure plan as per the Department of Planning's Structure Plan Guidelines.
 3. Update Part 1 to include discussion on the development contribution plan as per the Department of Planning's Structure Plan Guidelines.
 4. Update Part 2 to note that the indicative cross-sections shown for Rollinson Rd/South Beach under 'Movement Network' do not supersede the development standards and requirements for the South Beach development.
 5. Update Part 1 and Part 2 to reflect a revised public open space schedule which does not include the proposed oval as local public open space.
 6. Update the cover page to either remove the imagery or update to more accurately reflect the existing freight railway line.
 7. Update Part 2 to attribute the statement about current operation in non-peak periods to Brookfield Rail.
 8. Update figure of Existing Buffer Zones to correctly reflect current technical analysis data, including the Waste Water Pumping Station as a 25m buffer measured from the property boundary.
 9. Remove all references to a community and/or commercial facility at Catherine Point and update to ensure text reflects location at 'Main Street'.

10. Remove all references to horse facilities being located at Catherine Point and update to reflect the location being McTaggart Cove Rd beach car park.
11. Remove all non-numbered full page photographs and drawings as they are not required by the Department of Planning's Structure Plan Guidelines.
12. Ensure the Height Plan correlates appropriately to the Local Structure Plan, specifically the area designated as Residential R40.
13. Remove the footnote from the bottom of the Land Use Table contained in Part 1 and replace with text within Part 1 to explain when discretion may be granted by Council for Singles Houses (in line with the explanation given in Part 2).
14. Replace the residential density assigned the District Centre with RAC-0 and specify development standards are prescribed in the Design Guidelines Local Planning Policy.
15. Update the Affordable Housing sections to reflect the updated Australian Bureau of Statistics data.
16. Update the Affordable Housing sections to reflect an incentive based approach, all references to mandatory requirements are to be removed.
17. Update the Affordable Housing sections to also include a further bonus for 2 bedroom dwellings (relative the bonus given for 3 bedroom dwellings).
18. Update the Affordable Housing section to revise the definition of Affordable Housing to be:

"For the purposes of this Local Structure Plan, 'affordable housing' refers to either of the following:

 - * Dwellings that are sold to Eligible Households at or below the benchmark price outlined in Table 4; or
 - * Dwellings that are sold or transferred to a recognised affordable housing provider, which in turn leases or sells the properties to Eligible Households (under an approved affordable housing program); or
 - * Private Provider selling to Eligible Households; or
 - * Commonwealth or State endorsed affordability

program”.

and include supplementary definitions for the terms “Eligible Households” and “Recognised affordable housing provider”.

19. Update Part 1 to also require assessment as appropriate for the issue of vibration (from the freight rail).
20. Update Part 1 to delete the reference to car parking standards being a ‘maximum’ rather than a ‘minimum’ and update the reference from the benchmarks being the Residential Design Codes to being as per the City of Cockburn’s Town Planning Scheme No. 3.
21. Update the sections regarding Detailed Area Plans to provide clarity as to when they may be required and that in some instances the need may be negated due to the Design Guidelines Local Planning Policy.
22. Update the designation of ‘Mixed Business’ and ‘Mixed Use’ to reflect a thicker line marking on the local structure plan.
23. Expand the discussion in Part 2 (Regional Planning) to broaden the reference to Directions 2031 to discuss other elements of this plan.
24. Update the discussion in Part 2 (Policies) to include reference to State Planning Policy 1 State Planning Framework.
25. Review entire document to identify and correct basic grammar and typographical errors, including section numbering.
26. Update Part 2 (Residential Zone) list of criteria where Council may choose to use its discretion to punctuate this list and include the term ‘and’ so it is clear all of these items are expected to be met, not one or the other.
27. Update Part 2 (Residential – Densities) to remove the unnecessary replication of the Town Planning Scheme No. 3 provision relating to calculation of density targets.
28. Update Part 2 (Movement Networks) to ensure correlation between cross-sections and network plans.

29. Delete any references to the 'Cockburn Coast Redevelopment Area'.
 30. Corrections to Figure 1 within the Local Structure Plan report to include a scale.
 31. Inclusion of a scale and cadastre on Figure 25 (Existing industrial buffers) to make the extent of the buffers clear.
- (2) in pursuance of Clause 6.2.10.1 of the Scheme, send the Structure Plan once modified to the Western Australian Planning Commission for endorsement;
 - (3) endorse the schedule of submissions prepared in respect of the Structure Plan;
 - (4) advise the proponent and those persons who made a submission of the Council's decision; and
 - (5) advise the proponent that the site is subject to Development Contribution Area No. 13, as well as a future Development Contribution Area (Cockburn Coast) which is in the final stages of preparation.

COUNCIL DECISION

Background

For a number of years the State Government has been working toward realising the vision for the Cockburn Coast development. The project is intended to see the redevelopment of the former Robb Jetty industrial area and the South Fremantle Power Station.

A number of planning stages have been realised in recent years briefly described below.

The Cockburn Coast District Structure Plan 2009 ("CCDSP 2009") prepared to guide future land use and transport initiatives within the area stretching between South Beach and the Port Coogee marina.

In 2012, this was supplemented and in part refined by the Cockburn Coast District Structure Plan Part 2 ("CCDSP Part 2") prepared on behalf of Landcorp.

The Metropolitan Region Scheme ("MRS") Amendment No. 1180/41 was made effective on 16 August 2011 to rezone the North Coogee industrial area from 'Industry' to 'Urban' to reflect the outcomes of the CCDSP Part 2. The South Fremantle Power Station site has been predominately rezoned to 'Urban Deferred', with a portion south of the Power Station building remaining 'Parks and Recreation' reserve.

Council has undertaken several modifications to its Town Planning Scheme to reflect the change in the MRS, including replacement of previous zones with Special Use areas to reflect the desired use mix in the Newmarket area and introduction of a 'Development' zone for the area south of Rollinson Rd.

This 'Development' zone is the most appropriate zone for new urban areas, as it provides a degree of flexibility through structure planning to robustly coordinate development.

The Scheme provisions, combined with the Department of Planning's Structure Plan Guidelines, set out the requirements to be addressed in local structure plans which will apply land use zoning and permissibility and subdivision and development requirements.

Submission

The Robb Jetty Local Structure Plan has been submitted by HASSELL on behalf of Landcorp.

Report

The purpose of this report is for Council to consider submissions on the Robb Jetty Local Structure Plan and whether endorsement of the plan is appropriate.

Purpose of the Robb Jetty Local Structure Plan

The Robb Jetty Local Structure Plan applies to the Cockburn Coast project area bounded by Rollinson, Cockburn and McTaggart Cove Roads and the foreshore reserve and freight railway line as shown in the Precinct Plan (Attachment 1).

The local structure plan proposes to develop this land for a mix of zones, including a dense activity centre, residential (ranging up to R160 density), public open space, mixed business, mixed use, and a

primary school with a shared oval. The oval will fulfil a role in providing for junior sport for surrounding suburbs and is in addition to the local public open space a development ordinarily provides for.

On average the development provided for by this plan would be 3-5 storeys in height. There are development incentives included to encourage the provision of Affordable Housing. This was a target of the District Structure Planning. This encouragement is suggested by way of extra floor space being granted to a proposal. The outcome of this, if developers took up the opportunity could be a potential increase in the size of a building on a site. Given the need to set back from boundaries, this increase is most likely to be realised by building form becoming higher in storeys. For example, a 3 storey building through using the Affordable Housing bonus may become a 5 storey building (provided it can still meet other development requirements such as car parking and open space).

Included in the plan are proposals indicating how the foreshore area may be capable of improvements (note the foreshore is outside the development area). Ultimately the development in this area is the role of the City and the area has heritage values (both European and Indigenous) and the relevant approvals to undertake works in this area would need to be sought.

Along the western boundary of the Robb Jetty local structure area is an existing freight rail line and Cockburn Rd bounds the area to the east. On the east side of Cockburn Rd is the contiguous local structure plan area known as 'Emplacement'. This is also an item on this Council agenda.

It is intended Robb Jetty Local Structure Plan would be adopted as a structure plan pursuant to Clause 6.2.9 of the Scheme applying land use zoning and permissibility. The Local Structure Plan needs to effectively demonstrate how coordinated development of the subject land can occur.

The Robb Jetty Local Structure Plan is generally consistent with the underlying intent of the CCDSP 2009 and CCDSP Part 2. However, there are a number of modifications which are required to improve the clarity of its content, ensure adherence to the Department of Planning's Structure Plan Guidelines and that it can provide sufficient guidance to subdivision and development proposals. These modifications are set out in detail in the officer recommendation and discussed further below in the Report section of this agenda item under their respective headings. A number of modifications also arose from the community consultation process.

There are also some important projects associated with the local structure plans which are discussed at the end of the Report section of this agenda item. These include the Design Guidelines, Public Realm and Public Art.

Noise and Vibration Management

The Noise and Vibration Study indicates vibration is an issue ranging from 50-80m along the railway line. While vibration is discussed in Part 2 of the structure plan, it does not contain a related statutory requirement in Part 1. This needs to be modified to also include vibration to be assessed where applicable.

There is already a suitable Part 1 provision to deal with the issue of noise. For the freight rail this is within 150m of the railway line. For Cockburn Road, it is the first row of buildings affected.

Waste Water Pumping Station

The applicant has taken the opportunity afforded to them via the draft State Planning Policy 4.1 State Industrial Buffer ("SPP4.1") and the Environmental Protection Authority's Guidance Statement No. 3 Separation Distances between Industrial and Sensitive Land Uses ("GS No.3") to submit a technical analysis to further assess and refine the buffer.

GS No. 3 notates the following impacts apply: Odour, Noise, Gas and Risk and the key agency for advice or approvals is the local government.

The Technical Analysis submitted as an appendix to the Robb Jetty Local Structure Plan has been referred for government agency comment. The only related submission was from Water Corporation (owner of the infrastructure). They have Ministerial instruction a 25 metre buffer measured the property boundary may be applied.

The affected surrounding landowners have previously lodged a letter of advice from the Department of Environment and Conservation ("DEC") noting odour is not an issue currently, but this does not consider if the infrastructure was upgraded.

The Technical Analysis is predominantly concerned with the issue of odour and pays very limited attention to the issues of gas, noise and risk. This is contained in a few paragraphs which appear to be assembled by the landowner's town planner rather than a person or company who specialises in such assessments.

City officers are not comfortable endorsing the technical analysis at this stage given it has not given sufficient regard to three of the four impacts this infrastructure presents. The landowners are welcome to lodge an updated technical analysis which does consider all these issues sufficiently, should they choose to apply for subdivision or development approval. In the interim though, no sensitive land uses will be deemed acceptable in this area. The local structure plan will be modified to reflect the boundary of the buffer as 25m measured from the property boundary.

Affordable Housing

The CCDSP sets a target of achieving 20% affordable housing across the Cockburn Coast project area.

Affordable housing does not simply refer to public housing, and there are many current and potential residents facing affordability problems in the Perth Metropolitan Area who would fall outside the eligibility criteria for public housing, or would be unlikely to meet criteria for priority housing allocation.

Following on from studies undertaken by the Department of Planning, Landcorp have undertaken an Affordable Housing Strategy for the Cockburn Coast area. To examine the content of this and more importantly provide input into the local structure plan provisions regarding this issue, the City coordinated a working group to meet and discuss implementation. Representation was provided by Landcorp, the City of Cockburn, Department of Planning, Department of Housing and several affordable housing providers.

It has been made clear by the Department of Planning the only provisions which it would support in the local structure plans were to be non-mandatory. This is a shift from the CCDSP 2009 which recommended mandatory provisions. Given this change and the advice of the working group, there are a number of modifications needed to the current wording in the local structure plan text.

Using an incentive driven approach, affordable housing provision will be encouraged by a range of 'bonuses' to the ordinary development standards which apply. Bonuses will be higher for those developments which provide for more than 1 bedroom in their affordable housing component.

Modification is also required to update the income and price point indicated as updated data is now available given the recent census data release.

As discussed earlier in this report, Elected Members should be comfortable with the potential built form impact by offering these incentives. If these incentives are included as proposed (and are taken up by developers) the height of the built form would increase.

Public Open Space

The area of public open space has been discussed with the applicant (Landcorp) as the proportion proposed in the Robb Jetty area was substantially higher than that proposed for the Emplacement area.

It should be remembered that the ceding of 10% of land suitable for subdivision is only a policy of the Commission and is variable according to the assessment of the circumstances of each case. It is not a statutory requirement and the need for public open space and drainage will differ from site to site, depending on the characteristics of the land, the availability of open space already existing within the locality and a number of other considerations. In the case of each of these areas, they are quite similar and accordingly should contain a similar proportion of public open space. Allowing for drainage capacity and noting the obviously higher densities, around 12% local public open space would be quite reasonable.

A key difference between the Robb Jetty and Emplacement areas is the location of an oval (to be shared with the primary school) in Robb Jetty which also provides for junior level clubs (AFL and cricket overflow). This oval will service an area slightly larger than just the Cockburn Coast development. It will cater for the whole suburb of North Coogee and Coogee. Therefore it is more appropriate to distribute the cost for this oval beyond this development to be a local item for Coogee and North Coogee.

A revised POS schedule has been provided and this now indicates the oval as a proposed item to include in Development Contribution Plan 13 (community infrastructure). Landcorp will need to justify this further as part of an amendment to the City's Scheme to include this item. This means the proportion of local public open space for both the Robb Jetty and Emplacement local structure plans is just below 12%.

Community Facilities

Initially as part of the CCDSP 2009 a community/commercial facility had been proposed at Catherine Point. This has now been negotiated by City staff to more appropriately be located within the 'Main Street' area. This is reflected in the CCDSP Part 2. There are several references left within the local structure plan text which still need to be updated to reflect this.

A site has been appropriately annotated on the local structure plan which satisfies the principles listed below. The site is located directly adjacent to the railway line (east side) and south of the main street. It is noted this site also has the ability to be sleeved with retail/other uses facing the main street.

- * Good ability to integrate with sports oval site and associated parking.
- * Good ability to integrate with other main street uses, particularly school and also retail and cafe/food options.
- * An adjacent open space (such as the 'V' shaped POS west of the oval) which could enable spill over from some of the ground floor activities (such children's activities, mother's group meeting areas)
- * Not directly on the coast to avoid climatic conditions which would compromise particularly some of the ground floor activities and render the development essentially an enclosed 'function centre' rather than a proper community centre.

There are servicing difficulties with the Catherine Point site (being isolated on the west side of the railway line) and the location is at the northern most point of the land it is intended to service. It is more appropriately located in the 'Main Street'.

Annotation of local roads

Currently a number of local roads are shown on the local structure plans. These are not required by the Department of Planning's Structure Plan Guidelines and therefore it is acceptable to remove them. There are two lots within the Robb Jetty area on Garston Rd which are almost entirely taken up with road. One is required for the road which will also accommodate the bus route. This lot is under offer to purchase by Landcorp. As they are the applicant, this does not present a concern.

The other lot is further east and the local road shown would form an extension south of Garston of the existing Darken Ave. This landowner has noted this issue in their submission. Other local roads will eventuate through the subdivision process, this particular section of road is not an integral road (such as the 'Main St' or the bus route) and therefore does not need to be shown now.

What would be appropriate to annotate is any areas where a link does need to be provided. This can be provided with an arrow annotating where links are desirable. Designation of local roads over another landowner's property may result in the request of that owner to

undertake purchase of the property. Council has other funding priorities and does not need to leave itself open for such a request.

Additional commentary on car parking

The design guidelines provide for an appropriate response to car parking, noting this continues to be an issue of interest as the City transforms towards more example of medium density development. The amount of car parking to be provided is detailed in the Scheme. The design guidelines provide for a response to car parking management through appropriate screening of car parking areas to reduce their dominance. This will assist in the delivery of an attractive environment but with a sufficient level of car parking accommodated.

Initially the local structure plans had proposed to provide for reduced car parking standards, in line with the Integrated Transport Plan ("ITP"). As recorded in the ITP, City officers expressed concern with the notion of reduced parking (i.e. less than the Scheme and Residential Design Codes would require) in the absence of the area being adequately serviced by public transport. In lieu of this public transport being provided, the Scheme requirements will apply.

Community Consultation Outcomes

The Robb Jetty Local Structure Plan was advertised for a period of 28 days, commencing on 20 November 2012.

All submissions have been outlined and addressed in the Schedule of Submissions (Attachment 3). The key issues that have been raised are summarised below.

Coastline

Concerns were raised about sea level rise and the continuity of access to the existing sand beach, particularly for animals (dogs and horses).

The applicant has provided a Coastal Vulnerability Assessment (CVA) with their local structure plan. The document has been prepared by an appropriately qualified person and a company who specialise in these assessments.

The assumed sea level rise in the CVA is 0.9m to 2110. This is as per the current requirements of the Department of Planning. When the State Planning Policy 2.6 (SPP2.6) State Coastal Planning Policy was gazetted in 2003 a sea level rise of 0.38m needed to be included in assessments.

Based on updated data, the Department of Planning issued a new Position Statement in 2010 to increase the sea level rise to be factored into assessments to 0.9m to 2110. In February 2012, the Department advertised a new draft SPP2.6; this reiterates the requirement for 0.9m to 2110. No advice to the contrary has been provided to the City by the Department and therefore it is prudent to apply an assumed sea level rise of 0.9m to 2110.

In terms of access for animals, there was a desire for this to remain unchanged. This is not a matter which the local structure plans control, however it is worth noting this is not a realistic expectation.

The broader Perth Metropolitan Area is facing growth of half a million people over the next two decades. Within the City of Cockburn, it is expected the population will grow by approximately 30,000 people in that time. This development will be able to provide for 10,000 people. This growth will place additional pressure onto the CY O'Connor Beach.

The current extent of the Dog Exercise Area is nearly two kilometres in length. The Coastal Vulnerability Assessment indicates the area just south of the Point Catherine groyne (in line with Rollinson Rd) is likely to erode over time and is not expected to remain as a continuous sand beach in the longer term.

The beach is also important historically given the long term use of this beach to exercise horses. It should also be remembered that while some people have no issue with dogs being on the beach, there are people who do and want access to beaches where there is no dog access.

Council must be cognisant of all of these issues and the need to balance expectations. It is likely that use of the beach will be changed over time.

Public Open Space

Several submissions indicated a concern the amount of public open space in the Robb Jetty precinct was too high. There was a belief the public open space here was making up for a perceived shortfall in the Power Station precinct and this was unfair to landowners in Robb Jetty.

The proposed public open space adjacent to the Water Corporation pumping station also garnered concern due to its shape and the perception access would be limited.

The local POS to the north provides a local POS opportunity for some of the northern lots. This is where some of the higher density

residential is located and it is appropriate to ensure those lots have good amenity POS. The POS is also adjacent to the existing Water Corporation Pump Station. Water Corporation has recently advised the City they plan to reduce the area which is currently fenced and landscape the area. This will be a welcome addition to the POS and enable access through to Bennett Avenue to the west.

Transport – Freight Corridors (Noise and Vibration)

As with previous consultations, the issue of freight corridors was raised. The issue of noise and vibration from the railway line and noise from Cockburn Rd and proposed Cockburn Coast Drive received much attention. Questions were raised as to the appropriateness of the methodology used in the noise and vibration assessments as well as the proposed mitigation measures proposed.

What has become very apparent in assessing these submissions is there are several interest groups and government agencies who do not believe the methodology has been followed properly. It must be acknowledged that these groups and agencies are not those responsible for the interpretation of the relevant State Planning Policy 5.4 (SPP5.4) Road and Rail Transport Noise and Freight Considerations in Land Use Planning. No issue has been raised by the Department of Environment and Conservation (“DEC”), where appropriate expertise to assess such studies resides. This matter has been followed up with the DEC and at the time of writing this report, still no formal objection to the methodology undertaken had been made by DEC.

The approvals process will require each lot located in the nominated distances from the railway line and Cockburn road, to comply with noise and vibration constraints.

The Noise and Vibration Strategy forms an addendum to the local structure plan (“LSP”) and shows the impact zone. Text in the LSP also makes reference to the Noise and Vibration Strategy. The Design Guidelines will also outline the requirements for compliance with noise and vibration for land within the impact zone. Both the LSP and the draft Design Guidelines also include requirements for Notification on titles and refer back to SPP5.4 where the specifications for these more detailed assessments reside.

The Department of Transport (representing the views of the Public Transport Authority and Main Roads) has specifically requested a Noise Management Plan be done at the local structure plan stage. The applicant has indicated this plan will be done at the development approval stage (i.e. on a lot by lot basis). This appears consistent with the intent of SPP5.4 which does not specify the Noise Management

Plan must be done at the local structure plan. Looking at the content of a Noise Management Plan outlined in the guidelines which accompany the SPP5.4, it seems most of this information is already captured via the Noise and Vibration Assessment Study.

Spatially, the local structure plan would not change if this Noise Management Plan were undertaken at this early stage. Opportunities for setting back of development lots further from the railway line have effectively been lost. Planning since the CCDSP 2009 has indicated urban development abutting the railway line. This situation was compounded by the rezoning to 'urban' under the MRS and there is very little scope to see a different land use response to that of a built form response on a lot by lot basis.

City officers, given there is no indication otherwise from the DEC and given the apparently reasonable approach to the methodology used in the Noise and Vibration Assessment Study do not recommend withholding endorsement of this local structure plan on this matter. The Department of Transport are welcome to raise their concerns with the Department of Planning prior to their consideration of the plan.

Transport – Freight Corridors (Cockburn Road)

Several submissions have raised traffic concerns with access to Cockburn Road. Main Roads has noted work is being undertaken on a design concept and vehicle access strategy for Cockburn Rd. They have also expressed their intent to pursue removal of the Primary Regional Road Reservation for the proposed Cockburn Coast Drive once Cockburn Rd is upgraded.

The applicant can be required to lodge the design concept and vehicle access strategy for Cockburn Road prior to the local structure plans being forwarded to the WA Planning Commission for their endorsement.

Density provision

Some submissions have suggested the densities indicated are too conservative. Others, primarily from landowners within the development area have expressed concern they should not be expected to deliver the same densities as the State Government owned land. These landowners feel they should be able to develop more traditional housing types which are easier to sell.

It is generally perceived that multiple dwelling developments are more difficult to undertake than standard green titled lots. This is for a variety of reasons including financing and building standards. However, it must be remembered the State Government has set a

vision for how this area must be developed. Well located industrial zoned land has been rezoned by the State Government to provide for urban development. Both development types (industrial and urban) are important for the continuing growth of the Perth metropolitan area. The sacrifice of well-located industrial land must not be taken lightly and a substandard outcome in terms of housing density provided in Cockburn Coast must not be accepted.

To this end, the City has included specific Scheme provisions to ensure that density targets are adhered to. The allocation of residential densities on the draft local structure plans is considered appropriate and is intended to ensure the target of housing 10,000 residents overall within Cockburn Coast can be met. This may well mean that development takes a longer period to unfold than if the area was developed with single houses. It should not be disregarded that much of this land has been undeveloped for decades already. With this land now rezoned at no cost to landowners (to date all costs have been borne by the State Government) hopefully this will now incentivise development of this area.

Mixed Use zone and existing businesses

Several submissions raised the issue of modifying the intent of the Mixed Use zone to note their existing business operations and the contribution this makes in terms of employment. They appear to have interpreted the flexibility attributed to this zone to mean it should allow for their uses as well.

A Mixed Use zoning has been identified throughout much of the project area, and along Cockburn Road in order to allow a range of compatible uses to co-locate adjacent to one another, and vertically in individual buildings. This is consistent with the CCDSP.

The Mixed Use zone is critical in promoting sustainable living opportunities by allowing people to pursue a lifestyle that integrates living, working and leisure in one location.

The Mixed Use zoning needs to be carefully managed so that it does not detract or disperse activity from the two proposed activity centres. Given that the Scheme does not currently include a Mixed Use zone the Local Structure Plans set out the specific permissibility of land uses. Design Guidelines will also be critical in ensuring the desirable built form outcomes are achieved for the Mixed Use zone. In accordance with the CCDSP 2009 and CCDSP Part 2, the Mixed Use zoning is not intended to be overly prescriptive, providing that the uses can demonstrate a positive contribution to promoting a vibrant mixed use urban environment and do not detract from the two primary activity centres.

The CCDSP outlines the types of uses that are not considered suitable for the Mixed Use zone which include 'light and service industry' and 'general industrial' uses. Therefore it is not considered appropriate to state that the Mixed Use zone will allow for businesses to remain. In many circumstances existing businesses will remain in accordance with non-conforming use rights pursuant to the Scheme, rather than because the use will be permissible under the Mixed Use zoning.

In accordance with the CCDSP uses such as residential, small showrooms, shops, offices and community facilities will be generally supported within the Mixed Use zone. In the land use table these uses are either permitted or discretionary.

Interim buffer arrangements are considered as part of the Local Structure Plan. A plan is included which maps existing uses which generate an off site buffer impact. These have been established with regard to the generic buffers set out in the relevant State Planning Policy and Environmental Protection Authority's Guidance Statement, then further examined in light of their current approval conditions and the City's knowledge of the nature of their operation. A process has been provided for, as per the relevant State Planning Policy for developers seeking to establish a sensitive land use within those buffers. They can undertake a further technical analysis which if approved may reduce or refine a buffer. In the meantime designation of a Mixed Use zoning in proximity to existing industrial uses that are likely to remain for the medium to long term ensures landowners have the flexibility for options other than sensitive land uses available to them.

It is acknowledged that there are a number of existing businesses and land uses (most of an industrial nature) within the Cockburn Coast area that will continue to operate into the future, dependent on the aspirations of landowners.

Under the Scheme, when the zoning changes to 'Development' zone any existing lawful development within the area that would not ordinarily be permitted under the new proposed zoning would be afforded non-conforming use rights under the Scheme. Pursuant to Clause 4.8 of the Scheme, the continued use of land is allowed for the purpose for which it was being lawfully used immediately prior to the date of gazettal of the zoning change. Non-conforming use rights also allow the carrying out of development that was approved prior to the date of gazettal of the zoning change.

Pursuant to clause 4.9 of the Scheme a person cannot alter or extend a non-conforming use without planning approval. If a non-conforming use is discontinued for a period of six months the use of the land and

buildings thereafter must be consistent with the provisions of the Scheme relating to the new zoning.

The non-conforming use rights provisions are the most appropriate method to accommodate the existing businesses. It is not considered in line with the vision for the Cockburn Coast area to alter the intent of the Mixed Use zone to make these uses permissible.

Associated Projects

As noted earlier in this report, there are some important projects associated with the local structure plans. These include the Design Guidelines, Public Realm, Public Art and Development Contributions.

Design Guidelines

The 'Development Area' provisions specify that Local Structure Plans must have associated Design Guidelines. These must be adopted by the Local Government prior to or as a part of the formal consideration of the associated Local Structure Plan. Included in this Council agenda, is an item to consider adoption of the Design Guidelines as a Local Planning Policy for the Robb Jetty and Emplacement areas of Cockburn Coast. Should Council not adopt the Design Guidelines, then it is not able to endorse either of the local structure plans submitted. This is why the officer recommendation is predicated on the Design Guidelines being endorsed.

Given the density of the proposed development, and the mix of uses, comprehensive Design Guidelines are imperative to manage built form outcomes.

Detailed discussion on the Design Guidelines may be found in the related agenda item in this Council agenda. The Design Guidelines were recently advertised to affected landowners and government agencies. The Design Guidelines are recommended for adoption as a Local Planning Policy, subject to a number of modifications.

Public Realm

Achieving a cohesive and attractive streetscape character and public realm is considered to be an important objective for the Cockburn Coast area. The need to ensure continuity between Local Structure Plan areas and different land ownership parcels is noted in the local structure plans; however, it will not be the structure plans themselves that provide this.

Guidance will need to be outlined at a detailed technical level which goes beyond the parameters which a local structure plan can achieve.

This includes identifying proposed landscaping themes, verge treatments (including items such as street furniture, bollard types, lighting types, paver styles) to achieve the desired streetscape character, including cross sections showing the location and extent of verge treatments. If these issues are not clearly documented then it will be difficult to achieve a cohesive streetscape character, particularly given that much of the land is in fragmented landownership.

Landcorp has recently commenced a guide for the Public Realm which it intends to discuss with the City's technical staff who approve and ultimately need to manage public realm areas and their infrastructure. This will be an important piece of work for the City to progress before the commencement of subdivisional works (estimated to start in 2014).

Development Contributions

Following on from the local structure plans will be the mechanism to equitably distribute some of the development's infrastructure costs.

An item mentioned earlier in this report is the oval proposed within Robb Jetty area. This is proposed for inclusion in the City's existing Development Contribution Plan 13 (DCP13) which is for community infrastructure as a 'local' catchment item for North Coogee/Coogee. The catchment of this oval will be greater than simply Robb Jetty area (and the entire Cockburn Coast development). It will be able to service the suburbs of North Coogee and Coogee. Other community infrastructure which similarly has a larger catchment will be proposed for Council's consideration as part of a Scheme Amendment.

There are also a number of Robb Jetty and Emplacement specific infrastructure, such as local public open space, which Landcorp will also propose for Council's consideration as part of a Scheme Amendment.

The principles outlined in State Planning Policy 3.6 will need to be satisfied by any Scheme Amendment(s) which Landcorp lodge and these are subject to public consultation including the provision of a Cost Apportionment Schedule to clearly indicate to affected landowners an estimate of development contribution rates.

Public Art

The local structure plans for Robb Jetty and Emplacement areas are accompanied by a Public Art Strategy

Public Art is not intended for inclusion in a development contribution plan. This is a matter which would need to be the subject of a Percent

for Art Policy, which at this stage has not been considered by Council and is a matter considered broader than Cockburn Coast.

City officers are currently preparing a report for Council to consider whether the implementation of a Percent for Art Policy is appropriate for the City of Cockburn. Any such policy would require public consultation should it be initiated.

Conclusion

The Robb Jetty Local Structure Plan is generally consistent with the underlying intent of the CCDSP 2009 and CCDSP Part 2. However, there are a number of modifications which are required to improve the clarity of its content, ensure adherence to the Department of Planning's Structure Plan Guidelines and that it can provide sufficient guidance to subdivision and development proposals.

Subject to the modification of the Robb Jetty Local Structure Plan in line with the officer recommendation, it is recommended the plan be endorsed and forwarded to the Western Australian Planning Commission for their approval.

Strategic Plan/Policy Implications

Growing City

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

Infrastructure

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

Community & Lifestyle

- Community environments that are socially cohesive and embrace diversity.

Budget/Financial Implications

The Structure Plan assessment fee has been calculated in accordance with the *Planning and Development Regulations 2009*, and has been paid by the applicant.

Legal Implications

N/A

Community Consultation

In preparing the Robb Jetty Local Structure Plan, the applicant (Landcorp) undertook a consultation process with relevant stakeholders. This included two landowner forums and liaison with various State agencies in the preparation of some of the draft background strategies which informed the local structure plan content.

Once the draft Robb Jetty Local Structure Plan was lodged with the City advertising of the proposal took place in line with the requirements of the City's scheme for local structure plan proposals. This advertising period ran for an extended period of 28 days (the Scheme only requires 21 days) from 20 November to 17 December 2012.

Advertising included the following:

- * Letters to all landowners with Cockburn Coast, Port Coogee, South Beach and the Newmarket precinct, and a number of landowners within nearby parts of Hamilton Hill;
- * Notices in the Cockburn Gazette inviting comment and inviting community members to attend an Information Evening;
- * Displays at the City's administration building and the City's libraries;
- * Signage at the beach car parks at Rollinson Road and McTaggart Cove Road;
- * Dedicated webpage on the City of Cockburn's website;

Attachment(s)

1. Cockburn Coast Precinct Plan
2. Draft Robb Jetty Local Structure Plan (plan only)
3. Schedule of Submissions Robb Jetty Local Structure Plan

Advice to Proponent(s)/Submissioners

The applicant and persons/agencies who lodged a submission have been advised that this matter is to be considered at the 11 April 2013 Council Meeting.

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

Nil.

**14.7 (OCM 11/04/2013) - LOCAL STRUCTURE PLAN (EMPLACEMENT)
COCKBURN COAST (CONSIDERATION OF ADOPTION FOR FINAL
APPROVAL) (110/067) (D DI RENZO) (ATTACH)**

RECOMMENDATION

That Council

- (1) adopt the Emplacement Local Structure Plan, in line with the proposed rezoning of this area to 'Development' zone via Amendment No. 89 to the City's Town Planning Scheme No. 3 and subject to the following:
 1. Modification and Adoption of the Local Planning Policy Robb Jetty and Emplacement Design Guidelines.
 2. Preparation of a Fire Management Plan in accordance with Planning for Bushfire Protection, which includes any interim fire management measures.
 3. Updates to Section 3.4 of the Local Structure Plan report (Bushfire Hazard) and Figure 16 to reflect the Fire Management Plan, and to demonstrate a fire hazard assessment which includes the Emplacement Local Structure Plan area and adjacent Beeliar Regional Park.
 4. Modification to Section 3.1 (Environmental Assets and Constraints) to specifically address the recommendations of the associated Ecological Assessment, and to specify the requirement for a spring flora and vegetation survey to be undertaken by individual landowners prior to subdivision or development of the land (where development proposes works to the land).
 5. Modification to Figure 12 (Vegetation Type Analysis) within the Local Structure Plan report to reflect the mapping included within the Ecological Assessment.
 6. Modification to Appendix E - Local Transport and Traffic Management Strategy of the Local Structure Plan report to include current and future intersection operations for the two intersections of Emplacement Crescent and Cockburn Road and to include one intersection that maintains a right hand turn from Emplacement Crescent if possible.
 7. Modification to Figure 1 and Figure 9 of the Local Structure Plan report to reflect the indicative location of

the switchyard/power substation as shown in the Infrastructure and Servicing Report (Appendix F).

8. Corrections to Public Open Space ("POS") figures in Table 3, Table 9, and throughout the Local Structure Plan report to accurately reflect the quantities of proposed POS, including the proportion of unrestricted and restricted open space as shown in the associated Local Water Management Strategy.
9. Identifying Alba Edible Oils as a current land use in Section 1.2.2 of the Local Structure Plan report.
10. Deletion of reference to an 'activity centre' zone under Section 6.1 of the Emplacement Local Structure Plan report.
11. Inclusion of additional provisions in Section 8 (Part 1) requiring development proposals to ensure adequate interface, including fencing, to the Primary Regional Road Reserve to protect the conservation value of the Beeliar Regional Reserve.
12. Advising affected landowners in the Emplacement Local Structure Plan area of the requirement for a spring flora and vegetation survey to be undertaken by individual landowners prior to subdivision or development of the land (where development proposes works to the land).
13. Removing the footnote from the bottom of the Land Use Table contained in Part 1 and replace with text within Part 1 to explain when discretion may be granted by Council for Singles Houses (in line with the explanation given in Part 2).
14. Update the Affordable Housing sections to reflect the updated Australian Bureau of Statistics data.
15. Updating the Affordable Housing sections to reflect an incentive based approach with all references to mandatory requirements are to be removed.
16. Updating the Affordable Housing sections to also include a further bonus for 2 bedroom dwellings (relative the bonus given for 3 bedroom dwellings).
17. Updating the Affordable Housing section to revise the definition of Affordable Housing to be: "*For the purposes*

of this Local Structure Plan, 'affordable housing' refers to either of the following:

- i. Dwellings that are sold to Eligible Households at or below the benchmark price outlined in Table 4; or*
 - ii. *Dwellings that are sold or transferred to a recognised affordable housing provider, which in turn leases or sells the properties to Eligible Households (under an approved affordable housing program); or*
 - iii. Private Provider selling to Eligible Households; or*
 - iv. Commonwealth or State endorsed affordability program”.*
 - v. and include supplementary definitions for the terms “Eligible Households” and “Recognised affordable housing provider”.*
18. Updating Part 1 to delete the reference to car parking standards being a 'maximum' rather than a 'minimum' and update the reference from the benchmarks being the Residential Design Codes to being as per the City of Cockburn's Town Planning Scheme No. 3.
 19. Updating the sections regarding Detailed Area Plans to provide clarity as to when they may be required and that in some instances the need may be negated due to the Design Guidelines Local Planning Policy.
 20. Expanding the discussion in Part 2 (Regional Planning) to broaden the reference to Directions 2031 to discuss other elements of this plan.
 21. Updating the discussion in Part 2 (Policies) to include reference to State Planning Policy 1 State Planning Framework.
 22. Updating Part 2 (Residential Zone) list of criteria where Council may choose to use its discretion to punctuate this list and include the term 'and' so it is clear all of these items are expected to be met, not one or the other.
 23. Updating Part 2 (Residential – Densities) to remove the unnecessary replication of the Town Planning Scheme No. 3 provision relating to calculation of density targets.

24. Updating Part 2 (Movement Networks) to ensure correlation between cross-sections and network plans.
 25. Corrections to Table 05 of the Local Structure Plan report to include all landholdings within the local structure plan area.
 26. Deletion of any references to 'Cockburn Coast Redevelopment Area' within the Local Structure Plan report.
 27. Corrections to Figure 1 within the Local Structure Plan report to include a scale and to relabel 'low density' to 'medium density'.
 28. Inclusion of a scale and cadastre on Figure 27 (Existing industrial buffers) to make the extent of the buffers clear.
 29. Reviewing the entire document to identify and correct basic grammar and typographical errors, including section numbering.
- (2) in pursuance of Clause 6.2.10.1 of the Scheme, send the Structure Plan once modified to the Western Australian Planning Commission for endorsement;
 - (3) endorse the schedule of submissions prepared in respect of the Structure Plan;
 - (4) advise the proponent and those persons who made a submission of the Council's decision; and
 - (5) advise the proponent that the site is subject to Development Contribution Area No. 13, as well as a future Development Contribution Area (Cockburn Coast) which is in the final stages of preparation.

COUNCIL DECISION

Background

For a number of years the State Government has been working toward realising the vision for the Cockburn Coast development. The project is intended to see the redevelopment of the former Robb Jetty industrial area and the South Fremantle Power Station.

A number of planning stages have been realised in recent years briefly described below.

The Cockburn Coast District Structure Plan 2009 ("CCDSP 2009") prepared to guide future land use and transport initiatives within the area stretching between South Beach and the Port Coogee marina.

In 2012, this was supplemented and in part refined by the Cockburn Coast District Structure Plan Part 2 ("CCDSP Part 2") prepared on behalf of Landcorp.

The Metropolitan Region Scheme ("MRS") Amendment No. 1180/41 was made effective on 16 August 2011 to rezone the North Coogee industrial area from 'Industry' to 'Urban' to reflect the outcomes of the CCDSP Part 2. The South Fremantle Power Station site has been predominately rezoned to 'Urban Deferred', with a portion south of the Power Station building remaining 'Parks and Recreation' reserve.

Council has undertaken several modifications to its Town Planning Scheme to reflect the change in the MRS, including replacement of previous zones with Special Use areas to reflect the desired use mix in the Newmarket area and introduction of a 'Development' zone for the area south of Rollinson Rd.

This 'Development' zone is the most appropriate zone for new urban areas, as it provides a degree of flexibility through structure planning to robustly coordinate development.

The Scheme provisions, combined with the Department of Planning's Structure Plan Guidelines, set out the requirements to be addressed in local structure plans which will apply land use zoning and permissibility and subdivision and development requirements.

Submission

The Emplacement Local Structure Plan has been submitted by HASSELL on behalf of Landcorp.

Report

The purpose of this report is for Council to consider submissions on the Emplacement Local Structure Plan and whether endorsement of the plan is appropriate.

Purpose of the Emplacement Local Structure Plan

The Emplacement Local Structure Plan applies to the Cockburn Coast project area bounded by Cockburn Road to the west, and the Primary Regional Road Reservation to the east, as shown in the Precinct Plan (Attachment 1).

On the western side of Cockburn Road is the local structure plan area known as 'Robb Jetty'. This is also an item on this Council agenda for Council's consideration.

The Emplacement Local Structure Plan proposes a mix of zones, primarily being residential with a density ranging from R40 to R160.

A Mixed Use zone is proposed along Cockburn Road, with a residential coding of R100 applying to any residential component within this area.

The local structure plan includes a land use table that sets out the range of permissible uses, which varies slightly from that in the Scheme, and which includes a range of uses for the Mixed Use zone, because it is not a zone included in the Scheme.

The local structure plan provides for building heights generally between 6-8 storeys, with greater heights provided along the eastern boundary. These building heights are consistent with those shown in the CCDSP Part 2.

There are development incentives included to encourage the provision of Affordable Housing. This was a target of the District Structure Planning. This encouragement is suggested by way of extra floor space being granted to a proposal. The outcome of this, if developers took up the opportunity could be a potential increase in the size of a building on a site. Given the need to set back from boundaries, this increase is most likely to be realised by building form becoming higher in storeys. For example, a 3 storey building through using the Affordable Housing bonus may become a 5 storey building (provided it can still meet other development requirements such as car parking and open space).

The Emplacement Local Structure Plan includes the provision of 12% Public Open Space ("POS"), consistent with what was shown in the CCDSP Part 2. The gun emplacement is proposed to be retained in a

neighbourhood park, and a number of other POS corridors are proposed to provide a variety of recreational opportunities.

It is intended Emplacement Local Structure Plan would be adopted as a structure plan pursuant to Clause 6.2.9 of the Scheme applying land use zoning and permissibility. The Local Structure Plan needs to effectively demonstrate how coordinated development of the subject land can occur.

The Emplacement Local Structure Plan is generally consistent with the underlying intent of the CCDSP 2009 and CCDSP Part 2. However, there are a number of modifications which are required to improve the clarity of its content, address issues raised during the advertising period, and to ensure that it can provide sufficient guidance to future subdivision and development proposals. These modifications are set out in detail in the officer recommendation and discussed further below in the Report section of this agenda item under their respective headings.

There are also some important projects associated with the local structure plans which are discussed at the end of the Report section of this agenda item. These include the Design Guidelines, Public Realm and Public Art.

Affordable Housing

The CCDSP sets a target of achieving 20% affordable housing across the Cockburn Coast project area.

Affordable housing does not simply refer to public housing, and there are many current and potential residents facing affordability problems in the Perth Metropolitan Area who would fall outside the eligibility criteria for public housing, or would be unlikely to meet criteria for priority housing allocation.

Following on from studies undertaken by the Department of Planning, Landcorp have undertaken an Affordable Housing Strategy for the Cockburn Coast area. To examine the content of this and more importantly provide input into the local structure plan provisions regarding this issue, the City coordinated a working group to meet and discuss implementation. Representation was provided by Landcorp, the City of Cockburn, Department of Planning, Department of Housing and several affordable housing providers.

It has been made clear by the Department of Planning the only provisions which it would support in the local structure plans were to be non-mandatory. This is a shift from the CCDSP 2009 which recommended mandatory provisions. Given this change and the

advice of the working group, there are a number of modifications needed to the current wording in the local structure plan text.

Using an incentive driven approach, affordable housing provision will be encouraged by a range of 'bonuses' to the ordinary development standards which apply. Bonuses will be higher for those developments which provide for more than 1 bedroom in their affordable housing component.

Modification is also required to update the income and price point indicated as updated data is now available given the recent census data release.

As discussed earlier in this report, Elected Members should be comfortable with the potential built form impact by offering these incentives. If these incentives are included as proposed (and are taken up by developers) the height of the built form would increase.

Public Open Space

Within the Emplacement Local Structure Plan report there are some discrepancies between the stated quantities of proposed POS, including the proportion of unrestricted and restricted open space as shown in the associated Local Water Management Strategy.

It is therefore recommended that corrections be made to the POS figures in Table 3, Table 9, and throughout the Local Structure Plan report to accurately reflect the quantities of proposed POS, including the proportion of unrestricted and restricted open space as shown in the associated Local Water Management Strategy.

Annotation of local roads

Currently a number of local roads are shown on the local structure plans. These are not required by the Department of Planning's Structure Plan Guidelines and therefore it is acceptable to remove them. What would be appropriate to annotate is any areas where a link does need to be provided. This can be provided with an arrow annotating where links are desirable.

Additional commentary on car parking

The design guidelines provide for an appropriate response to car parking, noting this continues to be an issue of interest as the City transforms towards more example of medium density development. The amount of car parking to be provided is detailed in the Scheme. The design guidelines provide for a response to car parking management through appropriate screening of car parking areas to

reduce their dominance. This will assist in the delivery of an attractive environment but with a sufficient level of car parking accommodated.

Initially the local structure plans had proposed to provide for reduced car parking standards, in line with the Integrated Transport Plan ("ITP"). As recorded in the ITP, City officers expressed concern with the notion of reduced parking (i.e. less than the Scheme and Residential Design Codes would require) in the absence of the area being adequately serviced by public transport. In lieu of this public transport being provided, the Scheme requirements will apply.

Community Consultation Outcomes

The Emplacement Local Structure Plan was advertised for a period of 28 days, commencing on 20 November 2012.

All submissions have been outlined and addressed in the Schedule of Submissions (Attachment 3). The key issues that have been raised are summarised below.

Assessment of Fire Management

The Emplacement Local Structure Plan report does not include a bushfire hazard assessment, with the relevant section only addressing the fire hazard associated with the Foreshore Reserve located within the Rob Jetty area. Beeliar Regional Park and remnant vegetation within the Primary Regional Road reservation and the Local Structure Plan area itself pose a fire hazard which should be addressed.

Planning for Bush Fire Protection Guidelines (Edition 2) Guidance Statement A1 and stipulates that unless it is clear to the decision-making authority that the land in question is not in an area that has a moderate or extreme bush fire hazard level any new proposals to intensify development should include a bush fire hazard assessment; and should identify any bush fire hazard issues arising from that assessment and address those issues in a report which demonstrates that all fire protection requirements can be achieved.

The Emplacement Local Structure Plan proposes development within 100m of vegetation which may be considered a 'moderate to extreme' bush fire hazard, being Beeliar Regional Park, the Cockburn Coast Primary Regional Road Reservation, and vegetation within privately owned land. Therefore according to the Planning for Bushfire Protection the Local Structure Plan should be supported by a bush fire hazard assessment.

The Department of Planning and the Department of Environment and Conservation have raised this issue in their submission (see Schedule of Submissions at Attachment 3).

It is therefore recommended that a bush fire hazard assessment and fire management plan be prepared, and any requirements that result from the fire management plan be incorporated into the local structure plan.

Assessment of Flora and Fauna

The Local Structure Plans are each supported by Ecological Assessments undertaken by GHD. The Department of Environment and Conservation ("DEC") have noted in their submission that these field studies were not conducted in spring, which is considered the optimal time for flora surveys within the Swan Coastal Plain Bioregion. The DEC therefore do not consider that these surveys have been conducted in accordance with Environmental Protection Authority's (EPA's) Guidance Statement 51 - Terrestrial Flora and Vegetation Surveys for Environmental Impact Assessment in Western Australia.

The timing of the flora and vegetation survey is not an issue for the Robb Jetty Local Structure Plan, given the degraded condition of the vegetation. However, the Ecological Assessment for the Emplacement LSP outlines the identified vegetation type 1 located on the eastern side of the project site has similarities to a DEC-listed threatened ecological community. DEC have advised that to accurately determine the floristic community types present at the project site, plots need to be established and scored (typically spring and late spring), and data analysed using appropriate statistical techniques. An appropriately timed flora survey in accordance with Guidance Statement 51 is required to determine the presence of priority and/or threatened ecological communities within the Emplacement Local Structure Plan area.

The Ecological Assessment also indicates that rare flora (e.g. *Caladenia huegefit*) and priority flora (e.g. *Dodonaea hackettiana*) are likely to occur within the Emplacement Local Structure Plan area. DEC recommends that another flora and vegetation survey of all potentially affected areas of native vegetation be conducted by an environmental consultant, in accordance with Guidance Statement 51. The survey should determine the presence of priority flora, rare flora or other significant flora.

It is therefore recommended that a spring flora and vegetation survey be undertaken within the Emplacement Local Structure Plan prior to subdivision or development of the land (where development proposes

works to the land). It is recommended that the Emplacement Local Structure Plan report be modified to reflect this requirement, and that Council advise landowners of this requirement to ensure they can factor it into the timing of any proposals.

The Ecological Assessment identifies that there are patches of vegetation in good condition that would provide potential foraging habitat for Carnaby Black Cockatoos. DEC have reiterated that Carnaby's Black Cockatoo are protected by the Commonwealth's Environment Protection and Biodiversity Conservation Act 1999 ("EPBC Act"). Therefore, regardless of any decision under Western Australian planning or environmental approvals processes, the proponent should contact the Commonwealth Department of Sustainability, Environment, Water, Population and Communities (DSEWPaC) to determine what responsibilities they have under the EPBC Act.

DEC concurs that clearing of high quality foraging habitat for Carnaby's Black Cockatoo should be minimised or avoided, if possible; and recommends that it is retained and incorporated into future POS. The Emplacement Local Structure Plan identifies the proposed areas of POS, being a neighbourhood park containing the gun emplacement, and a number of other green linkages. This is consistent with the CCDSP Part 2.

Vegetation within the green POS links will be retained where possible to provide a physical and ecological link between the foreshore and Beeliar Regional Park. However, the key function of the proposed POS is to provide a variety of recreational functions for residents and visitors, cognisant of the fact that it will be a high density environment. The local impact of some clearing of vegetation in the Emplacement Local Structure Plan area must be balanced against the outcomes of the district structure planning for Cockburn Coast, which seek to facilitate a dense and diverse urban environment with high levels of accessibility.

It is noted that the local structure plan report does not address the recommendations of the Ecological Assessment. It is therefore also recommended that the report be modified to address the specific recommendations.

Interface with Beeliar Regional Reserve

The DEC have recommended in their submission that until such time that the Cockburn Coast Drive is constructed, the proponent should ensure there is adequate fencing between any development site and areas retained for conservation, and between any development site and Beeliar Regional Park.

To address this issue it is recommended that additional provisions be included in Section 8 (Part 1) requiring development proposals to ensure adequate interface, including fencing, to the Primary Regional Road Reserve in order to protect the conservation value of the Beeliar Regional Reserve.

Transport – Freight Corridors (Cockburn Road)

Several submissions have raised traffic concerns with access to Cockburn Road. Main Roads has noted work is being undertaken on a design concept and vehicle access strategy for Cockburn Road. They have also expressed their intent to pursue removal of the Primary Regional Road Reservation for the proposed Cockburn Coast Drive once Cockburn Road is upgraded.

The applicant can be required to lodge the design concept and vehicle access strategy for Cockburn Road prior to the local structure plans being forwarded to the WA Planning Commission for their endorsement.

The Transport and Traffic Management Strategy does not include designs for the intersections for Emplacement Crescent and Cockburn Road, however the Local Structure Plan report states that both of these intersections will be left in left out only intersections.

Currently the southern intersection of Emplacement Crescent and Cockburn Road allows for right turns; and two objections were made to the proposed restriction. In the future this will pose significant problems for existing businesses in Emplacement Crescent. It is therefore recommended that the Local Transport and Traffic Management Strategy (Appendix E) be modified to include intersection designs for Cockburn Road and Emplacement Crescent, and to provide for one of the intersections of Emplacement Crescent and Cockburn Road to maintain a right hand turn from Emplacement Crescent.

Existing Industrial Land Use Buffers and Transitional Arrangements

There are a number of existing businesses and land uses (most of an industrial nature) within the Cockburn Coast area that will continue to operate into the future, dependent on the aspirations of landowners.

Under the Scheme, when the zoning changes to 'Development' zone any existing lawful development within the area that would not ordinarily be permitted under the new proposed zoning would be afforded non-conforming use rights under the Scheme. Pursuant to Clause 4.8 of the Scheme, the continued use of land is allowed for the

purpose for which it was being lawfully used immediately prior to the date of gazettal of the zoning change.

Several submissions raised the issue of modifying the intent of the Mixed Use zone to note their existing business operations and the contribution this makes in terms of employment. They appear to have interpreted the flexibility attributed to this zone to mean it should allow for their uses as well.

A Mixed Use zoning has been identified throughout much of the project area, and along Cockburn Road in order to allow a range of compatible uses to co-locate adjacent to one another, and vertically in individual buildings. This is consistent with the CCDSP.

The Mixed Use zone is critical in promoting sustainable living opportunities by allowing people to pursue a lifestyle that integrates living, working and leisure in one location.

Given that the Scheme does not currently include a Mixed Use zone the Local Structure Plans set out the specific permissibility of land uses. The CCDSP outlines the types of uses that are not considered suitable for the Mixed Use zone which include 'light and service industry' and 'general industrial' uses. Therefore it is not considered appropriate to state that the Mixed Use zone will allow for businesses to remain. In many circumstances existing businesses will remain in accordance with non-conforming use rights pursuant to the Scheme, rather than because the use will be permissible under the Mixed Use zoning.

The non-conforming use rights provisions are the most appropriate method to accommodate the existing businesses. It is not considered in line with the vision for the Cockburn Coast area to alter the intent of the Mixed Use zone to make these uses permissible.

A number of submissions have expressed concerns that the proposed transitional arrangements are inadequate, and do not sufficiently protect existing businesses. However existing businesses can continue to operate in accordance with their non-conforming use rights. The proposed Emplacement Local Structure Plan addresses potential conflict between existing industrial uses and future sensitive land uses through noise attenuation requirements in Sections 8, and requirements for sensitive land uses proposal within buffers to industrial uses to demonstrate through technical analysis how impacts from the industrial uses are to be mitigated in Section 4.7 Industrial Activities (Part 2).

Interim buffer arrangements have been identified on a plan that maps the existing uses which generate an offsite buffer impact. These have

been established with regard to the generic buffers set out in the relevant State Planning Policy and Environmental Protection Authority's Guidance Statement, then further examined in light of their current approval conditions and the City's knowledge of the nature of their operation. This is why some of the identified buffers differ from the generic buffers set out in the Environmental Protection Authority's Guidance Statement No. 3.

A process has been provided for, as per the relevant State Planning Policy for developers seeking to establish a sensitive land use within those buffers. They can undertake a further technical analysis which if approved may reduce or refine a buffer. In the meantime designation of a Mixed Use zoning in proximity to existing industrial uses that are likely to remain for the medium to long term ensures landowners have the flexibility for options other than sensitive land uses available to them.

The Local Structure Plan reports could include further information regarding each of the existing industrial buffers. It is also recommended that Figure 27 include a scale and the cadastre to make the extent of the buffers clear. It is recommended that the LSP be amended accordingly.

Heritage Conservation

A number of submissions raised concerns regarding the impact of the proposals on the heritage values of the area. Both Local Structure Plans are supported by a Cultural Heritage Strategy which builds on the Cockburn Coast Heritage Strategy that accompanied the CCDSP (2009).

The Emplacement Local Structure Plan and associated Cockburn Coast Cultural Heritage Strategy will ensure the retention and protection of the gun emplacement. Specifically, the Emplacement Local Structure Plan includes the gun emplacement within public open space to ensure that this important feature is not subject to development pressure. It should be noted that the two other gun emplacements were dismantled circa 1970 and the area where these two emplacements were has been redeveloped. The preparation of the Heritage Strategy included liaison with the Army Museum of Western Australia and a site visit to the Leighton Battery did not reveal that tunnels were associated with the South Beach Battery site.

There were also concerns expressed regarding the impact on the use of the area as a horse exercise area. It is agreed that this is an important consideration, which is why it has been considered from the District Structure Planning stage through to the Local Structure Plans. The Local Structure Plans and associated Cockburn Coast Cultural

Heritage Strategy identify and recognise the importance and heritage value of the South Beach Horse Exercise Area. The Local Structure Plan states ‘the aim is for horse facilities to remain at McTaggart Cove to provide facilities for horses with a horse float car park, where the dunes are lower and there will be less disturbance to future residential uses, thus minimising potential land use impacts.’ A key objective of the Heritage Strategy is that “South Beach should continue to be used for the horse training, a use with which it has had a long association”.

Minor Modifications

There are a number of other modifications that are recommended to ensure that the report accurately reflects the appendices:

- * Figure 12 (Vegetation Type Analysis) within the Local Structure Plan report should be modified to show the full extent of the vegetation mapping included within the Ecological Assessment.
- * The Local Structure Plan report shows the incorrect indicative location of the switchyard/power substation, and should be amended to reflect what was shown in the CCDSP Part 2, and the Infrastructure and Servicing Report.

A number of other corrections to the Emplacement Structure Plan report are also recommended as follows:

- * The current land use section of the report should identify Alba Edible Oils as a current land use.
- * The report makes reference to an ‘activity centre’, however there is no ‘activity centre’ zone in the Emplacement Local Structure Plan, and such references should be deleted.
- * Table 5 of the Plan report lists current landholdings, however some are missing. It is recommended that the table be corrected to include all landholdings within the local structure plan area.
- * The report includes references to ‘Cockburn Coast Redevelopment Area’ which should be deleted, as the subject area is not included within a redevelopment area.
- * The Emplacement Local Structure Plan does not include a scale which makes it difficult to identify the boundaries of each proposed zone.

Associated Projects

As noted earlier in this report, there are some important projects associated with the local structure plans. These include the Design Guidelines, Public Realm, Public Art and Development Contributions.

Design Guidelines

The 'Development Area' provisions specify that Local Structure Plans must have associated Design Guidelines. These must be adopted by the Local Government prior to or as a part of the formal consideration of the associated Local Structure Plan. Included in this Council agenda, is an item to consider adoption of the Design Guidelines as a Local Planning Policy for the Robb Jetty and Emplacement areas of Cockburn Coast. Should Council not adopt the Design Guidelines, then it is not able to endorse either of the local structure plans submitted. This is why the officer recommendation is predicated on the Design Guidelines being endorsed.

Given the density of the proposed development, and the mix of uses, comprehensive Design Guidelines are imperative to manage built form outcomes.

Detailed discussion on the Design Guidelines may be found in the related agenda item in this Council agenda. The Design Guidelines were recently advertised to affected landowners and government agencies. The Design Guidelines are recommended for adoption as a Local Planning Policy, subject to a number of modifications.

Public Realm

Achieving a cohesive and attractive streetscape character and public realm is considered to be an important objective for the Cockburn Coast area. The need to ensure continuity between Local Structure Plan areas and different land ownership parcels is noted in the local structure plans; however, it will not be the structure plans themselves that provide this.

Guidance will need to be outlined at a detailed technical level which goes beyond the parameters which a local structure plan can achieve. This includes identifying proposed landscaping themes, verge treatments (including items such as street furniture, bollard types, lighting types, paver styles) to achieve the desired streetscape character, including cross sections showing the location and extent of verge treatments. If these issues are not clearly documented then it will be difficult to achieve a cohesive streetscape character, particularly given that much of the land is in fragmented landownership.

Landcorp has recently commenced a guide for the Public Realm which it intends to discuss with the City's technical staff who approve and ultimately need to manage public realm areas and their infrastructure. This will be an important piece of work for the City to progress before the commencement of subdivisional works (estimated to start in 2014).

Development Contributions

Following on from the local structure plans will be the mechanism to equitably distribute some of the development's infrastructure costs. This will require another Scheme Amendment to introduce a Development Contribution area.

There are a number of Robb Jetty and Emplacement specific infrastructure items, such as local public open space, which Landcorp will propose for Council's consideration as part of a Scheme Amendment.

The principles outlined in State Planning Policy 3.6 'Developer Contributions for Infrastructure' will need to be satisfied by any Scheme Amendment(s) which Landcorp lodge and these are subject to public consultation including the provision of a Cost Apportionment Schedule to clearly indicate to affected landowners an estimate of development contribution rates.

Public Art

The local structure plans for Robb Jetty and Emplacement areas are accompanied by a Public Art Strategy

Public Art is not intended for inclusion in a development contribution plan. This is a matter which would need to be the subject of a Percent for Art Policy, which at this stage has not been considered by Council and is a matter considered broader than Cockburn Coast.

City officers are currently preparing a report for Council to consider whether the implementation of a Percent for Art Policy is appropriate for the City of Cockburn. Any such policy would require public consultation should it be initiated.

Conclusion

The Emplacement Local Structure Plan is generally consistent with the underlying intent of the CCDSP 2009 and CCDSP Part 2. However, there are a number of modifications which are required to improve the clarity of its content, ensure adherence to the Department of Planning's Structure Plan Guidelines and that it can provide sufficient guidance to subdivision and development proposals.

It is therefore recommended that the Emplacement Local Structure Plan be adopted subject to modifications and forwarded to the Western Australian Planning Commission for their approval.

Strategic Plan/Policy Implications

Growing City

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

Infrastructure

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

Community & Lifestyle

- Community environments that are socially cohesive and embrace diversity.

Budget/Financial Implications

The Structure Plan assessment fee has been calculated in accordance with the *Planning and Development Regulations 2009*, and has been paid by the applicant.

Legal Implications

N/A

Community Consultation

In preparing the Emplacement Local Structure Plan, the applicant (Landcorp) undertook a consultation process with relevant stakeholders. This included two landowner forums and liaison with various State agencies in the preparation of some of the draft background strategies which informed the local structure plan content.

Once the draft Emplacement Local Structure Plan was lodged with the City advertising of the proposal took place in line with the requirements of the City's scheme for local structure plan proposals. This advertising period ran for a period of 28 days (the Scheme only requires 21 days) commencing on 20 November to 2012.

Advertising included the following:

- * Letters to all landowners with Cockburn Coast, Port Coogee, South Beach and the Newmarket precinct, and a number of landowners within nearby parts of Hamilton Hill;

- * Notices in the Cockburn Gazette inviting comment and inviting community members to attend an Information Evening;
- * Displays at the City's administration building and the City's libraries;
- * Signage at the beach car parks at Rollinson Road and McTaggart Cove Road;
- * Dedicated webpage on the City of Cockburn's website;

Attachment(s)

1. Cockburn Coast Precinct Plan
2. Draft Emplacement Local Structure Plan (plan only)
3. Schedule of Submissions Emplacement Local Structure Plan

Advice to Proponent(s)/Submissioners

The applicant and persons/agencies who lodged a submission have been advised that this matter is to be considered at the 11 April 2013 Council Meeting.

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

Nil.

14.8 (OCM 11/04/2013) - PROPOSED LOCAL PLANNING POLICY ROBB JETTY AND EMPLACEMENT DESIGN GUIDELINES (CONSIDERATION OF ADOPTION FOR FINAL APPROVAL) (110/051) (C CATHERWOOD) (ATTACH)

RECOMMENDATION

That Council adopt the draft Local Planning Policy (Robb Jetty and Emplacement Design Guidelines), as shown in Attachment 2, for final approval subject to the following modifications:

1. All changes as shown as 'tracked changes' in Appendix 1 of the draft Local Planning Policy.
2. All diagrams to be updated to be legible (including legends and increase in font size annotating dimensions).
3. Correction of all grammatical and typographical errors (especially use of semi colons).

4. Ensure Building Height plan reflects that in Local Structure Plans.
5. All imagery to be updated to ensure building materials contrary to the content of the Design Guidelines are removed.

COUNCIL DECISION

Background

For a number of years the State Government has been working toward realising the vision for the Cockburn Coast development. The project is intended to see the redevelopment of the former Robb Jetty industrial area and the South Fremantle Power Station. A number of planning stages have been realised in recent years briefly described below.

1. The Cockburn Coast District Structure Plan 2009 ("CCDSP 2009") was prepared to guide future land use and transport initiatives within the area stretching between South Beach and the Port Coogee marina.
2. In 2012 this was supplemented and in part refined by the Cockburn Coast District Structure Plan Part 2 ("CCDSP Part 2") prepared on behalf of Landcorp.
3. In 2011 the Metropolitan Region Scheme ("MRS") Amendment No. 1180/41 was made effective on 16 August 2011 to rezone the North Coogee industrial area from 'Industry' to 'Urban' to reflect the outcomes of the CCDSP Part 2. The South Fremantle Power Station site has been predominately rezoned to 'Urban Deferred', with a portion south of the Power Station building remaining 'Parks and Recreation' reserve.
4. During 2011 and 2012 Council undertook several modifications to City of Cockburn Town Planning Scheme No. 3 ("TPS3") to reflect the change in the MRS, including replacement of previous zones with Special Use areas to reflect the desired use mix in the

Newmarket Precinct area and introduction of a 'Development' zone for the area south of Rollinson Rd.

5. At the January 2013 DAAPS Committee meeting and subsequent February 2013 Council meeting, the Design Guidelines were adopted as a Draft Local Planning Policy to enable them to be advertised for public consultation.

The Design Guidelines which are the topic of this report reflect the requirements of the City's TPS3 which require an appropriate set of Design Guidelines to be adopted either before or with the local structure plans. This forms the topic of this report, to specifically consider the Design Guidelines Local Planning Policy for adoption.

Submission

The Robb Jetty and Emplacement Design Guidelines have been submitted by HASSELL on behalf of Landcorp.

Report

The purpose of this report is for Council to consider adopting the Robb Jetty and Emplacement Design Guidelines Local Planning Policy for adoption.

The Design Guidelines have been prepared to guide the development and urban form of the Cockburn Coast redevelopment area. The design guidelines aspire to create a quality development that ensures the design aspirations of the Robb Jetty and Emplacement Local Structure Plans (LSPs) are achieved.

It is intended that these Design Guidelines be adopted as a Local Planning Policy pursuant to Clause 2.3.1 of TPS3. This will enable the Design Guidelines to be applied according to of TPS3.

The TPS3 provisions set out the matters that Design Guidelines shall address, which include: building heights, bulk and scale; private open space; walls and fencing; parking and access arrangements; and sustainable building design. This is achieved by the Draft Design Guidelines.

Modifications required

A number of modifications have been prepared to ensure the contents of the Design Guidelines are practical as well as capable of being assessed and implemented.

The majority of these modifications are shown as 'tracked changed' in the copy of Appendix 1 to the Design Guidelines. Most of the changes relate to minor corrections on the way the document is written - they are considered non-substantive in that regard.

Sections which have been recommended for deletion (on the basis they can be found elsewhere) include Affordable Housing, Ancillary Accommodation, Public Realm and sections of the Noise and Vibration Assessment section. These are more substantive changes.

Affordable Housing

It is unnecessary to duplicate the floor space bonus proposal which is outlined in the draft local structure plans and confusing to separate the incentives into two separate documents. The associated agenda item to consider the local structure plans includes recommendations to refine this section within the local structure plan documentation. This will include adding relevant definitions as well as providing a calculation methodology for the incentives proposed.

Ancillary Accommodation

The section on ancillary accommodation is also unnecessary. This aspect of development is already guided by requirements spelt out in the Residential Design Codes.

Public Realm

The section on public realm does not belong in a Local Planning Policy to guide private realm development. However, there is a need to document expectations for public realm development in areas such as this where there are multiple landowners.

This includes identifying proposed landscaping themes, verge treatments (including items such as street furniture, bollard types, lighting types, paver styles) to achieve the desired streetscape character, including cross sections showing the location and extent of verge treatments. If these issues are not clearly documented then it will be difficult to achieve a cohesive streetscape character, particularly given that much of the land is in fragmented landownership.

Landcorp has recently commenced a guide for the Public Realm which it intends to discuss with the City's technical staff that approve and ultimately need to manage public realm areas and their infrastructure. This will be an important piece of work for the City to progress before the commencement of subdivisional works (estimated to start in 2014).

Noise and Vibration Assessments

This section made no mention of the issue of vibration and this is recommended to be included. The scope of what a report into these matters needs to include should not be documented in the Design Guidelines. They should simply refer back to the relevant State Planning Policy and Quiet House Design Principles. This will ensure the robustness of the Design Guidelines should the requirements in these related documents ever change. It also makes clear to applicants the scope of such assessments.

Additional commentary on car parking

The design guidelines provide for an appropriate response to car parking, noting this continues to be an issue of interest as the City transforms towards more example of medium density development. The amount of car parking to be provided is detailed in the Scheme. The design guidelines provide for a response to car parking management through appropriate screening of car parking areas to reduce their dominance. This will assist in the delivery of an attractive environment but with a sufficient level of car parking accommodated.

Community Consultation Outcomes

The draft Robb Jetty and Emplacement Design Guidelines were advertised for public comment for a period of 21 days, ending on 25 March 2013.

Seven submissions were received on the Design Guidelines. Most submissions raised issues with the local structure plans which have already been raised as part of the reports on those items.

There were a number of typographical errors noted and these have been included in the attachment indicating the changes required. The most significant change recommended is to the 'end of trip' facilities for bicycles which seek to improve the standards proposed in the advertised version of the Design Guidelines.

Conclusion

The Robb Jetty and Emplacement Design Guidelines are generally consistent with the underlying intent of the CCDSP 2009 and CCDSP Part 2. However, there are a number of modifications which are required to improve the clarity of their content, ensure they are complementary to the associated local structure plans and that they can provide sufficient guidance to subdivision and development proposals.

Subject to the modification of the Robb Jetty and Emplacement Design Guidelines in line with the officer recommendation and as shown as 'tracked changes' (see Attachment 2), it is recommended the Design Guidelines be adopted as a Local Planning Policy and forwarded to the Western Australian Planning Commission for their information.

Strategic Plan/Policy Implications

Community & Lifestyle

- Community environments that are socially cohesive and embrace diversity.

Environment & Sustainability

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

Moving Around

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

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

Once the draft Robb Jetty and Emplacement Design Guidelines were lodged with the City advertising of the proposal took place in line with the requirements of the City's Scheme for local planning policy proposals. This advertising period ran for a period of 21 days from 5 to 25 March 2013.

Advertising included the following:

- Letters to all landowners with Robb Jetty and Emplacement areas of Cockburn Coast;
- Notices in the Cockburn Gazette inviting comment;
- Displays at the City's administration building and the City's libraries;
- Dedicated webpage on the City of Cockburn's website;

Attachment(s)

1. Cockburn Coast Precinct Plan
2. Draft Local Planning Policy (Robb Jetty and Emplacement Design Guidelines) with changes shown tracked.
3. Schedule of Submissions.

Advice to Proponent(s)/Submissioners

The applicant has been advised that this matter is to be considered at the 11 April 2013 Council Meeting.

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

Nil.

14.9 (OCM 11/04/2013) - WOODMAN POINT WASTE WATER TREATMENT PLANT ODOUR BUFFER (A TROSIC) (3400024) (ATTACH)

RECOMMENDATION

That Council:

- (1) write to the Director General of the Department of State Development and the responsible Minister, the Premier of Western Australia, seeking commitment by the State Government to undertake the buffer definition study for the Woodman Point Waste Water Treatment Plant (WPWWTP) and its context within the Western Trade Coast;
- (2) as part of (1) above, request that the buffer definition study only be focussed on the WPWWTP and immediate context of the Western Trade Coast so as to not be delayed by a broader study of the entire Western Trade Coast;
- (3) continue with its position of advocating for improvements to the WPWWTP in order to retract the buffer to the eastern foreshore of Lake Coogee;
- (4) write to all residents within the buffer of the WPWWTP advising them of Council's resolution; and
- (5) write to the Hon Minister for Planning; Hon Minister for Environment and Water; Chairman of the WAPC; Director General of the Department for Planning; Director General of the DEC and; CEO of the Water Corporation advising of the results of the community survey undertaken.

COUNCIL DECISION

Background

This report has the purpose of informing Council of the results of the actions required following Council's resolution of 8 November 2012, regarding the Woodman Point Waste Water Treatment Plant (WPWWTP) buffer issues. The report particularly focuses on:

1. The responses received from the relevant State Government agencies and Ministers in respect of Council's request for State Government commitment to undertake a buffer definition study to determine the future of the buffer associated with the WPWWTP and its broader setting within the Western Trade Coast;
2. The results of the Council initiated survey undertaken of residential properties within 1.5km of the WPWWTP, which sought feedback from residents in respect of odour associated with the WPWWTP.

In considering these most recent actions as well as the position of the State Government previously communicated in respect of odour issues affecting the area, it is recommended that Council continue to seek the commitment by the State Government to undertake the buffer definition study as a matter of urgency. The responses received from the State Government remain uncommitted as to a timeline associated with the buffer definition study, though there is agreement that this is the important piece of work needing to be completed to enable a final decision on the buffer to be achieved. It is recommended that Council seek this commitment, and also ask that the study only be focussed on the WPWWTP and immediate context of the Western Trade Coast so as to not be delayed by a broader mega type study of the entire Western Trade Coast.

In association with this, it is recommended that Council continue to advocate for capital improvements to the WPWWTP. It is clear that the significant capital expenditure that has taken place over the last decade has improved odour impacts substantially. However the position of the State Government is such that odour impacts are still occurring, and may be likely to continue to occur into the future. It is considered that advocacy which continues to seek investment in new technology at the WPWWTP needs to be part of a strategy which seeks to limit odour impacts to the eastern foreshore of Lake Coogee. While the achievability of this is far from certain, the reality of advocating for the buffer definition study as well as continuous improvement at the

WPWWTP is seen as the best chance to manage impacts for the future.

The future remains especially uncertain noting the expected increases in processing that the WPWWTP will deal with as Perth's population grows.

Until there is clear scientific evidence that odour impacts have been overcome for the future of the WPWWTP, it is appropriate to continue to limit new residential development as per the current Metropolitan Region Scheme limitation which prevents residential development from occurring within the Urban Deferred zoning adjoining the eastern foreshore of Lake Coogee.

Submission

NA

Report

Background

At the 8 November 2012 Council meeting Council resolved to:

- (1) *acknowledge receipt of the correspondence from the Hon Minister for Planning; the Chairman of the Western Australian Planning Commission ("WAPC") and Director General of the Department for Planning; the Office of the Environmental Protection Authority ("EPA") and the Department of Environment and Conservation ("DEC") in response to Council's resolution of 12 April 2012;*
- (2) *advise the Hon Minister for Planning; Hon Minister for Environment and Water; Chairman of the WAPC; Director General of the Department for Planning; Director General of the DEC and; CEO of the Water Corporation that:*
 - a. *Landowners and stakeholders require certainty and clarity in respect of the future of a buffer associated with the Woodman Point Waste Water Treatment Plant ("WPWWTP") and its broader setting within the Western Trade Coast.*
 - b. *To deliver this clarity, the WAPC and associated Heads of State Government commit to undertaking funding and completion of a buffer definition study to determine the future of the buffer associated with the WPWWTP and its*

broader setting within the Western Trade Coast by no later than 1 July 2013 and request that the State Government provide a budget and time line for the carrying out of that study by an independent expert.

- c. *If the deadline of 1 July 2013 cannot be achieved, the WAPC and associated Heads of State Government advise the Council of an alternative deadline by 31 December 2012.*
- (3) *conduct a statistically valid telephone survey of all residential properties within 1.5km of the centre of the WPWWTP, in order to obtain up-to-date feedback from residents as to the current situation in respect of odour associated with the WPWWTP. The results of this survey to be presented to the February 2013 Ordinary Council Meeting;*
- (4) *following the February 2013 Ordinary Council Meeting, write to the Hon Minister for Planning; Hon Minister for Environment and Water; Chairman of the WAPC; Director General of the Department for Planning; Director General of the DEC and; CEO of the Water Corporation, advising of the results of the telephone survey;*
- (5) *note the advice of the City's Environmental Health Services that zero complaints have been received regarding odour associated with the WPWWTP;*
- (6) *note the advice from the Department of Environment and Conservation confirming that a total of eight complaints were received during the last three years following the odour reduction upgrades to the WPWWTP;*
- (7) *reaffirm its position that the buffer associated with the WPWWTP and its broader setting within the Western Trade Coast should be reduced to the eastern foreshore of Lake Coogee; and*
- (8) *approve the funding for the telephone survey to be sourced from contingency funds to a maximum amount of \$10,000.*

This report responds specifically to Parts (2) and (3) of Council's resolution.

Responses received from State Government following Council's 8 November 2012 resolution

In accordance with Part (2) of Council's 8 November 2012 resolution, the City wrote detailed letters on 26 November 2012 to the following:

1. Hon Minister for Planning
2. Hon Minister for Environment
3. The Chairman of the WAPC and Director General of the Department for Planning
4. CEO of the Water Corporation
5. Director General of the Department for Environment and Conservation

There was a specific intent to ascertain a commitment by the State Government to undertake a buffer definition study to determine the future of the buffer associated with the WPWWTP. The responses received are provided as the following attachments:

1. Director General of the Department for Environment and Conservation
2. Hon Minister for Environment
3. COO of the Water Corporation

Form the responses there has been no commitment delivered in respect of undertaking a buffer definition study to determine the future of the buffer associated with the WPWWTP. The most pertinent advice received is that the Department of State Development have recently been given carriage of this buffer definition issue. This appears to signal intent on behalf of the State Government to advance the study, but notwithstanding this intent it is important that Council take this opportunity to now engage with the Director General of the Department of State Development and its responsible Minister, the Premier of WA Hon Colin Barnett MLA. This forms a recommendation of this report.

In terms of the Water Corporation's response, the City corresponded back advising that its survey would be robust as a survey lacking robustness was of no value to anyone.

Responses received from State Government following Council's 12 April 2012 Resolution

This is not the first time that Council has received similar advice from the State Government about the need for the buffer definition study. Previous advice has noted this also, but similarly not committed about when such a study will be undertaken.

Council at its 12 April 2012 meeting passed a resolution in respect of the WPWWTP buffer seeking response of the State Government to ascertain whether there was valid scientific justification to support the

maintenance of the current 750m buffer. This current 750m buffer is secured through the Metropolitan Region Scheme and the corresponding provisions of the City's Town Planning Scheme.

At that time the City wrote detailed letters on 24 April 2012 to the same Ministers / agencies as the City corresponded with following the November Council meeting.

In summarising the results of that exercise, the Environmental Protection Authority did not see it appropriate to attempt to confirm the scientific basis of a buffer. This is on the basis that the decision making responsibilities of such a decision lie with the WAPC. The DEC responded similarly, advising of their role in respect of providing advice and not as a decision maker, and also advised that the DEC were not able to "to comment outside of this process." It is correct that the actual decision making responsibilities do not exist with either the DEC or EPA; instead they do so with the WAPC and Hon Minister. This is by way of the buffer definition study process, under the genus of State Planning Policy No. 4.1.

In explaining this, the process for the WAPC to determine the extent of any industrial buffer is provided for under Clause 4 of State Planning Policy No. 4.1 (*State Industrial Buffer Policy*). This provides the key role for the WAPC in "evaluat[ing] buffer definition study recommendations when considering land use decisions that may need to be made in the relevant area."

While the Department of State Development has been given the task of the buffer definition study for the Western Trade Coast, the WAPC will maintain the key decision making role given they will effectively ensure land use planning decisions implement the results of the study.

As noted in 8 November 2012 Council report, previous responses were received from the Hon Minister and Department of Planning on the issue of the scientific basis for the buffer. Their correspondence stated:

"The Water Corporation released the report Results of the Odour Monitoring and Modelling Program (2010), for comment. The Water Corporation has now finalised its report in order to assess the success of the Stage 1 odour control upgrade works and this was issued to the DEC to close out the works approval for the upgrade.

The Water Corporation advised the WAPC in March 2012 that it had finalised its odour monitoring and modelling report, which recommends the retention of the existing 750 metre odour buffer.

Although the Odour Improvement Plan has resulted in the reduction of odour, it cannot guarantee that there will not be odours from the plant.

The report indicates that there will still be an odour impact extending to roughly the eastern edge of the urban deferred land and accordingly, that the current buffer should be retained."

This position is noted, however the Council should seek to ensure that the buffer definition study looks at the issue with completely 'fresh eyes', so as to arrive at a position which is scientifically robust.

Outcomes of the Council initiated survey undertaken of residential properties within 1.5km of the WPWWTP

The second purpose of this report is to advise Council of the outcomes report of the Council initiated survey of residential properties within 1.5km of the WPWWTP, which sought to understand the perceptions of residents in respect of odours from the WPWWTP.

A mixed methodology (telephone and door to door) research approach was used to deliver the survey within the constraints of the budget; the timeframe; and to ensure the survey was deployed quickly to limit risks of bias.

The questionnaire itself was designed to reduce acquiescence bias in the recall of odour incidents from the Woodman Point Wastewater Treatment Plant. In this respect respondents were asked which of five common environmental health issues they'd experienced in the previous six months (May to November/December 2012). For each environmental health issue they'd experienced, the respondent was asked for more information. In the case of unpleasant odours, respondents were asked what kind of odours they were and where they felt they came from. It was the perception of odour impacts as viewed from the perspective of residents that was important.

Attachment 5 contains a copy of the survey that was used.

As per Council's resolution, the population for the project was defined as the 353 dwellings within a 1.5km radius of the WPWWTP - 281 residences on properties and 72 sites on long term leases at the Woodman Point Holiday Park. A sample of 184 was required to deliver a sampling precision of +5.0% at the 95% confidence interval.

The survey process commenced with the telephone interviewing, conducted by West Coast Field Services. Addresses whose telephone numbers were disconnected or where the number had been moved to outside the 1.5km radius were moved to the door to door list. Door to door interviewing was then used to obtain the rest of the sample.

Key Findings

A full copy of the survey report has been provided under Attachment 1.

The key findings were that 1 in 3 respondents reported experiencing problems with unpleasant odours that have affected their health or made it unpleasant living in their home in six months since May 2012.

43.9% of those 1 in 3 (or 15.3% of all respondents) report to have experienced odours from the WPWWTP (described as rotten egg, sewage smells etc). The following table indicates where this health concern rated in comparison to other concerns mentioned:

Table 1.1: Summary of Environmental Health Concerns

Environmental Health Concern	Affects ...
Mosquitoes	31.7% of all respondents
Midges	20.1%
Dust from Cockburn Cement	18.5%
Odour from Woodman Point Wastewater Treatment Plant	15.3%
Odour from Cockburn Cement	14.3%
Noise from hoons	14.3%
Dust from building sites	10.6%

Q1 I have a list of the most common environmental health concerns experienced by City of Cockburn residents and I'd like to know which of the following you have experienced. Can you please tell me which of the following you have experienced in the last six months, that is since May this year? Have you experienced (n=189)

The above results provide some important feedback on the perception of mosquito and midge health impacts. In responding to this, the City has specific strategies and programs that target these nuisance insects. The Integrated Midge Control Strategy is administered by Environmental Services and the Integrated Mosquito Management Program is administered by Health Services. Both of these operational programs have ongoing monitoring and are able to respond to complaints and reports of high insect numbers.

The full survey report reveals an interesting analysis of the information, however for the purposes of feedback to Council in response to its November 2012 resolution, the findings relevant to the percentage of residents experiencing unpleasant odours is of main relevance.

The report makes recommendation that *"the City of Cockburn acknowledge that the community surrounding the Woodman Point Wastewater Treatment Plant continues to experience odour incidents from the Plant. Reported odour incidents identified from this survey of the community are similar to those found in the community survey taken after the 2008-2010 upgrade and remain fewer in number than those reported from surveys before the upgrade to the Plant."*

This recommendation attempts to capture the evidence that, from the perception of residents within 1.5km of the WPWWTP, there are health impacts associated with unpleasant odour emanating from the WPWWTP. This ranks in comparison to impacts from Cockburn Cement (dust and odour) but below the impacts associated with mosquitoes and midges.

Recommended Response

The Council has and continues to advocate for its community which is currently affected by the odour buffer associated with the WPWWTP. While there have been reductions in odour impacts emanating from the WPWWTP, the recent survey undertaken by the Council indicates the perception of residents of unpleasant odours which have emanated from the WPWWTP (15.3% of all responses). Added to this the uncertainties of increases volume required to pass through the WPWWTP means that a conservative (and risk based) planning approach needs to be exercised at all times. The City considers this to be achieved through always ensuring that its support for a reduction in odour impacts is scientifically based - not just based on limited evidence.

To this end it is clear that the buffer definition study needs to be completed by the State Government as a matter of urgency to arrive at a final position in respect of the buffer in the immediate vicinity of the Muster / Lake Coogee Foreshore. This will consider not only the impacts associated with the WPWWTP, but also the cumulative impacts of current and future volume expansion of the plant as well as broader industrial development within the Western Trade Coast Area.

The recommendation to Council is therefore one that seeks to ask the State Government's responsible Ministers and Premier to commit to finalise the buffer definition study. At the same time, the Council should continue advocacy as part of its governance seeking to have further investment undertaken in the WPWWTP as part of constant improvement philosophies which aspire to manage odour impacts back to the eastern foreshore of Lake Coogee.

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.

Leading & Listening

- A responsive, accountable and sustainable organisation.

Environment & Sustainability

- Identification and minimisation of impacts to human health risk.

Budget/Financial Implications

N/A

Legal Implications

Metropolitan Region Scheme
Town Planning Scheme No. 3
Planning and Development Act 2005
Town Planning Regulations 1967

Community Consultation

A survey was carried out and the results contained in Attachment (1). Names and suburbs have been blacked out for confidentiality purposes.

Attachment(s)

1. Woodman Point Environmental Health Survey Report
2. Letter from Director General of the Department for Environment and Conservation
3. Letter from Hon Minister for Environment
4. Letter from COO of the Water Corporation

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

15. FINANCE AND CORPORATE SERVICES DIVISION ISSUES

15.1 (OCM 11/04/2013) - LIST OF CREDITORS PAID - FEBRUARY 2013 (076/006) (N MAURICIO) (ATTACH)

RECOMMENDATION

That Council adopt the List of Creditors Paid for February 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 February 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.

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

N/A

Attachment(s)

List of Creditors Paid – February 2013.

Advice to Proponent(s)/Submissioners

N/A

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

Nil

15.2 (OCM 11/04/2013) - STATEMENT OF FINANCIAL ACTIVITY AND ASSOCIATED REPORTS (071/001) (N MAURICIO) (ATTACH)

RECOMMENDATION

That Council adopt the Statement of Financial Activity and associated reports for February 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) explanations 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. To this end, Council has adopted a materiality threshold variance of \$100,000 for the 2012/13 financial year.

Submission

N/A

Report

This revised budget figures include the budget review completed for the July to December period and adopted by Council at its February meeting.

Closing Funds

The City's closing municipal position of \$54.5M was \$7.5M higher than the revised YTD budget target of \$46.8M. This represents a favourable position overall made up of numerous factors as detailed further in this report.

The revised budget for the end of year closing position is currently showing a \$12k surplus, little changed from \$16k last month.

The closing funds position will fluctuate throughout the year as it is impacted upon by various Council decisions and minor system adjustments and corrections. Details on the composition of the budgeted closing position are outlined in Note 3 to the financial report.

Operating Revenue

YTD operating revenue of \$104.2M is tracking ahead of budget by \$3.7M. The key contributor to this result is \$1.8M of additional revenue from Waste Services commercial landfill fees.

Other significant areas of outperformance include:

- \$0.5M additional revenue from part year rating and rate interest and penalties.
- \$0.2M extra raised for underground power charges
- \$0.7M of operating subsidies received ahead of budget in the Human Services business unit.

Areas where actual performance is trending behind the budget include:

- \$0.2M of fees and charges in the Human Services business unit (particularly comprising out of school care service fees).
- Fees and charges for Community Services are \$0.1M behind target comprising Recreation Services, SLLC and Law & Order.
- \$0.2M of administration fees for administering the developer contribution schemes are yet to be accounted for.

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

Operating Expenditure

Overall operating expenditure of \$69.2M (including depreciation) is tracking slightly under budget by around \$2.5M.

The significant areas contributing to this positive result include:

- Waste collection expenses are \$0.6M below budget due to lower RRRC gate fees incurred.
- Environment Services are showing a net underspend of \$0.4M against their YTD budget for materials and contracts.
- Parks Maintenance is \$0.3M under their YTD budget with underspending in overhead salaries and materials and contracts.
- Community Services is collectively \$0.5M under budget comprising favourable variances in Law and Public Safety (\$164k), SLLC (\$141k) and Council's donation program (\$152k).
- Corporate Communications are showing a budget underspend of \$0.3M under the Summer of Fun Events program.
- Health Services are \$0.2M under YTD budget primarily due to non-spending on contaminated sites remediation.
- Libraries costs are nearly \$0.2M below budget due to underspending in the salaries and contracts budget.
- Depreciation is tracking \$0.2M below budget overall.

Detracting from the overall positive result is the extra landfill levy accrued to cover a potential liability, resulting in a \$1.3M budget variance.

Material variances by business unit are also disclosed in the agenda attachment.

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

Nature or Type Classification	Actual	YTD Amended Budget	Variance to Budget
	\$	\$	%
Employee Costs	\$25.5M	\$25.7M	0.7%
Materials and Contracts	\$20.8M	\$23.5M	11.5%
Utilities	\$2.7M	\$2.9M	6.9%
Insurances	\$1.8M	\$1.9M	5.2%
Other Expenses	\$6.9M	\$5.9M	-16.9%
Depreciation (non cash)	\$13.7M	\$13.9M	1.4%

Other expenses are impacted by the additional accrual of landfill levy as referred to previously.

Capital Expenditure

The City's capital budget has incurred expenditure of \$29.3M versus the YTD budget of \$47.9M, resulting in an YTD variance of \$18.6M.

The underspend is represented by the following asset classes:

- Building construction works - \$10.9M
- Roads, footpaths & drainage - \$3.0M
- Plant & machinery - \$1.6M
- Computer infrastructure & software - \$1.3M
- Land development and acquisition - \$1.1M
- Parks infrastructure development - \$0.5M

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

Capital Funding

Capital funding source movements highly correlated to capital spending and the sale of assets. Given the high underspend in the capital budget, capital funding sources are also showing large variance.

Significance variances include

- Proceeds from land sales are \$13.2M behind the YTD budget, comprised mainly of lot \$11.9M balance owing on lot 9001 Ivankovich Ave (settlement booked for 28th March) and subdivision of Lot 702 Bellier Place and Lot 65 Erpingham Road to yield \$1.1M.

- Proceeds from plant and vehicle sales are \$0.45M behind the YTD budget.
- Loan funds of \$1.0M for the Emergency Services building project are yet to be raised, but will be done so in June.
- Grants and developer contributions towards roads and buildings projects were collectively \$3.5M behind YTD targets. These are however subject to formal claims processes and will be achieved in due course.
- Transfers to Reserves are \$13.0M behind budget due to the outstanding proceeds from land sales.
- Transfers from Reserves are \$12.5M behind budget, consistent with the underspend in the capital budget.

Cash & Investments

Council's cash and current/non-current investment holding increased to \$103.6M from \$102.8M the previous month in line with the City's operating activities. This increase coincides with the last instalment due date for the payment of rates.

\$45.7M of this holding represents the City's cash backed reserves with another \$5.2M representing funds held for other restricted purposes (such as bonds, restricted grants and capital infrastructure contributions). The remainder of \$52.7M represents the cash and investment components of the City's working capital, required to fund ongoing operations and the capital program.

The City's investment portfolio made a weighted annualised return of 4.86% for the month of December, unchanged from the previous month. The benchmark BBSW performance for the corresponding period was 2.97%.

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 between three and six months, as this is where the main value lies within the current yield curve and also minimises cash flow liquidity risks.

Whilst the Reserve Bank has progressively reduced interest rates over the past several months by 100 basis points, the City's investment strategy of rolling over TD's for around six month terms has buffered the City's investment performance from a significant downturn.

Interest earnings are expected to achieve budget of \$5.1M, given the YTD performance and the imminent injection of funds from the sale of Ivankovich Ave.

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

Material variances identified of a permanent nature (ie. not due to timing issues) may impact on Council's final budget position (depending upon the nature of the item).

Legal Implications

N/A

Community Consultation

N/A

Attachment(s)

Statement of Financial Activity and associated reports – February 2013.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

16. ENGINEERING AND WORKS DIVISION ISSUES

16.1 (OCM 11/04/2013) - TRAFFIC MANAGEMENT FOR EVENTS AND ROAD WORKS - INSTRUMENTS OF AUTHORISATION (160/003) (J MCDONALD) (ATTACH)

RECOMMENDATION

That Council endorse the Chief Executive Officer to sign the Instruments of Authorisation for Events on Roads and Works on Roads.

COUNCIL DECISION

Background

In Western Australia, the Commissioner of Main Roads Western Australia (the Commissioner) is the sole authority with the responsibility to erect, establish or display and alter any road sign or traffic control signal on public roads. This includes traffic management signs and devices that are required for the safe implementation of traffic management for events on roads, and works on roads.

This responsibility is delegated by the Commissioner to specific Main Roads Western Australia (MRWA) officers to administer and can be delegated to authorised bodies such as local government authorities and service authorities. This delegation, in the form of an Instrument of Authorisation, is required for the City of Cockburn have the formal authority to implement traffic management for works on roads or for events on roads, and approve the traffic management plans of other parties for activities on the City's roads.

It is a MRWA requirement that the Chief Executive Officer, subject to a resolution of the Council, signs separate Instruments of Authorisation for Events and Roads and Works on Roads.

Submission

N/A

Report

The following is an extract from the MRWA website that explains the Commissioner of Main Road's responsibility and the ability for that responsibility to be delegated to other parties:

"Under Section 297(1) of the Road Traffic Code 2000 (RTC2000) the Commissioner of Main Roads (CMR) is listed as the only person with authority to erect, establish, or display, alter or take down any road sign or traffic signal signals on the State's road network. Under Section 297(2) of the RTC2000 the CMR can delegate this authority to 'Authorised Bodies' such as local Government, utility service providers and Main Roads' Integrated Services Providers, subject to the terms and conditions set out in an Instrument of Authorisation.

Under Section 19 of the Occupational Safety and Health Act (1984), the CMR has an obligation as an employer to provide a safe place to work for his employees and contractors and to ensure that persons with access to the workplace (road users as well as road workers) are not exposed to hazards.

The above legislation places considerable responsibility on the CMR to ensure that traffic management is conducted in a safe manner for road workers and road users, including those managing and participation in events on Roads.

To encourage uniform, safe and appropriate traffic management, the CMR, requires all traffic management (whether carried out by Main Roads or Others) to be carried out in accordance with the requirements of the Traffic Management for Works on Roads and/or the Traffic Management for Events on Roads Code of Practice, as applicable. “

In addition, traffic management for events or works on roads shall comply with Australian Standard 1742.3 – 2009 Manual of Uniform Traffic control Devices, Part 3 – Traffic Control Devices for Works on Roads.

Being delegated this formal authority is essential for the City to have permission to implement traffic management for our own operational activities and to approve the frequent implementation of traffic management for road related works by third parties on public roads that the City manages. The authority to approve Events on Roads would apply to a range of potential activities such as walking/running/cycling events such as triathlons, fun runs, time trials etc; parades; marches; motor racing; street parties; and, community events.

The Commissioner delegates that authority subject to the following terms and conditions:

1. the Authorised Body shall at all times observe, perform and comply with the provisions of the “Traffic Management for Works on Roads Code of Practice” (as amended or replaced from time to time in consultation with the Traffic Management for Roadworks Advisory Group) issued by Main Roads Western Australia (“the Code”) referring to the version which is current at the time of the relevant works, a copy of which can be obtained from Main Roads Western Australia from www.mainroads.wa.gov.au or by contacting Main Roads by phone;
2. the authorised body shall develop and implement procedures that will satisfy the Commissioner that traffic management implemented by the authorised body, its employees, agents and contractors will in all respects conform to and comply with the requirements of the Code; and

3. the authorised body shall ensure that its Representatives comply with the terms and conditions identified above at paragraphs (a) and (b) as if they were named in those paragraphs in place of the authorised body.

By executing and returning the acknowledgment at the foot of the authorisation, the Council agrees to observe, perform and comply with the above terms and conditions.

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

Moving Around

- A safe and efficient transport system.

Budget/Financial Implications

N/A

Legal Implications

The execution of any authority granted by the Instruments of Authorisation must be cognisant of the requirements of Section 3.50 of the Local Government Act, which requires roads to be closed partially or completely for no more than 4 weeks. Where partial or complete road closure is required for a longer period adequate public notice and consultation specified in that section of the Act must be performed in advance.

Community Consultation

N/A

Attachment(s)

1. Instrument of Authorisation relating to Traffic Management for Works on Roads.
2. Instrument of Authorisation relating to Traffic Management for events.

Advice to Proponent(s)/Submissioners

N/A

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

The acceptance of responsibility for traffic management for events or road works on the City's roads is consistent with the intent of Section 3.18(3) Local Government Act, 1995.

16.2 (OCM 11/04/2013) - TENDER NO. RFT 23/2012 - PLANT HIRE (RFT 23/2012) (J KIURSKI) (ATTACH)

RECOMMENDATION

That Council accept the tender submission received from Mayday Earthmoving for RFT 23/2012 - Plant Hire for an initial period of three (3) years.

COUNCIL DECISION

Background

The City of Cockburn hires, as required and on an on-going basis, numerous pieces of plant including: Rollers, Graders, Excavators, Trucks, Water Carts and Loaders throughout the year to assist in its capital works road construction projects.

The plant will be required to work with gravel, limestone, road base and other materials used by the Principal in the construction of roads, drainage and reserves.

Tender Number RFT 23/2012 Plant Hire – Wet and Dry (Rollers, Graders, Excavators, Trucks etc) was advertised on Wednesday, 10th October 2012 in the Local Government Tenders section of "The West Australian" newspaper.

The tender was also displayed on the City's e-Tendering website between the 10th October and 25th October 2012.

Submission

Tenders were called for plant hire for a three (3) year period and closed at 2:00p.m. (AWST) on Tuesday 25 October 2012. Seven (7) tender submissions were received from:

1. All West Plant Hire
2. Brooks Hire Services
3. LKL Contracting
4. Mayday Earthmoving
5. Sherrin Rentals
6. Teryden
7. Trenchbusters

Report

a) Compliance Criteria

	Compliance Criteria
(a)	Compliance with the Specification contained in the Request.
(b)	Compliance with the Conditions of Tendering this Request
(c)	Compliance with Fixed Price and completion of Clause 3.4.2A
(d)	Compliance with Insurance Requirements and completion of Clause 3.2.7.
(e)	Compliance with Occupational Safety & Health Requirements and completion of Appendix A.
(f)	Compliance with ACCC Requirements and completion of Appendix B.
(g)	Compliance with and completion of the Price Schedule, in the format provided in this Request in Part 4.
(h)	Compliance with Subcontractors (Proposed) and completion of Clause 3.5

b) Compliant Tenderers

	Tenderer's Name	Compliance Assessment
1	All West Plant Hire	Compliant
2	Brooks Hire Services	Compliant
3	LKL Contracting	Compliant
4	Mayday Earthmoving	Compliant
5	Sherrin Rentals	Compliant
6	Teryden	Non Compliant
7	Trenchbusters	Compliant

Six (6) Tender submissions were deemed compliant.

Teryden was deemed non-compliant as their Pricing Schedule was not supplied in the mandatory required format and did not respond to Clarification request to resubmit. Therefore Teryden was not evaluated.

c) Evaluation Criteria

Tenderers were assessed against the following criteria:

Evaluation Criteria	Weighting Percentage
Demonstrated Experience	20%
Key Personnel Skills and Experience	15%
Tenderer's Resources	25%
Tendered Price – Estimated Lump Sum Contract Value	40%
TOTAL	100%

d) Tender Intent/ Requirements

The City is seeking suitable plant hire for civil construction works. Evaluations were broken up into three categories to maximise value and to enable fair comparisons. The three categories are shown below, being the main types of major construction equipment hired for use:

Plant Description	
1	Compactor/Roller Type (dry hire)
1a	Dual Steel Drum Ride-On Roller – 2.5 tonne
1b	Steel Drum/Rubber Tyre Roller – 10-15 tonne
1c	Multi Tyred Roller – 15 tonne
1d	Multi Tyred Roller– >20 tonne
1e	Tri star static drum steel roller 15 – 20 tonne
2	Grader (Wet Hire)
2a	Small Motor Grader - equivalent to <90 KW (<120 HP)
2b	Large Motor Grader - equivalent to >90 KW (>120 HP)
3	Excavator (wet hire)
3a	1.6 – 2.0 tonne rubber tracs
3b	3.5 – 5.0 tonne rubber tracs
3c	12.0 tonne
3d	20.0 tonne
3e	30.0 tonne

4	Tracks
4a	10 cubic metre cartage capacity
4b	15 cubic metre cartage capacity
4c	>20 cubic metre cartage capacity
4d	5 cubic metre cartage truck 3 way tipping
5	Water Cart
5a	10,000 to 15,000 rigid water carts 4 wheel drive
5b	5b 10,000 to 15,000 articulated 4 wheel drive (dinosaur or tractor drive)
6	Loaders
6a	Skid Steer rubber tracks
6b	Skid steer rubber tyres
6c	Loader Small Wheel 120-130HP – Front End
6d	Loader Small Wheel 130-150HP – Front End

The proposed Contract is for a period of three (3) years from the date of award.

e) Evaluation Panel

The tender submissions were evaluated by the following City of Cockburn officers:

1. Jadranka Kiurski – Manager Engineering (Chairperson)
2. Colin McMillan – Works Coordinator
3. Martin Lugod – Works Manager

f) Scoring Table

Tenderer's Name	Percentage Scores		
	Non Cost Evaluation	Cost Evaluation	Total
	60%	40%	100%
Mayday Earthmoving**	30.22%	40.00%	70.22%
Brooks Hire Services	30.58%	37.75%	69.34%
All West Plant Hire	31.69%	36.70%	68.39%
Sherrin Rentals	28.03%	36.36%	64.39%
LKL Contracting	21.89%	33.02%	54.91%
Trenchbusters	33.06%	11.94%	45.00%

** Recommended Submission

g) Evaluation Criteria Assessment

Mayday Earthmoving submission demonstrated that they have a proven record in supplying a variety of machinery. They have provided the City of Cockburn with the Wet Hire of a Grader since 2005 and have on occasion supplied Rollers, Excavators, Water carts and various other plant. Mayday currently leave plant on site so which assist to reduce Mob/Demob costs and do not charge stand down rates for RDO's and public holidays. Mayday Earthmoving has a number of qualified operators. They have the resources required by the road services unit and they are capable of delivering plant on request.

Brooks Hire Services submission demonstrated the required experience. Brooks Hire have access to over 150 pieces of plant and equipment including Rollers, Excavators and Loaders however they offer dry hire plant only. They are currently providing services to the City of Gosnells and Town East Fremantle.

All West Plant Hire submission demonstrated required experience. Their range of equipment is available for dry hire only. They currently provide services to the City of Canning.

LKL Contracting, Sherrin Rentals and Trenchbusters tenders have demonstrated that they have the required experience and capacity to supply a variety of the machinery however their unit rates for plant hire are extremely high.

Summation

The Panel have evaluated all submissions and have formed the conclusion that Mayday Earthmoving represents the most advantageous tender. It is therefore recommended that Council accept the tender submission received from Mayday Earthmoving for RFT 23/2012 – Plant Hire for an initial period of 3 years and execute the contract accordingly.

as being the most and competitive tender, to the City of Cockburn for hire plants for a period of three (3) years for an estimated annual contract value of \$395,432.80 (Inc GST) (\$359,468.00 Ex GST), based on indicative 5 year average, in accordance with the submitted Schedule of Rates and additional schedule of rates for determining variations and additional services.

Strategic Plan/Policy Implications

Leading and Listening

- A responsive, accountable and sustainable organisation

Budget/Financial Implications

The five (5) year average spend included in the table below has been used as part of the evaluation of the Contract costs per annum for this tender.

Financial Year	Indicative Turnover (inc GST)
2007/08	\$352,337
2008/09	\$142,463
2009/10	\$293,309
2010/11	\$527,739
2011/12	\$481,491
5 year Average	\$359,468

The future cost of Plant Hire is incorporated in the annual Budget allocations for road construction capital works budgets. The schedule of rates submitted by the panel of contractors will be utilised in the budgeting process to determine the required budget.

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 Sheet; and
3. Tendered Prices

Advice to Proponent(s)/Tenderers

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 11 April 2013 Council Meeting.

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

Nil.

16.3 (OCM 11/04/2013) - CITY OF COCKBURN TRAILS MASTER PLAN (8153) (C BEATON) (ATTACH)

RECOMMENDATION

That Council adopt the 2013 City of Cockburn Trails Master Plan.

COUNCIL DECISION

Background

In August 2012 Council adopted the 2012 City of Cockburn Trails Master Plan (the plan) for the purposes of public comment. The Plan was subsequently advertised for a period of six weeks and a number of submissions were received. The Plan was prepared for the City by Transplan Pty Ltd and is a result of a review of the 1999 Trails Master Plan. The City has made some changes to the draft that was prepared by Transplan. Given the year is now 2013, the Plan will now be known as the 2013 Trails Master Plan.

The Plan recommends a range of new trails and trail improvements throughout the City. The Plan details the progress of implementation of the 1999 Plan and sets out a schedule for further improvements and extensions to the existing trails network.

The intent of the Plan is to guide the establishment, promotion and maintenance of a comprehensive network of high quality recreation trails which will be available to all residents and visitors to the City. The trails within the Plan are managed by both the Department of Conservation (DEC) and the City. The Plan takes into consideration the unique character of the City of Cockburn including its cultural, social, economic and environmental qualities.

An interesting and varied suite of quality trails can perform a number of beneficial roles within the broader Cockburn community.

Trails can:

- Provide outstanding opportunities for local residents and visitors to engage in passive recreation;
- Increase the fitness and general well-being of trail users;

- Attract tourism to the City when marketed well;
- Help instil a conservation ethic amongst users; and
- Help inform users about the attributes of the area using good interpretative material.

The Plan outlines numerous opportunities to strategically improve the existing Cockburn trails network.

Comments from key internal and external stakeholders were sought and incorporated into the Plan where appropriate. The Plan was released for a period of 6 weeks for public comment and 9 submissions were received from Government agencies, community representatives and private residents.

Submission

N/A

Report

In August 2012 Council adopted the 2012 City of Cockburn Trails Master Plan for the purposes of public comment. The Plan was subsequently advertised for a period of six weeks and 9 submissions were received.

The submissions have been addressed and where appropriate changes have been made to the Plan. A list of the submissions and the responses has been attached.

All of the submissions received complimented the City on the preparation of the Plan. The main focus of the submissions was on the need to liaise with relevant stakeholders when undertaking works and when developing the material for signage. This has been acknowledged and the sections of the Plan have been strengthened to recognise this.

A summary of the changes that have been made to the Trails Master Plan is outlined below.

- All Trails Plans now include a scale.
- Three changes been made to the Trails Plans b, Mount Brown Lookout Trail, plan d, North Lake Circuit and plan k, Kogalup Trail to include respectively, an additional trail option, an additional informal trail and reflect the existence of an existing trail head on Beeliar Drive.
- The Executive Summary, Principles of Selection of Trails Projects, Lake Mount Brown Trail has been changed and the

sentence relating to the establishment of a crushed limestone path off Rockingham Road has been removed.

- The Executive Summary, Program of Delivery has been changed to reflect changes in estimated costs and to acknowledge that DEC must consider program delivery across their state regional park network.
- The Executive Summary, Recommendations has been changed to acknowledge the requirement to liaise with other stakeholders not only DEC in relation to the regional parks mentioned in this plan
- The abbreviation of Department of Environment and Conservation to DEC has been made throughout the document.
- Any references to the DEC Regional Park Branch within the document have been changed to DEC Regional Park Unit.
- Any references to Nyerbup Circus within the document have been changed to Nyerbup Circle.
- Changes have been made to Section 2.4, Mountain Bike Opportunities in the City of Cockburn to suggest liaison with DEC's Recreation and Trails Unit in relation to regional mountain biking opportunities.
- Changes have been made to Section 3.3, The Trails Projects note that any proposed new trails will need to consider land tenure.
- Changes have been made to some of the trails costs in Section 3.3, The Trails Projects to reflect rounding to the nearest \$10, consider works that have already been completed and to reflect some costs more accurately. This has resulted in an overall reduction in the costs of trail project implementation.
- Section 4.1, Timeframe for Implementation has been changed to reflect an possible increase in the timeframes for trails projects implementation and to note that DEC needs to consider project implementation across the metropolitan area and the state when prioritising projects for funding.
- Changes have been made to Section 5.1, Interpretation Signage on Trails to note that the Regional Parks Sign System and Brand Images Manual should be referred to when developing signs and that signage should also be considerate of Disability Access and Inclusion Principles.
- Section 5.2, Recommended Interpretation has been changed to acknowledge the need to consult a broader range of stakeholders when considering interpretative signage.
- Section 6.3, Signage has been changed to acknowledge the need for signage to be in keeping with the DEC Regional Parks Sign System and Brand Images Manual and also that signage should not impact the beauty of the natural surroundings.
- The entire document has been reformatted to accommodate the City's preferred font format, Arial 12.

- The front cover page has been updated to reflect the City's preferred document format.

Strategic Plan/Policy Implications

A Prosperous City

- Creation and promotion of opportunities for destination based leisure and tourism facilities.

Environment & Sustainability

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

Moving Around

- Facilitate and promote healthy transport opportunities.

Budget/Financial Implications

The budget and financial implications have increased by \$149,110 since the draft plan was endorsed by Council in August 2012. This increase is predominantly for Year 5 of the implementation program and is thought to be a truer representation of costs into the future. These updated costs are outlined in Table 2 below.

The budget and financial implications previously identified and endorsed by Council in August 2012 were as follows:

Benefit

Financial benefit is likely to be gained by businesses operating within the City of Cockburn as tourism to the area increases. Opportunity will increase for new and existing tourism ventures to take advantage of the high quality trails network. Local supporting businesses (transport, food etc) will also benefit.

Cost

Estimates of the financial cost for each project were made at the time of writing the Plan. They assume that all works outlined are undertaken and are an indicative cost only. Table 1 outlines an estimate of cost, without grant assistance, for each year of implementation over a five year period.

Table 1 – Estimated cost to Cockburn to implement Trails Master Plan over 5 years without grant funding.

Year	Estimated Cost (\$)
1	307,070
2	220,055
3	217,415
4	412,610
5	1,101,650
TOTAL	\$2,258,800

Grant Funding

The costs shown above do not include access to grant funding. The actual costs to implement the program will likely be considerably less given that there are numerous funding opportunities available for trail creation and enhancement projects. A number of these funding opportunities are outlined in the Plan.

Table 2 – Updated estimate of costs to Cockburn to implement the Trails Master Plan over 5 years without access to grant funding.

Year	Estimated Cost (\$)
1	302,950
2	220,060
3	217,410
4	412,610
5	1,254,880
TOTAL	\$2,407, 910

Depending on the availability of funding, including grant funding, the Trails Program may be extended over a longer period, up to 15 years, as outlined in the plan.

Legal Implications

N/A

Community Consultation

The Plan has been advertised for the public comment period of six weeks. A total of 9 submissions were received and the comments have been considered and addressed where required within the plan.

Attachment(s)

1. City of Cockburn Trails Master Plan
2. Associated Maps
3. Submissions and responses

Advice to Proponent(s)/Applicant

N/A

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

Nil.

17. COMMUNITY SERVICES DIVISION ISSUES

**17.1 (OCM 11/04/2013) - FIREBREAKS AND RELATED MATTERS
(112/010) (R AVARD) (ATTACH)**

RECOMMENDATION

That Council advertise for public consultation for a period of six(6) weeks, the proposed City of Cockburn Fire Order 2013/14, as attached to the Agenda.

COUNCIL DECISION

Background

Council at its meeting of 12 April 2012 resolved to amend its local laws section related to the firebreak season which proposed for all firebreaks across the City to be installed for the period 1 November to 31 May of the following year. In accordance with the requirements of the Local Government Act the proposed amendments were advertised for public comment.

At its meeting of 13 September 2012 Council resolved to defer the matter for further consideration by the community and the Bushfire Reference Group. The Reference Group reaffirmed its support for the firebreak period for all areas to be from 1 November to 31 May of the following year at its meeting of 9 October 2012.

Council at its meeting of 8 November 2012 resolved as follows:

- (1) *pursuant to sec.3.12 of the Local Government Act, 1995, make a local law to amend the City of Cockburn (Local Government Act) Local Law, 2010, by repealing Part IIA – Firebreaks and Related Matters;*
- (2) *give State-wide public notice stating that:*
 1. *A copy of the proposed local law may be inspected or obtained at any place specified in the notice.*
 2. *Submissions about the proposed local law may be made to the City before the day specified in the notice, being not less than 6 weeks after the notice is given.*
- (3) *provide a copy of the proposed local law and notice to the Minister for Local Government and Minister for Emergency Services;*
- (4) *prior to further consideration of the amendment by Council, refer the matter to the Bushfire Reference Group and the Banjup Residents Group for consideration and comment;*
- (5) *further consider the content of the annual firebreak notice for the 2013/14 period following the forthcoming fire season.*
- (6) *advertise for public comment for a period of 6 weeks the proposed City of Cockburn Fire Order prior to a final decision on the Fire Order being made by Council.*

Submission

The Banjup Residents Group has made a separate submission on the matter, a copy of which is attached to the Agenda.

Report

There are two steps which need to be taken to implement the decision of Council of 8 November 2012.

1. Take the necessary steps to repeal the City of Cockburn Local Law 2010 in accordance with section 3.12 of the Act which will have the effect of removing the legal instruments the City has to instigate firebreak notices.

2. Adopt the City of Cockburn Fire Order which will then replace the repealed Local Law section related to firebreaks.

A copy of the proposed Fire Order is attached for information. Other than the removal of any reference to the City of Cockburn Local Law section which has been removed as they are proposed to be repealed, the only other change to the Fire Order that has been in place for many years is the fire break period for all areas in the City being from November of one year to 31 May of the following year. Also land owners wishing to apply for a variation date to this requirement will now be required to do so by 1 October each year, instead of 31 October which previously applied. All other matters in the Fire Order remain the same as has existed for many years, including the requirement for the Firebreaks to be mineral earth. The Bushfire Act section 33 (1):

‘to plough, cultivate, scarify, burn or otherwise clear upon the land fire-breaks in such a manner, at such places, of such dimensions, and to such number, and whether in parallel or otherwise, as the local government may and is hereby empowered to determine and as are specified in the notice, and thereafter to maintain the fire-breaks clear of inflammable matter’

A meeting was held on 13 March 2013 with representatives of the Banjup Residents Group on the proposed Fire Order which was attended by a number of Elected Members and officers of the City. The group has previously made representation to the Bush Fire Reference Group and Council on their concerns to the changes to the firebreak period and the need for the Firebreaks to be mineral earth.

The Banjup Residents Group argue there is no justification to change the firebreak period or establish the same period across the City. Their views are well known to Council and are again spelt out in the attached submission. In the letter from the Group it is stated that the fine has been increased from \$100 to \$5,000. This is incorrect and the infringement remains the same at \$100 and the Bushfire Act provides for the Courts to charge a maximum fine of \$5,000. This also has been the case for many years.

At its meeting of 12 March 2013 the Bushfire Reference Group unanimously supported the terms of the fire order and were of the view that ultimately the decision on the firebreak period and is one for Council.

It is the position of the Administration that the changes to the firebreaks conditions only relate to the firebreak period, all other conditions remain the same.

To ensure that Council has the legal power to require firebreaks to be in place it is proposed that in accordance with the Council decision of 8 November 2012, that the proposed Fire Order be advertised for public comment for a period of six (6) weeks and the consideration of the public comments on the Fire Order and the repeal of the Local Law be considered concurrently at a future Council meeting.

Strategic Plan/Policy Implications

Community & Lifestyle

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

Leading & Listening

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

Budget/Financial Implications

Administrative costs will be borne within the current budget allocations.

Legal Implications

N/A

Community Consultation

N/A

Attachment(s)

1. Banjup Residents Group Letter.
2. Proposed City of Cockburn Fire Order.

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 11 April 2013 Council Meeting.

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

Nil.

17.2 (OCM 11/04/2013) - CCTV STRATEGIC PLAN IMPLEMENTATION (043/004) (R AVARD) (ATTACH)

RECOMMENDATION

That Council

- (1) proceed to tender for the provision of CCTV with appropriate lighting at Poore Grove, Coogee, as shown in Attachment 2 of the Agenda; and
- (2) place funds for consideration for the provision of CCTV and appropriate lighting to be installed at the City Administration building site, on the 2013/14 Municipal budget, as shown in Attachment 1 to the Agenda.

COUNCIL DECISION

Background

The CCTV Strategy Plan 2011-2015 was adopted by Council at the Ordinary Council Meeting held 11th August 2011 and sets out the strategy for the roll out of CCTV at identified locations around the City.

The first area identified as a priority was the Coogee Beach Reserve off Powell Road, Coogee, more commonly known as the "Coogee Beach CCTV Pilot Project". These works were completed in September 2012.

It has become evident that for CCTV to operate sufficiently in all environments requires suitable lighting which is a significant cost in construction. The utilisation of new LED lighting will result in a lesser

operational cost than was previously the case with traditional lighting types.

Submission

N/A

Report

The next three (3) facilities listed in priority within the CCTV Strategic Plan adopted by Council are:

- (1) City's Administration Facility, encompassing the Seniors Centre, Spearwood Library and related car park area.
- (2) New Coogee SLSC, and adjacent car park areas and parkland, (currently under construction off Poore Grove, Coogee).
- (3) Coolbellup Hub, and adjacent Len Packham Clubrooms and car park areas.

Costing for these areas to have CCTV and appropriate lighting installed has been prepared by consultants Sage Electrical and Amlec

Below is a report listing indicative cost for each individual facility to provide a guide for the Council to make a determination.

Indicative Costs for CCTV Expansion 2 and 3

Items	Coolbellup Hub	Coogee Surf Club	City's Admin Building
Lights	\$ 220,000.00	\$ 205,000.00	\$ 260,000.00
CCTV	\$ 101,400.00	\$ 98,700.00	\$ 101,700.00
Data Transfer			
Totals	\$ 321,400.00	\$ 303,700.00	\$ 361,700.00
		Recurrent Costs	
Power Increase	164W p.a	192 W P.A	2792W P.A
Cost of Lighting	\$ 139.00	\$ 163.00	\$ 2,365.00
Maintenance Cost Lights	\$ -	\$ -	\$ -
Maintenance Cost CCTV	\$ 4,000.00	\$ 4,000.00	\$ 4,000.00
Replacement Costs CCTV		\$ -	\$ -
Ongoing Licence Costs Software	\$ 2,500.00	\$ 2,500.00	\$ 2,500.00
Ongoing Data Cost (IT)	\$ 2,500.00	\$ 2,500.00	\$ 2,500.00
Total Recurrent Costs	\$ 9,139.00	\$ 9,139.00	\$ 9,139.00
These indicative / estimated ongoing costs are made based on previous prices and equate to near 10 per cent of the supply and install costs which would be reasonable for budget allocations.			

The current 2012/13 budget has \$260,000 remaining for CCTV installation which is probably sufficient to carry out the works at the Poore Grove site with some minor amendments to the specifications and scope of works should the tender price exceed the budget. Proceeding with these works would be in accordance with the Council Policy SC46 that CCTV is to be provided on new facilities. Further, the coastal areas are prone to crime and anti-social behaviour and warrant the CCTV provision.

The City is also aware of the Councils Policy which states that all new facilities are to be given priority for CCTV and upon identifying this policy it is therefore believed that the new Coogee SLSC car park will then become the next facility to be considered for this allocation.

Strategic Plan/Policy Implications

Infrastructure

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

Community & Lifestyle

- People of all ages and abilities to have equal access to our facilities and services in our communities.
- Safe communities and to improve the community's sense of safety.

Budget/Financial Implications

Remaining on the 2012/2013 budget there is \$260,000, to be used for the CCTV and lighting program. \$50,000 of State Government Funding approved for the pilot project will not be acquitted until the 2013/14 financial year.

There will need to be funds placed on the 2013/14 Municipal budget to carry out any identified CCTV lighting projects. Additional funds for the maintenance of CCTV will be required and this is estimated to be \$9,000-\$10,000 per annum per site.

Additional operating cost of power is minor for the CCTV lighting. Funds will be required to maintain the CCTV cameras as identified in the report.

Legal Implications

N/A

Community Consultation

N/A

Attachment(s)

1. City's Administration and surrounding Facilities including parking areas cost and diagrams.
2. New Coogee SLSC and Community Integrated Facility including parking areas and park.
3. Coolbellup Hub and Len Packham Clubrooms including parking area.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

17.3 (OCM 11/04/2013) - PROPOSED DOG EXERCISE AREA - YARRA VISTA PARK - DEAN ROAD, JANDAKOT (144/003) (R AVARD) (ATTACH)

RECOMMENDATION

That Council

- (1) advertise on site and through the usual Council publicity channels the proposal for Yarra Vista Park on Dean Road, Jandakot to be fenced and equipped as a fenced dog exercise area; and
- (2) subject to their being community support for the proposal, place \$60,000 on the 2013/14 budget for consideration for fencing and equipping of the dog exercise park.

COUNCIL DECISION

Background

Council at its meeting of 8 November 2012, Cllr Smith requested under 'Matters to be Noted for Investigation Without Debate' that Council:

"prepare a report on a dog exercise park. Since 2005, residents have been asking for this. I believe in 2005 there was a proposal supported by Council but with objections so this did not go ahead. In the report I would like the following:

- a. Suitable sites*
- b. Costings*
- c. Time frames for construction*
- d. Community consulted."*

In the City of Cockburn approximately 40% of households own one or more dogs, many of these regularly use the Dog Exercise areas where owners are allowed to run their dogs off lead. There are more than 27 Dog Exercise areas spread throughout the City.

These parks provide an alternative environment catering for dogs and their owners where dogs can play off lead in an specified area with other dogs.

Submission

N/A

Report

The development of a dog park would provide the City of Cockburn with a fenced off and landscaped area with equipment where dog owners can take their dogs to play and exercise in a pleasant environment. The park would provide an outlet for meetings by Dog Training Organisations dealing with dog nuisance issues and a venue for annual events such as Pets in the Park.

These venues would provide occasions for rangers to educate dog owners and provide leaflets giving information in relation to preventing and dealing with dog attacks, dog registration, and dog barking nuisances as well as educating them about responsibilities in relation to vet care.

There are a number of parks in the area which are considered as potentially suitable for development into a dog park. A dog park would indicatively be 100 metres in length and 75 metres in width or an area of 7,500m².

For a park to accommodate the needs of a dog park the following criteria will need to be met or be able to be met:

Required Criteria

- Currently a dog exercise area
- Parking close by
- Road access
- Toilets
- Water available close by for drinking fountain
- Suitable trees for shade
- Pooch Pouch Station on site
- Suitable Seating
- Lighting (desirable)
- Pathways on site (desirable)
- Playground nearby (Location acceptable provided desired fencing is in place to protect both parties)

Undesirable Criteria

- Wetlands close by
- Sporting activity on site
- Motorbike activity

With these criteria in mind a survey of all the parks was conducted by the Ranger Services Staff.

As a result ten (10) parks were visited, these being –

1. Dubove Park (Property No.2201177), Alfred and Dubove St, Spearwood
2. Jan Hammond Park (Property No.5517049), Bartram and Banning Ave, Success
3. Yarra Vista Park (Property No.5516339), Dean Road and Berrigan Drive, Jandakot
4. Atwell Reserve (Property No.5517049), Brenchley Ave, Atwell
5. MacFaull Park (Property No.2206933), Melun/Falstaff, Falstaff Crescent, Spearwood
6. Milgun RESERVE (Property No 4314604), Yangebup Road
7. Ramsay Park (Property No1108165), surrounded by Parkway Rd, Dowell Place and Tetlow Place, Bibra Lake
8. Steiner Park (Property No 5518696), Banning Ave, Success
9. Hargreaves Park, (Property No 268851), Dorcas Way and Counsel Ave, Coolbellup
10. Bibra Lake Reserve (Property No 1114553), Bibra Drive, Bibra Lake opposite the Lakeside Retirement Village.

From these parks, only three (3) are currently listed as Dog Exercise Areas. From the investigation on the above parks the following six (6) parks were selected in order of preference as meeting the required criteria:

1. *Yarra Vista Park Dean Road and Berrigan Drive, Jandakot*

This is a large park with pathways plenty of tree top coverage and provision for up to 12 cars in a small parking area located off Dean Road. No sporting groups are utilising this area for community programs and there is currently a Pooch Pouch station on site, minimal lighting with some seating provisions already at this location. The site is generally isolated from residential homes by roadways and additional parklands which incorporate the nearby golf club and other community facilities. There are no toilet facilities on site and a small playground is located on the southern side of this park, however, no provision for scheme water appears to be available at this location.

2. *Jan Hammond Reserve, Bartram and Banning Drive, Success*

This is another ideal park which is large in size and able to accommodate the need to house a Dog Park. Parking provisions are possible on the verge off Bartram Road, as well as approximately a further 8-10 bays in a small parking area off Marav Court. The park also has shady maturing trees, a small gazebo type structure with BBQ facilities and a nearby water fountain for public use and has a pathway through the park. The park is somewhat isolated from residential housing apart from Marav Court where two (2) houses may be minimally affected, but this is dependent on the location of the Dog Park. If this is proposed as the recommended Dog Park, then a recommendation from staff would be for the Dog Park itself to be built nearer to Bartram Road on the south eastern side of the park. This would ensure therefore, that there would be no effect on these residential properties identified. Minimal lighting is on site with a large area of vacant land on the eastern side where high voltage overhead wiring occupies this area. The park also has one (1), pooch pouch bin station, however, no toilet facilities were identified on site but the facility was reticulated.

3. *Bibra Reserve Bibra Drive, Bibra Lake opposite Lakes Retirement Village.*

This parkland area is easily accessible from Bibra Drive, however, there are no parking bays at this location, but plenty of provision for verge parking. The site has reticulation on the

reserve but there is no evidence of scheme water being available. The area is not listed as a dog exercise area and has no pooch pouch station in this location. There are various walkways through this area, and the area is well shaded with mature trees but no identifiable seating nearby. The site has no lighting at this location, no children's playground and will have no effect on any community groups or sporting organisations. Concerns have been raised as to the effect that this may have on the nearby wetlands, however, as the park area will be fenced off, this in itself will create a preventative measure to any direct effect to the nearby wetlands. The park area itself is sufficient to accommodate the Dog Park sizing requirements and if the above additional criterion is easily able to be implemented this area would be appropriate to accommodate the needs for a Dog Park and centrally located.

4. *Hargreaves Park, Counsel Avenue, Coolbellup*

This is another large very well developed park that is a gazetted dog exercise area with three pooch pouch stations. There are plenty of trees for shade all over the park and many benches throughout. There is no parking provisions but plenty of scope for this to be installed if needed. There are four sets of play equipment mostly on the eastern side off Dorcas Way. The park is reticulated. Parking is only available on the Dorcas Way side. Being a large park there are many locations within the park that would be appropriate for the dog park. There is no toilet facility, however, there is scheme water on this site but no lighting.

5. *McFaull Park, Falstaff Crescent, Spearwood*

This is a large reticulated park with plenty of trees for shade. It is a gazetted dog exercise area and has a pooch pouch station on site. There are many benches throughout the park and five sets of playground equipment located mostly on the north western corner. The Joe Cooper Centre is located within the park at the northern end, which may provide toilet facilities. There is a fairly large car park behind the Joe Cooper Centre, and this area could also be considered as an appropriate location for the dog park on the western side off Melun Street or the eastern side off Falstaff. These are also preferred sites with further off road parking being available at these locations.

6. *Dubove Park, Freeth Street, Spearwood*

This is the most under-developed park of the preferred parks listed and in the past was one of the parks from previous Council resolutions to receive the greatest objections from

residents living in and around this area, to this park being a proposed Dog Park. The park itself has excellent parking to the side in Bohemia Street and is reticulated. Although not a dog exercise area, there is a pooch pouch station installed and no sporting activities take place at this location. There is a disused toilet block at the southern end of the park, meaning mains water is available at this location. It is located in a quiet location, with trees and bushes around the outside and again may be considered as an appropriate location. Consideration should be given that the park is positioned on the northern end of this park, if selected.

Attached is a summary of all parks inspected by Ranger personnel for your information and noting. On balance, Yarra Vista Park is recommended for the initial purpose of advertising and assessing community opinion.

Strategic Plan/Policy Implications

Infrastructure

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

Community & Lifestyle

- Promotion of active and healthy communities.

Environment & Sustainability

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

Budget/Financial Implications

\$60,000 will be proposed in the 2013 -2014 budget for this dog park. However if approval from Council is given and a proposed site for the Dog park is nominated then a more detailed scope of works and costs will need to be submitted at a later date.

Legal Implications

N/A

Community Consultation

To be undertaken to ensure affected residents are well informed of the City's intention and a right of reply is given.

Attachment(s)

1. Summary review of all parks inspected.
2. Copy of map of the five identified locations.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

18. EXECUTIVE DIVISION ISSUES

18.1 (OCM 11/04/2013) - MINUTES OF CHIEF EXECUTIVE OFFICER PERFORMANCE & SENIOR STAFF KEY PROJECTS APPRAISAL COMMITTEE - 21/02/2013

RECOMMENDATION

That Council receive the Minutes of the Chief Executive Officer's Performance and Senior Staff Key Projects Appraisal Committee dated 21 March 2013 as provided under separate confidential cover, and adopt the recommendations contained therein.

COUNCIL DECISION

Background

The Chief Executive Officer Performance and Senior Staff Key Projects Appraisal Committee met on 21 March 2013. The minutes of that meeting are required to be presented to Council and its recommendations considered by Council.

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.

Strategic Plan/Policy Implications

Leading & Listening

- A skilled and engaged workforce.

Budget/Financial Implications

Committee Minutes refer.

Legal Implications

Committee Minutes refer.

Community Consultation

N/A

Attachment(s)

Minutes of the Chief Executive Officer Performance and Senior Staff Key Projects Appraisal Committee 21 March 2013 are provided to the Elected Members under separate confidential cover.

Advice to Proponent(s)/Submissioners

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

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

Committee Minutes refer.

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 11/04/2013) - 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 SPECIAL COUNCIL MEETING HELD ON WEDNESDAY, 27 MARCH 2013 AT 6:00 PM

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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)	2
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8. (SCM 27/3/2013) - PURPOSE OF MEETING	2
9. COUNCIL MATTERS.....	2
9.1 <u>(MINUTE NO 5008)</u> (SCM 27/3/2013) - MINUTES OF THE AUDIT AND STRATEGIC FINANCE COMMITTEE MEETING - 21 MARCH 2013 (026/007) (S DOWNING) (ATTACH)	2
10. <u>(MINUTE NO 5009)</u> (SCM 27/3/2013) - RESOLUTION OF COMPLIANCE (SECTION 3.18(3), LOCAL GOVERNMENT ACT 1995).....	5
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CITY OF COCKBURN**MINUTES OF SPECIAL COUNCIL MEETING HELD ON WEDNESDAY, 27 MARCH 2013 AT 6:00 PM**

PRESENT:**ELECTED MEMBERS**

Mr L Howlett	-	Mayor (Presiding Member)
Mr Y Mubarakai	-	Councillor
Mr S Portelli	-	Councillor
Mrs C Reeve-Fowkes	-	Councillor
Mr T Romano	-	Councillor
Mrs V Oliver	-	Councillor
Mr B Houwen	-	Councillor

IN ATTENDANCE

Mr S. Cain	-	Chief Executive Officer
Mr D. Green	-	Director, Administration & Community Services
Mr S. Downing	-	Director, Finance & Corporate Services
Mr A. Trosic	-	Acting Director, Planning & Development
Ms V. Viljoen	-	PA to Chief Executive Officer

1. DECLARATION OF MEETING

Presiding Member declared the meeting open at 6.02pm.

2. APPOINTMENT OF PRESIDING MEMBER (If required)

N/A

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)

Nil

5 (SCM 27/3/2013) - APOLOGIES & LEAVE OF ABSENCE

- | | | |
|----------------------------|---|---------|
| ➤ Deputy Mayor Kevin Allen | - | Apology |
| ➤ Cllr Steve Pratt | - | Apology |
| ➤ Cllr Lee-Anne Smith | - | Apology |

6. PUBLIC QUESTION TIME

Nil

7. DECLARATION BY COUNCILLORS WHO HAVE NOT GIVEN DUE CONSIDERATION TO MATTERS CONTAINED IN THE BUSINESS

Nil

8 (SCM 27/3/2013) - PURPOSE OF MEETING

The purpose of the meeting is to adopt the Minutes of the Audit and Strategic Finance Committee Meeting held on Thursday, 21 March 2013.

9. COUNCIL MATTERS

9.1 (MINUTE NO 5008) (SCM 27/3/2013) - MINUTES OF THE AUDIT AND STRATEGIC FINANCE COMMITTEE MEETING - 21 MARCH 2013 (026/007) (S DOWNING) (ATTACH)

RECOMMENDATION

That receive the Minutes of the Audit and Strategic Finance Committee Meeting held on 21 March 2013, and adopt the recommendations contained therein.

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL



COUNCIL DECISION

MOVED Clr C Reeve-Fowkes SECONDED Clr B Houwen that the recommendation be adopted.

CARRIED BY ABSOLUTE MAJORITY OF COUNCIL 7/0

Background

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

Submission

N/A

Report

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

1. Local Government Statutory Compliance Audit Return 2012
The annual Compliance Audit Return is to be presented to, and reviewed by a meeting of the Audit and Strategic Finance Committee in accordance with Regulation 14(3A) of the Local Government (Audit) Regulations 1996 and the result of that review be reported to a meeting of Council for adoption.
2. Proposed Amendments to Audit and Strategic Finance Committee Terms of Reference
In February 2013, following recent amendments to reduce the Compliance Audit Return, the Local Government (Audit) Amendment Regulations 2013 will now extend the current role of local government Audit Committees to encompass a review of areas such as risk management, internal control and legislative compliance. These amendments are contained the Minutes.
3. Internal Audit Report – Procurement
Project 1 – Procurement was one of the 2012/13 Projects endorsed by the Audit and Strategic Finance Committee at its July 2012 meeting. This has now been completed and contained within the Minutes of the Committee Meeting.
4. Enterprise Risk Management – Policy and Guidelines
The principle objective of Risk Management is to establish a systematic approach to control risk and the subsequent impacts



on the business. The Policy and Guidelines have been developed to provide a systematic overview of the risks faced by the organisation.

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 March 2013.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.



10. **(MINUTE NO 5009) (SCM 27/3/2013) - 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

MOVED Clr T Romano SECONDED Clr V Oliver that the recommendation be adopted.

CARRIED 7/0

11 **(SCM 27/3/2013) - CLOSURE OF MEETING**

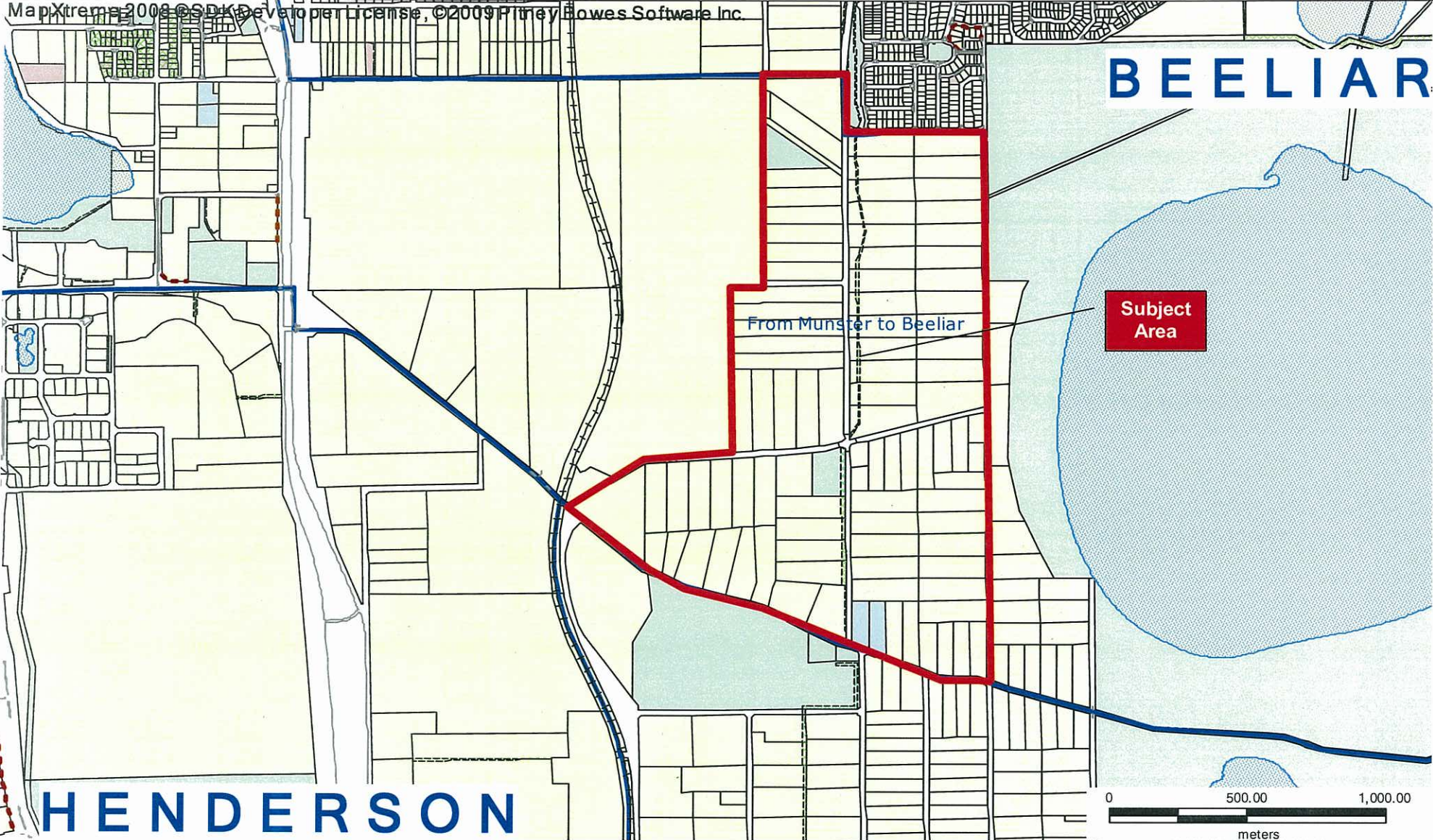
MEETING CLOSED AT 6.06PM

CONFIRMATION OF MINUTES

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

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



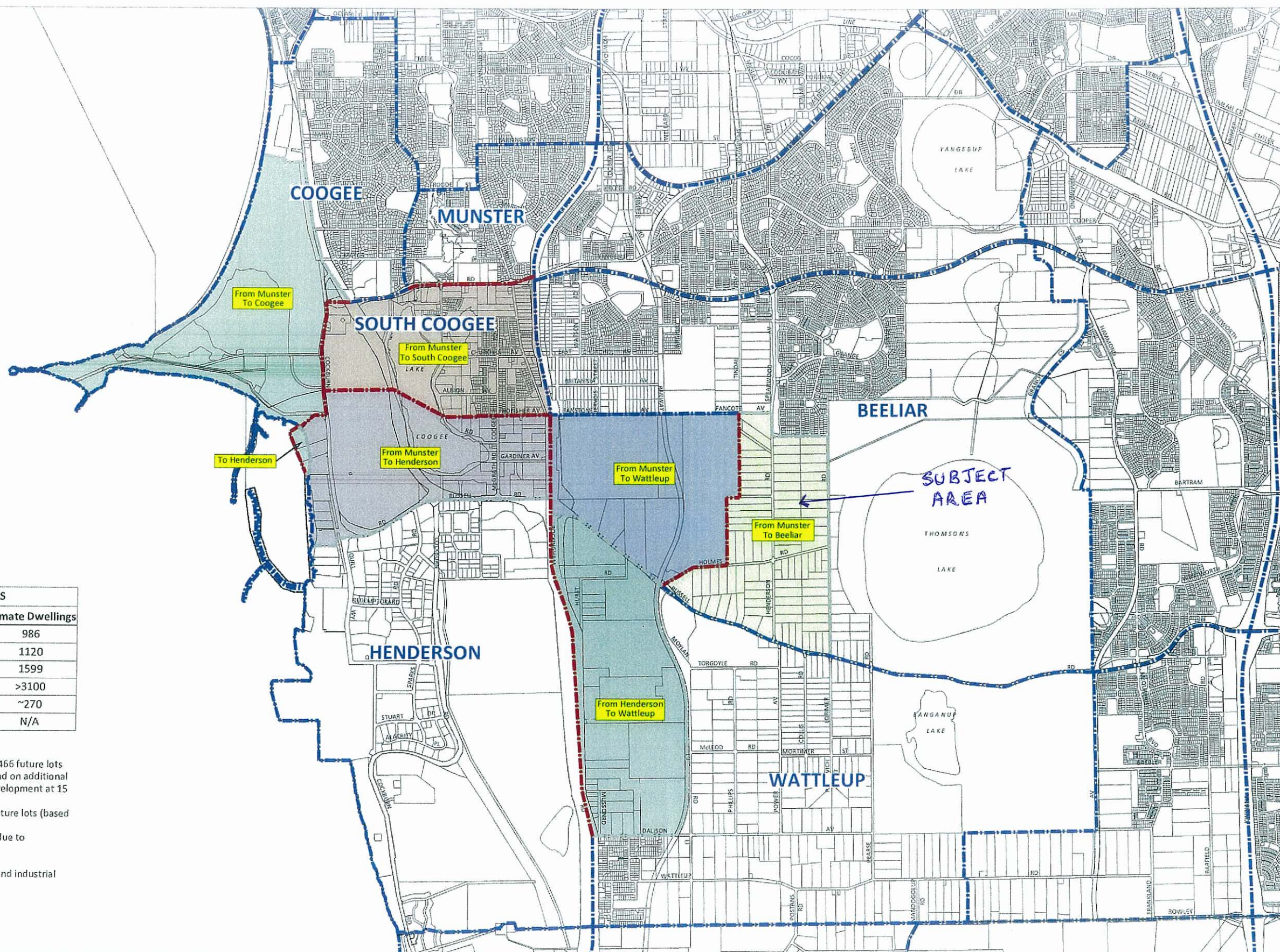


PROPOSED BOUNDARY CHANGES TO LOCALITY OF MUNSTER

<u>Suburb</u>	<u>No. Sent</u>	<u>Support</u>	<u>Oppose</u>	<u>No Reply</u>
1. Munster to Coogee	11	7(64%)	- (0%)	4 (36%)
2. Munster to South Coogee	551	368 (67%)	3 (.001%)	180 (33%)
3. Munster to Henderson	57	33 (58%)	- (0%)	24 (42%)
4. Munster to Wattleup	10	7 (70%)	- (0%)	3 (30%)
5. Henderson to Wattleup	32	17 (53%)	10 (31%)	5 (16%)
6. Munster to Beeliar	93	26 (28%)	32 (34%)	35 (38%)
TOTAL	754	458 (61%)	45 (6%)	251 (33%)

PROPOSED LOCALITIES		
Locality	Area (ha)	Ultimate Dwellings
1. South Coogee	207	986
2. Munster	151	1120
3. Coogee	491	1599
4. Beeliar	1366	>3100
5. Wattleup	1336	~270
6. Henderson	1070	N/A

1. South Coogee: 520 current dwellings plus 466 future lots (based on subdivision applications (136) and on additional 22ha of residential land designated for development at 15 dwellings per hectare (330)).
2. Munster: 1086 current dwellings plus 34 future lots (based on subdivision applications).
3. Coogee: As per current dwelling numbers due to additional land being regional reservation.
4. Beeliar: Obtained using forecast.id.
5. Wattleup: Nominal dwellings due to rural and industrial locality.
6. Henderson: Industrial locality.



0 750m
SCALE

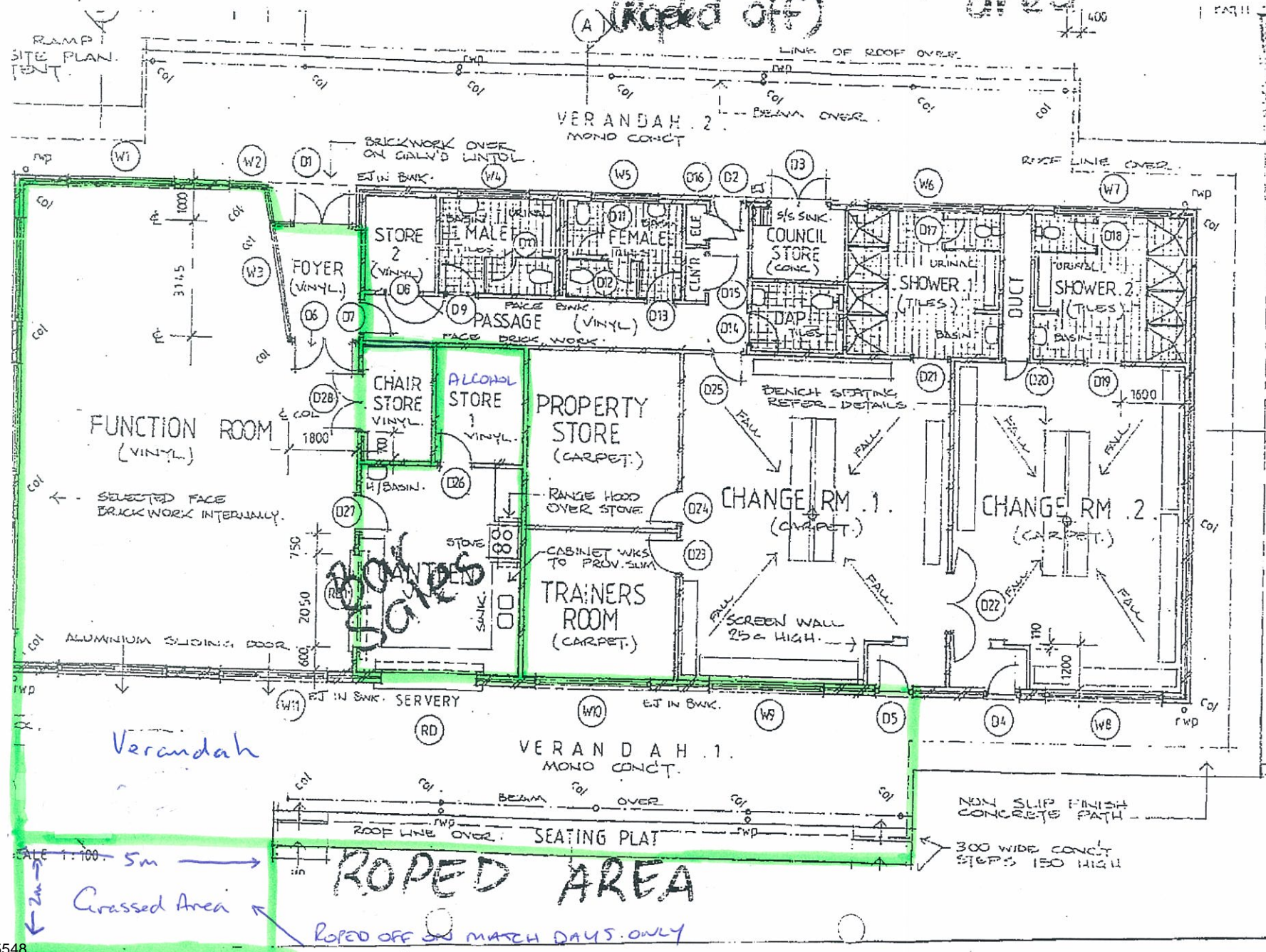
- Suburb Boundary - Proposed
- Suburb Boundary - To Be Deleted
- Suburb Boundary - Existing

PROPOSED LOCALITY BOUNDARY AMENDMENTS

MUNSTER / SOUTH COOGEE / COOGEE / BEELIAR / WATTLEUP / HENDERSON

Designated **Light Consumption Area**
(Roped off)

RECEIVED
 28 AUG 2008





CITY OF COCKBURN

TOWN PLANNING SCHEME No. 3

TPS AMENDMENT No. 93

LEGEND

METROPOLITAN REGION SCHEME RESERVES

PRIMARY REGIONAL ROADS

LOCAL SCHEME RESERVES

LOCAL ROAD

PARKS & RECREATION

PUBLIC PURPOSES
DENOTED AS FOLLOWS:

TE	TELSTRA
WC	WATER CORPORATION
WP	WESTERN POWER

ZONES

DEVELOPMENT

RESIDENTIAL

OTHER

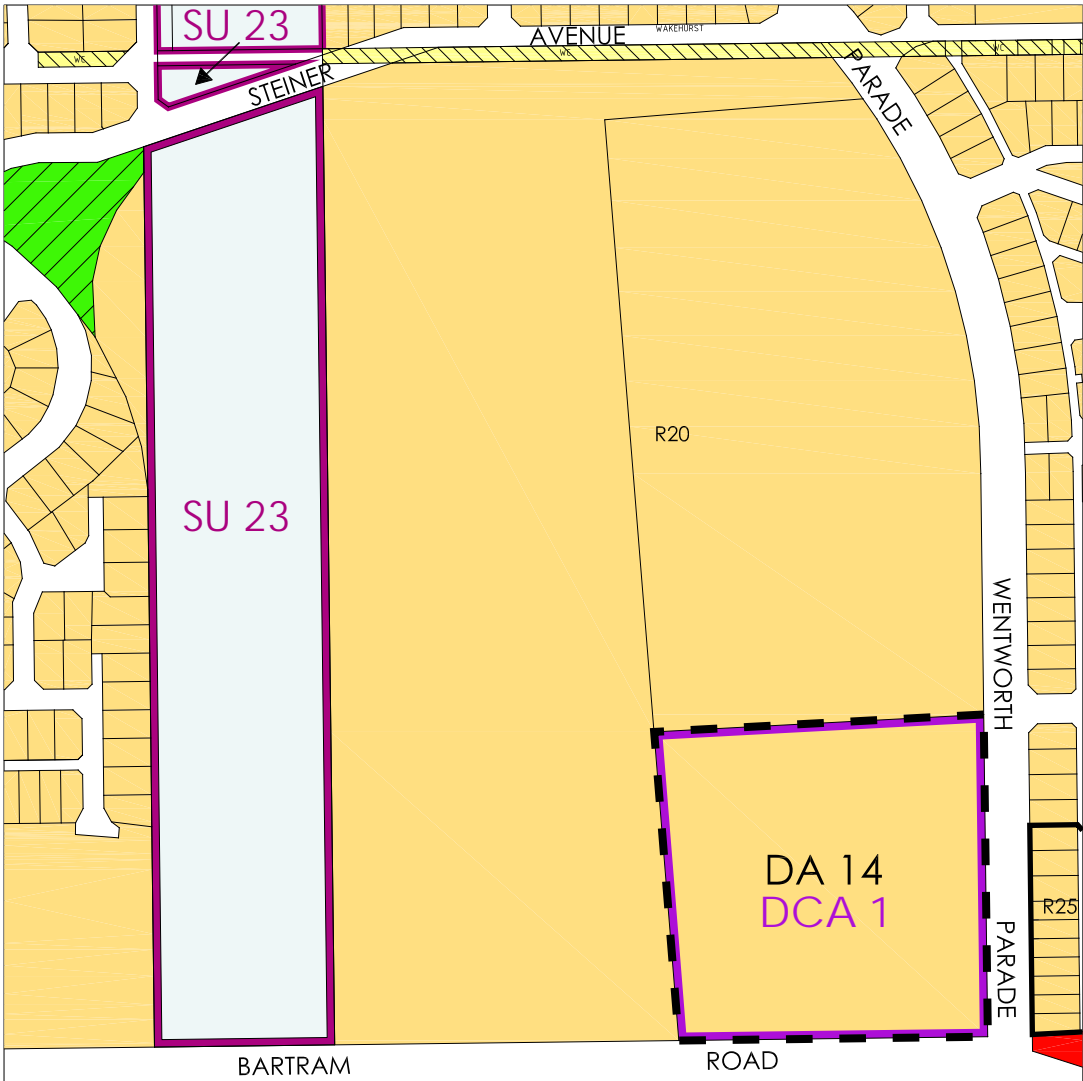
R20 R CODES

DA 1 DEVELOPMENT AREA
(SEE SCHEME TEXT)

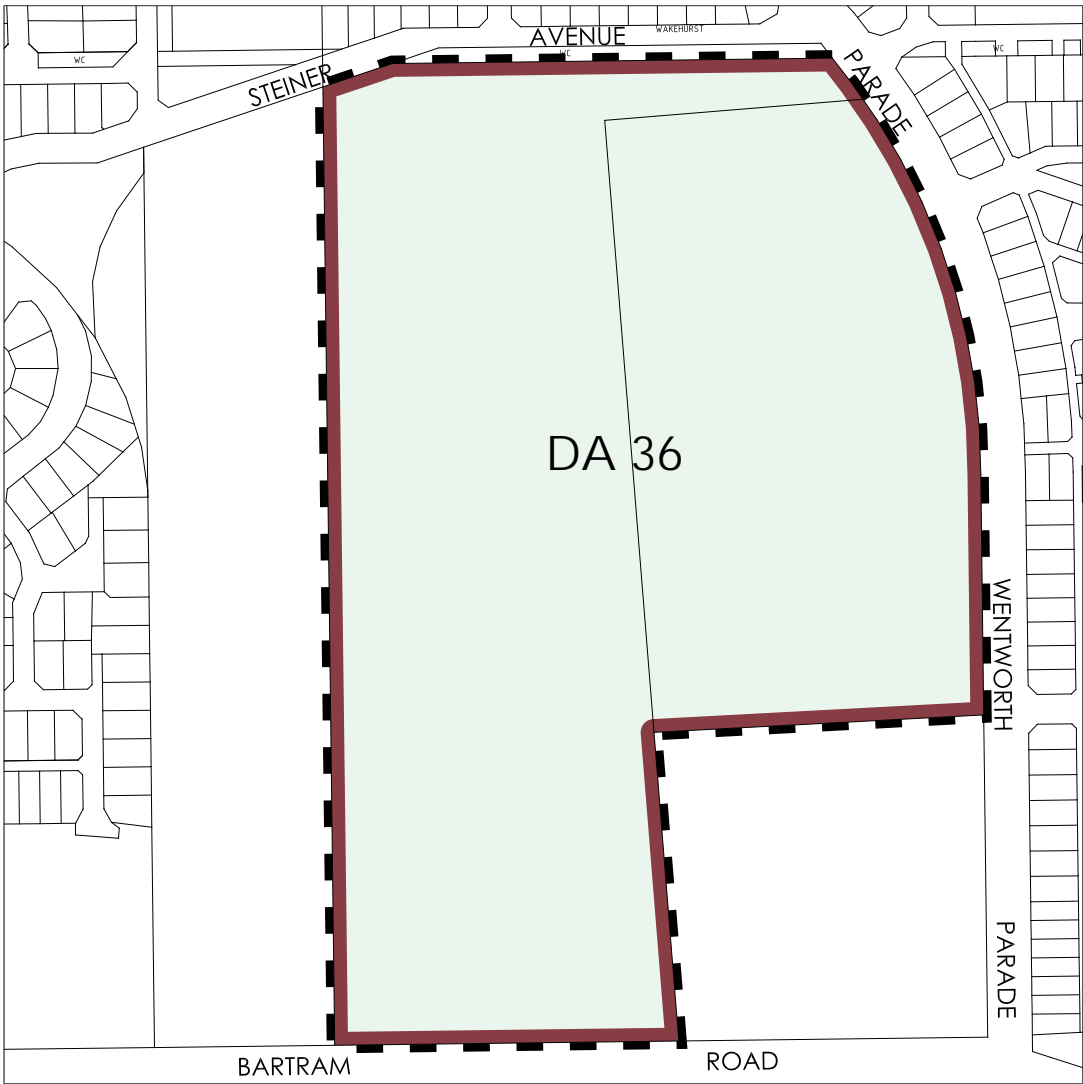
DCA 1 DEVELOPMENT CONTRIBUTION AREA
(SEE SCHEME TEXT)

SU 1 SPECIAL USE AREA
(SEE SCHEME TEXT)

NO ZONE



EXISTING ZONING



PROPOSED ZONING



FIGURE 4 AERIAL PHOTOGRAPHY



FIGURE I LOCAL STRUCTURE PLAN

File No. 110/077

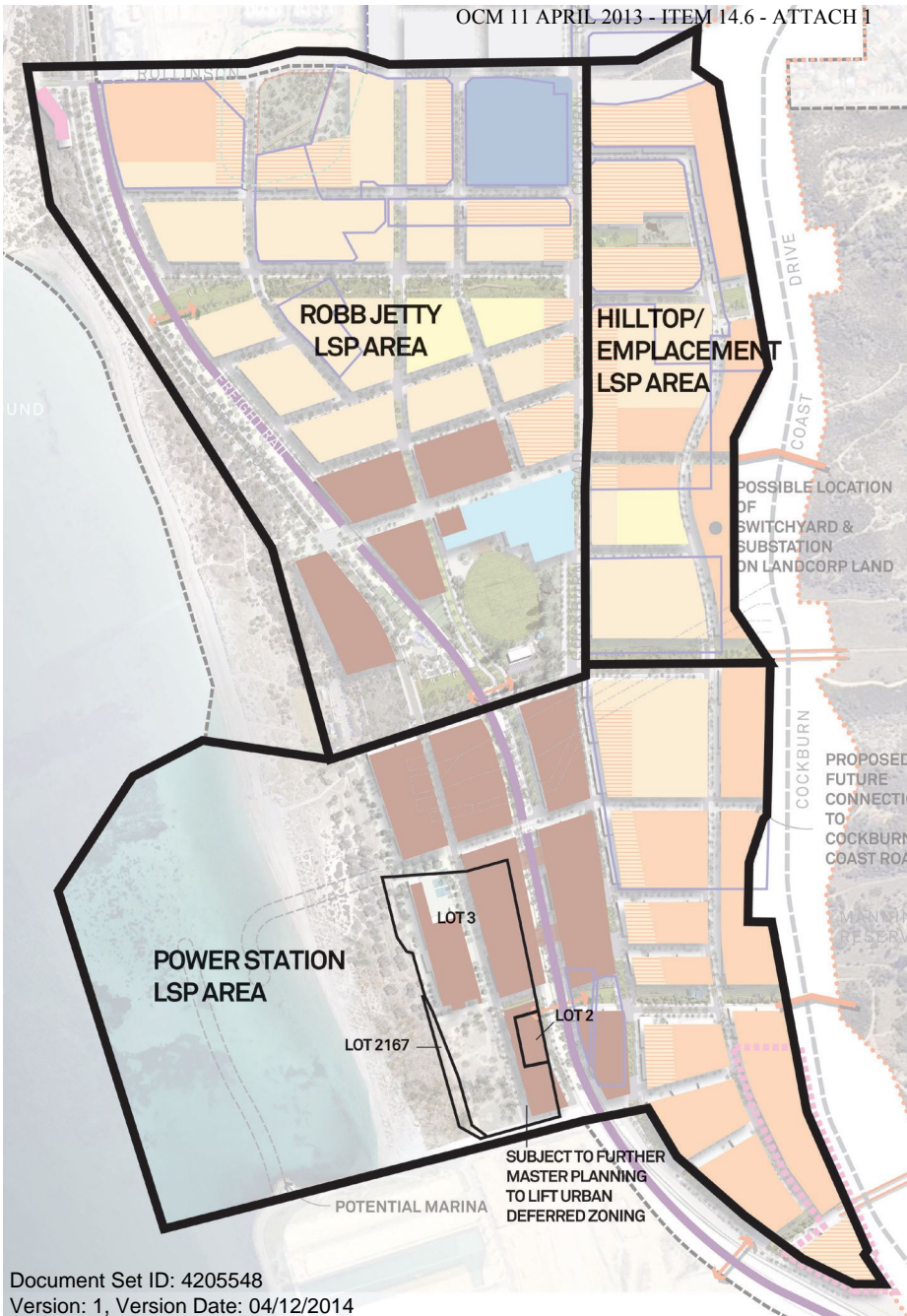
SCHEDULE OF SUBMISSIONS
PROPOSED STRUCTURE PLAN – LOT 19 & 25 ROCKINGHAM ROAD, MUNSTER

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
1	Richard Bloor, Department of Education 151 Royal Street East Perth WA 6004	<p>Support</p> <p>Thank you for your letter dated 25 February 2013 regarding the Proposed Structure Plan in Munster.</p> <p>The Department of Education has reviewed the document and advises that it has no objection to this Proposal.</p>	Noted
2	Christine Lewis, Department of Indigenous Affairs PO box 3153 East Perth WA 6892	<p>Support</p> <p>The Department of Indigenous Affairs received a letter dated 25 February from the City of Cockburn regarding the above proposed structure plan.</p> <p>I have reviewed the information provided and note that the subject land intersects with the following registered Aboriginal heritage site:</p> <ul style="list-style-type: none"> • DIA Site ID 20866 (Lake Coogee) <p>It appears the area of this Aboriginal Heritage site which intersects with the proposed structure plan area is planned to be public open space. It is unclear from the information provided if future development associated with the structure plan will disturb this heritage site.</p> <p>Disturbance of an Aboriginal heritage site constitutes an offence according to section 17 of the Aboriginal Heritage Act (the Act).</p> <p>The Department has released Due Diligence Guidelines to assist with assessment and mitigation of risk with regard to the Act. The Guidelines are available at the following address: http://www.dia.wa.gov.au/Documents/HeritageCulture/Heritage%20management/AHA Due Diligence Guidelines.pdf</p>	Noted
3	Stefan De Haan, Department of Environment and Conservation	<p>Reference is made to your letter dated 25 February 2013 in respect of the above.</p> <p>The Department of Environment and Conservation (DEC) provides the following comments: Potentially Contaminated Site</p>	<p>Noted.</p> <p>The lack of a perimeter road fronting the area</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
	<p>PO Box 1167 Bentley Delivery Centre WA 6983</p>	<p>Due to previous potentially contaminating land uses (e.g. horticultural/market gardening activities) on the site, there is potential for widespread soil and/or groundwater contamination within the subject land. As such, investigation/remediation should be undertaken at the subdivision stage in accordance with DEC's <i>Contaminated Sites Management Series</i> guidelines and the <i>Contaminated Sites Act 2003</i>.</p> <p>Interface Treatment Between Bush Forever Site and Housing</p> <p>The Structure Plan area incorporates a portion of adjacent Bush Forever site 429, which DEC understands will be transferred to the City of Cockburn for management, as a Parks and Recreation reserve. DEC's standard position is that a perimeter road be located between residential development and conservation areas, for reasons of public safety, protection of bushland and fire safety for residents. The current plan does not provide for a hard edge road.</p> <p>DEC has been advised by the City however, that such a road may not be able to be incorporated into the subject Structure Plan for reasons of compatibility with the Structure Plan and subsequent subdivision application for adjoining lot 18 to the south, which did not make adequate provision for this recommended design modification. Notwithstanding, DEC understands that this (adjoining Structure Plan and subdivision proposal) has not yet been approved by the Western Australian Planning Commission (WAPC) and so such a design modification could still be applied by the WAPC.</p> <p>Weed Control In order to protect the conservation values of the adjacent Bush Forever site, the proponent should ensure that flora species known to be invasive or environmentally damaging are not used in any landscaping where they may spread into the conservation areas.</p> <p>Fire Management All necessary fire management requirements should be provided for in the subdivision plan, in accordance with the (Interim) <i>Planning for Bushfire Protection Guidelines</i> (Edition 2 – Western Australian Planning Commission and Fire and Emergency Services Authority, May 2010) and any other relevant policies.</p> <p>Wetlands Buffer There is currently insufficient information on the Structure Plan and biodiversity values of the adjacent resource enhancement wetland for the DEC to be able to provide comment on the acceptability of the proposed wetland buffer. DEC recommends that the proponent prepares a buffer study, including hydrological studies, to enable DEC's Wetlands Section to provide advice with respect to site specific buffers.</p>	<p>of Public Open Space is seen as a reasonable design outcome that allows for the both the preservation of the natural environment and a positive built form outcome.</p> <p>Such outcomes have been successfully achieved in other locales within the City and the provision of such a design is deemed to be appropriate in this instance</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		It is DEC's expectation that environmental issues including those not specifically referred to in this letter will be appropriately managed through the planning system. Please contact David Lodwick at Swan Region's Bentley office on 9423 2910 or email at david.lodwick@dec.wa.gov.au should you have any queries regarding this advice.	
4	Brett Dunn, Department of Water PO Box 332 Mandurah WA 6210	<p>Support</p> <p>Thank you for the referral of the above Local Structure Plan (LSP) received on 27 February 2013. The Department of Water (DoW) has reviewed the proposal and wishes to provide the following advice:</p> <p>Better Urban Water Management Consistent with the Western Australian Planning Commission's (WAPC) <i>Better Urban Water Management</i> (BUWM) document and the policy measures outlined in State Planning Policy 2.9: Water Resources, the proposed LSP should be supported by a Local Water Management Strategy (LWMS) prior to the approval of the proposed LSP.</p> <p>The supporting document, <i>Lot 19 & 25 (No.599) Rockingham Road, Munster – Local Water Management Strategy</i> (Bioscience, November 2012) was deemed satisfactory to the DoW, as noted in correspondence to the City of Cockburn dated 13 December 2012.</p> <p>Accordingly, the DoW has no objections to the proposed LSP for Lot 19 & 25 Rockingham Road, Munster.</p> <p>An Urban Water Management Plan (UWMP) will be required as a condition of subdivision in the future, in accordance with BUWM (WAPC, 2008) and shall describe and illustrate a greater level of information for storm water design principles and infrastructure to be implemented on site.</p> <p>If you wish to discuss the above further please contact Mark Hingston at the DoW's Mandurah Office on (08) 9550 4222.</p>	Noted
5	Lang Fong, Main Roads Western Australia PO BOX 6206 EAST PERTH WA 6892	<p>Support</p> <p>Thank you for the opportunity to review and comment on the above proposal. Main Roads has reviewed the proposed structure plan and has no further conditions or comment to add to the proposal at this time.</p> <p>If you require any further information please contact Drew Johnston on 9323 4365. In reply please quote file reference 04/11588-08 (D1 3#83367).</p>	Noted

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
6	Jim Dodds, Department of Health PO BOX 8172 Perth Business Centre WA 6849	<p>Support</p> <p>Thank you for your letter dated 25 February 2013 requesting comment from the Department of Health (DOH) on the above proposal.</p> <p>1. Water and Sewerage For the development density indicated in the structure plan, the Government Sewerage Policy - Perth Metropolitan Region requires the provision of reticulated sewerage and scheme water to serve the developments.</p> <p>2. Health Impact Assessment You should also consider incorporating Health Impact Assessment (HIA) and/or Public Health Assessment (PHA) principles in your decision making process. For your information and guidance, you may access the relevant information at the following sites: HIA - http://www.public.health.wa.gov.au/2/1400/2/healthriskassessment.pm</p>	Noted



Robb Street Jetty Local Structure Plan

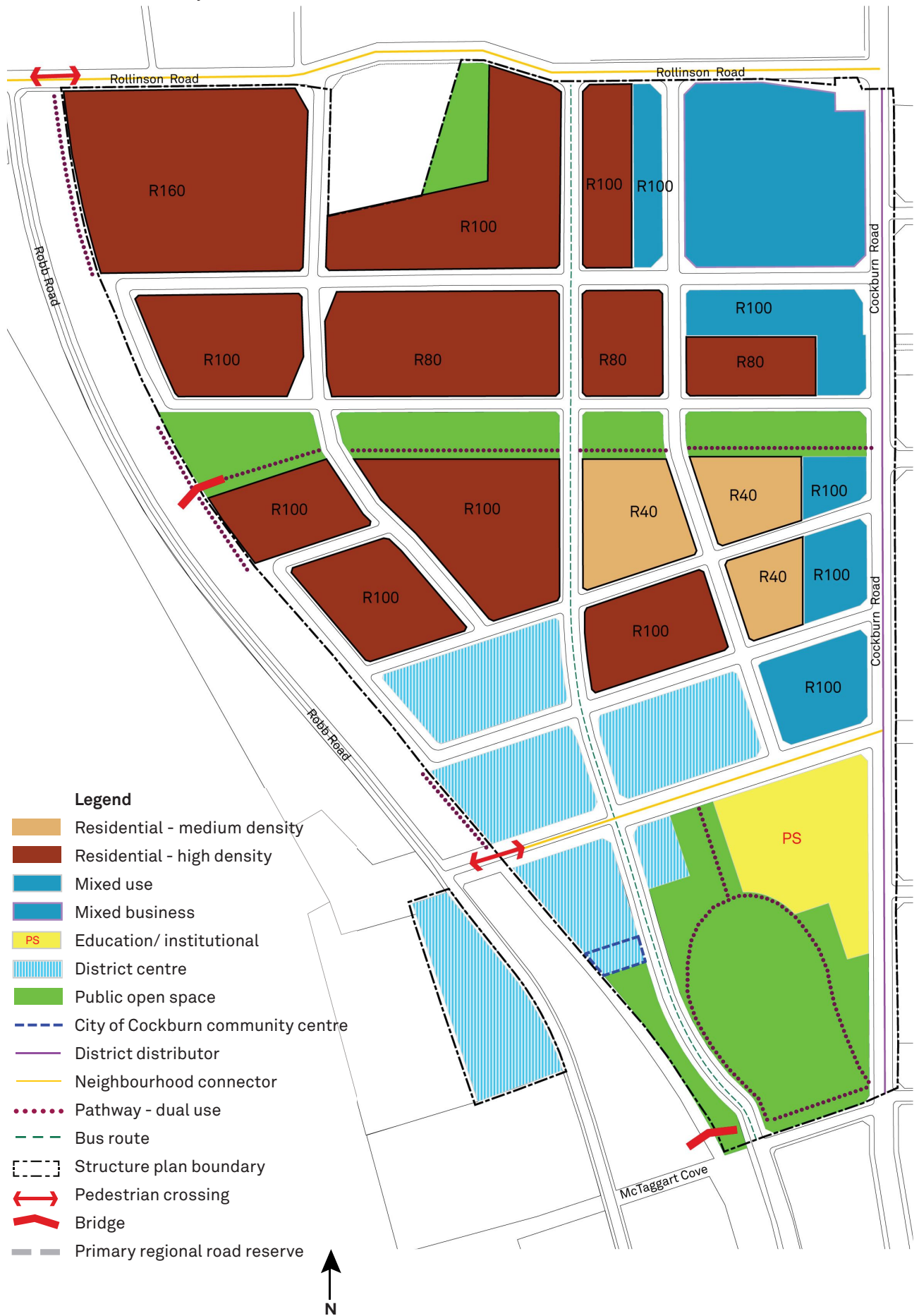


Figure 01_Local Structure Plan Map

SCHEDULE OF SUBMISSIONS
PROPOSED LOCAL STRUCTURE PLAN WITHIN COCKBURN COAST- ROBB JETTY

No.	Name/address	Submission	Council's recommendation
1	Telstra Forecasting & Area Planning Locked Bag 2525 Perth WA 6001	<p>Support</p> <p>Thank you for the above advice. At present, Telstra Corporation Limited has no objection. I have recorded it and look forward to further documentation as the development progresses.</p> <p>Any network extension that may be required for any development within the area concerned, the owner/developer will have to submit an application before construction is due to start to NBN Co. or the Telstra Smart Community website: http://www.telstra.com.au/smart-community/developers/ .</p> <p>More information regarding NBN Co. can be found on their website http://www.nbnco.com.au/ . I add this information about NBN Co. as it is not known when services will be available from NBNCo. Telstra may provide services if NBN Co. cannot.</p> <p>Please dial 1100 (Dial before You Dig) for location of existing services.</p>	<p>Noted</p> <p>No changes are recommended as a result of this submission.</p>
2.	Department of Education 151 Royal Street EAST PERTH WA 6004	<p>Support</p> <p>Thank you for your letter dated 19 November 2012 regarding the Robb Jetty and Emplacement Local Structure Plans.</p> <p>The Department of Education has reviewed the document and advises that its requirements regarding educational facilities are adequately catered for within the proposed residential developments.</p> <p>Therefore the Department has no objection to the proposed structure plans.</p>	<p>Noted.</p> <p>No changes are requested/required as a result of this submission</p>
3.	Department of Water PO Box 332 MANDURAH WA 6210	<p>Support</p> <p>Thank you for the referral of the above Local Structure Plans (LSPs) received with correspondence dated 19 November 2012. The Department of Water (DoW) has reviewed the proposal and wishes to provide the following advice:</p>	<p>Noted</p> <p>No changes are recommended as a result of this submission</p>

No.	Name/address	Submission	Council's recommendation
		<p>Better Urban Water Management</p> <p>Consistent with the Western Australian Planning Commission's (WAPC) <i>Better Urban Water Management</i> (BUWM) (WAPC, 2008) document and the policy measures outlined in <i>State Planning Policy 2. 9 Water Resources</i>, the proposed LSPs should be supported by a Local Water Management Strategy (LWMS) prior to the approval of the proposed LSPs.</p> <p>The supporting documents, <i>Robb Jetty Local Water Management Strategy</i> (GHD, November 2012) and <i>Hilltop Emplacement Local Water Management Strategy</i> (GHD, November 2012)</p> <p>was deemed satisfactory to the DoW as noted in correspondences dated 21 November 2012. Accordingly, the DoW has no objections to the proposed LSPs. An Urban Water Management Plan (UWMP) will be required as a condition of subdivision in the future, in accordance with BUWM 0/JAPC, 2008) and shall describe and illustrate a greater level of information for storm water design principles and infrastructure to be implemented on site.</p>	
4.	Department of Indigenous Affairs PO Box 3153 EAST PERTH WA 6892	<p>Support</p> <p>Thank you for your letter of 19 November seeking comment from the Department of Indigenous Affairs (DIA) with respect to the Robb Jetty Local Structure Plan (Robb Jetty LSP) and the Emplacement Local Structure Plan (Emplacement LSP). I reviewed the documents provided and offer the following comment.</p> <p>The area to which the Robb Jetty LSP applies has a slight intersection with Aboriginal heritage site DIA 3707 (Robb Jetty Camp). Accordingly, if any development associated with the Robb Jetty LSP will impact the Aboriginal heritage values of DIA 3707 (Robb Jetty Camp) then the prospective developer is encouraged to contact DIA in order to ascertain the need for prior approval under the <i>Aboriginal Heritage Act 1972</i> (AHA).</p> <p>DIA notes the existence of the Cultural Heritage Strategy and the intention to interpret the heritage values of the Robb Jetty LSP area, including DIA 3707 (Robb Jetty Camp). This is seen as a positive initiative which will assist in public understanding and long term heritage management for the area. Due to the long term association of Noongar people with DIA 3707 (Robb Jetty Camp), and the high level of significance accorded this place by the contemporary Noongar population, it is</p>	<p>Noted. The proponent of the local structure plan has been provided with the content of this submission.</p> <p>Noted</p> <p>Noted. This information would be useful for</p>

No.	Name/address	Submission	Council's recommendation
		<p>recommended that consideration is given to consulting with relevant Aboriginal people when developing interpretation for the Robb Jetty Camp.</p> <p>DIA is unaware of any Aboriginal heritage values which intersect with the area to which the Emplacement LSP applies. It is also suggested, that prior to development occurring within the areas to which the LSPs relate, that prospective developers have their attention brought to the existence of the State Cultural Heritage Due Diligence Guidelines. The Guidelines are intended to assist prospective developers in assessing the risk that a proposed development may have on impacting Aboriginal heritage values and whether or not consent under the AHA should be sought prior to the development occurring. The guidelines can be found at: http://www.dia.wa.gov.au/Documents/HeritageCulture/Heritage%20management/AHADue Diligence Guidelines.pdf</p>	<p>other developers as well. Therefore, the City will add this information to its webpage on Heritage matters.</p> <p>No changes are requested/required as a result of this submission. However, the City's website has been updated to include a link to the Department's Guidelines.</p>
5.	State Heritage Office PO Box 7479 Cloisters Square PO WA850	<p>Support</p> <p>Thank you for providing the opportunity to provide input to the Robb Jetty and Emplacement Local Structure Plans which were correspondence received on 19 November 2012.</p> <p>The State Heritage Office is supportive of the broad objectives to conserve and retain state and local heritage places within the local structure plans. We are particularly supportive for the retention of the Rob Jetty remnants and confirmation that any future development will be in accordance with State and local heritage policies and procedures.</p>	<p>Noted</p> <p>No changes are recommended as a result of this submission.</p>
6.	Resident Hammond Park Details to be kept confidential	<p>Support</p> <p>I absolutely support both Robb Jetty and Emplacement project.</p>	<p>Noted</p> <p>No changes are recommended as a result of this submission</p>
7.	Resident COOGEE Details to be kept confidential	<p>Support</p> <p>I fully support the Robb Jetty LSP and Emplacement LSP. At the moment, I feel the entire Cockburn Coast area is not being utilised to its full potential. Currently we have the Port Coogee and South Beach redevelopment, but nothing in between.</p>	<p>Noted</p> <p>No changes are recommended as a result of this submission</p>
8.	Dan Sheikh	Support	

No.	Name/address	Submission	Council's recommendation
	9 Modong Nook SUCCESS WA 6164	I absolutely support this plan for the Cockburn Coast. Most of Perth's beaches are full of McMansions and sprawl. This area has the potential to be a vibrant, residential hub on the ocean with shops, cafes, restaurants and bars. It will be vibrant due to the resident population of the area, 10,000 residents (which I think should be double). Also higher densities combat urban sprawl. This is an area people will be willing to buy into if it is not done in a half hearted manner.	Noted. It is not realistic to double the number of proposed residents at this stage. All the preliminary planning done for Cockburn Coast is predicated on approximately 10,000 residents. No changes are recommended as a result of this submission
9.	Hugh Hyland 19 Buchanan Rise COOGEE WA 6166	Support The switch-yard at the old power station needs to be moved inland as far as possible. Commuters need to be encouraged onto public transport. Robb Jetty and Emplacement will substantially add to the number of residents and local staff in the area. Adequate public transport is essential for Perth's future, and railways are a most essential part of this. Passenger services need to be restored along the rail line from Fremantle to Robb Jetty and on to Spearwood, then continued to Thornleigh. This would provide a quick service to Fremantle and on to the city, as well as a ring route bypassing the city and linking up with the Mandurah and Armadale lines. Most of the infrastructure is already there, with double tracks almost all the way, with only a small amount to be relaid as dual gauge each way and an even smaller amount to be duplicated. Electric trains are more efficient than buses, and are quieter than diesel engines. There would be ample capacity for them and goods trains on such a dual line.	Noted The proposed Emplacement Structure Plan includes an indicative switchyard /power sub-station site located towards the eastern boundary of the subject area. Not supported While it is agreed that commuters need to be encouraged onto public transport, the proposed use of the heavy rail line and restoration of services from Fremantle to Robb Jetty and on to Spearwood and Thornlie relate to the regional network and are beyond the scope of the Local Structure Plans. The option of potentially using the freight rail for passenger services was evaluated at the Cockburn Coast District Structure Plan (Part 1) stage, and was discounted due to high costs and other constraints.
10.	Nandi Chinna Ommanney Street Hamilton Hill 6163	To whom it may concern Regarding the Cockburn Coastal Development plans; Robb Jetty and Emplacement Structure Plan. I commend the high density aspect of the plans. High density housing connected to public transport nodes is a way of reducing the need for further land clearing on the Swan Coastal Plain and reduces dependence upon cars and road travel. However there are some serious concerns regarding the position of the development and the construction of new roads. It appears that many of the concerns raised in the original community consultation have not been taken into account. The retention in the plan of the construction of a new MRS primary road indicates that environmental and heritage issues have not been given sufficient	Noted No changes are recommended as a result of this submission. Not supported The Primary Regional Road Reservation falls outside the Emplacement LSP area, and was dealt with through the district structure planning, and MRS Amendment No. 1180/41 (Cockburn Coast District Structure Plan).

No.	Name/address	Submission	Council's recommendation
		<p>consideration. Although the alignment of Cockburn Coastal Drive has been revised to reduce the impact on the ridgeline and Beeliar Regional park, the proposed road is still a major arterial road and will impact significantly on the bushland and have considerable detrimental consequences to the sustainability of Beeliar regional Park. The inclusion of Cockburn Coastal Drive negates the professed sustainability of the regional plan. The construction of a major arterial road that promotes the movement of heavy traffic through the area will divide the community and have a destructive impact on protected species of native fauna.</p> <p>As suggested in the original community consultation, Cockburn Road as it currently exists should be upgraded and heavy traffic diverted using existing routes such as Stock road. Freight by rail should be increased and alternative transport systems implemented. Light rail, heavy rail, and a network of bicycle paths would help to reduce dependency on cars.</p> <p>The loss of natural vegetation and the fragmentation of remaining bushland in Beeliar regional Park by building of the arterial road will significantly impact on the area. Many birds and reptile species inhabit the area and these species move through the area to feed on vegetation or to hunt. Endangered species including Carnaby Black Cockatoo, Blue Wrens, and the Black Shouldered Kites nest in the area. The Nankeen Falcon, Australian Small Eagle and Peregrine Falcon-migratory species such as the Bee-eater and priority species like the Lined Burrowing Skink and Black Striped snake are also found in the area. It is imperative that an independent environmental impact study be undertaken before this road is considered.</p> <p>The Department of Environment and Conservation has stated that, 'protected areas are essential to maintain natural and cultural diversity and to foster a sense of place and belonging and contribute to the values of our community.' The EPA claims that native vegetation needs to be protected to preserve biodiversity and as green areas to absorb carbon emissions.</p> <p>The Emplacement Precinct involves the removal of bushland in addition to the negative impact of the road.</p>	<p>MRS Amendment No. 1180/41 included a revision to the alignment of the reservation that has enabled an additional 5.7 ha of former road reservation land to be included within the Beeliar Regional Park Management Plan. In addition, the actual road will be designed to minimise the amount of vegetation to be cleared, supported by further more detailed fauna and flora surveys. The MRS Amendment was referred to the Environmental Protection Authority, who considered the environmental impact of the road reservation, and advised that it did not require formal assessment under Part IV of the Environmental Protection Act 1986.</p> <p>Noted</p> <p>The Ecological Assessment identifies that there is remnant vegetation within the southern area of the Emplacement LSP area, some of which constitutes habitat for the Carnaby Black Cockatoo. Based on the draft Department of Sustainability, Environment, Water, Population and Communities (DSEWPaC) referral guidelines, clearing the vegetation and development of the Hilltop/Emplacement Crescent Project Site would have a direct impact on Black Cockatoo feeding habitat and given this future referral to DSEWPaC may be required (ie. prior to subdivision or development).</p> <p>The Ecological Assessment for the Emplacement LSP also notes that Vegetation type 1, which occurs on the limestone ridge on the eastern side of the Project Site, has similarities to a DEC-listed TEC, (<i>Melaleuca huegelii</i> — <i>Melaleuca acerosa</i> [currently <i>M. systema</i>] shrublands on limestone ridges). A vegetation survey in spring (when annual species are present) would be required to</p>

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			<p>confirm this. I</p> <p>It is therefore recommended that the Emplacement LSP report be amended to include the requirement for a spring survey to be conducted prior to any subdivision or development (that proposes works to the land).</p> <p>The local impact of some clearing of vegetation in the Emplacement Local Structure Plan area must be balanced against the outcomes of the district structure planning for Cockburn Coast, which seek to facilitate a dense urban development that reduces the need for housing on the urban fringe. The City must plan for population growth, and Directions 2031 and Beyond sets the spatial framework for how the metropolitan region will grow. It seeks to ensure urban growth is managed, and to make the most efficient use of land available.</p> <p>Not supported</p> <p>The Emplacement LSP and associated Cockburn Coast Cultural Heritage Strategy will ensure the retention and protection of the remaining gun emplacement. Specifically, the Emplacement LSP includes the gun emplacement within public open space to ensure that this important feature is not subject to development pressure. The two other gun emplacements were dismantled circa 1970 and the area, where these two emplacements were, has been redeveloped. The preparation of the Heritage Strategy included liaison with the Army Museum of Western Australia and a site visit to the Leighton Battery did not reveal that tunnels</p>

No.	Name/address	Submission	Council's recommendation
		<p>I am also concerned that WWII historical sites belonging to a complex military infrastructure associated with the gun emplacement sites and which are yet to be studied will be destroyed by the development.</p>	<p>were associated with the South Beach Battery site.</p> <p>Not supported It is agreed that horse heritage is an important consideration, and that is why it has been considered from the District Structure Planning stage through to the Local Structure Plans</p> <p>The LSP and associated Cockburn Coast Cultural Heritage Strategy identify and recognise the importance and heritage value of the South Beach Horse Exercise Area. The LSP (pg 60) states 'the aim is for horse facilities to remain at McTaggart Cove to provide facilities for horses with a horse float car park, where the dunes are lower and there will be less disturbance to future residential uses, thus minimising potential land use impacts.' A key objective of the Heritage Strategy is that "South Beach should continue to be used for the horse training, a use with which it has had a long association'.</p> <p>Not supported The assessment of the coastal vulnerability and the coastal setback to the proposed development has been completed in accordance with the 2012 draft State Coastal Planning Policy. This includes a full assessment of the potential impacts of a rise in sea level of 900 mm over the coming century. This value of sea level rise would accommodate an average rise of 9 mm/year over the coming century. This value was adopted by the Department of Transport and the Department of Planning in 2010 after careful consideration of the data and</p>

No.	Name/address	Submission	Council's recommendation
		<p>The other issue which I feel as not been given proper consideration is the horse heritage of the area, This is a living heritage which has a long and colourful history in the community. The road potentially will isolate the heritage listed property of Randwick Stables from the heritage listed beach as it will make access difficult. Horses do not go through tunnels or use overpasses. Many members of our community also support keeping the beach as an area for animal exercise and I am pleased that the structure plan supports the ongoing use of the beach for these purposes. I hope that this will not be compromised as the development unfolds.</p>	<p>projections.</p> <p>Not supported With regard to noise emissions from freight trains, under Implementation Guidelines for SPP 5.4 'Road and Rail Transport Noise and Freight Considerations in Land Use Planning', where the number of movements is not defined, 24 train movements per 24 hour day should be used. However, to ensure some "future proofing" the modelling undertaken by the Noise and Vibration Strategy which forms part of the LSP has recommended a higher standard to SPP 5.4 by recommending the assessment of each development be based on that of the highest single train movement rather than an average.</p> <p>The approvals process will require each lot located in the nominated distances from the railway line and Cockburn road, to comply with noise and vibration constraints.</p> <p>The Noise and Vibration Strategy forms an addendum to the LSP's and shows the impact zone. Text in the LSP also makes reference to the Noise and Vibration Strategy. The design guidelines will outline the requirements for compliance with noise and vibration for land within the impact zone. The Design Guidelines will also include requirements for Notification on titles.</p>

No.	Name/address	Submission	Council's recommendation
		<p>Insufficient consideration has been given to predicted sea level rise. Statistics from the Australian Cities report indicate that sea levels along WA's coast are rising by between 9mm and 10mm per annum, three times the global average! It is going to be an extremely costly exercise to be considering situating the development so close to the coast in this very low lying area. The Insurance council of Australia states that 'the coastal risks of storm surge, coastal erosion and gradual sea level rise are excluded by many general insurance policies in Australia.</p> <p>Consumers should ensure they are familiar with their policy and are aware of what risks the policy will not respond to' (http://www.insurancecouncil.com.au/issues-submissions/industry-in-focus/coastal-vulnerability-risks). On October 30, 2012, ABC news reported that the South Gippsland Shire Council plans to cut its ties with the committee it set up to maintain seawalls along the Corner Inlet coast. By cutting its ties with the group, it can no longer be sued if homes are inundated by sea level rises. Karl Sullivan, from the Insurance Council of Australia stated that residents will be unable to insure their homes against gradual sea level rises. "If it's a single large event, generally you will find a lot of people will have cover for these things but a gradual increase in sea level, over many decades that gradually ... [submerges] the house, is not really contemplated under most policies," he said. "From a residential perspective, there's really no cover available globally to protect yourself [from] a gradual sea level rise and loss of amenity of a property." These scenarios are becoming more common on the east coast of Australia, so why, with sea levels in WA set to rise at a rate three times higher than the global average, is Cockburn ploughing ahead with housing developments so close to the coast. Surely it cannot be ignorant of this kind of data? If not then may I suggest that this development is driven by short term financial gain with little thought of the cost to future generations of flood mitigation and property damage due to sea level rises.</p> <p>The other important issue that has not been duly considered is the proximity of the development to freight rail lines. With more and more freight set to be transported by rail to relieve pressure on congested roads, the freight rail line that runs through the development site needs to be given high priority over housing set close to its</p>	

No.	Name/address	Submission	Council's recommendation
		<p>trajectory. It is easy to predict that people who buy residences situated along this rail line will soon be complaining of noise and pollution threats to their homes, and will be calling for sanctions to be placed on the movement of freight rail which at present moves along the line at all hours of the day and night. In conclusion I feel that there are many issues that have not been adequately addressed in the plan, in particular the ones I have mentioned in the above submission. I hope that due consideration will be given to these important issues.</p>	
11.	<p>Resident NORTH COOGEE</p> <p>Details to be kept confidential</p>	<p>Objection</p> <p>Generally, I am happy with the plan and the proposed changes made, however I am aware that there are a number of knowledgeable environmentalist that are concerned with the predictions for sea water rise, and the management plans for this rise; that rises in sea water levels have been underestimated and the management plans are inappropriate. I would like to see more research to verify the data.</p> <p>Should realistic conditions be taken into consideration, I would be supportive of the plan, pending clarification of a number of aspects as detailed below.</p>	<p>The applicant has provided a Coastal Vulnerability Assessment (CVA) with their local structure plan. The document has been prepared by an appropriately qualified person and a company who specialise in these assessments.</p> <p>The assumed sea level rise in the CVA is 0.9m to 2110. This is as per the current requirements of the Department of Planning. When the State Planning Policy 2.6 (SPP2.6) State Coastal Planning Policy was gazetted in 2003 a sea level rise of 0.38m needed to be included in assessments. Based on updated data, the Department of Planning issued a new Position Statement in 2010 to increase the sea level rise to be factored into assessments to 0.9m to 2110. In February 2012, the Department advertised a new draft SPP2.6, this reiterates the requirement for 0.9m to 2110. No advice to the contrary has been provided to the City by the Department and therefore it is prudent to apply an assumed sea level rise of 0.9m to 2110.</p> <p>To clarify, there are already existing time limitations on horse access. It is not realistic to expect there will be no changes to either dog or horse access over time.</p> <p>The broader Perth Metropolitan Area is</p>

No.	Name/address	Submission	Council's recommendation
		<p>I am not comfortable with restrictions on dog access hours to the beach area. Unlimited dog beach access is one of the key reasons we are building in the area; any changes to current access arrangements are not welcomed; I would like it in writing that dog access, as per horse access, will not be limited.</p>	<p>facing growth of half a million people over the next two decades. Within the City of Cockburn, it is expected the population will grow by approximately 30,000 people in that time. This development will be able to provide for 10,000 people. This growth will place additional pressure onto the CY O'Connor Beach.</p> <p>The current extent of the Dog Exercise Area is nearly two kilometres in length. The Coastal Vulnerability Assessment indicates the area just south of the Point Catherine groyne (in line with Rollinson Rd) is likely to erode over time and is not expected to remain as a continuous sand beach in the longer term.</p> <p>The beach is also important historically given the long term use of this beach to exercise horses. It should also be remembered that while some people have no issue with dogs being on the beach, there are people who do and want access to beaches where there is no dog access.</p> <p>Council must be cognisant of all of these issues and the need to balance expectations. It is not possible to provide an 'in writing' guarantee that use of the beach will be unchanged over time.</p> <p>The section of the document referred to is Part 2 which contains explanatory information. It needs to be read in conjunction with Part 1 of the document which contains the statutory provisions. Within this section is a Building Height Plan (Figure 3) which provides height limitations. These are 6-8 storeys in a small section of</p>

No.	Name/address	Submission	Council's recommendation
		<p>Additionally, related to specific details within the report, clarification is required on the following:</p> <p>1. Page 74 shows you can expect above 8 stories for High Rise apartments in a defined zone. Page 75 shows High Rise density is allowed on land zoned R160. Page 76 map indicates that the R160 zone extends for the whole land parcel rather than the small area on the northwest proposed for high density development. I would like this lot to be split into two zonings - R160 for the smaller area of the lot; R100 for the remaining area to more accurately reflect the building types proposed. This ensure that building types will be developed as defined within the plan. Currently there is some potential for variation which I am not comfortable with, given our proximity to the lot in question.</p>	<p>the northwest corner and the remainder of the northern area being limited to 3-5 storeys. This should alleviate the concern expressed.</p> <p>On speaking to the submissioner, it was noted the difficulty in defining the area properly – it is suggested this can be addressed by requiring the maps to all be to scale and therefore less open to variation through interpretation.</p> <p>The Robb Jetty Local Structure Plan will not supersede the requirements already in place in the adjacent South Beach Local Structure Plan, north of Rollinson Rd. However, it is understood the perception that may be created by the discussion and cross sections in this document. A change to this will be required to make it clear the cross sections do not remove or change the current development standards within the South Beach development.</p> <p>Based on this submission, the Movement Network section of the document will be required to be clarified as discussed further above. Also the maps included will be required to be updated to be to scale.</p> <p>No other changes are recommended based on this submission.</p>

No.	Name/address	Submission	Council's recommendation
		<p>2. Page 82 (5.5.1) says there will be 3 main access streets in to Cockburn Coast being Rollinson, McTaggart Cove, and Main St. Page 82 (5.5.2) says the possible "Sections through Main St" shown in Figures 34 and 35 "would be expected for Rollinson Road". Page 84 shows 4 stories in Figure 34 and 5 stories in Figure 35, both sides of Main St therefore this could be expected for Rollinson Rd as well. Our block backs onto houses located on Rollinson Rd. Current zoning in these areas only allows 3 stories. I would like figures developed to reflect that Rollinson Rd in some areas will only have lower density living. At this stage I am not comfortable with the portrayed idea that 4 - 5 story dwelling would be an acceptable development immediately adjacent to our residence.</p>	
12.	N S McNally PO BOX 1000 CANNING BRIDGE WA 6153	<p>Objection</p> <p><i>With respect, the Cockburn Coast Plan looks as if It has been drafted with no proper vision whatsoever into the future.</i></p> <p>The following notes should be considered seriously before any of the current proposals are adopted:</p> <p>Contamination</p> <p>The majority of the land involved in the proposal is seriously contaminated. The entirety of the land should be subjected to a well planned decontamination procedure so that a fragmented approach to the clean up does not occur. The decontamination plan should also include the land in the South Fremantle Landfill Site within the boundaries of the City of Fremantle. Decontamination of the subject Cockburn Coast land without a parallel consideration of the Fremantle Landfill site will seriously impact on the cost of processing the landfill site in the future. If an overall decontamination program for all of the land under consideration for development is not planned and implemented as a single operation (over time) then the economic viability of the future development of some of the land will be dramatically affected. The effect of this may be that the proposed development will suffer from lack of coordination which may result in the overall project not taking ten to fifteen years but more like forty or fifty years.</p>	<p>Not Supported</p> <p>The City has no ability under the <i>Contaminated Sites Act 2003</i> to mandate the landowners to coordinate the decontamination of multiple sites.</p> <p>The Emplacement Local Structure Plan is supported by a Contaminated Sites Study (Appendix H). The study includes a preliminary assessment of all lots within the LSP which identifies known and suspected contaminated.</p> <p>By identifying known and suspected contamination sites and making this information publically available the</p>

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		<p>Building Height Plan</p> <p>The proposed building height plan should be scrapped completely. There should be no height restrictions. Projects should be assessed on a performance based criteria that assesses the overall height of proposal based on what the proposal contributes to the amenity of the area. Other design criteria such as environmental benefits, sustainability etc. etc. affordable housing ratios, etc. Can be associated with height allowances and increases and so on. The overall development of the area will progress as a dynamic development and result in a much more appealing built environment than what can be expected from the proposed homogenous ~ boring development parameters proposed in the current Cockburn Coast Plan.</p>	<p>Contaminated Sites Study will aid adjoining landowners to work with each other when undertaking decontamination.</p> <p>Not supported</p> <p>The application of building height control is a long standing and well established planning convention. Building height controls are driven by design considerations including over shadowing, protection of vistas and important view lines and creating a consistent built form character. In addition, it is noted that proposed building heights have been a recurring theme of interest to the wider community, and inclusion of a building height plan provides a mechanism to address these concerns and provide a level of</p> <p>The building height controls outlined in the Emplacement LSP and the draft Design Guidelines for Emplacement and Robb Jetty Precincts are performance base. Variations to height will be permitted when various design criteria are met which consider urban character, streetscape amenity and overshadowing.</p> <p>Not supported</p> <p>Concentrating commercial uses in certain areas like adjacent to Cockburn Drive and in Robb Jetty District Centre promotes the creation of lively nodes of activity. Cockburn Coast is not expected to accommodate a significant amount of commercial floorspace, due to its limited population demand catchment. This makes concentration of commercial floorspace more important. Commercial development also benefits co-location by attracting clients/shoppers who are looking to satisfy multiple needs. Commercial uses adjacent to residential uses</p>

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		<p>Residential Zone</p> <p>There is too much emphasis on residential areas (on <i>land seriously contaminated with lead.</i>) The whole of the area should have a blanket zone allowing mixed business, commercial, residential projects. Leave the vision to the architects who should have a blank sheet to work with - not a Planning 101 TPS that shrieks of dullness. An openness of planning requirements will attract a much wider variety of developers with a far greater range of plans and visions than that which might result from the current proposals.</p>	<p>can also create amenity issues which are more easily planned and a designed for in certain identified locations. The local structure plan, design guidelines and Development Area Scheme provisions are considered to provide a unique planning framework that has a level of flexibility so as not to stifle innovation, while providing a level of certainty for landowners and the community.</p> <p>Noted</p> <p>The City supports the development of Cockburn Coast to its maximum potential with significant commercial and entertainment uses in a compact high density urban form. The project has the potential to accommodate 10,000 people in 5,000 dwellings with supporting employment and retail opportunities. The entire project combined which includes the South Fremantle Power Station in a third LSP area allows for the project to become a key metropolitan sub-regional centre.</p> <p>The Emplacement LSP provides for significant development in comparison to metropolitan Perth outside of the CBD. The South Fremantle Power Station is not included in the Emplacement LSP. It will be part of separately prepared masterplan and LSP which will be lodged with the City and advertised to the community in the future.</p> <p>Noted</p> <p>No changes are recommended as a result of this submission. The DoT, CofC, CofF, PTA, MRWA, DoP and LandCorp through the Transport Planning Working Group have completed investigations into possible public transport links from Fremantle Train Station</p>

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		<p>Major City Centre Potential</p> <p>The overall area has the potential to become a major city centre area with hotels, multi-storey office and residential buildings, substantial retail complexes along with significant social and entertainment facilities. The current plan strangles the potential opportunity of the area. Flexibility in project proposals is critical to ensuring the old power station building is revamped and retained. The old building (very very seriously contaminated along with the adjoining switch station) might then be connected directly to a major marina complex built for the use of the people of the region - not just a select few who happen to reside nearby. Think big!</p>	<p>to Cockburn Coast. A study was carried out to consider the best route to link the two areas and the most appropriate technology with a decision being made in favour of a priority bus route for the short to medium term. The route is consistent with the DoT's draft Public Transport Network Plan for Perth which identifies implementation of Bus Rapid Transit to Cockburn Coast by 2020 extending to Rockingham by 2031. The route investigation also included 'future proofing' that would enable the Bus Rapid Transit system to convert to Light Rail in future.</p> <p>Supported</p> <p>The Emplacement and Robb Jetty LSP are supported and informed by the Cockburn Coast Local Transport and Traffic Management Strategy. The Strategy and the LSPs proposes a rapid transit system through Cockburn Coast which connects up to Fremantle in the north and could be extended through to Cockburn Central as part of wider public transport investments in Perth.</p> <p>Not Supported</p> <p>The City of Cockburn does not support the construction of Roe Highway west of Kwinana Fwy due to the environmental value of the reserve and the negative environmental impact of the extension. It should also be noted that the Fremantle Eastern Bypass was removed from the Metropolitan Region Scheme in 2004, and disposal of the land to private ownership is now well advanced with development already occurring within the former reservation.</p> <p>Not Supported</p> <p>The Emplacement LSP provides for medium</p>

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		<p>Linkage with City of Fremantle</p> <p>The area has the potential to become the major business centre south of Fremantle. The pressure to develop within the centre of the old Fremantle Town area will be alleviated. The two areas will complement each other over future years with Cockburn Coast being the vibrant modern business and residential area while Fremantle can retain its historical/cultural port city role.</p>	<p>and high density development and the Cockburn Coast project as a whole is expected to accommodate 10,000 people. Proposed building heights are primarily between 6-8 storeys (high density) and 3-5 storeys (medium density), and it is not considered that this equates to 'low-rise suburbia'. Only a small pocket of land within the Emplacement LSP area is identified for low density (1-3 storeys), to provide the potential for housing options for families. In addition, the proposed residential codings are supported by proposed Scheme provisions that mandate minimum densities to ensure the vision for Cockburn Coast is achieved.</p> <p>Not Supported</p> <p>The Cockburn Coast project is an ambitious urban infill project which envisions an urban form more dense than anywhere outside of the Perth CBD</p>

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		<p>Public Transport Systems Public transport systems must be designed into the area. The ideal plan will link the City of Fremantle to the Cockburn Coast land with a further linkage to Cockburn Central.</p> <p>Roe Highway Linkage The City of Cockburn and the City of Fremantle should lobby to get the Roe Highway and the Eastern By-pass constructed as soon as possible. The Cockburn Coast land will then have the ability to attract major international and national developers to the site who specialise in major hotel, residential and entertainment projects. The Cockburn Coast and the City of Fremantle will benefit directly from the ability of visitors to virtually drive or be transported directly to the area from the domestic and international airports. (Probably in almost the same time it would take to get from the airport to the City of Perth.) It is imperative that this road connection be constructed- not just for the people of Fremantle and Cockburn - but for all of the future generations of the State.</p> <p>Urban Sprawl Vision The Cockburn Coast area will be a completely lost opportunity if the current plans go ahead. Turning the area into low rise suburbia will be a complete and wanton waste of the potential of the area. Instead of a 'suburban' vision being applied to the land a far greater vision in the form of a major city centre with a much wider variety of land uses and building types should be pursued. The current plan is weak. The plan is just another version of urban sprawl being poured over land that has some of the greatest development potential this State has seen for years.</p> <p>Lost Opportunity To adopt the Cockburn Coast Plan in its current form would be to choke the development potential of the land and create another sector of urban sprawl just for the sake of it. A serious lack of vision is being applied in the current proposal. A lack of vision that if supported will cost this State and future generations hundreds of millions of dollars in lost opportunity. I submit that the entire plan be reviewed and aligned with the true development potential of the land.</p>	
13.	Paul Watson 56 Davilak Avenue Hamilton Hill 6163	<p>Objection</p> <p>SUMMARY OF OBJECTIONS</p> <p>1. Time allowed for submissions</p>	

No.	Name/address	Submission	Council's recommendation
		<p>2. Neglect of heritage and environmental values necessary for sense of place 3. Contravention of commitment regarding western skyline 4. Non-transparency of process for reference group 5. Contemptuous treatment of previous submissions by residents in the revision process 6. Allowance for one school flawed</p> <p>Time allowed for submissions According to the Hon. John Day, Planning Minister (Cockburn Plans Beachside Life Vision for industrial site; "The West Australian", November 21, 2012), the proposed redevelopment will take 15 to 20 years. The majority of Cockburn residents received notice of the proposal when the December edition of Cockburn Soundings was delivered to their mailboxes in early December. It is unreasonable to allow ratepayers less than one month to prepare submissions on a project with such a long disruptive development time and with such long- ranging impacts on the social and environmental fabric of the City of Cockburn. It is only fair to residents and other concerned parties that the WA Planning Commission allows a period of no less than 3 months for such submissions.</p> <p>Neglect of heritage and environmental values necessary for sense of place Heritage <i>Destruction of heritage sites</i> The current proposal includes the destruction of significant WWII heritage sites in Emplacement Precinct. This is contrary to claims in the Executive Summary of the Emplacement Local Structure Plan, that it it "sets out to establish a sustainable community that celebrates the areas [sic] past".</p> <p>The Executive Summary describes the history of Emplacement as "...characterised by industrial development including the once pulsating Robb Jetty, Cockburn Coast cattle industry and South Fremantle Power Station",</p>	<p>The submission period for local structure plans is guided by the Town Planning Scheme, which are required to follow a format outlined by the State in the 'Model Scheme Text'. The minimum period is 21 days, the City has allowed for 28 days in this case. This is an adequate time period to advertise a document which is a refinement of several other planning documents which have also ben advertised over the last nine years:</p> <p>2004: 'Dialogue on Cockburn Coast' 2009: District Structure Plan 2010: Metropolitan Region Scheme amendment to 'Urban' 2011: District Structure Plan (Part 2) and Town Planning Scheme Amendment 89 to 'Development Area'.</p> <p>The LSP and associated Cockburn Coast Cultural Heritage Strategy will not result in the destruction of an important World War II site. There are provisions to protect and retain the remaining Battery. Specifically, in the LPS the area on which the Battery is located has been identified to remain as public open space to ensure that this important aspect is not subject to development pressure. The two other emplacements were dismantled circa 1970 and the area, where these two</p>

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		<p>suggesting that <i>"By recognising and learning from the past"</i>, the Local Structure Plan <i>"lays the foundations for an exciting future"</i>.</p> <p>It is unfortunate that this future will be marred and poorer, due to an examination of the heritage value of the precinct, which has been at best, neglectful and at worst, misleading.</p> <p><i>Cursory attention to heritage in the Local Structure Plan</i></p> <p>The Heritage section of the Local Structure Plan comprises eight short paragraphs. Within these, it states that: <i>"The recognition and incorporation of the distinctive heritage of the area is a significant component of the urban renaissance of Cockburn Coast and is integral to creating a distinct and meaningful place. To guide the Local Structure Plans, the Cultural Heritage Strategy includes strategies setting out how to protect and transmit the heritage values of each place, in accordance with relevant legislative requirements"</i>.</p> <p>The Heritage section of the Local Structure Plan acknowledges the military heritage of the area, by identifying the use of the coast for military training during WWII and identifying South Beach Battery (remains) as <i>"a remnant of a larger military complex that has associations with the military defence operations of Western Australia during World War Two"</i>.</p> <p>However, it has omitted to reveal the extent of that larger military complex, which still exists along the ridge and both within the boundaries of areas identified for high-density dwellings, and within the boundaries of the proposed Cockburn Coastal Drive. It's recommendations for the South Beach Battery site advise developers to:</p> <ul style="list-style-type: none"> • Integrate interpretation of the site in the Cockburn Coast project to communicate the tangible and intangible values and history of the place to the community and that • Consideration should be given to the partial reinstatement of earth embankments to allow an appreciation of its original form <p>However, it fails to acknowledge the complex infrastructure constructed along the coastal ridge during 1942-1944 to support coastal defense and which still exists today. The Cockburn Coast Cultural heritage Survey, 2012, devotes two and a half pages to Defense heritage, including the area's role as a training ground for the 10th Light horsemen during WWI and in terms of its role in coastal defense during WWII.</p> <p>However, it also fails to identify the coastal infrastructure along the ridgeline,</p>	<p>emplacements were, has been redeveloped. The preparation of the heritage Strategy included liaison with the Army Museum of Western Australia and a site visit to the Leighton Battery did not reveal that tunnels were associated/extant with the South Beach Battery site.</p> <p>The Cultural Heritage Strategy does acknowledge that the South Beach Battery was constructed as part of the coastal defence system during World War II for the Fremantle Port. However, the Strategy is not intended to be a full history of the place or of Australian Defence. Rather it identifies strategies for its conservation and interpretation to ensure that it can contribute to the history of the area. As part of any specific interpretation proposal for the site further research would be undertaken.</p> <p>The protection and enhancement of the project area's historical components is also found in the Cockburn Coast Place Making Strategy.</p>

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		<p>associated with South Beach Battery. I believe it also understates the sense of fear which pervaded the community at that time, by understating the perceived imminence of Japanese invasion by General McArthur, Prime Minister Curtin, and the community in general.</p> <p>Acknowledgement and preservation of the military heritage of this area is essential for the development of a "sense of place", which is seen as intrinsic to effective community development. With invasion at Fremantle of Japanese forces seen as imminent in 1942, real fear was tangible in the community and the Cockburn Coast suddenly became a hive of activity.</p> <p>According to a United States Office of Strategic Services (OSS) report from October 1942, the Japanese were actively planning an invasion of Australia in June or July 1942. The OSS report is based upon information secretly passed to an OSS asset by neutral Spanish diplomatic staff in Tokyo. http://australianbunkermilitarymuseum.org/abmm/research-mainmenu-29/14-invasion- threat</p> <p>In February 1942 after the fall of Singapore, an urgent survey was conducted by the British Admiralty, and Cockburn Sound was selected as an ideal fleet anchorage with its wide expanse of water. Work quickly began on securing the Sound in 1942 and went on 24 hours a day, seven days a week for the two years. Overall the project cost two million pounds.</p> <p>Heavy Artillery was set up along the coast from Swanbourne to Cape Peron, and on Rottnest and Garden Islands, to protect the proposed anchorage and its approaches. http://inbox.apana.org.au/?p=210 According to the military history website http://www.ozatwar.com/usnavy/fremantlesubmarinebase.htm, "Approximately 170 American, British and Dutch submarines made a total of 416 war patrols out of Fremantle Submarine Base during WW2" and "By the end of 1943, the number of submarines operating out of Fremantle had increased to thirty". According to the Cockburn Coast Cultural heritage Survey, 2012 (pp.22,59), during 1944, "Leighton Battery and Robb's Jetty, Cockburn [also known as South Beach Battery] were the two places earmarked for the location of the new 5.25 inch emplacements and three emplacements were to be constructed at each site. Unlike Robb's Jetty which was built into soil, the limestone at Buckland Hill had to be quarried for the underground tunnel system and the emplacements. In addition, although emplacements were constructed at Robb's Jetty, guns were never installed and the battery was never operational as it was at Leighton".</p>	

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		<p>According to the military history website www.artillerywa.org.au/RAAHS/history.htm, <i>"The Leighton Beach Battery site has been entered in the Register of the National Estate as a significant World War Two Coastal Defence Facility"</i>. Leighton Beach Battery was in an advanced state of neglect prior to its recognition as a military heritage site and both State and federal resources have been allocated to its preservation and renovation. It is now a successful tourist attraction and makes a significant contribution to the "sense of place" in the communities of North Fremantle, Mossman Park and Cottesloe.</p> <p>Leighton Beach Battery consists of gun emplacements and the tunnel system associated with them. Both are important components of the heritage site and interpretive tours of the tunnels, together with interpretive signage provide popular educational and recreational activities for young and old, including many school excursions.</p> <p>Although, as mentioned in the Cockburn Coast Cultural heritage Survey, 2012 (pp.22,59), the South Beach (or Robbs Jetty) Battery was built into sand, the emplacement was not elevated. Consequently, in the event of the guns being fired, artillery fire-spotters were needed to direct the guns' fire to a target. Along the ridge, above, behind and south of the battery, a complex system of tunnels was constructed. Typical of military tunnel systems, fire-spotters had several locations from which they would observe seaward from the coast and tunnels were needed for them to get from one observation point to another without being observed from the sea. The system of tunnels however along the coastal ridge, extends further south than might be anticipated for this purpose. Indeed it has been suggested that a tunnel complex including military bunkers for storage of post-invasion supplies for a resistance exists along the Spearwood Dune System all the way to Kwinana.</p> <p>Evidence of the particular tunnel system in the Emplacement precinct of the development zone exists, which can be identified as heritage sites. These can be identified by map coordinates. According to WA Planning Commission. The Changing Cockburn Coast, Appendices; Coastal Planning Strategy, (p.38), <i>"Creating a sense of place involves a conscious decision to do so. Putting these words into action, the Cockburn coast needs to present itself as a readable story, engaging people in its past, its traditions, its significant places, old buildings and beauty. The future is about being authentic to this story and it begins with fostering sense of place elements in the development framework. Sustainable communities don't happen by accident; they begin by authentic placemaking and design with a sense of place"</i>.</p>	<p>This is incorrect, no land is proposed to be 'removed' from Beeliar Regional Park by the local structure plans. The Emplacement Precinct abuts the current road reserve for Cockburn Coast Drive and sits within the area zoned for 'Urban' purposes under the Metropolitan Region Scheme (MRS). The land which forms Beeliar Regional Park is designated 'Parks and Recreation' under the MRS.</p> <p>Reference is made to the Port Catherine development. To clarify, that development is now known as 'Port Coogee' which is further south of these proposals. It is not correct to link the report on one development area (Port Coogee) to a different development area (Cockburn Coast).</p> <p>The plan allows greater height (6-8 storeys) on the western side of the ridge subject to</p>

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		<p>The Cockburn Coast Cultural Heritage Survey, 2012 (p.III) also states that: <i>“This Strategy provides a management framework for the identified heritage sites in each of the three precincts; setting out how to protect and transmit their heritage values”</i>. It is evident that by neglecting to acknowledge, preserve and interpret these significant heritage sites, the WA Planning Commission has been in neglect of its duties. The following questions must be asked: How will the Coastal Development Plan protect and transmit the heritage values of these sites? Without preserving and maintaining this important chapter in Western Australian History, how will the Cockburn Coast present itself as a readable story, engaging people in its past, its traditions, its significant places?</p> <p><i>Neglect of Environment</i> <i>Encroachment on the existing land area of Beeliar Regional Park</i> The Emplacement Precinct has removed significant areas of land from Beeliar Regional Park. In addition, the new Cockburn Coast Drive effectively separates the coast from our existing community. This is in contravention of Beeliar Regional Park, Final Management Plan, 2006 (p.1), which is intended to <i>“ensure the Park is managed appropriately and is capable of sustaining its high nature conservation and cultural values as well as use by the community”</i>. These lands were transferred to the Conservation Commission of Western Australia ... <i>“for the maintenance and restoration of the natural environment, and to protect, care for and promote the study of indigenous flora and fauna and to preserve any feature of archaeological, historic or scientific interest”</i>. It is also in contravention of Local Government Planning Policy – Cockburn Sound Catchment Policy, which states one of its objectives as <i>“where appropriate, to maintain or increase native local vegetation in the Cockburn Sound catchment area”</i> (WA Planning Commission. The Changing Cockburn Coast, Appendices; Coastal Planning Strategy, p.7)</p> <p><i>Contravention of commitment regarding western skyline</i> <i>The integrity of the Limestone ridge – natural value</i> <i>“Located along the ridge line separating the coast from the bush, Emplacement will be the new high point, a manufactured horizon line that offers the opportunity for a new architectural topography, an integrated landscape of nature and built form”</i>. (Cockburn Coast Redevelopment Plan: Emplacement LSP)</p> <p>The area immediately west of the planned Cockburn Coast Drive in Emplacement Precinct (extending south from Rollinson Road) and all the way south to the existing railway line, is identified in the Plan as allowing for structures of 6-8 stories. Although allowing for this height for iconic and gateway buildings This is in direct contravention of advice given by Port Catherine Developments that the skyline as seen from the inland (eastern) aspect of the ridge would not be broken</p>	<p>submission of a detailed development application and assessment against the design guidelines to ensure through site/visual analysis that buildings will not be overly visible from points some distance east of the ridge.</p>

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		<p>by visible structures. (Metropolitan Region Scheme Amendment No. 1010/33 - Port Catherine, 3.8 Visual Amenity. Western Australian Planning Commission, in Environmental Protection Authority Perth, Western Australia Bulletin 1060 [August 2002]).</p> <p>This was confirmed by the WA Planning Commission, when it stated that “<i>The residential development will also not be visible from the east</i>” (Metropolitan Region Scheme Amendment No. 1010/33 - Port Catherine, 3.8 Visual Amenity. P.29). This directly also contradicts the advice in the Cockburn Coast Draft District Structure Plan (2.1.3.1 Land use and zoning), which claims that objectives which have driven land use classifications include “<i>the use of natural landform....to create ...built form character precincts</i>”.</p> <p>This also directly contradicts the advice in the Cockburn Coast Draft District Structure Plan (2.1.3.4 Public realm and open space), for which the objectives were stated as to “<i>create an urban typology for open spaces, while respecting the natural landform and characteristics of the Cockburn Coast area</i>”.</p> <p>This also directly contradicts the advice in the Cockburn Coast Draft District Structure Plan (2.1.3.5 Landscape philosophy), that the aim of structure planning was to develop “<i>a landscape theme and identity for the Cockburn Coast area, based on its historical, cultural, environmental and physical characteristics</i>”.</p> <p>It also contradicts advice in the WA Planning Commission document The Changing Cockburn Coast, (Appendices; Coastal Planning Strategy, p.3), that “<i>the big challenge in returning a forgotten industrial coastal strip back to the community is to engage in coastal recreational and tourism planning that responsibly addresses community needs and aspirations without compromising environmental and cultural values</i>”.</p> <p>It also contradicts State Planning Policy No. 2.6 State Coastal Planning Policy, as noted in the WA Planning Commission document The Changing Cockburn Coast, (Appendices; Coastal Planning Strategy, pp.3-5), that “<i>the objectives of this policy are to: protect, conserve and enhance coastal values, particularly in areas of landscape, nature conservation, indigenous and cultural significance</i>”.</p> <p>It also contradicts State Planning Policy No. 2 Environmental and Natural Resources Policy, as noted in the WA Planning Commission document The Changing Cockburn Coast, (Appendices; Coastal Planning Strategy, pp.3-5), that... “<i>the objectives of the policy are: to integrate environment and natural resource management with broader land use planning and decision making; and</i></p>	<p>The reference group referred to was set up by the State Government and had input into the 2009 District Structure Plan. This group met between December 2006 and July 2007. It is not appropriate for the City to comment on a group which it did not manage and which ceased nearly six years ago. However, this concern can be raised with the Department of Planning.</p> <p>It is unfortunate if this is the case. However, it is acknowledged that depending on the issue raised, there may be little or no scope to change. An example would be the overall density targets, these are set within higher level planning instruments, thus when it comes to the local structure plans these targets will need to be met.</p> <p>The submissions received by the City of Cockburn for this consultation period have been carefully analysed and responded to. Where possible and appropriate, modifications to the local structure plans have been required.</p> <p>The comments here relate to a submission process run by the State Government. It is not appropriate for the City to comment on how those submissions were treated. However, this concern can be raised with the Department of Planning.</p>

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		<p><i>to protect, conserve and enhance the natural environment”.</i></p> <p>It also contradicts State Environmental (Cockburn Sound) Policy 2005, as noted in the WA Planning Commission document The Changing Cockburn Coast, (Appendices; Coastal Planning Strategy, pp.3-5), that... <i>“The purposes of this policy are: to declare, protect and maintain the environmental values of Cockburn Sound”.</i></p> <p>Action Required: It is incumbent on the WA Planning Commission and the Cockburn City Council to ensure that the integrity of this provision is maintained, as has not happened with the Port Coogee Development, where structures have been made clearly visible from Hamilton Road and further east.</p> <p>Furthermore, the residents and ratepayers of Cockburn are still waiting for advice from the Planning Commission regarding penalties which will be imposed on the developer for this transgression. The Planning Commission, in consultation with Cockburn City Council should make this provision binding, with clear identification of penalties to be incurred for non-compliance.</p> <p>Non-transparency of process for reference group According to Cockburn Coast Draft District Structure Plan (2.2.1), “the residential mix that gained stakeholder approval was informed by iconic urban coastal locations elsewhere in Australia, such as Manly and St. Kilda”. Since this coastal development affects residents of Cockburn City most directly, the Council and the WA Planning Commission have a responsibility to ask residents primarily if they want their section of coast to look like these “icons”, rather than allow a majority of “stakeholders” who have no long-term vested social interest in the area. Neither the Council, nor the WA Planning Commission has made it clear which or how many of the stakeholders wanted this type of landscape, but since only nine out of 33 in the reference group can be identified as actually living within Cockburn City limits, it is unlikely that those in favour constituted a majority. The selection process for both the 16 landowners and the 9 community representatives has also not been made transparent.</p> <p>Contemptuous treatment of previous submissions by residents in the revision process There is a strong feeling among many residents of Cockburn that any call for submissions to respond to Planning Instruments is largely tokenistic and that the</p>	<p>The comments here relate to a submission process run by the State Government. It is not appropriate for the City to comment on how those submissions were treated. However, this concern can be raised with the Department of Planning.</p>

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		<p>developments which are the target of these instruments are a fait accompli. This is perhaps not surprising, when the opportunity to amend the instruments in response to submissions seems to be often ignored.</p> <p>Some examples can be sourced from the Final Public Submissions Report 120809, for the Draft Cockburn Coast District Structure Plan. There were 92 valid (of 95) submissions received regarding the Plan, according to the following categories:</p> <ul style="list-style-type: none"> Community - 53; Community groups - 9; Landowners - 12; Federal Government agency - 1; State Government agencies - 15; Local Government Authorities - 2. <p>The following provides some critical commentary of the proponent's responses to submissions for a number of items in the Final Public Submissions Report.</p> <p><i>Item 5.1 Necessity and alignment of Cockburn Coast Drive</i></p> <p>Submission No.: 2, 33, 34, 35, 38, 40, 42, 44, 45, 46, 51, 52, 53, 60, 61, 62, 63, 67, 72, 78, 79, 84, 85, 87, 89, 94 (28 submissions)</p> <p>According to the report, of the 9 central concerns from submissions, 5 related to perceived negative environmental and social impacts of the proposed Cockburn Coast Drive. These were:</p> <ul style="list-style-type: none"> • impact on remnant vegetation and biodiversity within Beeliar Regional Park • impact on the topography of the Beeliar Regional Park ridgeline • impact on properties east of Beeliar Regional Park in relation to noise and visual amenity • reduced accessibility to coastal area from east of Beeliar Regional Park • impact on heritage listed properties - Randwick Stables, Marks House (Davilak Avenue) <p>In addition, concerns were expressed as recommendations in 11 submissions and of the three identified bases of discussion among these submissions, one related to perceived negative environmental and social impacts of the road:</p> <ul style="list-style-type: none"> • if road is to be constructed, consider alignment as west as possible to minimise impacts on the aesthetic and environmental values of the ridgeline and Beeliar Regional Park. 	<p>The 'as advertised' version of the Development Area provisions included a requirement for visual assessment modelling from the landward side of Beeliar Regional Park. However, this provision was required to be deleted by the Minister for Planning.</p> <p>The plan allows greater height (6-8 storeys) on the western side of the ridge subject to submission of a detailed development application and assessment against the design guidelines to ensure through site/visual analysis that buildings will not be overly visible from points some distance east of the ridge.</p> <p>The assessment of these applications will be critical as if a development proposal is built in accordance with the plans approved and complies with the conditions prescribed, there is no recourse for the City to take against a developer.</p> <p>The comments here relate to a submission process/report by the State Government. It is not appropriate for the City to comment on how those submissions were treated. However, this concern can be raised with the Department of Planning.</p> <p>It can be noted the local structure plans indicate 3-5 storeys in height across the majority of the development area, with 6-8 storeys to the east.</p>

No.	Name/address	Submission	Council's recommendation
		<p>The Response given to these concerns is perhaps not surprising, given the wording of the topic. Use of the word "Necessity" gives a strong impression that Coastal Coast Drive and its alignment were indeed a fait accompli. The response claims to have become "more responsive to the topography of the area", while maintaining that the alignment is merely, broadly utilising "the existing Fremantle to Rockingham Controlled Access Highway Primary Regional Road Reservation". What it seems to have chosen to deliberately ignore, are objections from these 28 submissions, to the necessity to have a road there at all.</p> <p>Rather it has chosen to focus on the alignment, since it can claim to have done something to address that aspect. The proponent claims to have "substantially revised" the alignment "to reduce potential impacts on the ridgeline and Beeliar Regional Park," by acceding 57 hectares of land for transfer back to the park. It seems clear here that concerns about maintaining the integrity of the ridgeline have not been responded to adequately. Some concessions have apparently been made, according to some vague reduction in potential impacts, but the fact remains that the proponent clearly has no intention of allowing for the integrity of the ridgeline to be retained.</p> <p>Some further vague statement of intention to "achieve greater aesthetic and safety outcomes" regarding the "built form interface with Cockburn Coast Drive" will give little further comfort to the concerns expressed in these many submissions, which clearly seek a much larger separation between built form and bush, who do not want Cockburn Coastal Drive to be built. And who do not want built form to visibly break the skyline from the east.</p> <p>Item 3.8 Visual amenity</p> <p>The report claims that a submission from the Department of Indigenous Affairs "commented on" the value of the eastern face of the limestone ridge for its links to an Aboriginal cultural myth. The report refers to public submissions, which "claimed" that the stark nature of this ridge does not significantly lessen its landscape value, and that the proposed excavation of the ridgeline would compromise its natural profile. It also suggests that public submissions "raised concern that impacts on visual amenity will reduce the value of Beeliar Regional Park". Firstly, from a critical literacy perspective, the language used here is interesting. By suggesting that the Indigenous Affairs submission merely commented, suggests that both the proponents and Indigenous groups see this cultural myth as something not worthy of consideration. Secondly, use of the word "claiming" attempts to give the impression that these Public submissions, clearly did not really know what they were talking about.</p>	<p>The comments here relate to a submission process/report by the State Government. It is not appropriate for the City to comment on how those submissions were treated. However, this concern can be raised with the Department of Planning.</p>

No.	Name/address	Submission	Council's recommendation
		<p>In these ways, submissions have been treated with contempt by the proponents; their concerns have been trivialised to justify a lack of significant response to their concerns. This summation of the value of submissions appears to have been accepted verbatim and supported by the EPA, who agreed (not surprisingly, that: "the visual amenity of the areas adjacent to the project to not be unduly affected by the proposed scheme amendment.</p> <p>The EPA recognises that the limestone ridge traversing the site has significant landscape value, as indicated in many of the public submissions. However, it is considered that implementation of the proposed amendment will not significantly alter the integrity of ridge as a regional landscape feature. The proposed residential development on the west of the ridge will replace the current, largely denuded, landscape, but would not significantly compromise the limestone ridge itself. The residential development will also not be visible from the east.</p> <p>The way in which Public submissions have been treated with contempt by this assessment, and by the proponents response to submissions, is: The EPA has confirmed that residential structures will not be visible from the east. That is good, but it is a commitment which has not been adhered to by the Port Coogee development, so residents should have little confidence that it will be so here. What has not been made clear is how the Department of Planning, Cockburn City Council will respond if in fact this commitment is not adhered to.</p> <p>Furthermore, the response and EPA assessment have colluded in a little "smokes and mirrors" behaviour. By confirming that the residential structures will not be visible, they have allayed fears by those who prepared submissions that the development will not be visible from the East. In reality, it appears likely that Cockburn Coast Drive, including traffic and street lights, will be visible from the east, so the integrity of the ridgeline will actually NOT have been retained by the development and associated infrastructure.</p>	<p>The comments here relate to a submission process/report by the State Government. It is not appropriate for the City to comment on how those submissions were treated. However, this concern can be raised with the Department of Planning.</p> <p>Please also see response to submission 11 further above. Horses are currently exercised in the early morning. It is noted the horses from Randwick Stables currently traverse the road system to access the beach and this will become more difficult over time given the regional road network and the pressures of a growing City. In the interests of safety and also accommodating the broader horse community, the option to use floats will be provided for at the McTaggart Cove Rd parking area.</p> <p>The comments here relate to a submission process/report by the State Government. It is not appropriate for the City to comment on how those submissions were treated. However, this concern can be raised with the Department of Planning.</p> <p>It is noted there are changes recommended to the public open space for the Robb Jetty</p>

No.	Name/address	Submission	Council's recommendation
		<p>Item 5.2 Height</p> <p>Submission No.: 4, 5, 17, 28, 34, 25, 36, 38, 40, 42, 45, 51, 57, 58, 59, 65, 67, 69, 72, 74, 84, 85, 91, 81.</p> <p>According to the report, a number of these submissions suggested <i>“maximum height limits within the project area of between 2, 4 and 6 storeys dependent on distance to the coast, and an emphasis on high density as opposed to high rise”</i>.</p> <p>Reasons related broadly to concerns about:</p> <ul style="list-style-type: none"> • Changing the skyline and visual appeal of the area • Not appropriate within the regional context which has historically been rural • Detracts from scenic landscape • Potential to undermine sense of place • Desirability and necessity of medium and high rise development called into question For example, one resident objected that the draft plan allowed for “up to 35% of buildings” up to “8 story plus”. This resident (not the author of this submission) <i>“strongly disagrees with this proposal it will completely change the skyline and visual appeal of the area. It is not in the character or the culture of the Cockburn coast to have high rise apartments on the foreshore. Leave that for Scarborough. The plan to reserve 20% of the available housing to remain affordable for low income earners is a good idea but this does neccesetate high rises. High density can be achieved at low level”</i>. <p>A number of submissions (generally from or on behalf of landowners) also requested:</p> <ul style="list-style-type: none"> • consideration for the location of landmark or gateway buildings on their landholdings • consistency of heights with other new developments within certain precincts (i.e. Newmarket precinct) • reconsideration of height limits to enable flexibility and economic feasibility <p>The Response outlined the minimum proportions targeted for various heights of</p>	<p>Local Structure Plan. This plan will now provide closer to the minimum 10% local public open space, as well as the sports oval required by the City's Sport and Recreation Strategic Plan which will provide for a greater catchment.</p> <p>The comments here relate to a submission process/report by the State Government. It is not appropriate for the City to comment on how those submissions were treated. However, this concern can be raised with the Department of Planning.</p>

No.	Name/address	Submission	Council's recommendation
		<p>structures in the draft CCDSP as:</p> <ul style="list-style-type: none"> • Min. 3% separate houses • Min. 22% terrace houses • Min. 33% low rise apartments (3-5 storeys) • Min. 31% medium to high rise apartments (6-8 storeys, over 8 storeys respectively) <p>The response appears to have chosen to disregard completely the concerns and submissions which aimed to reduce planned building heights. merely brushing them off with the inadequate response: <i>"targets were established in conjunction with the Cockburn Coast Reference Group, on the basis that they would support urban consolidation, public transport and sustainability objectives for the area; as well as intensity and diversity of housing stock"</i>.</p> <p>5.11 Coastal development (north of McTaggart Cove)</p> <p>The report identified <i>"that further clarity is required on the reasoning for the inclusion of this land for development purposes and on the built form provisions for this development area"</i>, based on submissions. Critical literacy analysis of this suggests that there was broad and loud resistance to the development of this area voiced in submissions. The response firstly waffled on about ensuring <i>"that there is a critical mass to support the new town centre within the revitalised Power Station precinct"</i>. What does that mean? Does it mean the precinct needs more residents to provide the necessary population to justify the hugely expensive development of the Power Station, to provide a vibrant community, or to open up more land for speculators? This is not made clear and the report needs to be more responsive to submissions, by doing so.</p> <p>The response secondly waffled on about providing <i>"passive surveillance and activation adjacent to the foreshore area. This activation is required in response to the significant anti- social behaviour present in the location, owing to the lack of adjacent development"</i>. What does that mean? Does it mean that because there have been a few cars broken into in the area, we need to build a city to stop that? What a load of nonsense, honestly.</p> <p>Submissions also apparently were very concerned about <i>"the potential impact on coastal vegetation"</i> of this area of precinct. ,In response, the report admitted that <i>"a small area of vegetation is potentially impacted on by the western development proposal"</i>. This is supposed to be a professional document, so how can it be taken seriously, when the size of the area is not identified. Instead we (the public) are left to interpret <i>"a small area"</i> verbatim. The response goes on to accede that destruction will occur of an area where <i>"vegetation is largely of a good condition,"</i></p>	<p>Schools are provided based on the advice of the Department of Education. A submission has confirmed that they are happy with the school as indicated in the draft Robb Jetty Local Structure Plan.</p> <p>A copy of the content of this submission will be referred to the Department of Planning. The submission indicates frustration with previous consultations and reports prepared by the Department and it is appropriate they are afforded the opportunity to respond.</p>

No.	Name/address	Submission	Council's recommendation
		<p>and “small area of vegetation of very good condition may be impacted” .</p> <p>Their referral to the Environmental Protection Authority for “<i>consideration in determining the need for environmental assessment under the process as outlined in section 5.9</i>” is laudable, but how will the results of that enquiry be communicated to the public and particularly to residents who expressed concerned about this in their submissions. The report does acknowledge that “<i>further consultation with Indigenous elders will be required in more detailed planning for the project area</i>”, but makes no suggestion of how the results of that consultation be communicated to the public and particularly to residents who expressed concerned about this in their submissions.</p> <p>Item 5.13.1 Continuation of animal exercise Submission No.: 22, 41, 44, 46, 50, 55, 56, 57, 67, 71, 79, 81, 84, 87, 93. The report identified “<i>Strong support was expressed for the continuation of animal (dog and horse) exercise opportunities within the CY O'Connor reserve and the redevelopment area</i>” and stated that “<i>the district structure plan supports the ongoing use of the beach for these purposes, and acknowledges that the continued use of the beach for these activities will need to be carefully managed as development progresses</i>”. However, there are issues, which the report fails to acknowledge from submissions.</p> <p>Critical literacy analysis of the above statement indicates that the proponents have been careful to only mention the horse exercise area within C Y O'Connor reserve, while the issue of “Continuation of Horse Exercise” involves a much larger area of the proposed development. In this way, submissions have been treated with contempt.</p> <p>One submission for example, stated that : “<i>The living horse heratige [sic] in the area is going to be severely inhibited and endangered by the proposed road network...Randwick racing stables are home to several beautiful horses who use the Cockburn coast beaches and regional parks. They are well known and loved characters in the area. The stables themselves are on the, state heratige [sic] register but the planned road network cuts them off from the coast and the parks and surrounds them with busy high traffic roads. Horses will not use overpasses or go through tunnels so they wil [sic] be made virtually [sic] homebound. As this area has such a rich culture and history involving horses it should not have such a detrimental [sic] network of roads dividing and separating [sic] the people and horses who live in it and use it</i>”.</p> <p>How are horses from a number of heritage-listed and continuing horse stables in</p>	

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		<p>Hamilton Hill supposed to get to the beach? By allowing for a maintained horse exercise area at CY O'Connor beach, but not allowing for safe riding trails to get horses the proponents are saying that they will accept horses on the beach, but it will only be possible if they are transported there by horse float.</p> <p>Item 5.13.5 Public open space Submission No.: 14, 15, 20, 22, 25, 30, 34, 51, 53, 59, 67, 79, 88, 89, 91, 94. <i>"The district structure plan outlines a level of public open space above the 10% required by WAPC policy. Further local open space may be identified during local structure planning stages to achieve the minimum 10% contribution required under WAPC policy, and to complement the layout of the open space identified on the district structure plan".</i> What is this saying? This statement is clearly contradictory, but whether it is intentionally intended to be misleading is unclear.</p> <p>Item 5.13.8 Wildlife/vegetation corridors to surrounding areas Submission No.: 12, 37,78, 79, 84, 85, 87, 87. A number of submissions proposed improved vegetation and wildlife linkages between the key natural areas within the vicinity of Cockburn coast, including Beeliar Regional Park, Clontarf Hill and Woodman Point". One submission for example, suggested that <i>"it is just an illogical idea to introduce traffic to an area that is already preserved bushland when there are already roads in place (Hampton Rd, Cockburn Rd, Rockingham Rd) that will be able to service the area. Heavy traffic should be diverted completely using Stock Road. Light rail networks, bus lanes and cycle paths will be a much better investment for sustainable community. For any roads that must be built speed limits should be capped at 60kph within the area because we do not want walls and sound barriers seperating the parkland from the community and the coast. This coastal region should not be used as a throughfare for traffic between Fremantle and Rockingham".</i></p> <p>The response below appears to be along the lines of "its too late, there are already barriers, so bad luck" and makes half-hearted noises about links for vegetation and pedestrians. <i>"These areas are currently largely segregated by existing physical barriers such as the freight rail, roads and urban development. Given these existing constraints, there is limited opportunity to effect this proposal. However, the draft CCDSP encourages the establishment of east-west open space links within the redevelopment area to encourage retention of existing vegetation and pedestrian and cyclist connections back to Beeliar Regional Park; and identifies the desirability of pedestrian and open space connections to Clontarf Hill should the regional road reservation impacting this areas be rationalised or realigned".</i></p>	

No.	Name/address	Submission	Council's recommendation
		<p>The submissions mentioned above clearly were asking for “improvements” in vegetation and wildlife linkages. The response is that current linkages are negligible, therefore can’t be improved. This is illogical and treats submissions with contempt.</p> <p>Item 6. Key revisions to the draft Cockburn coast district structure plan 6.2 Planning and built environment The only “Modification of land use areas and associated dwelling and population yields” incorporated into the revised structure plan, were “based on revised alignment of Cockburn Coast Drive”. Clearly submissions from residents have been ignored in this revision. The revised plan apparently gives “Greater clarity on permitted heights within Power Station and Newmarket precincts and appropriateness of height within the broader district structure plan area”</p> <p>Clarity was not what submissions from residents called for; they called for modifications to the plan, in terms of altering permissible and appropriate heights for buildings within the city limits from those proposed in the draft structure plan.:</p> <p>The revised plan apparently gives “Clarification on public open space contribution” Again, can I stress that clarity was not what submissions from residents called for; they called for modifications to the plan, in terms of altering the areas allocated for public open space from those proposed in the draft structure plan because they felt strongly that they were inadequate.</p> <p>The revised plan apparently gives “Clarity on anticipated built form interface with Cockburn Coast Drive and adjacent to the foreshore in the Robb Jetty precinct” Again, can I stress that clarity was not what submissions from residents called for; they called for modifications to the plan, in terms of significantly altering the provisions for the built form interface from those proposed in the draft structure plan because they felt strongly that they were inadequate. Revisions listed do not include any which relate to Coastal development (north of McTaggart Cove), Continuation of animal exercise, or Wildlife/vegetation corridors to surrounding areas, as called for in many residents’ submissions.</p> <p>Allowance for one school flawed According to Cockburn Coast Draft District Structure Plan (2.2.6), only one primary school will be required in the developed area. This is well below the recommended ratio of schools required for the number of lots in the developed area and two</p>	<p>No changes are recommended as a result of this submission. Though it is noted the submission raises the issue of public open space and reviewed assessment of this has been now undertaken. This submission expresses very strong concerns with previous submission period conducted by the Department of Planning. To ensure these concerns are directedly appropriately (as they are not appropriate for the City to comment upon) these concerns will be forwarded to the Department of Planning.</p>

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		<p>reasons are given.</p> <p>The first is that DET has advised that the extra schoolchildren can be accommodated by the existing capacity of <i>"adjoining primary school catchments"</i>. The second is that apparently, the anticipated demographic of the developed area will not be such that demand for school places will eventuate. This clearly shows that the anticipated residents of the new area is not anticipated to be characterized by families, but more likely by single people and speculators, which does not augur well for developing any real sense of community</p> <p>Conclusion The report takes care to note that <i>"the consultation process undertaken for the district structure plan is the first stage in an ongoing liaison with the community, that will be undertaken over the life of the project. In addition to the evolution of the Reference Group process, the community will have the opportunity to provide submissions at the following statutory public comment stages:</i></p> <ul style="list-style-type: none"> • <i>Metropolitan Region Scheme amendment</i> • <i>Local Planning Scheme amendment</i> • <i>Adoption of local structure plan(s)</i> • <i>Adoption of local planning policies (where applied)"</i> <p>However, that does not excuse an inadequate response at this or any other stage. Clearly submissions from residents have been ignored in this revision. The proponents have chosen to ignore or explain away almost all concerns of residents. Rather than take the opportunity to listen to the voices of the community, they have chosen to merely attempt to justify the decisions already made, and in some cases appear to have been misleading in directing attention away from the absence of significant changes, by highlighting minor changes or by presenting already-made decisions as irrevocable "Necessity". This, I believe describes an attitude of contempt for the residents of the City of Cockburn. Residents expended much effort and emotion into preparing submissions. Residents of the area are passionate about their coastal environment and their city. They deserve more respect than the treatment this process has accorded them.</p>	
14.	Blandine Halle 73 Healy Road Hamilton Hill WA 6163	<p>Objection</p> <p>No high density development along the coastline. This land of Robb's Jetty & Emplacement should be transformed into public parkland with native vegetation replantation, cycle path, pedestrian paths, kiosks/cafes. I would be fantastic to have a green corridor of parklands with existing Manning range/park. Residential development should be kept away from coastline. Port Coogee is an example of</p>	<p>Not Supported</p> <p>The project fulfils the State Government's vision and clearly defines objectives to develop a unique dense metropolitan activity centre adjoining the coast. The plan is supported by a Foreshore Management Plan to protect and enhance the community's</p>

No.	Name/address	Submission	Council's recommendation
		an environmental disaster - we DON'T WANT a repeat of that.	access to the coastline.
15.	Michael Fineberg mmfineberg@gmail.com	<p>Neutral</p> <p>My concerns about this project relate to one area only: as a recreational scuba diver, I am concerned about the protection of the marine life and environment of the area around Robb's Jetty. It's a brilliant place for all the local diving clubs to go to, day or night; you can find people diving there most every week in summer. If heavy construction is built up nearby, storm water drains should funnel water as far away as possible. The construction should have minimal to negligible impact on the marine life. Perth's best shore diving is all south of the river; Robb's Jetty is a brilliant place, easy to access, and we all look forward to being able to continue to use it long into the future.</p>	<p>Agree, every effort will be made to ensure the pristine marine life is preserved during construction with all proposed development will be subject to stringent Building Code of Australia standards. The Foreshore Management Plan for the project has been carefully prepared to ensure there is improved access and amenity to the beach.</p> <p>No changes are recommended as a result of this submission</p>
16.	Department of State Development Level 6, 1 Adelaide Terrace EAST PERTH WA 6004	<p>Objection</p> <p>The Department of State Development (DSD) provides leadership to drive responsible redevelopment for Western Australia, with a focus on:</p> <ul style="list-style-type: none"> Delivering the WA Government's priorities for development in projects of significance to the State. Assisting project proponents and working with stakeholders to develop major resource and industry projects. <p>The Department's role with regard to industrial land focuses primarily on the development and support of Strategic Industrial Areas (SIA), which are designed to meet the land requirements of Heavy Industry. Notwithstanding, the Department recognises the strategic value of other industry zoned land and is keen to ensure that sufficient land is available to accommodate general and light industry which supports and is synergistic with heavy industry- particularly where such land is within close proximity to SIAs.</p> <p>The Economic and Employment Lands Strategy (EELS): non-heavy industrial; Perth metropolitan and Peel regions, April 2012, identified the impact of unprecedented economic growth during the 1990's and early 2000's upon industrial land values and availability. The Strategy forecasts that the demand for available industrial land within the metropolitan south-west sub-region, the area incorporating the Western Trade Coast (WTC) and proposed Cockburn Coast, will exceed the available supply by 278 hectares by 2031.</p>	<p>Not Supported</p> <p>The Emplacement LSP is currently zoned for urban uses under the Metropolitan Region Scheme and City's Town Planning Scheme No.3. The objection to the zoning for uses other than industrial is not considered relevant to this proposal.</p> <p>The Cockburn Coast project is approximately 5km north of the Australian Marine Complex and Latitude 32 industrial area and 12km north of Kwinana Heavy Industrial area. All these areas have residential development in far closer proximity to them than the Cockburn Coast proposal. Therefore, it is not expected that the project will place any pressures on the operations of these industrial areas.</p>

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		<p>Current budgetary constraint suggests that the implementation of EELS may not take place for some time, increasing the strategic value and scarcity of existing industry zoned land.</p> <p>The development of industrial land is a lengthy and expensive process, due to the requirement for structure planning (including appropriate separation from land for sensitive uses), environmental and other clearances, rezoning and arrangement for transport routes and service infrastructure to meet industry needs. With project ready industrial land becoming scarce in the Perth-Peel region, particularly premium coastal industrial land, the proposed rezoning of existing project ready industrial land on the Coogee Coast would oppose the objectives of EELS. A significant portion of land within the area identified for development under the Cockburn Coast District Structure Plan is currently zoned for industrial purposes. The Department emphasises that the subject land is the only existing industrial land with coastal access outside of the WTC, an area which is subject to increasing pressures through the encroachment of proposed urban development to the boundary of the Kwinana Air Quality Buffer, and to reinforce the significance of industrial land which is close in proximity to ports and appropriate transport corridors.</p> <p>It should be noted that the land developed under the 1993 Coogee Masterplan saw the relocation and establishment of industry proponents to the subject area. This included relocation to the subject area of industry proponents then located south of the rail reserve, to facilitate rezoning and redevelopment of that land for the residential Port Coogee development. The area north of the rail reserve, the area now proposed for rezoning for residential development under the Cockburn Coast District Structure Plan, was for the purpose of establishing a Biotechnology Park which would accommodate Special Industry, such as proponents involved in seafood processing.</p> <p>In summary, the Department of State Development raises that rezoning existing industrial land adjacent to the coast and close to the WTC will exacerbate land use pressures already placed upon the WTC. It also carries a potential risk to ongoing industrial development and economic growth within the metropolitan region. Whilst adverse economic effects may possibly not be obvious within the short-term, this reduction in industry land has potential over the mid to long term to impede delivery of the State Government's goal for economic output and employment within the WTC to ultimately double to \$28.3 billion and 22,000 jobs.</p>	
17.	The Western Trade Coast Industries Committee	<p>Objection</p> <p>The Western Trade Coast Industries Committee (WTCIC) was established by the</p>	Noted

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	Unit 2/1 st Floor, 18 Civic Boulevard ROCKINGHAM WA 6168	<p>State Government in 2011 with the goal of seeing the annual economic output and employment within the Western Trade Coast ultimately double to \$28.3 billion and 22,000 jobs.</p> <p>As such, the WTCIC is concerned only about potential impacts (positive or negative) on the WTC arising from the Cockburn Coast proposals. There are two matters the WTCIC wishes to comment on:</p> <p>1 . Overall Cockburn Coast proposal</p> <p>2. Impact on freight routes.</p> <p>1. Overall Cockburn Coast Proposal</p> <p>The State Government's objective for the WTC is to see its economic output and employment double. The Cockburn Coast project will potentially provide both an additional workforce and customers within 5km of the northern boundary of the WTC. Having this additional potential workforce and customers nearby will help meet the State Government's objectives for the WTC. On that basis the broad objectives of the Cockburn Coast proposal are supported.</p> <p>2. Impact on Freight Routes</p> <p>A concern of WTCIC is to ensure movement of freight into and out of WTC is not constrained by the Cockburn Coast project. Freight is only likely to be constrained if sensitive land uses are allowed to abut the rail and road freight routes and, if so, those conflicts are inadequately managed. Residential development, a noise and vibration sensitive land use, is proposed adjoining the freight rail line and Cockburn Road. This does raise the potential for these two freight routes to be adversely impacted.</p> <p>The WTCIC believes the precautionary principle should be the overriding guiding approach and, as such, supports land use decisions that seek to avoid potential land use conflict in preference to allowing the potential conflict to occur and then trying to manage it.</p> <p>If, however, the City proceeds with the existing plans for the Cockburn Coast, then the proposal must be fully compliant with the intent of SPP 5.4 and all possible measures taken to ensure that the conflict is indeed successfully managed and in perpetuity as the freight volume grows. In that regard, the WTCIC notes the noise and vibration study undertaken and endorses the proposal to adopt a</p>	<p>Any development will need to comply with the requirements of SPP 5.4 for freight rail, to ensure that the transport of freight by rail to and from Fremantle Port can continue into the future. The modelling undertaken to inform the Noise and Vibration strategy exceeds the requirements of SPP 5.4.</p> <p>Noted</p> <p>No changes are recommended as a result of this submission.</p> <p>Noted</p> <p>Careful consideration has been given to ensuring freight movement is adequately planned for in Cockburn Coast. With regard to noise emissions from freight trains, under Implementation Guidelines for SPP 5.4 'Road and Rail Transport Noise and Freight Considerations in Land Use Planning', where the number of movements is not defined, 24 train movements per 24 hour day should be used. However, to ensure some "future proofing" the modelling undertaken by the Noise and Vibration Strategy which forms part of the LSP has recommended a higher standard to SPP 5.4 by recommending the assessment of each development be based on that of the highest single train movement rather than an average.</p> <p>The approvals process will require each lot located in the nominated distances from the railway line and Cockburn road, to comply with noise and vibration constraints.</p> <p>The Noise and Vibration Strategy forms an</p>

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		<p>precautionary approach and adopt a mandatory noise sensitive design requirement within 150m of the freight rail line. This submission represents the agreed view of the WTCIC and does not necessarily reflect the individual views of each member organisation.</p>	<p>addendum to the LSPs and shows the impact zone. Text in the LSP also makes reference to the Noise and Vibration Strategy. The design guidelines will outline the requirements for compliance with noise and vibration for land within the impact zone. The Design Guidelines will also include requirements for Notification on titles.</p> <p>No changes are considered necessary as a result of this submission.</p>
18.	<p>The Freight and Logistics Council of Western Australia 1 Essex Street (Marine House) Fremantle WA 6160</p>	<p>The Freight and Logistics Council has had a number of communications with the City of Cockburn about the Cockburn Coast development, our primary concern being to ensure that the heavy rail freight operation to Fremantle Port, which passes through the area, is not compromised by future development.</p> <p>Against that background, the Council would like to comment on the Robb Jetty Local Structure Plan (the Plan). It should be confirmed at the outset that Fremantle Port is a key element in the economic well-being of Western Australia. This \$1 billion pa business is, in turn, dependent on a highly efficient and sustainable freight rail service. The service currently removes 100,000 truck movements from the road network. This figure will grow rapidly as trade through the Port increases and rail's share of the market grows. State Government policies will continue to support this growth. It would seem appropriate, therefore, that the Plan refers to State Planning Policy 1, whose focus is the balance of economic and community interests in Western Australia.</p> <p>The Policy provides clear direction in this respect, for example, <i>"planning for land use and development in a manner that allows for the logical and efficient provision and maintenance of infrastructure protecting key infrastructure, including ports, airports, roads, railways and service corridors from inappropriate land use and development."</i></p>	<p>Part 2 of the local structure plans include discussion on a number of relevant State Planning Policies. State Planning Policy 1 (SPP1) - State Planning Framework Policy unites existing State and regional policies, strategies and guidelines within a central framework which provides a context for decision-making on land use and development in Western Australia.</p> <p>Inclusion of a broad reference to the role of SPP1 and how the LSP has been developed in line with this can be included. Reference to SPP1 should acknowledge the broader variety of principles it sets out (this submission only notes two):</p> <ul style="list-style-type: none"> • Environment; • Community; • Economy; • Infrastructure; and • Regional Development.

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		<p>Turning to the specific issue of how the Plan deals with impacts associated with rail freight operations in the area, we would like to make a number of points:</p> <ul style="list-style-type: none"> • The imagery in the Plan is grossly misleading, particularly the artist's impression on the Plan's cover. The lack of fencing, level crossings and general controls of pedestrians/motor cars would, in fact, render the service inoperable on safety grounds. (We have brought the document to the attention of the Office of the Rail Safety Regulator.) • In addition to changing this sort of misleading imagery, the Plan should also include for rail, the sort of cross section analysis provided for road (pages 84-86). Moreover, it should provide noise contour maps for rail to facilitate appropriate spatial planning in the area. • While we do not take issue with the Plan's forecast average train movements of 24 per day, we would point out that State Planning Policy 5.4 requires a transport planning horizon of 15-20 years be used. The Plan refers to movements in 2017 as a planning horizon. • Moreover, it is inaccurate to state (page 54) that train movements will be 	<p>A modification to this effect will be required.</p> <p>This concern has been raised with the applicant. They have undertaken to amend the perspective image referred to. A modification will be required to either update this perspective or remove it from the document.</p> <p>Several interest groups and government agencies have noted they do not believe the methodology has been followed properly. It must be acknowledged that these groups and agencies are not those responsible for the interpretation of the relevant State Planning Policy 5.4 (SPP5.4) Road and Rail Transport Noise and Freight Considerations in Land Use Planning. No issue has been raised by the Department of Environment and Conservation ("DEC"), where appropriate expertise to assess such studies resides. This matter has been followed up with the DEC and at the time of writing this report, still no formal objection to the methodology undertaken had been made by DEC.</p> <p>Noted, this point is also raised by the Fremantle Port Authority submission. This has been raised with the applicant who advise this information was provided by Brookfield Rail, who are the current operator. Therefore, it is appropriate to attribute this statement to Brookfield Rail as a description of how they plan to operate. A rewording to</p>

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		<p>limited to non-peak periods. This is not the case. The rail service will be unrestricted as to the hours it can operate.</p> <ul style="list-style-type: none"> • Rail noise amelioration initiatives are discussed in Section 4.7.2 (page 66). However, it is not clear from this section what precisely is proposed. We suggest that it be reworded to add clarity on this important aspect. • The discussion in respect of vibration associated with train movements (page 67) is also confusing. The document suggests that residential developments within Curve 1.4 will not be permitted without some vibration attenuation. It then goes on to mention barriers as a possible response. However, barriers will offer no protection against vibration (as they will be equally ineffective for noise attenuation in surrounding buildings higher than two stories). Vibration suppressing mechanisms are available and have been used in the vicinity of this rail line. Their use should be discussed. We believe that the protection of the rail freight operation must be secured within statutory planning instruments to the maximum extent possible. 	<p>this effect can be required. Regardless, modelling considers a single train movement as well as one train per hour, day and night.</p> <p>The Department of Planning has introduced Structure Plan Preparation Guidelines. Part 1 of a structure plan must contain the statutory requirements, while Part 2 has the explanatory text. The section this submission refers to is in Part 2 which currently reads: <i>"...it is recommended that any development located within 150 metres of the railway line have an acoustic assessment, based on the noise levels as listed in Table 5.1 of the Herring Storer Train Noise and Vibration Report, as part of the design, with an acoustic assessment submitted with the development application"</i>.</p> <p>This is replicated in Part 1 as a statutory requirement and is sufficiently clear.</p> <p>There are a number of methods to ameliorate ground vibration and the method used for each development depends on a number of factors. Thus, a discussion of different suppression techniques was not part of the study. This criteria will be determined as part of the approvals process.</p> <p>The approvals process will require each lot located in the nominated distances from the railway line and Cockburn road, to comply with noise and vibration constraints.</p> <p>The Noise and Vibration Strategy forms an addendum to the LSP's and indicates the impact zone. Text in the LSP also makes reference to the Noise and Vibration Strategy. The design guidelines will also outline the requirements for compliance with</p>

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		<p>That will require:</p> <ul style="list-style-type: none"> • formal recognition in the Town Planning Scheme of the proposed buffer along the rail line of 150 metres (page 12) to manage noise and vibration impacts on, and changes to, adjacent land use; • any changes to adjacent land use within the defined buffer to take fully into account maximum noise and vibration levels and mandate an established set of design standards/building materials; • design standards/building materials to be specified in the Town Planning Scheme; • design standards/building materials to be the basis of approval for Development Applications and Building Licences by the local authority; and • design standards/building materials to be issued with Certificates of Title, including memorials on titles to alert purchasers to the proximity of the rail freight line. The Freight and Logistics Council would welcome the opportunity to further discuss the points made here. (Please note that this 	<p>noise and vibration for land within the impact zone. Both the LSP and the draft Design Guidelines also include requirements for Notification on titles.</p> <p>Council has determined this area is to be a 'Development Area' under the Town Planning Scheme, known as 'Development Area 33'. The following text provision related to freight rail is to apply:</p> <p><i>"Where appropriate the Local Government may require that proposals be accompanied by a report prepared by a qualified acoustical consultant, certifying that the design features of the development will achieve a satisfactory level of noise attenuation to enable the mixing of residential and non-residential uses to occur; and/or demonstrate mitigation of impacts associated with freight noise and vibration."</i></p> <p><i>"The proponent shall submit to the Local Government a Noise and Vibration Management Plan for approval as an additional detail of the Local Structure Plan(s)."</i></p> <p><i>"The Development Guidelines shall include measures to facilitate sustainable mixed land use urban environments where a diverse range of carefully designed and constructed land uses can successfully co- exist with noise sensitive and noise emitting premises. The objective of such guidelines are to:</i></p> <ul style="list-style-type: none"> • <i>Achieve appropriate acoustic environments within residential and other noise sensitive premises.</i> • <i>Facilitate a diversity of businesses and services including dining,</i>

No.	Name/address	Submission	Council's recommendation
		<p>submission need not be treated as confidential.)</p> <p>In conclusion, we would note that while a valued member of the Council, the Department of Planning would prefer not to take a position on matters discussed here because of its role in subsequent assessment of the Cockburn Coast development initiative.</p>	<p><i>entertainment, culture and creativity industries, and ensure appropriate noise emission mitigation for these and other non-residential land uses.</i></p> <ul style="list-style-type: none"> • <i>Ensure mechanical, industrial and service equipment is appropriately designed, located and installed to minimise noise disturbance."</i> <p>There is an existing provision in the Town Planning Scheme which states:</p> <p>Clause 10.2.1 <i>"the local government in considering an application for planning approval shall have due regard to such of the following matters as are in the opinion of the local government relevant to the use or development subject of the application – (c) any approved Statement of Planning Policy of the Commission"</i></p> <p>The local structure plan as detailed further above, includes statutory requirements for acoustic assessments and memorials on title. Similarly the draft Design Guidelines will give further guidance as to what the acoustic report should cover. The Design Guidelines are proposed to be adopted as a Local Planning Policy under the Town Planning Scheme.</p> <p>Given the above, there is no need to include additional provisions in the City's Town Planning Scheme. The above requirements achieve the same intent of what this submission proposes.</p> <p>On the basis of this submission there have been minor changes recommended. In summary they are:</p>

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			<ul style="list-style-type: none"> · Provide clarity to the freight rail movements information (provided by the operator). · Update perspective image used on cover of Robb Jetty LSP · Include reference to SPP1 State Planning Framework Policy
19.	MGA Town Planners, on behalf of Paino & Associates PO Box 104 WEST PERTH WA 6872	<p>Objection</p> <p>1. Submission on Robb Jetty Local Structure Plan (LSP) This submission is made up behalf of Paino & Associates, owner of Lot 70 Bennett Avenue, Lot 66 Darkan Avenue and Lot 67 Garston Way in response to the advertisement of the LSP.</p> <p>2. Summary In Summary it is considered that the LSP documents are overburdened with rhetoric with too little precision. In particular, there is an absence of specificity in the statutory provisions of the LSP. It is accordingly difficult to analyse and therefore formulate a view on many of the issues covered in the LSP. Therefore, the fact that this submission may make no comment in relation to particular matters, should not be construed that this lack of comment represents support for any of these matters.</p> <p>3. Public Open Space Provision Clause 5 of the LSP statutory provisions simply lists POS areas without making any provision for their reservation. It is apparent from the schedule at paragraph 5.6.1 of the explanatory text that, the 6.5166ha of POS within the LSP area represents 19.3% of the gross subdivisible area. No justification is provided for the provision of more than the policy standard of 10% other than to advise that the provision accords with DSP 2. The over provision in DSP 2 was pointed out in submissions during advertising but, the DSP was not adjusted as a result. In terms of justification, it is pointed out that the LSP area adjoins a large ocean foreshore reserve with the result that the LSP is in fact well endowed with recreation areas and does not require additional POS. In addition to comments on the justification for additional POS, it should be noted that a DSP would not normally be expected to be precise on details such as the areas and proportions of POS. Even so, the DSP 2 indicated that POS would only be 12.6% of the residential development</p>	<p>Agree, City officers asked for a number of changes prior to advertising but also faced a similar challenge in preliminary assessment of the content. The statutory provisions are to be contained within Part 1 of the local structure plan. There has been several changes recommended to Part 1, these are detailed in this Schedule of Submissions and also the Schedule of Modifications attached to this agenda item.</p> <p>Noted, additional text will be added to Part 1 of the local structure plans to clearly state that subdivision proposals must include public open spaces as indicated on the local structure plans.</p> <p>The area of public open space has been discussed with the applicant (Landcorp). The ceding of 10% of land suitable for subdivision is only a policy of the Commission and is variable according to the assessment of the circumstances of each case. It is not a statutory requirement and the need for public</p>

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		<p>area over the whole Cockburn Coast area.</p> <p>In particular, both Paino and Associates and Basilia Nominees Pty Ltd consider that the POS area east of the sewerage pumping station site is not required as a buffer area (see Figure 25 of the LSP) and is not functional. Shape and size do not allow efficient use or development and in addition the site is landlocked on three sides, only accessible off Rollinson Road in the north and therefore generally inaccessible to the vast majority of the LSP area.</p> <p>The schedule at paragraph 5.6.1 indicates that there is a total 2.0287ha of "restricted" POS without explaining why it is restricted. It is assumed that some of these POS areas may be restricted because they have a drainage function. If this is the case, it is pointed out that there are currently 6 drainage reserves within the LSP area occupying a total of 0.7963ha. These reserves should simply be relocated if the location of the drainage function is to change.</p> <p>It is noted that in discussion on the Development Contribution Plans (DCP's), (paragraph 5.13), Cockburn Coast is to comprise two DCP's. One covers the Robb Jetty LSP and the Emplacement / Hilltop LSP. While the second DCP covers the Power Station LSP. It is clear that the Power Station precinct contains considerably less than 10% POS. If necessary, the Power Station DCP should</p>	<p>open space and drainage will differ from site to site, depending on the characteristics of the land, the availability of open space already existing within the locality and a number of other considerations. The established mechanism to apply a degree of equity between landowners is the Development Contribution Plan (DCA12). This is adequate to deal with issues in an equitable way.</p> <p>A revised POS schedule has been provided and this now indicates the oval (which will service a number of suburbs) as a proposed item to include in Development Contribution Plan 13 (community infrastructure).</p> <p>The presence of the foreshore is not considered to be a reasonable basis to further reduce the POS provision for this development which will have much higher densities than the traditional residential estates.</p> <p>Do not agree, see comments on Department of Planning submission which also raises this issue. The submissioner is not likely to be aware of the plans of the Water Corporation has to allow access to an area of their lot.</p> <p>The restricted areas are due to drainage. Restricted POS is defined in Liveable Neighbourhoods. The existing drainage reserves are to be designed out by this proposal. The new development will now need to provide for its own drainage.</p> <p>The applicant has done a preliminary assessment of the public open space for the power station precinct to confirm that 10% can be achieved within that area. The power</p>

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		<p>contribute to the POS within the Robb Jetty LSP / DCP.</p> <p>In summary, simply listing POS areas within the statutory section of the LSP is hardly a statutory provision. It needs to explain that each development property is to provide 10% of its area as POS, either as land or cash. If a property provides more than 10%, the land owner should be compensated accordingly. There should be no more than 10% POS from the LSP gross residential area. In this regard, no grounds are provided for nearly doubling the POS provision to 19.3%. This excessive amount cannot be justified as the LSP is in close proximity to a large ocean foreshore reserve resulting in the availability of abundant recreation area. If additional POS is required for drainage, this should be achieved by relocating existing drainage reserves totalling 0. 7963ha.</p> <p>4. Affordable Housing</p> <p>The Cockburn Coast development area is predominately owned by Government such that there is a significant opportunity for the provision of affordable housing on Government land. The provision of affordable housing is a community responsibility and the community is represented by its Government. It follows therefore that any obligation to provide affordable housing should be accommodated on Government land. The provision of affordable housing should not be the responsibility of individuals, that is, private landowners.</p> <p>It is considered that the inclusion of targets and statements on affordable housing and in particular their incorporation into the statutory provisions of the LSP is potentially beyond power (ultra vires). There seems to be nothing in Schedule 7 of the Planning and Development Act 1005 (P & D Act) or indeed, any other part of the Act authorising a scheme and consequently an LSP adopted under a local scheme to deal with the issue of "affordable housing" Section 7.0, Affordable Housing as well Clauses 8.1 and 8.2, should therefore be removed from the statutory provisions of the LSP. As a minimum, there should be a statement in the statutory section of the LSP confirming that the affordable housing targets are not mandatory.</p> <p>There is also discussion on affordable housing in the explanatory text. While, there would seem to be the potential to have some aspirational targets, there does not</p>	<p>station precinct is predominantly District Centre (the non-residential portion can be deducted from the gross subdivisible area) and therefore will be able to achieve 10% quite easily.</p> <p>The area indicated as public open space will be an item in the future Cockburn Coast Development Contribution Plan. Some landowners will give up land, this will be factored in as a 'credit' in calculating their development contribution liability. Other landowners will not give up land, but will have to pay a development contribution. Given they will have no 'credit' applied they will be invoiced for a higher figure.</p> <p>The District Structure Plans (both Parts 1 and 2) have outline targets which apply to all land within the development area, regardless of whether it is under government or private ownership. According, there are a serious of incentives included in this plan which all landowners can take advantage of should they choose to develop affordable housing. The Department of Planning has been very clear in its advice to the City these provisions should not be mandatory. No one is forcing any landowner to take up these incentives.</p> <p>The provisions within the local structure plans relate to incentivising development standards in recognition of the voluntary provision of affordable housing. Development standards are an ordinary part of what a local structure plan does. There is nothing ultra vires in the application of development standards via a local structure plan.</p> <p>Part 1 of the local structure plans can be</p>

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		<p>appear to be any ability to formalise these targets or to offer plot ratio bonus on this basis as rewards for the provision of affordable housing.</p> <p>5 Car Parking Standards The Structure Plan proposes limited provision of car parking for residential developments and in some circumstances, less than 1 bay per unit. There is no analysis of market acceptance of apartments with such limitations on available parking. There is no undertaking in relation to when the proposed BRT will be operational either in terms of a date or in terms of a commitment against the development of a certain number of dwelling units.</p> <p>It is unclear whether standards "A" or "B" of the table at A3.1 of SPP 3.1 apply in the case of a "proposed" high frequency bus route (the BRT) or whether it needs to be an "existing" route. If the "A" standards apply in the case of a proposed route then the restrictions on on-site parking provision are even more intolerable given the lack of commitment to a date for the BRT to become operational.</p> <p>Clause 8.6 of the LSP statutory provision should therefore be deleted because the matter of car parking is fully covered by SPP 3.1, the parking provisions of SPP 3.1 are not to be varied and the application of the revised parking standards is too <i>vague</i> to be workable. The standard in the R Codes in relation to minimums</p>	<p>clarified to ensure it reflects the intent (i.e. the provisions related to affordable housing are mandatory).</p> <p>Car parking standards will be as per the City's Town Planning Scheme No. 3, which for residential development will need to meet the requirements of the Residential Planning Codes.</p> <p>In discussion with the City's Manager of Statutory Planning, standard 'A' is applied if a high frequency bus route is planned. In this case, this route is indicated in the Department of Transport's draft Public Transport Plan for Perth. The route is a Stage 1 project annotated as 'before 2020'.</p> <p>This clause does need rewriting as it simply needs to refer to the City's Town Planning Scheme No. 3. The current wording is too focussed on residential development and is silent on the matter of commercial uses. As noted above, standard 'A' is applied. It is noted high frequency is only required (by WAPC Development Control Policy 1.6 Planning to Support Transit Use and Transit Oriented Development) to be at 15 minute intervals or less during peak periods.</p> <p>The local structure plan currently details that a detailed area plan may be required at three stages: prior to development approval, endorsing a subdivision plan, or as a condition of subdivision approval. This will be revised to be prior to development approval or as a condition of subdivision approval. Liason prior to lodgement of a</p>

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		<p>should at least continue to apply until such time as the BRT is in place and operating with a service in each direction at intervals of no greater than 15 minutes from 7.00am to 7.00pm.</p> <p>6. Detailed Area Plan Requirements Clause 10 of the LSP Statutory Provisions deals with Detailed Area Plans (DAP's) but, is <i>vague</i> and does not specify the circumstances under which DAP's will be required although the clause is headed "Detailed Area Plan Requirements". It becomes quite conceivable that an applicant can submit a development / subdivision proposal only to be informed that a DAP is required as a prerequisite to approval. This situation results in time delays and additional cost which is ironic given the LSP aspirations for the provision of affordable housing.</p> <p>It is also ironic that the explanatory text contains a regulatory requirement at paragraph 3.5.2 whereas there is no such regulatory requirement in the statutory provisions. Paragraph 3.5.2 appears to say that any subdivision creating a lot greater than 1 hectare or any development of a lot greater than 1 hectare requires a DAP as a prerequisite. This statement at paragraph 3.5.2 which is worded as a regulatory requirement also advises that Council approves subdivisions, which is queried.</p>	<p>development proposal would clarify application prerequisites. In many circumstances, the adoption of Design Guidelines will negate the need for Detailed Area Plans.</p> <p>The explanatory section referred to is contained in section 5.3.2 Housing Diversity and Lot Sizes (3.5.2 is mentioned in error) and reads:</p> <p><i>"Where an application seeks to create or development on a lot greater than 1ha, a Detailed Area Plan shall be provided and approved by the City of Cockburn prior to issuing any development or subdivision approval".</i></p> <p>The Detailed Area Plan (DAP) provisions will be reworded to ensure an appropriate level of clarity is included. The intent is to reflect the DAP is approved by the City and must be done prior to a development application being approved by the City, or a subdivision clearance being given by the City.</p> <p>The Design Guidelines are to be a local planning policy. They are in addition to the local structure plans, in some cases, where there is sufficient detail, it had been envisaged the Design Guidelines could negate the need for a Detailed Area Plan.</p> <p>This is considered a simplistic view of diversity. What the local structure plan seeks to incorporate is:</p> <ul style="list-style-type: none"> · Single detached houses; · Terraced housing

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		<p>Earlier in the same paragraph, reference is made to Design Guidelines "Criteria". It is unclear whether design guidelines exist or are required or whether or not they are additional to or incorporated within DAP's.</p> <p>The situation in relation to DAP's is therefore confused and requires clarification. If DAP's are to be prerequisites of subdivision or development approval then, the circumstances in which DAP's are required should be specifically defined within the statutory provisions of the LSP.</p> <p>7. Housing Diversity</p> <p>It is claimed at paragraph 5.3.2 of the explanatory text that Cockburn Coast will provide a diversity of housing types. In WA, there are basically 3 housing types, - single houses, grouped dwellings and multiple dwellings. The vast majority of dwellings catered for in the LSP will be multiple dwellings. Rather than providing a diversity of housing types, the LSP provides virtually no variety.</p> <p>Interrogation of the last 2 censuses reveals that, within the whole City of Cockburn, the number of multiple dwellings (apartments) increased by 514 in the 5 years from 2006 to 2011 or around 100 apartments per year. Government has stated that the Cockburn Coast is a 15 to 20 year project, that is, an average production of 250 to 330 apartments per year. The LSP should be reviewed every 5 years to assess the plan and in particular the multiple dwelling targets against production and up-take in the market. If necessary, the dwelling targets should be adjusted to reflect market requirements.</p>	<ul style="list-style-type: none"> Low, Medium and High Rise multiple dwellings (apartments) Mixed Use developments <p>Diversity in high of multiple dwellings is one aspect, as well as diversity of household size (i.e. number of bedrooms provided). There are also incentives toward affordable housing provision which would enable diversity in affordability.</p> <p>Cockburn Coast is a long term project (15-20 years) with a vision predicated on the development of medium-high density 3-8 storey living. It represents a paradigm shift from older development areas. Considered in light of the surrounding developments where single residential housing dominates, the Cockburn Coast project also adds to the diversity in the broader region.</p> <p>'Severely disadvantaged' is considered an exaggeration. Cockburn Coast is adjacent to the Port Coogee development and within minutes of the facilities of Spearwood, Hamilton Hill, Coogee, South Fremantle and the Strategic Metropolitan Centre of Fremantle. Some initial inconvenience is normal for the first residents in an area. There needs to be a reasonable quantum of customers to support businesses and services. There is no need to reassess the local structure plans against KPI's.</p> <p>Disagree, strong development and density outcomes are imperative to ensure the vision for Cockburn Coast is achieved. This is even more important on private landholdings to ensure consistency.</p>

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		<p>This is not only important from an economic perspective but, from the viewpoint of servicing. An inadequate rate of development will mean road systems, commercial and community services remain incomplete for an inordinate length of time severely disadvantaging early residents.</p> <p>The Statutory provisions of the LSP should therefore include a requirement to re-assess the LSP against KPI's in respect to the speed of development and housing typologies to ensure the development of a rounded and fully serviced community within the 15 to 20 year time horizon.</p> <p>A range of housing types are permitted under the R Codes at all densities. Private landowners should not be constrained from meeting market demands for different housing styles. There should be flexibility across a landowner's site to increase density on one portion to facilitate a different style of housing demanded by the market on another. The requirement to have a minimum of 3 storey development is impractical for single and grouped dwellings and should be reduced to two storeys. As with other issues, the Government owns the majority of land at Cockburn Coast and is welcome to limit the style of development on its holdings but, it should not restrict the development of private land.</p> <p>8. Developer Contribution Arrangements Previous discussion has addressed the part of POS within the Developer Contribution Arrangement. Generally, the concerns are:</p> <ul style="list-style-type: none"> • POS within the LSP is excessive (19.3%); • Drainage reserves should be relocated rather than provided again (double dipping); • The distribution of POS is inequitable with the Robb Jetty LSP providing much more than the Power Station LSP and the Hill Top/Emplacement LSP, With regard to the inclusion of road infrastructure within the DCP, the Cockburn Coast development has some unique features in that many of the roads within the plan are only required to allow people from one area to access another, for example, provide access from eastern parts of Cockburn Coast to the beaches. Because the development typology is 	<p>Response given further above. Response given further above.</p> <p>Response given further above. Also local road reserves on the local structure plan do not reflect all the local road reserves which will eventuate (this will come with subdivision design). It is impossible to provide certainty with the total area of local roads and therefore it could not be reasonably included in the development contribution plan (DCP) which will be submitted well before subdivision applications. Regardless, it is an ordinary condition of subdivision that a proposal provides the roads fronting it. Only where a road is above an ordinary standard (such as Robb Jetty's main street, or the bus rapid transit route) would it be reasonable to include this in the DCP.</p> <p>If previous areas of Cockburn Rd were given up this is as part of previous approvals that is a separate issue for those affected landowners. Development and subdivision is not 'as a right'. More often than not, developments are issued subject to conditions. If those conditions are thought to be unreasonable there is a process to dispute those conditions. Assumedly, these landowners did not avail themselves of that opportunity and therefore the conditions to their particular development remain valid and undisputed and they have chosen to comply with them in order to undertake their</p>

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		<p>overwhelmingly multiple dwellings, it is reasonably possible to configure a subdivision plan over most existing lots which does not require the construction of new roads. It is therefore arguable that all roads have a function well beyond the land immediately fronting them and should therefore be included as items within the DCP to be shared across the whole LSP.</p> <p>Figure 39 of the LSP reveals that Cockburn Road is to be contained within a 25.5m reserve. For the most part, Cockburn Road north of McTaggart Road is contained within a 25m reserve. Small sections are wider and one section is only 20m wide. The widening from 20 to 25m has been obtained as conditions on subdivision or development approval. These landowners were not compensated. However, it appears that under the proposed DCP landowners who have already ceded widening will have to proportionately pay for the widening to be taken from other owner's land. This is inequitable to them and given the argument above about the broad function of most roads, inequitable to all other owners. Similarly, it is inequitable to require cost sharing over the main street. The main street is situated in an area of commercial and R160 development. It is therefore within the most intensely developed part of the LSP and while it may consume a little more land and cost a little more to construct, these costs are compensated by the intensity of the adjacent development.</p> <p>The BRT route is only 0.5m wider than the reserve for a standard local street and the pavement width only 0.5m wider where a bus stop is located. The additional cost of the BRT route is negligible compared to the standard local street and accordingly, if all streets are not included in the DCP then, neither should the BRT.</p> <p>There are some small lots south of Garston Way which are largely consumed by proposed roads. It is totally unrealistic to think that these owners will make the land available for road reserves. Clearly, these land areas will need to be acquired.</p>	<p>development. In this case, in the interests of advancing the cohesive development of Cockburn Coast, it is clear some costs are appropriate to be shared between landowners. Also see comments in previous paragraph.</p> <p>In addition to above comments on DCP, there are two lots which are almost entirely consumed by the proposed bus route. They have no development potential left, therefore it is appropriate they are acquired. This is not the case with the other lots which still retain an ability to be developed.</p> <p>Public Art is not intended for inclusion in a development contribution plan. This is a matter which would need to be the subject of a Percent for Art Policy, which at this stage has not been considered by Council and is a matter considered broader than Cockburn Coast. Public realm and environment improvement relates to some shared paths (where not provided as part of roads) including links to the coast and crossings over the rail reserve. This is considered to be consistent with Appendix 1 – Standard development contribution requirements of State Planning Policy (SPP) 3.6 Development Contributions for Infrastructure. The Development Contribution Plan will need to be the subject of an amendment to the City's Town Planning Scheme No. 3. This will require the provision of additional detail, justification and assessment by the City and Department of Planning. It is not considered at this stage however to be ultra vires given the clarity provided by the SPP. It is certainly envisaged the foreshore improvements will have a larger catchment and would be treated similarly to the adjacent</p>

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		<p>Paragraph 5.13.1 also lists public realm and environment improvements as items for inclusion in the DCP. The LSP also appends such strategies as a Public Art Strategy. The inclusion of these items in the LSP and potentially within the DCP is queried on the basis that it is not mentioned in Schedule 7 of the P& D Act and therefore may to be ultra vires.</p> <p>With regard to other items such as additional foreshore enhancement and coastal protection as well as community/beach parking, the nexus and equity required under SPP 3.6 will need to be clearly established to justify inclusion. Opening up the beach at Cockburn Coast will provide a major asset to the broader Cockburn community with the result that responsibility needs to be shared.</p> <p>With regard to securing the foreshore against erosion with possible groynes and sea walls, this is mostly required to protect the existing railway line. This piece of infrastructure is owned and operated by Government. A significant responsibility to fund these protective works therefore rests with Government. The Cockburn Cost development should not be viewed as a "cash cow" to be used to redirect funding responsibility from Government.</p>	<p>foreshore proposal (North Coogee Foreshore Management Plan) which is included as a 'Regional' item in the existing Development Contribution Plan 13 (community infrastructure). The 'Regional' catchment applies to the whole of the City of Cockburn.</p> <p>Agree, the first response under the State Planning Policy 2.6 State Coastal Planning is for retreat rather than coastal intervention. There are three items of infrastructure which will be subject to erosion risk in a 'do nothing' scenario. These are (in order they become at risk:</p> <ul style="list-style-type: none"> • Dual use path (managed by the City) • Area in foreshore reserve known as 'Robb Road' though not currently gazetted as a formal road (WA Planning Commission) • Freight rail line (managed by the Public Transport Authority and operated by Brookfield Rail). <p>While it is possible relocate the first two of these, it is less likely the freight rail would be realigned. With that in mind, the driver for coastal intervention measures would be protection of the railway line, though there is a secondary benefit to the dual use path system, 'Robb Road' and a small area of land east of the railway (part of Lot 2108 Bennett Ave) which is controlled by Landcorp.</p> <p>Coastal intervention (groynes or similar) are not intended for inclusion in a Development Contribution Plan for this area or in DCP13 (community infrastructure). The City's Asset Management team will present a report to Council on this issue in the near future with a view to approaching the Department of Transport about their intentions.</p>

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		<p>There is a high voltage power line generally following the alignment of Bennett Avenue which blights the whole of the LSP. The undergrounding of this power line should be shared cost under the DCP because it impacts a broad area of the LSP and if it is not undergrounded, will change the character of the LSP through the requirement to set development back from the aerial lines.</p>	<p>Agree there is some impact from these powerlines though it is not an impact felt by the whole local structure plan area. The supporting report for the DCP (when submitted) will need to analyse the effect to which there is some benefit derived from this undergrounding if it is proposed to be included as a DCP item. It should be noted there is certainly no guarantee Council will support this type of item being included in a DCP (as the works relate to infrastructure which will belong to a separate party i.e. Western Power). This significantly elevates the risk to the City of making up surplus funds if they fall short as the City has no control over the work undertaken. If the item is not included in the DCP, there is nothing to stop landowners coming to a private agreement between themselves which the City will not be a party to.</p> <p>On the basis of this submission there have been minor changes recommended. In summary they are:</p> <ul style="list-style-type: none"> Additional text to Part 1 concerning public open space; and Clarity regarding Detailed Area Plans (stages required).
20.	MGA Town Planners, on behalf of Gosh Leather Pty Ltd PO Box 104 WEST PERTH WA 6872	<p>Objection</p> <p>1. Submission on Robb Jetty Local Structure Plan (LSP) This submission is made up behalf of Gosh Leather Pty Ltd, owner of Lot 1 Bennett Avenue in response to the advertisement of the LSP.</p> <p>2. Summary In Summary it is considered that the LSP documents are overburdened with rhetoric with too little precision. In particular, there is an absence of specificity in the statutory provisions of the LSP. It is accordingly difficult to analyse and therefore formulate a view on many of the</p>	<p>This submission is the same as Submission 19 and 21, albeit on behalf of a different landowner. Please see responses to the points raised in Submission 19 further above.</p>

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		<p>issues covered in the LSP. Therefore, the fact that this submission may make no comment in relation to particular matters, should not be construed that this lack of comment represents support for any of these matters.</p> <p>3. Public Open Space Provision</p> <p>Clause 5 of the LSP statutory provisions simply lists POS areas without making any provision for their reservation. It is apparent from the schedule at paragraph 5.6.1 of the explanatory text that, the 6.5166ha of POS within the LSP area represents 19.3% of the gross subdivisible area. No justification is provided for the provision of more than the policy standard of 10% other than to advise that the provision accords with DSP 2. The over provision in DSP 2 was pointed out in submissions during advertising but, the DSP was not adjusted as a result. In terms of justification, it is pointed out that the LSP area adjoins a large ocean foreshore reserve with the result that the LSP is in fact well endowed with recreation areas and does not require additional POS. In addition to comments on the justification for additional POS, it should be noted that a DSP would not normally be expected to be precise on details such as the areas and proportions of POS. Even so, the DSP 2 indicated that POS would only be 12.6% of the residential development area over the whole Cockburn Coast area.</p> <p>In particular, both Paino and Associates and Basilia Nominees Pty Ltd consider that the POS area east of the sewerage pumping station site is not required as a buffer area (see Figure 25 of the LSP) and is not functional. Shape and size do not allow efficient use or development and in addition the site is landlocked on three sides, only accessible off Rollinson Road in the north and therefore generally inaccessible to the vast majority of the LSP area.</p> <p>The schedule at paragraph 5.6.1 indicates that there is a total 2.0287ha of "restricted" POS without explaining why it is restricted. It is assumed that some of these POS areas may be restricted because they have a drainage function. If this is the case, it is pointed out that there are currently 6 drainage reserves within the LSP area occupying a total of 0.7963ha. These reserves should simply be relocated if the location of the drainage function is to change.</p> <p>It is noted that in discussion on the Development Contribution Plans (DCP's), (paragraph 5.13), Cockburn Coast is to comprise two DCP's. One covers the Robb Jetty LSP and the Emplacement / Hilltop LSP. While the second DCP covers the Power Station LSP. It is clear that the Power Station precinct contains considerably less than 10% POS. If necessary, the Power Station DCP should contribute to the POS within the Robb Jetty LSP / DCP.</p>	

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		<p>In summary, simply listing POS areas within the statutory section of the LSP is hardly a statutory provision. It needs to explain that each development property is to provide 10% of its area as POS, either as land or cash. If a property provides more than 10%, the land owner should be compensated accordingly. There should be no more than 10% POS from the LSP gross residential area. In this regard, no grounds are provided for nearly doubling the POS provision to 19.3%. This excessive amount cannot be justified as the LSP is in close proximity to a large ocean foreshore reserve resulting in the availability of abundant recreation area. If additional POS is required for drainage, this should be achieved by relocating existing drainage reserves totalling 0. 7963ha.</p> <p>4. Affordable Housing</p> <p>The Cockburn Coast development area is predominately owned by Government such that there is a significant opportunity for the provision of affordable housing on Government land. The provision of affordable housing is a community responsibility and the community is represented by its Government. It follows therefore that any obligation to provide affordable housing should be accommodated on Government land. The provision of affordable housing should not be the responsibility of individuals, that is, private landowners.</p> <p>It is considered that the inclusion of targets and statements on affordable housing and in particular their incorporation into the statutory provisions of the LSP is potentially beyond power (ultra vires). There seems to be nothing in Schedule 7 of the Planning and Development Act 1005 (P & D Act) or indeed, any other part of the Act authorising a scheme and consequently an LSP adopted under a local scheme to deal with the issue of "affordable housing" Section 7.0, Affordable Housing as well Clauses 8.1 and 8.2, should therefore be removed from the statutory provisions of the LSP. As a minimum, there should be a statement in the statutory section of the LSP confirming that the affordable housing targets are not mandatory.</p> <p>There is also discussion on affordable housing in the explanatory text. While, there would seem to be the potential to have some aspirational targets, there does not appear to be any ability to formalise these targets or to offer plot ratio bonus on this basis as rewards for the provision of affordable housing.</p> <p>5 Car Parking Standards</p> <p>The Structure Plan proposes limited provision of car parking for residential developments and in some circumstances, less than 1 bay per unit. There is no analysis of market acceptance of apartments with such limitations on available parking. There is no undertaking in relation to when the proposed BRT will be</p>	

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		<p>operational either in terms of a date or in terms of a commitment against the development of a certain number of dwelling units.</p> <p>It is unclear whether standards "A" or "B" of the table at A3.1 of SPP 3.1 apply in the case of a "proposed" high frequency bus route (the BRT) or whether it needs to be an "existing" route.</p> <p>If the "A" standards apply in the case of a proposed route then the restrictions on on-site parking provision are even more intolerable given the lack of commitment to a date for the BRT to become operational.</p> <p>Clause 8.6 of the LSP statutory provision should therefore be deleted because the matter of car parking is fully covered by SPP 3.1, the parking provisions of SPP 3.1 are not to be varied and the application of the revised parking standards is too <i>vague</i> to be workable. The standard in the R Codes in relation to minimums should at least continue to apply until such time as the BRT is in place and operating with a service in each direction at intervals of no greater than 15 minutes from 7.00am to 7.00pm.</p> <p>6. Detailed Area Plan Requirements</p> <p>Clause 10 of the LSP Statutory Provisions deals with Detailed Area Plans (DAP's) but, is <i>vague</i> and does not specify the circumstances under which DAP's will be required although the clause is headed "Detailed Area Plan Requirements". It becomes quite conceivable that an applicant can submit a development / subdivision proposal only to be informed that a DAP is required as a prerequisite to approval. This situation results in time delays and additional cost which is ironic given the LSP aspirations for the provision of affordable housing.</p> <p>It is also ironic that the explanatory text contains a regulatory requirement at paragraph 3.5.2 whereas there is no such regulatory requirement in the statutory provisions. Paragraph 3.5.2 appears to say that any subdivision creating a lot greater than 1 hectare or any development of a lot greater than 1 hectare requires a DAP as a prerequisite. This statement at paragraph 3.5.2 which is worded as a regulatory requirement also advises that Council approves subdivisions, which is queried.</p> <p>Earlier in the same paragraph, reference is made to Design Guidelines "Criteria". It is unclear whether design guidelines exist or are required or whether or not they are additional to or incorporated within DAP's.</p>	

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		<p>The situation in relation to DAP's is therefore confused and requires clarification. If DAP's are to be prerequisites of subdivision or development approval then, the circumstances in which DAP's are required should be specifically defined within the statutory provisions of the LSP.</p> <p>7. Housing Diversity It is claimed at paragraph 5.3.2 of the explanatory text that Cockburn Coast will provide a diversity of housing types. In WA, there are basically 3 housing types, - single houses, grouped dwellings and multiple dwellings. The vast majority of dwellings catered for in the LSP will be multiple dwellings. Rather than providing a diversity of housing types, the LSP provides virtually no variety. Interrogation of the last 2 censuses reveals that, within the whole City of Cockburn, the number of multiple dwellings (apartments) increased by 514 in the 5 years from 2006 to 2011 or around 100 apartments per year. Government has stated that the Cockburn Coast is a 15 to 20 year project, that is, an average production of 250 to 330 apartments per year. The LSP should be reviewed every 5 years to assess the plan and in particular the multiple dwelling targets against production and up-take in the market. If necessary, the dwelling targets should be adjusted to reflect market requirements.</p> <p>This is not only important from an economic perspective but, from the viewpoint of servicing. An inadequate rate of development will mean road systems, commercial and community services remain incomplete for an inordinate length of time severely disadvantaging early residents.</p> <p>The Statutory provisions of the LSP should therefore include a requirement to re-assess the LSP against KPI's in respect to the speed of development and housing typologies to ensure the development of a rounded and fully serviced community within the 15 to 20 year time horizon. A range of housing types are permitted under the R Codes at all densities. Private landowners should not be constrained from meeting market demands for different housing styles. There should be flexibility across a landowner's site to increase density on one portion to facilitate a different style of housing demanded by the market on another. The requirement to have a minimum of 3 storey development is impractical for single and grouped dwellings and should be reduced to two storeys. As with other issues, the Government owns the majority of land at Cockburn Coast and is welcome to limit the style of development on its holdings but, it should not restrict the development of private land.</p> <p>8. Developer Contribution Arrangements Previous discussion has addressed the part of POS within the Developer</p>	

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		<p>Contribution Arrangement. Generally, the concerns are:</p> <ul style="list-style-type: none"> • POS within the LSP is excessive (19.3%); • Drainage reserves should be relocated rather than provided again (double dipping); • The distribution of POS is inequitable with the Robb Jetty LSP providing much more than the Power Station LSP and the Hill Top/Emplacement LSP, With regard to the inclusion of road infrastructure within the DCP, the Cockburn Coast development has some unique features in that many of the roads within the plan are only required to allow people from one area to access another, for example, provide access from eastern parts of Cockburn Coast to the beaches. Because the development typology is overwhelmingly multiple dwellings, it is reasonably possible to configure a subdivision plan over most existing lots which does not require the construction of new roads. It is therefore arguable that all roads have a function well beyond the land immediately fronting them and should therefore be included as items within the DCP to be shared across the whole LSP. <p>Figure 39 of the LSP reveals that Cockburn Road is to be contained within a 25.5m reserve. For the most part, Cockburn Road north of McTaggart Road is contained within a 25m reserve. Small sections are wider and one section is only 20m wide. The widening from 20 to 25m has been obtained as conditions on subdivision or development approval. These landowners were not compensated. However, it appears that under the proposed DCP landowners who have already ceded widening will have to proportionately pay for the widening to be taken from other owner's land. This is inequitable to them and given the argument above about the broad function of most roads, inequitable to all other owners. Similarly, it is inequitable to require cost sharing over the main street. The main street is situated in an area of commercial and R160 development. It is therefore within the most intensely developed part of the LSP and while it may consume a little more land and cost a little more to construct, these costs are compensated by the intensity of the adjacent development.</p> <p>The BRT route is only 0.5m wider than the reserve for a standard local street and the pavement width only 0.5m wider where a bus stop is located. The additional cost of the BRT route is negligible compared to the standard local street and accordingly, if all streets are not included in the DCP then, neither should the BRT.</p> <p>There are some small lots south of Garston Way which are largely consumed by proposed roads. It is totally unrealistic to think that these owners will make the</p>	

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		<p>land available for road reserves. Clearly, these land areas will need to be acquired.</p> <p>Paragraph 5.13.1 also lists public realm and environment improvements as items for inclusion in the DCP. The LSP also appends such strategies as a Public Art Strategy. The inclusion of these items in the LSP and potentially within the DCP is queried on the basis that it is not mentioned in Schedule 7 of the P& D Act and therefore may be ultra vires.</p> <p>With regard to other items such as additional foreshore enhancement and coastal protection as well as community/beach parking, the nexus and equity required under SPP 3.6 will need to be clearly established to justify inclusion. Opening up the beach at Cockburn Coast will provide a major asset to the broader Cockburn community with the result that responsibility needs to be shared.</p> <p>With regard to securing the foreshore against erosion with possible groyne and sea walls, this is mostly required to protect the existing railway line. This piece of infrastructure is owned and operated by Government. A significant responsibility to fund these protective works therefore rests with Government. The Cockburn Coast development should not be viewed as a "cash cow" to be used to redirect funding responsibility from Government.</p> <p>There is a high voltage power line generally following the alignment of Bennett Avenue which blights the whole of the LSP. The undergrounding of this power line should be shared cost under the DCP because it impacts a broad area of the LSP and if it is not undergrounded, will change the character of the LSP through the requirement to set development back from the aerial lines.</p>	
21.	MGA Town Planners, on behalf of Basilia Nominees Pty Ltd PO Box 104 WEST PERTH WA 6872	<p>Objection</p> <p>1. Submission on Robb Jetty Local Structure Plan (LSP) This submission is made up behalf of Basilia Nominees Pty Ltd, owner of Lots 65 & 69 Rollinson Road and 68 Garston Way in response to the advertisement of the LSP.</p> <p>2. Summary In Summary it is considered that the LSP documents are overburdened with rhetoric with too little precision. In particular, there is an absence of specificity in the statutory provisions of the LSP. It is accordingly difficult to analyse and therefore formulate a view on many of the issues covered in the LSP. Therefore, the fact that this submission may make no</p>	This submission is the same as Submission 19 and 20, albeit on behalf of a different landowner. Please see responses to the points raised in Submission 19 further above.

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		<p>comment in relation to particular matters, should not be construed that this lack of comment represents support for any of these matters.</p> <p>3. Public Open Space Provision</p> <p>Clause 5 of the LSP statutory provisions simply lists POS areas without making any provision for their reservation. It is apparent from the schedule at paragraph 5.6.1 of the explanatory text that, the 6.5166ha of POS within the LSP area represents 19.3% of the gross subdivisible area. No justification is provided for the provision of more than the policy standard of 10% other than to advise that the provision accords with DSP 2. The over provision in DSP 2 was pointed out in submissions during advertising but, the DSP was not adjusted as a result. In terms of justification, it is pointed out that the LSP area adjoins a large ocean foreshore reserve with the result that the LSP is in fact well endowed with recreation areas and does not require additional POS. In addition to comments on the justification for additional POS, it should be noted that a DSP would not normally be expected to be precise on details such as the areas and proportions of POS. Even so, the DSP 2 indicated that POS would only be 12.6% of the residential development area over the whole Cockburn Coast area.</p> <p>In particular, both Paino and Associates and Basilia Nominees Pty Ltd consider that the POS area east of the sewerage pumping station site is not required as a buffer area (see Figure 25 of the LSP) and is not functional. Shape and size do not allow efficient use or development and in addition the site is landlocked on three sides, only accessible off Rollinson Road in the north and therefore generally inaccessible to the vast majority of the LSP area.</p> <p>The schedule at paragraph 5.6.1 indicates that there is a total 2.0287ha of "restricted" POS without explaining why it is restricted. It is assumed that some of these POS areas may be restricted because they have a drainage function. If this is the case, it is pointed out that there are currently 6 drainage reserves within the LSP area occupying a total of 0.7963ha. These reserves should simply be relocated if the location of the drainage function is to change.</p> <p>It is noted that in discussion on the Development Contribution Plans (DCP's), (paragraph 5.13), Cockburn Coast is to comprise two DCP's. One covers the Robb Jetty LSP and the Emplacement / Hilltop LSP. While the second DCP covers the Power Station LSP. It is clear that the Power Station precinct contains considerably less than 10% POS. If necessary, the Power Station DCP should contribute to the POS within the Robb Jetty LSP / DCP.</p> <p>In summary, simply listing POS areas within the statutory section of the LSP is</p>	

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		<p>hardly a statutory provision. It needs to explain that each development property is to provide 10% of its area as POS, either as land or cash. If a property provides more than 10%, the land owner should be compensated accordingly. There should be no more than 10% POS from the LSP gross residential area. In this regard, no grounds are provided for nearly doubling the POS provision to 19.3%. This excessive amount cannot be justified as the LSP is in close proximity to a large ocean foreshore reserve resulting in the availability of abundant recreation area. If additional POS is required for drainage, this should be achieved by relocating existing drainage reserves totalling 0. 7963ha.</p> <p>4. Affordable Housing The Cockburn Coast development area is predominately owned by Government such that there is a significant opportunity for the provision of affordable housing on Government land. The provision of affordable housing is a community responsibility and the community is represented by its Government. It follows therefore that any obligation to provide affordable housing should be accommodated on Government land. The provision of affordable housing should not be the responsibility of individuals, that is, private landowners.</p> <p>It is considered that the inclusion of targets and statements on affordable housing and in particular their incorporation into the statutory provisions of the LSP is potentially beyond power (ultra vires). There seems to be nothing in Schedule 7 of the Planning and Development Act 1005 (P & D Act) or indeed, any other part of the Act authorising a scheme and consequently an LSP adopted under a local scheme to deal with the issue of "affordable housing" Section 7.0, Affordable Housing as well Clauses 8.1 and 8.2, should therefore be removed from the statutory provisions of the LSP. As a minimum, there should be a statement in the statutory section of the LSP confirming that the affordable housing targets are not mandatory.</p> <p>There is also discussion on affordable housing in the explanatory text. While, there would seem to be the potential to have some aspirational targets, there does not appear to be any ability to formalise these targets or to offer plot ratio bonus on this basis as rewards for the provision of affordable housing.</p> <p>5 Car Parking Standards The Structure Plan proposes limited provision of car parking for residential developments and in some circumstances, less than 1 bay per unit. There is no analysis of market acceptance of apartments with such limitations on available parking. There is no undertaking in relation to when the proposed BRT will be operational either in terms of a date or in terms of a commitment against the</p>	

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		<p>development of a certain number of dwelling units.</p> <p>It is unclear whether standards "A" or "B" of the table at A3.1 of SPP 3.1 apply in the case of a "proposed" high frequency bus route (the BRT) or whether it needs to be an "existing" route.</p> <p>If the "A" standards apply in the case of a proposed route then the restrictions on on-site parking provision are even more intolerable given the lack of commitment to a date for the BRT to become operational.</p> <p>Clause 8.6 of the LSP statutory provision should therefore be deleted because the matter of car parking is fully covered by SPP 3.1, the parking provisions of SPP 3.1 are not to be varied and the application of the revised parking standards is too <i>vague</i> to be workable. The standard in the R Codes in relation to minimums should at least continue to apply until such time as the BRT is in place and operating with a service in each direction at intervals of no greater than 15 minutes from 7.00am to 7.00pm.</p> <p>6. Detailed Area Plan Requirements</p> <p>Clause 10 of the LSP Statutory Provisions deals with Detailed Area Plans (DAP's) but, is <i>vague</i> and does not specify the circumstances under which DAP's will be required although the clause is headed "Detailed Area Plan Requirements". It becomes quite conceivable that an applicant can submit a development / subdivision proposal only to be informed that a DAP is required as a prerequisite to approval. This situation results in time delays and additional cost which is ironic given the LSP aspirations for the provision of affordable housing.</p> <p>It is also ironic that the explanatory text contains a regulatory requirement at paragraph 3.5.2 whereas there is no such regulatory requirement in the statutory provisions. Paragraph 3.5.2 appears to say that any subdivision creating a lot greater than 1 hectare or any development of a lot greater than 1 hectare requires a DAP as a prerequisite. This statement at paragraph 3.5.2 which is worded as a regulatory requirement also advises that Council approves subdivisions, which is queried.</p> <p>Earlier in the same paragraph, reference is made to Design Guidelines "Criteria". It is unclear whether design guidelines exist or are required or whether or not they are additional to or incorporated within DAP's.</p> <p>The situation in relation to DAP's is therefore confused and requires clarification. If</p>	

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		<p>DAP's are to be prerequisites of subdivision or development approval then, the circumstances in which DAP's are required should be specifically defined within the statutory provisions of the LSP.</p> <p>7. Housing Diversity It is claimed at paragraph 5.3.2 of the explanatory text that Cockburn Coast will provide a diversity of housing types. In WA, there are basically 3 housing types, - single houses, grouped dwellings and multiple dwellings. The vast majority of dwellings catered for in the LSP will be multiple dwellings. Rather than providing a diversity of housing types, the LSP provides virtually no variety. Interrogation of the last 2 censuses reveals that, within the whole City of Cockburn, the number of multiple dwellings (apartments) increased by 514 in the 5 years from 2006 to 2011 or around 100 apartments per year. Government has stated that the Cockburn Coast is a 15 to 20 year project, that is, an average production of 250 to 330 apartments per year. The LSP should be reviewed every 5 years to assess the plan and in particular the multiple dwelling targets against production and up-take in the market. If necessary, the dwelling targets should be adjusted to reflect market requirements.</p> <p>This is not only important from an economic perspective but, from the viewpoint of servicing. An inadequate rate of development will mean road systems, commercial and community services remain incomplete for an inordinate length of time severely disadvantaging early residents.</p> <p>The Statutory provisions of the LSP should therefore include a requirement to re-assess the LSP against KPI's in respect to the speed of development and housing typologies to ensure the development of a rounded and fully serviced community within the 15 to 20 year time horizon. A range of housing types are permitted under the R Codes at all densities. Private landowners should not be constrained from meeting market demands for different housing styles. There should be flexibility across a landowner's site to increase density on one portion to facilitate a different style of housing demanded by the market on another. The requirement to have a minimum of 3 storey development is impractical for single and grouped dwellings and should be reduced to two storeys. As with other issues, the Government owns the majority of land at Cockburn Coast and is welcome to limit the style of development on its holdings but, it should not restrict the development of private land.</p> <p>8. Developer Contribution Arrangements Previous discussion has addressed the part of POS within the Developer Contribution Arrangement. Generally, the concerns are:</p>	

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		<ul style="list-style-type: none"> • POS within the LSP is excessive (19.3%); • Drainage reserves should be relocated rather than provided again (double dipping); • The distribution of POS is inequitable with the Robb Jetty LSP providing much more than the Power Station LSP and the Hill Top/Emplacement LSP, With regard to the inclusion of road infrastructure within the DCP, the Cockburn Coast development has some unique features in that many of the roads within the plan are only required to allow people from one area to access another, for example, provide access from eastern parts of Cockburn Coast to the beaches. Because the development typology is overwhelmingly multiple dwellings, it is reasonably possible to configure a subdivision plan over most existing lots which does not require the construction of new roads. It is therefore arguable that all roads have a function well beyond the land immediately fronting them and should therefore be included as items within the DCP to be shared across the whole LSP. <p>Figure 39 of the LSP reveals that Cockburn Road is to be contained within a 25.5m reserve. For the most part, Cockburn Road north of McTaggart Road is contained within a 25m reserve. Small sections are wider and one section is only 20m wide. The widening from 20 to 25m has been obtained as conditions on subdivision or development approval. These landowners were not compensated. However, it appears that under the proposed DCP landowners who have already ceded widening will have to proportionately pay for the widening to be taken from other owner's land. This is inequitable to them and given the argument above about the broad function of most roads, inequitable to all other owners. Similarly, it is inequitable to require cost sharing over the main street. The main street is situated in an area of commercial and R160 development. It is therefore within the most intensely developed part of the LSP and while it may consume a little more land and cost a little more to construct, these costs are compensated by the intensity of the adjacent development.</p> <p>The BRT route is only 0.5m wider than the reserve for a standard local street and the pavement width only 0.5m wider where a bus stop is located. The additional cost of the BRT route is negligible compared to the standard local street and accordingly, if all streets are not included in the DCP then, neither should the BRT.</p> <p>There are some small lots south of Garston Way which are largely consumed by proposed roads. It is totally unrealistic to think that these owners will make the land available for road reserves. Clearly, these land areas will need to be</p>	

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		<p>acquired.</p> <p>Paragraph 5.13.1 also lists public realm and environment improvements as items for inclusion in the DCP. The LSP also appends such strategies as a Public Art Strategy. The inclusion of these items in the LSP and potentially within the DCP is queried on the basis that it is not mentioned in Schedule 7 of the P& D Act and therefore may be ultra vires.</p> <p>With regard to other items such as additional foreshore enhancement and coastal protection as well as community/beach parking, the nexus and equity required under SPP 3.6 will need to be clearly established to justify inclusion. Opening up the beach at Cockburn Coast will provide a major asset to the broader Cockburn community with the result that responsibility needs to be shared.</p> <p>With regard to securing the foreshore against erosion with possible groynes and sea walls, this is mostly required to protect the existing railway line. This piece of infrastructure is owned and operated by Government. A significant responsibility to fund these protective works therefore rests with Government. The Cockburn Coast development should not be viewed as a "cash cow" to be used to redirect funding responsibility from Government.</p> <p>There is a high voltage power line generally following the alignment of Bennett Avenue which blights the whole of the LSP. The undergrounding of this power line should be shared cost under the DCP because it impacts a broad area of the LSP and if it is not undergrounded, will change the character of the LSP through the requirement to set development back from the aerial lines.</p>	
22.	B & M Gosatti 856 Karnup Road HOPELAND WA 612	<p>Support</p> <p>We have no objections to the above proposal and think that this proposal is a wonderful idea, but we do think that the City of Cockburn should start thinking about a proposal for similar structure place for the Power Station, now rather further into the future.</p> <p>We wish to be kept informed of any future developments within this area.</p>	<p>Noted</p> <p>The district structure planning includes the Power Station precinct, and substantial planning has been undertaken for this precinct through this process. No changes are recommended as a result of this submission</p>
23.	Ricciardi Seafoods & Coldstores PO BOX 1826 FREMANTLE WA 6959	<p>This submission has been made on behalf of Big Buoy Pty Ltd as land owner, business owner and landlord to Mount Barker Chicken, Grand Processors, Buckland Transport and Fremantle City Coldstores. Currently these businesses employ approximately 180 people in the Robb Jetty Precinct.</p> <p>Big Buoy Pty Ltd (represented by Ian Ricciardi) has been an active participant throughout the planning phases for the Cockburn Coast including involvement on</p>	<p>Noted. Lawful existing uses are able to continue operating under non conforming use</p>

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		<p>the District Structure Plan (DSP) reference committee and more recently the Cockburn Coast planning committee. Big Buoy Pty Ltd has made it clear throughout the reference group and the Coast planning committee that it intends to remain and operate from its current location for at least the next 15 to 25 years.</p> <p>Big Buoy Pty Ltd's significant concern, as a local employer and business owner, lies in its ability to remain a viable and competitive business and not restricted from its current operations as a direct result of the proposed surrounding residential development.</p> <p>Big Buoy Pty Ltd's originally supported the MRS rezoning as we are told the Cockburn Coast Drive extension and Rollinson Road overpass to Rockingham Road was work in progress by Main Roads. Big Buoy Pty Ltd specific comments on the Rob Jetty LSP relate to:</p> <ul style="list-style-type: none"> • Transitional arrangements • Implementation methodology <p>Transitional Arrangement</p> <p>The Cockburn Coast DSP specifically identified Darkan and Emplacement as a 'special development areas'. The existing land use circumstances of the area, however, warrant careful consideration of the management of the transition from industrial uses to an urban environment with an employment focus. Redevelopment of this area requires carefully management of the transition so as not to affect the use rights of existing industrial operations in the area (WAPC 2009).</p> <p>The LSP indicative illustrates 'high density' residential typography abutting the existing Cold Store and associated seafood / meat / chicken processing business. The nature of these businesses is dependent upon flexible truck movements to receive and move produce. Trucks currently access the site on a 24 hour basis. As identified, in the LSP the significant access road for trucks is Cockburn Road. This road currently functions as the primary north-south route for road freight and regional traffic.</p> <p>The Robb Jetty LSP does not address how these existing business activities and their associated transport movements will be accommodated in the implementation of the development. It does not discuss any specific transitional</p>	<p>provisions of the City's Town Planning Scheme.</p> <p>Part 4 of the provisions of the City's Town Planning Scheme detail the situation relating to non conforming uses. Adherence to the existing planning approvals for these developments will be required.</p> <p>Noted the issue of regional traffic management is of great importance to these existing businesses.</p> <p>As observed in the submission the LSP proposes to address potential conflict between existing industrial uses and future sensitive land uses. The Robb Jetty LSP does discuss how these conflicts will be dealt with. Sections 8 Noise Attenuation (Part 1) and Section 4.5 Industrial Activities (Part 2) outline the requirements for sensitive development proposal within proximity to an existing industrial use. It is not possible at this stage for more explicit transitional arrangements to be specified, as the type of suitable arrangements will be dependent upon the specific location and nature of any future proposals. The statutory requirement spelt out in Part 1 of the Robb Jetty Local Structure Plan reads:</p> <p><i>"8.7 Existing Industrial Buffer Zones"</i> <i>Where residential, or other sensitive land use</i></p>

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		<p>arrangements and / or management of offsite impacts from existing developments.</p> <p>This is of significant concern to Big Buoy Pty Ltd as any impediments to the current operation hours and truck movements' impacts on the efficiency of the businesses and is directly linked to employment.</p> <p>The Cockburn Coast DSP was specific on this issue stating:</p> <p><i>"Existing uses are protected to continue operation under current and valid planning and environmental approvals. Landowners may continue to operate current approved land uses on existing premises within the structure plan area until alternative premises can be secured, the necessary licences gained and construction of infrastructure can be completed, in the event of relocation of the operations. To ensure this is maintained, any proposed change of use adjoining an existing industrial use needs to demonstrate that:</i></p> <ul style="list-style-type: none"> <i>• the proposed use would comply with any buffer requirements associated with the existing adjoining use;</i> <i>• the proposed use/development does not undermine the potential for the existing operation to continue normal operational activity; and</i> <i>• the proposed use/development would not be adversely affected in terms of odour, safety, noise or visual amenity, particularly where the proposed use is to include residential development.</i> <p><i>This requirement is proposed to be founded in the information supplied as part of the local structure plan, however this is required to be demonstrated at the development stage also" (WAPC 2009).</i></p> <p>The above has not been articulated / demonstrated in the Robb Jetty LSP. Big Buoy Pty Ltd considers the staging of the development within the Robb Jetty precinct without a clear transitional plan a significant risk to the existing businesses and the existing 180 jobs.</p> <p>Specifically Big Buoy Pty Ltd request the transition arrangements be explicitly identified and discussed as a subsection itself after Section 11 'Operation and Implementation' in the LSP, and would address the below issues:</p> <ul style="list-style-type: none"> • Vehicle access is critical to existing business operating on a 24 hours per day seven days a week every day of the year. Seafood, cold storage produce and chickens are bought in daily using road trains from the north 	<p><i>is proposed, within an existing land use buffer, applicants shall provide a technical analysis to seek to reduce or mitigate that buffer. Such analysis must be in accordance with the requirements of the relevant State Planning Policy relating to industrial buffers"</i></p> <p>It is also noted Section 5.2.5 (Part 2) acknowledges the existing industrial uses contained within the area proposed as 'Mixed Business' and their ability to continue operation as 'non conforming uses' while providing for the opportunity for other business opportunities to establish in this area which are more compatible with the surrounding proposed residential uses.</p> <p>The non conforming use provisions are contained within Part 4 of the City's Town Planning Scheme No. 3. Given this, they do not need to be restated within the local structure plan. It is also not consistent with the Structure Plan Guidelines to include them in the structure plan.</p> <p>The intersection with Rollinson Rd and Cockburn Rd is intended to be significantly improved with the installation of traffic signals. A semi trailer is an 'as of right' vehicle (i.e. it does not need a special permit to traverse roads such as Rollinson Rd, Cockburn, Hampton and Rockingham</p>

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		<p>and south. Local deliveries using semi loads are loaded out daily and head north using Rollinson, Cockburn , Hampton and Rockingham roads. The businesses require the current access roads to and from the Port to remain for import / export of frozen and chilled 20' and 40' FCL movements from the premises. The business would not be viable if any changes were made to the trucking operations and / or size of trucks entering our site. The 'Movement Network' identified in the LSP needs to accommodate these existing activities.</p> <ul style="list-style-type: none"> • Transport Noise. Noise attenuation measures should be considered to be expanded to Rollinson Road, Darkan Avenue and Garston Way and not only Cockburn Road. • The retention of employment and staging of development (refer to DSP 3.5.5) is included in the objectives (for the Mixed Use Zone), acknowledging the important employment value existing businesses bring to the area. 	<p>Roads). Therefore the road geometry will accommodate a semi trailer. There is no need to further articulate this in the document as non conforming use rights are provided for under the City's Scheme and the road network is already inclusive of this type of vehicle. A Vehicle Access Strategy for Cockburn Road (and design concept) has been drafted by the applicant in liaison with various State agencies. The officer recommendation requires this document to be submitted prior to the City forwarding the local structure plans for the endorsement of the WA Planning Commission.</p> <p>This is not possible. Rollinson Rd, Darkan Ave and Garston Way are not considered a major road under State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning and therefore not considered to generate significant noise which may affect sensitive land uses. As such no noise attenuation measures can be required for these roads.</p> <p>It is noted that the District Structure Plan (2009) refers to 'retention of employment and staging of development' for the area proposed as 'Mixed Use' – however this statement was made in the context of non-conforming use rights (the section under which this reference is included). It is not considered appropriate to refer to the 'retention of employment' as an objective for the Mixed Use zone because 'Industry' uses are not permitted in the 'Mixed Use' zone.</p> <p>All the current uses this submission refers to are 'Industry – General' use pursuant to the Scheme, and the DSP (2009) specifically identified that industrial uses are not</p>

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		<ul style="list-style-type: none"> <li data-bbox="584 719 1518 778">• The intent for modelling to be required to assess potential impacts to sensitive land uses from lighting and light spillage. <li data-bbox="584 1246 1518 1394">• How the City of Cockburn intends as per Section 5.0 3.20, Amendment No.89: <i>Identify and describe how future land use and development in accordance with the LSP will be managed so that areas experiencing offsite impacts from existing lawful development are either avoided or managed.</i> <li data-bbox="584 1430 1518 1455">• Discussion as per DSP Sections 3.4 'Transitional Arrangements' and 3.5 	<p data-bbox="1541 197 2083 655">considered appropriate for the 'Mixed Use' area. Therefore it is clear that the 'retention of employment' is to be facilitated by way of non-conforming use rights, and that these rights should not be hindered by development in the surrounding area. The Robb Jetty LSP identifies a buffer to these existing businesses, and restricts the development of sensitive land uses within that buffer (unless that buffer can be refined by further technical analysis). This is considered to address this matter adequately and ensures these business can continue lawfully operating in accordance with current approvals.</p> <p data-bbox="1541 691 2083 1241">Light spillage whether from industrial or residential land uses are required to be addressed by the producer of the light emissions under the City of Cockburn (Local Government Act) Amended Local Law 20123). It is impractical for development proposals to mitigate against light emissions from adjoining development as lighting is so easily altered so as to increase or decrease its emissions. Therefore, proposals would never be able to ensure that they completely mitigate light emissions from adjoining development. All new commercial development proposals will be designed to limit their off-site light emissions. It is not considered unreasonable that existing industrial/commercial development operate under those conditions.</p> <p data-bbox="1541 1276 2083 1455">As outlined earlier and stated in the submission the LSP addresses potential conflict between existing industrial uses and future sensitive land uses through noise attenuation requirements (Sections 8) and requirements for sensitive land uses proposal</p>

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		<p>'Non-conforming use rights' is repeated in the LSP, in particular regarding protection of existing uses (3.5.1). Note the statement in the DSP for detail on transitional arrangements to be provided at LSP stage.</p> <p>Implementation Methodology Big Buoy Pty Ltd has been clear from the beginning of it's intent to remain within the Cockburn Coast area for the long term. It is not stated in the LSP documentation as to why Robb's Jetty and Emplacement Crescent are the first stages of the Cockburn Coast development. Both Robb's Jetty and Emplacement Crescent have high employment generators in the local area based on the concentration of existing businesses and investment capital.</p> <p>The funding model underpinning LandCorp's decision to commence detailed planning and development within Robb's Jetty and Emplacement Crescent should be presented in the LSP. The funding model should account for the opportunity cost to the existing businesses and employment from implementing the Rob Jetty LSP.</p> <p>The LSP also does not detail how traffic (specifically truck movement) will be managed post the LSP with the implementation of subdivision and development. The existing Mount Barker Chicken, Grannd Processors, Buckland Transport, Fremantle City Coldstores and Alba Oils businesses generate significant truck movements on Rollinson Road and Cockburn Road. Trucks currently can wait up</p>	<p>within buffers to industrial uses to demonstrate through technical analysis how impacts from the industrial uses are to be mitigated (Section 4.5 Industrial Activities (Part 2)).</p> <p>The rationale for staging is mentioned in the District Structure Plan Part 2. The remaining precinct (known as the Power Station Precinct) is further south than Robb Jetty and Emplacement. It also has the major constraint of the existing substation which would require relocation. Discussions with the infrastructure provider indicate planning and development of an alternative substation site will take in the order of 8 years. In the mean time much of this area could not be redeveloped for sensitive land uses. It must also be remembered the power station site (and adjoining substation) are still zoned 'Urban Deferred' under the Metropolitan Region Scheme, unlike Robb Jetty and Emplacement which are 'Urban'.</p> <p>Inclusion of a funding model detailing why an applicant is seeking to undertake planning in this area first as opposed to another area is not a town planning concern. Notably, there is no provision for this type of information under the Department of Planning's Structure Plan Guidelines. The only relevant discussion required of funding is the mechanism by which development costs are to be shared (in this case a development contribution plan).</p> <p>See comments further above. Access to Cockburn Rd from Rollinson Rd will be significantly improved by the installation of traffic signalisation.</p>

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		<p>to 10 minutes to safely access Cockburn Road from Rollinson Road.</p> <p>The Port Coogee Development as well as the Spearwood Ave extension into Cockburn Road has dramatically increased traffic congestion on Cockburn Road. If all infrastructure roads in the Robb Jetty Precinct are not constructed prior development commencing in this area we envisage a potential bottle neck east bound on Rollinson Road.</p> <p>The impacts to road traffic congestion during the construction and implementation phase has not been evaluated, truck and vehicle movements from Darkan Ave are already being impacted by construction work currently in progress on Rollinson Road (opp MWA), impact to the existing businesses is likely to increase.</p> <p>Furthermore, Big Buoy Pty Ltd fails to understand why the Duoro Road connector has been excluded as the preferred option to minimize traffic congestion on Rollinson Road through to Cockburn and Hampton Roads.</p> <p>Alba Oil and Big Buoy Pty Ltd have given conditional support for the scheme however without preliminary road infrastructure such as the Rollinson Road overpass to Rockingham Road being constructed by Main Roads as part of the initial phase we have concern that both areas of business will be impacted considerably. As part of the LSP Big Buoy Pty Ltd request further detail is provided on:</p> <ul style="list-style-type: none"> • Traffic movement during the development / construction phase • Measures to be undertaken to ensure minimal disruption to existing businesses. <p>Big Buoy Pty Ltd requests these issues be addressed prior to finalisation of the Robb Jetty LSP and looks forward to the opportunity to discuss the matter with the Shire of Cockburn further.</p>	<p>Where a proposal for subdivision indicates new roads, these are constructed prior to new lots being formally created. It is however, unrealistic to think there won't be any further increase in traffic from this development (and during its construction phase). However, that traffic will now have the control it currently lacks through the installation of traffic signals at Rollinson Road (and further south at the new 'Main Street' and McTaggart Cove Road). There will also be increased servicing of the area by public transport. This will also have benefits for the current employees in the area who will have an alternative mode of travel available to them.</p> <p>Options to connect to Douro Rd directly (rather than via Hampton/Cockburn Road) would need to traverse the former landfill site owned by the City of Fremantle. The investigations into this option revealed this to be cost prohibitive.</p> <p>It is appreciated the concern these businesses have. However, as noted above it is unrealistic to think there is going to be no impact on traffic, especially during the construction phase. Ultimately there will be signalisation at Rollinson Rd which will be a vast improvement on the current situation.</p> <p>No changes are recommended on the basis of this submission, though hopefully there is a level of comfort provided by the design concept work and vehicle access strategy for Cockburn Rd which has been required.</p>

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24.	Brookfield Rail Pty Ltd GPO Box S1411 PERTH WA 6845	<p>Thank you for your letter dated 19 November 2012 regarding the proposed development of this location.</p> <p>Brookfield Rail advises that this development is alongside an active freight rail line within a state transport corridor which services the Fremantle Port Authority and its customers.</p> <p>Residential development within close proximity to a rail freight line especially that which appears to now be 'high density' as opposed to the 'low density' previously shown in earlier Structure Plans, brings with it many issues such as safety, noise and vibration complaints, trespass and vandalism. Freight rail operations are 24 hours a day 7 days a week all year operation. Present rail movement numbers will likely increase in the future to meet the requirement of freight customers and train paths are scheduled to meet demand.</p> <p>Brookfield Rail together with the Public Transport Authority has met with the City of Cockburn and LandCorp in regard to this proposed Development and agreed the following.</p>	<p>The earlier plans referred to are the District Structure Plans (DSP) Part 1 (2009) and Part 2.</p> <p>DSP Part 1 – plan simply shows 'residential'. The legend for this plan indicates both 'low density residential' and 'residential', though there does not appear to be any 'low density residential' annotated on the plan. Presumably this is a legacy of an earlier version which may have.</p> <p>DSP Part 2 – plan shows both 'medium density residential' and medium to high density residential'.</p> <p>The Robb Jetty Local Structure Plan shows high density. There are requirements in the plan to require noise and vibration assessments. It is considered that a built form response to this constraint may well be easier to achieve with higher density development in this location. These buildings may provide screening to the properties further away from the railway line.</p> <p>The meeting referred to (as far as the City's involvement extended) was a risk management workshop for the various rail crossings. No 'agreement' was given to anything by City officers who provided input on planning and engineering matters as they arose during the course of the workshop. The use of the term 'agreed' is very</p>

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		<ul style="list-style-type: none"> No new at grade level crossings. However, the existing crossing at McTaggart Cove is to close and be relocated to Main Street. Existing Rollinson Road level crossing to remain (Refer 5.5.6). Any new pedestrian crossings at existing at-grade road level crossings to be fully funded by developers/City of Cockburn. Any new pedestrian crossings not at existing at-grade road level crossings to be grade separated (bridge or underpasses) and to be owned and maintained by developers/City of Cockburn, including graffiti management. Any new Pedestrian bridges to have full height side screens both sides to stop pedestrians throwing objects onto the railway or at trains. Railway corridor to have security fencing installed to 1.8m height and to be of such standard as to preclude access to the rail line (50mm outside of corridor boundary) fully owned and maintained by City of Cockburn. 	<p>misleading.</p> <p>Noted within the Robb Jetty Local Structure Plan area there are no new crossings proposed; only the existing Rollinson Road crossing and relocation of the existing crossing from McTaggart Cove Rd to 'Main St'. Further south in the Power Station precinct though there is a new proposed crossing (not part of this proposal).</p> <p>It is noted there is already mention in the local structure plan regarding this potentially being a development contribution cost. The development contribution plan will need to elaborate on matters such as need and nexus to determine what proportion is appropriate to be required by the developers and what proportion is not related to the Cockburn Coast development. It is not appropriate for the local structure plan to categorically state that developers and the City are entirely responsible for cost and maintenance. Such a statement will not be included in the local structure plan as it seconds guessing the outcome of the development contribution plan assessment</p> <p>Noted, it is assumed this would be standard development criteria. While it is not relevant for mentioning in the local structure plan, it is important to know for estimating the cost of the item should it deemed to be an acceptable inclusion in the Development Contribution Plan.</p> <p>The City of Cockburn is not the developer. To be clear, the City will not be providing such a fence. Any conditions on subdivision or development approvals are the responsibility of those developers to meet.</p>

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		<ul style="list-style-type: none"> Brookfield Rail needs to be able to access the railway corridor at certain designated points for maintenance and construction activities. These will necessarily have to be off adjoining roads or reserves and needs to be allowed for in planning and construction of any development works. There will need to be security gates provided at Rollinson Road and Main Street. <p>There are other conditions which will need to be imposed on the development:</p> <ul style="list-style-type: none"> No runoff from roads buildings or any adjacent land onto the corridor- Stormwater runoff from roads to be contained within road side swales and to be capable of handling 1:100 storm runoff not just a 1:1 or 1 :2 ARI storms. Alternatively, overflows to be directed into City's stormwater system. The report should also make comment on possibilities for noise from Maintenance activities such as rail grinding, tamping or other mechanised plant which could necessarily be at night if train movement density precludes day time operation. Brookfield Rail would normally consult with local authority for any of this activity, however there is still the requirement for allowing this activity as a normal function of servicing an active freight line. Notations on titles (strata or otherwise) Transfer of Land Act 70a that there is noise and vibration generated from the existing railway despite the fact it may appear to be obvious there is an active freight line within close proximity of the residential buildings. POS & Road reserves adjoining the railway to have 1.8m high colourbond (pool type) railing security fencing with points on top (as used on PTA passenger stations) owned and maintained by the City refer 5.6.2. 	<p>The applicant for the local structure plan has indicated they intend to provide the fencing (assumedly this is to the foreshore reserve and where it abuts their own development, not that of other parties). No 'agreements' were made by the City when it attended the meeting Brookfield Rail refers to. This was simply City officers attending a risk management workshop run by Brookfield.</p> <p>Noted, this is a more detailed issue. Brookfield should raise these points at the development and subdivision application stages.</p> <p>No drainage is shown entering the railway reserve.</p> <p>Noted, this is a more detailed issue. Brookfield should raise these points at the development and subdivision application stages.</p> <p>Memorials on title are already mentioned in Part 1 of the local structure plan. They will be required as appropriate.</p> <p>See comment earlier above. This is also a more detailed issue. Brookfield should raise these points at the development and subdivision application stages.</p>

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		<ul style="list-style-type: none"> Figure 44 -tree/bush plantings not to impinge on level crossing safety - line of sight. Development to adhere to the WAPC State Noise Policy and its recommendations in regard to noise abatement measures and those in regard to the minimum distance required to abate Vibration. 	<p>Noted, this is a more detailed issue. Brookfield should raise these points at the development and subdivision application stages.</p> <p>Noted.</p> <p>No changes are recommended based on this submission.</p>
25.	Alison Bolas 24 Rockingham Road HAMILTON HILL WA 6163	<p>Objection</p> <p>I have a number of objections to the Structure Plans and consider that many of the concerns raised in the original community consultation have not been taken into account.</p> <p>I think environmental and heritage issues have not been given sufficient consideration evident from the continued inclusion of the M.R.S primary road. Although the alignment of Cockburn coastal Drive has been revised to reduce the impact on the ridgeline and Beeliar Regional Park, it still is a major arterial road and will impact significantly on the bushland and have considerable detrimental consequences to the sustainability of Beeliar Regional Park.</p> <p>It is illogical to promote the sustainability of the regional plan and still include the construction of a major arterial road that would promote the movement of heavy traffic through the area, divide the community and have a destructive impact on protected species of native fauna.</p> <p>I still maintain that Cockburn Road as it currently exists should be upgraded and heavy traffic diverted using existing routes such as Stock road. Freight by rail should be increased and alternative transport created for example light rail, rail and a network of bicycle paths would help to reduce dependency on cars.</p> <p>It seems ludicrous to build roads that only increase traffic when reduction of carbon emissions is so essential to alleviate the effect of climate change. The loss of natural vegetation and the fragmentation of remaining bushland in Beeliar Regional Park by building of the arterial road will significantly impact on the area. Many birds and reptile species inhabit the area and many species move through the area to feed on vegetation or to hunt. Endangered species including Carnaby</p>	<p>Not supported</p> <p>The MRS Primary Regional Road Reservation falls outside of either the Emplacement of Robb Jetty LSP area, and was dealt with through the district structure planning and MRS Amendment No. 1180/41 (Cockburn Coast District Structure Plan). As noted, the MRS Amendment included a revision to the alignment of the reservation that has enabled an additional 5.7 ha of former road reservation land to be included within the Beeliar Regional Park Management Plan. In addition, the actual road will be designed to minimise the amount of vegetation to be cleared, supported by further more detailed fauna and flora surveys. The MRS Amendment was referred to the Environmental Protection Authority, who considered the environmental impact of the road reservation, and advised that it did not require formal assessment under Part IV of the Environmental Protection Act 1986. The Integrated Transport Plan provides for measures to reduce car dependency and encourage walking and cycling as an</p>

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		<p>Black Cockatoo, Blue Wrens and Black Shouldered Kites nest in the area.</p> <p>The Nankeen Falcon, Australian Small Eagle and Peregrine Falcon- migratory species such as the Bee-eater and priority species like the Lined Burrowing Skink and Black Striped snake are found in the area. I still believe that an independent environmental impact study should be undertaken before this road is considered As the Department of Environment and Conservation has stated "protected areas are essential to maintain natural and cultural diversity" and "to foster a sense of place and belonging and contribute to the values of our community"</p> <p>Beeliar Regional Park was primarily created to protect endangered species of natural flora and fauna and as climate change is a major threat to the world's environment and society and is expected to have a profound impact on the unique diversity of Australian wildlife protected areas are essential refuges for species already stressed by the destruction of so much of their habitat. It is stated by the EPA that native vegetation needs to be protected to preserve biodiversity and as green areas to absorb carbon emissions.</p> <p>I am concerned that the Emplacement Precinct involves the removal of bushland in addition to the negative impact of the road.</p>	<p>alternative for future Cockburn Coast residents.</p> <p>Noted The Ecological Assessment identifies that there is remnant vegetation within the southern area of the Emplacement LSP area, some of which constitutes habitat for the Carnaby Black Cockatoo. Based on the draft Department of Sustainability, Environment, Water, Population and Communities (DSEVVPaC) referral guidelines, clearing the vegetation and development of the Hilltop/Emplacement Crescent Project Site would have a direct impact on Black Cockatoo feeding habitat and given this future referral to DSEWPaC may be required (ie. prior to subdivision or development).</p> <p>The Ecological Assessment for the Emplacement LSP also notes that Vegetation type 1, which occurs on the limestone ridge on the eastern side of the Project Site, has similarities to a DEC-listed TEC, (<i>Melaleuca huegelii</i> — <i>Melaleuca acerosa</i> [currently <i>M. systema</i>] shrublands on limestone ridges). A vegetation survey in spring (when annual species are present) would be required to confirm this. I</p> <p>It is therefore recommended that the Emplacement LSP report be amended to include the requirement for a spring survey to be conducted prior to any subdivision or development (that proposes works to the land).</p> <p>Not supported The Emplacement LSP and associated Cockburn Coast Cultural Heritage Strategy will ensure the retention and protection of the</p>

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		<p>I am also concerned that WWII historical sites belonging to a complex military infrastructure associated with the gun emplacement sites and which are yet to be studied will be destroyed by the development.</p>	<p>remaining gun emplacement. Specifically, the Emplacement LSP includes the gun emplacement within public open space to ensure that this important feature is not subject to development pressure. The two other gun emplacements were dismantled circa 1970 and the area, where these two emplacements were, has been redeveloped. The preparation of the Heritage Strategy included liaison with the Army Museum of Western Australia and a site visit to the Leighton Battery did not reveal that tunnels were associated with the South Beach Battery site.</p> <p>Not supported</p> <p>It is agreed that horse heritage is an important consideration, and that is why it has been considered from the District Structure Planning stage through to the Local Structure Plans. The LSP and associated Cockburn Coast Cultural Heritage Strategy identify and recognise the importance and heritage value of the South Beach Horse Exercise Area. The LSP (pg 60) states 'the aim is for horse facilities to remain at McTaggart Cove to provide facilities for horses with a horse float car park, where the dunes are lower and there will be less disturbance to future residential uses, thus minimising potential land use impacts.' A key objective of the Heritage Strategy is that "South Beach should continue to be used for the horse training, a use with which it has had a long association".</p> <p>Not supported</p> <p>The assessment of the coastal vulnerability and the coastal setback to the proposed development has been completed in accordance with the 2012 draft State Coastal</p>

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		<p>The other issue which I feel has not been given proper consideration is the Horse heritage which is a living heritage and has a long and colourful history in the community. The road potentially will isolate the heritage listed property of Randwick Stables from the heritage listed beach as it will make access difficult. Horses do not go through tunnels or use overpasses. I am also concerned that the horse exercise areas and dog exercise areas that are within the CY O'Connor reserve are maintained. I know many people in the community also support keeping the beach as an area for animal exercise and I am pleased that the structure plan supports the ongoing use of the beach for these purposes. I hope that this will not be compromised as the development unfolds. I also question the non-transparency of the reference group who considered that "iconic coastal locations such as Manly and St Kilda "should inform the nature of the development. I understand that the majority of these people were not residents of the City of Cockburn and have therefore no long term social interest in the area.</p> <p>With the likelihood of sea levels rising I don't think that consideration has been given to allow sufficient set back of development from the coast. I think that more</p>	<p>Planning Policy. This includes a full assessment of the potential impacts of a rise in sea level of 900 mm over the coming century. This value of sea level rise would accommodate an average rise of 9 mm/year over the coming century. This value was adopted by the Department of Transport and the Department of Planning in 2010 after careful consideration of the data and projections.</p> <p>Not supported</p> <p>The local impact of some clearing of vegetation in the Emplacement Local Structure Plan area must be balanced against the outcomes of the district structure planning for Cockburn Coast, which seek to facilitate a dense urban development that reduces the need for housing on the urban fringe, and provides for well-located affordable housing. The City must plan for population growth, and make the most efficient use of land available.</p>

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		<p>effort should be given to the protection of our coastline and beaches from increased erosion caused by developments such as Port Coogee.</p> <p>In conclusion, although some of the issues that were raised in the process of community consultation have been addressed to a degree, I don't think the environmental and social concerns have been given enough importance. The values and needs of the community should not be overlooked in favour of vested interests.</p>	
26.	Department of Health PO Box 8172 Perth Business Centre, WA 6849	<p>Support</p> <p>Thank you for your letter dated 19 November 2012 requesting comment from the Department of Health (DOH) on the above proposal.</p> <p>1. Water and Sewerage All developments must connect to scheme water and reticulated sewerage so as to comply with the <i>Government Sewerage Policy- Perth Metropolitan Region</i>.</p> <p>2. Mosquito-borne Disease Control Programs and Services Mosquito populations and the types of mosquito-borne diseases vary across WA. Existing habitats such as wetlands can support extensive mosquito populations and can cause serious nuisances to humans who may reside within these areas, as well as increase the chance of people contracting debilitating or potentially life threatening mosquito-borne diseases.</p> <p>To minimise the risk of mosquito-borne disease and breeding sites, a proponent needs to provide written evidence of the following:</p> <ul style="list-style-type: none"> • The identification of existing breeding locations within close proximity to the proposed development, and the extent of known mosquito-borne disease risk and nuisance levels from biting insects. • Commitment to develop and implement a mosquito management plan that provides strategies for managing mosquito breeding sites during construction and ongoing operational phases of the development and minimising the exposure of 	<p>Noted No changes are proposed as a result of this submission.</p> <p>Not supported The approved Local Water Management Strategies ("LWMS") prepared for Robb Jetty and Emplacement do not allow for the construction of any man made water bodies. The LWMSs state that any retention or detention structures must be completely infiltrated within 96 hours to minimise mosquito breeding.</p> <p>The nearest open water bodies are the Indian Ocean or Manning Lake approximately 800m away. As a result it is not felt that developing a mosquito management plan is necessary. During construction all necessary measures will be undertaken to ensure that any temporary retention or detention structures will be completely infiltrated within 96 hours.</p> <p>Noted</p>

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		<p>future residents to adult mosquitoes.</p> <ul style="list-style-type: none"> • Commitment to locate, design and maintain any proposed man-made water bodies (e.g. constructed wetlands, vegetated swales and other stormwater infiltration infrastructure) in accordance with the <i>Chironomid midge and mosquito risk assessment guide for constructed water bodies</i> (Midge Research Group, 2007). <p>3. Health Impact Assessment</p> <p>You should also consider incorporating Health Impact Assessment (HIA) and/or Public Health Assessment (PHA) principles in your decision making process. The City of Cockburn should use this opportunity to minimise potential negative impacts of increased density development such as noise, odour, light and other lifestyle activities. Public health impacts draw attention to those issues and they should be appropriately and adequately addressed at this stage.</p> <p>For your information and guidance, you may access the relevant information at the following sites: HIA- http://www.public.health.wa.gov.au/2/1400/2/health_risk_assessment.pm PHA- http://www.public.health.wa.gov.au/2/1399/2/public_health_assessment.pm</p>	<p>Such public health principles have been incorporated into the decision making processes for the Cockburn Coast project from its early stages so that implications of development on current and future communities living in or near the development are considered as a priority. For example, studies and resulting actions which have informed the decision making process (as referred to in DSP Part 2 and LSP submissions) include:</p> <ul style="list-style-type: none"> • Assessments of potential air quality, noise and vibration issues (road and rail related) • Odour impact assessment for Bennett Avenue Pump Station • Master planning consideration of building heights, quality and detailing for the built form with respect to light, visual amenity, safety, integration into the wider area and requirements for appropriate design guideline controls in LSP areas. • Development of an integrated transport plan to provide a comprehensive structure to the future movement network of Cockburn Coast which is sustainable, pedestrian orientated, maximises access to public transport and seeks to minimise possible effects on upon safety and health. • Consideration of site characteristics cultural heritage, natural features and amenity, and resulting actions to maximise amenity such as creation of key physical links for safe community access and public open space.

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			<p>Early adoption of such principles has allowed potential effects of increased density development to be recognised and the master planning process optimised so that the form of development presented in the district and local structure plans minimises potential for negative effects to occur.</p> <p>Negative impacts associated with mixed use development can be adequately dealt with at the Development Application stage. The Emplacement LSP provides additional guidance on how noise attenuation should be dealt with (Sections 8) and other non-planning legislation is available to control light and odour emissions (including the Health Act 1911 and City of Cockburn (Local Government Act) Amended Local Law 20123).</p>
27.	Fremantle Ports 1 Cliff Street Fremantle WA 6160	<p>The planning process for the Cockburn Coast project area has been underway for over ten years. During this time Fremantle Ports has provided many submissions to local government, the Department of Planning and Western Australian Planning Commission highlighting its concerns. The primary concern that remains to be adequately addressed and that has an increasing potential adverse impact on the port, the community and the economy, is urban encroachment and the threat this presents to the continued, unimpeded operation of the freight rail line and road links that transect the area and connect with the Inner Harbour at Fremantle.</p> <p>The response by the approval and assessing bodies over the last decade has been inconsistent and in the main disappointing. The project is now at the point where land is being developed with people living too close to freight corridors. It is our view that such a result reflects poor planning that shows little regard for the freight corridor users or the future residents who will be living next to these corridors. Whilst maximising developable land for urban uses may allow some short term goals to be achieved for certain stakeholders (for example land developers), often longer term problems are created and the cost of addressing these problems is shifted to and left to be borne by other stakeholders or sectors of the community. This could hardly be described as a desirable outcome from a proper and robust planning process.</p>	<p>This comment relates to a process undertaken by the Western Australia Planning Commission. It is not appropriate</p>

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		<p>In 2004 Fremantle Ports wrote to the Western Australian Planning Commission suggesting that a Working Group be established to help progress the project. The aim being that bringing together key stakeholders via a Working Group would allow for critical issues, such as the rail, to be integrated into the project at the earliest possible stage in an appropriate manner. This request was not adopted and whilst Fremantle Ports has been invited to make comment on the project at the statutory consultation periods, we do not believe this has been effective. Once plans have been developed and advertised for comment there has been a pattern of little real change occurring following any of the consultation periods. We believe that many of the planning issues that we perceive with this project could have been resolved or minimised if an effective Working Group with a wide membership had been developed.</p> <p>Robb Jetty and Emplacement Local Structure Plans</p> <p>In reviewing the Robb Jetty and Emplacement Local Structure Plans the comments put forward are within the context of the Western Australian Planning Commission's key planning documents which dictate planning for the Structure Plan areas, transport corridors and infrastructure such as ports.</p> <p>There are several key Western Australian Planning Commission documents which apply and the manner in which these have been addressed needs to be clearly articulated. Notably Statement of Planning Policy No 1, State Planning Framework which states: <i>"planning for landuse and development in a manner that allows for the logical and efficient provision and maintenance of infrastructure, including protecting key infrastructure, including ports, airports, roads, railways and service corridors from inappropriate land use and development."</i></p> <p>Similarly the Western Australian Planning Commission's State Planning Strategy and Directions 2031 provides specific support to ports and their transport corridors. Specifically the State Planning Strategy states: <i>"ensure that the transport corridors between the generators of heavy traffic (ports and their strategic industry sites) are protected from uses which could jeopardise their efficiency", and "The operation of transport facilities should be made as effective as possible. Transport needs to be provided with adequate transport corridors and facilities which need to be protected from incompatible landuses. This particularly applies to our sea and airports which are the gateways for our future wealth and are of national and State strategic importance."</i></p> <p>Directions 2031: <i>"Perth, perhaps more than other Australian cities due to its relative isolation and primary economy, depends heavily on the efficient</i></p>	<p>for the City to respond to this comment. However, the issue can be raised with the Department of Planning.</p> <p>See comment on Submission 18 further above. The section on relevant State Planning Policies can be expanded to include SPP1.</p> <p>Noted, similar to the issue raised above. The section discussing Directions 2031 can be broadened. and additional discussion as to how the LSP has been developed in line with this can be included.</p> <p>To mitigate industry concerns for development in close proximity to existing</p>

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		<p><i>movement of freight in and around the city. It specifically states that its strategies include to "protect freight networks and the movement economy" and to "minimise conflict between land use and key infrastructure assets."</i></p> <p>Urban encroachment of the Inner Harbour and its land transport corridors, including the area south of Fremantle to Cockburn is of increasing concern. On the western border of the Robb Jetty Local Structure Plan area is a Freight Rail Reserve, on the eastern border of the Emplacement Local Structure Plan area is a Primary Arterial Road. Together these are key access routes that form part of a wider network providing freight access around the metropolitan region. The freight rail link is critical and to remain effective has to continue to operate 24 hours a day, 7 days a week. If the landuse around the Primary Regional Road and freight rail link change to allow sensitive uses including residential there is the real potential for conflict. The key points raised in this submission applicable to the Robb Jetty Local Structure Plan and Emplacement Local Structure Plan are:</p> <ol style="list-style-type: none"> 1. Whilst both Local Structure Plans may achieve residential sustainability objectives, there is concern that in their current form they do not adequately address how they will accommodate current and increasing use of the freight rail line and Primary Arterial Road. 2. Urban encroachment on the freight rail and road transport corridors is a lose - lose situation. Sensitive uses located near the corridors, as well as freight rail and road operations both suffer; and the primary beneficiary would appear to be the land developer. 3. In 2011 the Minister for Transport announced Fremantle Ports' Inner Harbour will be retained as an operating container and general cargo working port in the long-term, and its container trade will double to about 1.2 million TEUs (containers) per annum around 2020 - 2025. It is difficult to forecast what proportion of this will move by rail but the current target is 30%. Rail is currently moving about 100,000 TEU per annum clearly there is a strong likelihood that rail volumes will increase substantially in the future. 4. The Port of Fremantle is the State's single major container port. The container trade has grown by an average of approximately 5.5% per annum over the last decade and with this growth there will be continuing reliance on road freight and increasing use of the freight rail link. In 2002 less than 3% of containers were transported from the port by rail - the proportion is currently about 14%. 5. The Structure Plans incorrectly state that freight trains do not operate in the peak periods. Freight trains have in fact operated in the peak periods for over a decade. The challenge is that it is more difficult to manage given 	<p>freight rail line, the applicant (Landcorp) established a working group which includes the PTA, Brookfield Rail, MRWA, the City and Landcorp. The working group has been involved in the review of existing and future at-grade and grade separated crossings, across the freight rail line.</p> <p>The working group has discussed maintaining the at-grade pedestrian and vehicle crossing at Rollinson Road and establishing a new at-grade pedestrian and vehicle crossing to support the 'main street' in Robb jetty. This would be established at the expense of the current McTaggart crossing which would be closed once the 'Main Street' crossing is established. Two grade separated pedestrian bridges would also be established to facilitate pedestrian access to the foreshore. These proposals are highlighted in a plan contained within the Robb Jetty LSP.</p> <p>Also see response to submission 18.</p> <p>Noted, the rapid transit route is likely to commence as a bus (with ability to transition to light rail) and will be within road reserve.</p>

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		<p>that a section of track is shared by both freight and passenger rail. However current restrictions could be removed at some point in the future with the redevelopment of the Fremantle Traffic Bridge. If this occurs, freight train movements will certainly occur at increasing frequency during the morning and afternoon peaks.</p> <p>6. Section 4.1.2 states that "It is envisaged that in order to attain the desired overall volume and percentage shipped by rail, a fourfold increase in train movements is potentially required although these will be limited to non peak hour periods." Work by Fremantle Ports suggests that a suitable estimate of projected rail freight movements is about 18 per day, which includes 6 trains per day (12 movements) between the Inner Harbour and Forrestfield and 3 "other" trains per day (6 movements), potentially from areas such as Kwinana and Kalgoorlie. However there are many variables that could affect the actual number of future trains movements.</p> <p>7. It is with certainty that future freight rail projections are for it to grow and that freight trains will be longer and be more frequent. Additionally they may carry double stacked containers at some time in the future.</p> <p>8. It is noted that passenger rail is excluded from the Local Structure Plans, this is supported. Currently freight rail is required to share a small portion of the passenger rail line in Fremantle. This results in some limitation on current freight rail operations in morning and afternoons. It is likely that the use of passenger rail on any portion of the existing freight rail line south of Fremantle would create further limitations on current and future freight operations.</p> <p>9. WAPC Statement of Planning Policy 5.4 supports the principle of avoiding land use conflict as the first choice approach rather than creating and then seeking to manage conflict. This is evidenced by the following statement in the Policy: "Zoning and permissible uses of land in areas adjoining primary freight routes or established freight nodes should be reviewed to ensure, as far as practicable, that they are compatible with freight operations." The policy is clear, adjoining land uses should be compatible. However, contrary to the policy, the Local Structure Plans propose sensitive land uses next to the railway line and road corridor and propose to manage rather than avoid this conflict. Land uses immediately abutting the rail and road freight routes should only be developed on the following basis:</p> <ul style="list-style-type: none"> • No residential or other sensitive land uses immediately abutting the road and rail freight routes. • Residential and other sensitive land uses being separated from the road and rail freight routes by other non-sensitive land uses. 	<p>These proposals are for local structure plans, not rezoning. The City has an obligation under section 124 of the Planning and Development Act 2005 to reflect the intent of the Metropolitan Region Scheme. This location was rezoned to Urban in Sept 2011 and the City has reflected this by proposing a Development zone to enable structure planning to occur. District Structure Planning, undertaken by the Department of Planning and Landcorp was used to demonstrate the area was capable of development and supported the request to change the Metropolitan Region Scheme. Residential has been shown adjacent to the railway line in these earlier plans.</p> <p>This is a valid mitigation measure offered by SPP5.4.</p> <p>A noise assessment has been required for all development within 150m of the railway line. Development in accordance with the recommendations of those assessments will be a valid mitigation measure offered by SPP5.4.</p>

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		<p>10. Section 8.5 acknowledges that noise will impact future residents, however it then goes on to state: <i>"the onus will be on the designers and developers of the new residential development to demonstrate to the satisfaction of the City of Cockburn that potential noise impacts have been considered and addressed."</i> The reports also suggest approval for noise amelioration measures at the building permit stage, however in light of previous failures we believe this is too late in the process. We believe the deferral this to a later stage of the planning process does not reflect good planning and all efforts to address this should be occurring now.</p> <p>11. The LSP indicates external noise criteria would be exceeded up to approximately 50m of the railway line and vibration criteria up to approximately 80m (using DEC criteria). As such it is suggested that there be no residential development within at least 80m of the rail line.</p> <p>12. Vibration has been identified by the consultant as an issue, but it is not adequately addressed in the Local Structure Plans. Vibration suppression means are available however they are not mentioned. It is unclear if anything is planned in this regard, though it is considered necessary.</p> <p>13. Level crossings are planned as part of the Local Structure Plans, with these crossings there are warning bells that sound as trains pass through. There is no evidence that this additional noise source has been accounted for.</p>	<p>Noted. The Noise and Vibration Study indicates vibration is an issue ranging from 50-80m along the railway line. While vibration is discussed in Part 2 of the structure plan, it does not contain a related statutory requirement in Part 1. This can be modified to also include vibration to be assessed where applicable.</p> <p>The Noise and Vibration Study includes a plan indicating where the readings for both noise and vibration were taken. The locations are near the existing Rollinson Rd crossing and appear to be in accordance with the methodology outlined in the guidelines which accompany SPP5.4. The existing crossing currently has warning signals and therefore this noise source would already be accounted for.</p> <p>This issue was previously raised as part of the submission for the District Structure Plan. As a result, the following annotation was added to that plan:</p> <p><i>"At-grade crossings will need to be designed, constructed and maintained to the satisfaction of the Office of Rail Safety, within the Department of Transport"</i></p> <p>The Department of Transport have also lodged a submission on these local structure plans and requested the Public Transport Authority (PTA) be consulted for new, upgraded or relocated crossings.</p> <p>The applicant (Landcorp) has already commenced the design process for each crossing with the relevant parties.</p>

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		<p>14. It is of concern that the LSP incorporates an additional rail crossing between the existing crossings at Rollinson Road and McTaggart Cove. This new crossing, referred to a Main Street, will be one of the key routes into the Robb Jetty precinct, and is planned to accommodate higher traffic volumes than other internal roads. Also of concern is that the western section of Main Street where it crosses the rail lines is planned as a shared zone giving greater priority to pedestrians and cyclists.</p> <p>15. To assist with dealing with noise management there is a strong case for using positive covenants. There is successful precedent for putting these on titles that obligate land owners to incorporate noise amelioration in subsequent construction.</p> <p>16. The issue of emergency and recovery vehicle access in case of train derailments has not been addressed. The fundamental question to be answered as an imperative is if there is enough land around the rail corridor to provide emergency access in the event of a derailment and what this means for the surrounding propose land uses.</p> <p>17. The imagery on the cover of the Local Structure Plan is misleading and uninformative. Specifically it does not accurately detail the existing freight rail line. It has been represented as a minor rail line that an uninformed person could interpret as light rail, not a heavy freight rail line. The artist's impression does not show basic rail safety requirements such as level crossing signals and fencing along both sides of the rail line.</p> <p>18. To give statutory force to the matters raised in this submission it is strongly suggested that where possible that a Scheme Amendment occur incorporating measures to protect the transport corridors.</p>	<p>Memorials on Titles are already required as appropriate, as discussed in Part 1 of the local structure plan.</p> <p>There is no reduction of the existing railway corridor proposed. The corridor is also directly adjacent to the Foreshore Reserve (as it is currently). The land to the east of the corridor is abutted by adjacent roads or reserves for approximately half its length. Detailed design stage will enable appropriate locating of access gates as well.</p> <p>Noted. This has also been raised in another submission and Landcorp have advised they will update the image. A modification has already been noted.</p> <p>A number of the issues are not agreed with. The few which are can be adequately included into the structure plan, some within the statutory section of the plan (Part 1). There is no need to include further transport corridor matters in the Scheme. This has already been adequately catered for by Amendment 89 which included the provisions specific to Cockburn Coast Development Area.</p> <p>See comments above.</p>

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		<p>Experience with urban encroachment at the Inner Harbour provides clear evidence that introducing sensitive uses, such as residential, in close proximity to transport and port infrastructure will present compatibility problems. There is concern that both the Local Structure Plans do not adequately address how they will accommodate the current and increasing use of the freight rail line and Primary Regional Road. The Local Structure Plans may achieve residential development sustainability; however they have the potential to impact on the current and future freight rail and road operations, which are critical elements of sustainable freight transport planning for the metropolitan area.</p> <p>The concept of sustainability requires that all elements are considered and that the optimal outcome for all, with a long term view, is sought. To give precedence to residential development around the road and rail linkages to the Inner Harbour is short term in approach, and may be considered inconsistent with the broader long term view required of sustainability.</p>	<p>As outlined above, the City has an obligation to implement the Urban zoning of this land. Land uses as guided by the District Structure Plan have been included as well as due adherence to the various State Planning Policies which are relevant. This proposal is not preventing the existing rail corridor from use, it is not reducing it, or seeking to collocate infrastructure within it. It provides for mitigation measures which are provided for by SPP5.4</p> <p>On the basis of this submission there have been minor changes recommended. In summary they are:</p> <ul style="list-style-type: none"> · Provide clarity to the freight rail movements information (provided by the operator). · Update perspective image used on cover of Robb Jetty LSP · Include reference to SPP1 State Planning Framework Policy · Broaden reference to Directions 2031 · Update Part 1 of the Robb Jetty LSP to include requirement for Vibration Assessment in the 50-80m area adjacent to the rail corridor.
28.	Main Roads WA PO Box 6202 EAST PERTH WA 6892	<p>Objection</p> <p>Thank you for your letter dated 19 November 2012 requesting Main Roads comments on the above proposals.</p> <p>Main Roads has reviewed the proposed local structure plans for Robb Jetty and Emplacement and has no objections in principle subject to the following conditions:</p> <ol style="list-style-type: none"> 1. Development of an agreed planning design concept for Cockburn Road between Rockingham Road and Spearwood Avenue. As you may be 	<p>Noted, the City is aware of the work undertaken for a design concept for Cockburn Road and the vehicle access strategy being drafted. Prior to forwarding</p>

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		<p>aware, Landcorp, City of Cockburn, Department of Transport, Department of Planning and Main Roads are currently developing a revised planning design concept for Cockburn Road between Rockingham Road and Spearwood Road. The proposed concept includes upgrading of Cockburn Road to a four lane divided road with two lanes in each direction. A vehicle access strategy is also required to be developed for Cockburn Road to manage and control vehicular access from Cockburn Road.</p> <p>2. The proposed upgrade of Cockburn Coast to four lanes will require widening of existing Cockburn Road reserve. The widened road reservation will need to be protected through the local structural plan and subdivision process. Any additional land required shall be ceded at no cost to Main Roads.</p> <p>3. The applicant is required to undertake a transport noise assessment in accordance with the guidelines of the WAPC State Planning Policy 5.4 <i>"Road and Rail Transport Noise and Freight Considerations in Land Use Planning"</i>.</p>	<p>the local structure plan to the Department of Planning, these draft documents can be required.</p> <p>The local structure plan will be clear as to the width required to Cockburn Road, including any areas where widening may be necessary (such as at intersections). It is noted there is already mention in the local structure plan regarding this potentially being a development contribution cost. The development contribution plan will need to elaborate on matters such as need and nexus to determine what proportion is appropriate to be required by the developers and what proportion is not related to the Cockburn Coast development. It is not appropriate for the local structure plan to categorically state that Main Roads have no responsibility for cost. Such a statement will not be included in the local structure plan as it seconds guessing the outcome of the development contribution plan assessment.</p> <p>Noted, refer to comments on submission from the Department of Transport (prepared with the Public Transport Authority and Main Roads). Queries have been raised about the methodology used.</p> <p>Several interest groups and government agencies have indicated they do not believe the methodology has been followed properly. It must be acknowledged that these groups and agencies are not those responsible for the interpretation of the relevant State Planning Policy 5.4 (SPP5.4) Road and Rail Transport Noise and Freight Considerations in Land Use Planning. No issue has been</p>

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		<p>Advice to Applicant:</p> <ol style="list-style-type: none"> Following the development of an agreed planning design concept and reservation for Cockburn Road, Main Roads intends to initiate the removal of the Primary Regional Road (PPR) reservation of the future Cockburn Coast Drive from the MRS and have Cockburn Road up to Rollinson Road included in the MRS as a PPR. The structure plans propose a number of traffic signals along the existing Cockburn Road. Main Roads approval is required for all proposed traffic signals prior to implementation. The applicant needs to provide justification and an evaluation of alternative measures for any proposed traffic signals. Supporting information such as a preliminary design drawing(s), predicted traffic and pedestrian volumes, SIDRA analysis and traffic impact reports will need to be included for any formal assessment. The widening/upgrading of Cockburn Road is not in the Main Roads' current 4 year program and as such is considered long term. However, Main Roads is working with Landcorp and other stakeholders develop staging options to facilitate incremental improvement to Cockburn Road. 	<p>raised by the Department of Environment and Conservation ("DEC"), where appropriate expertise to assess such studies resides. This matter has been followed up with the DEC and at the time of writing this report, still no formal objection to the methodology undertaken had been made by DEC.</p> <p>Noted, it is understood this is the intent of Main Roads.</p> <p>Noted, the applicant has been advised of this (by provision of the content of this submission).</p> <p>Noted.</p> <p>On the basis of this submission there have been minor changes recommended. In summary they are:</p> <ul style="list-style-type: none"> Recommendation to require the concept design and vehicle access strategy to be provided, prior to the local structure plan being forwarded to the WA Planning Commission.
29.	Department of Transport Level 8, 140 William Street Perth WA 6000	<p>Reference is made to the City of Cockburn's request for comments on the above noted Local Structure Plans (LSPs). The Department of Transport (DoT) has liaised with the Public Transport Authority (PTA) and Main Roads Western Australia (MRWA) and provides the following comments on each of the LSPs.</p> <p>The DoT is also aware that the Freight and Logistics Council has written to you and shares some of their concerns, some of which are reiterated below. The DoT is prepared to support the two structure plans on the condition that the issues</p>	<p>This submission was followed up with the Department of Transport following a meeting arranged by the applicant.</p> <p>The Department of Transport have since advised the only unresolved matter is that of the methodology followed for the assessments of noise and vibration. They</p>

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		<p>raised in this letter are addressed prior to consideration by the Western Australian Planning Commission (WAPC).</p> <p>General Comments</p> <p>While the Transport Portfolio agencies generally support intensification of urban development and the creation of employment opportunities through infill development, there are a number of issues associated with development as proposed in the Robb Jetty and Emplacement Local Structure Plans. Additional information and strategies will be required to address such issues as the mitigation of freight rail noise and vibration, provision of level crossings and fencing along the rail lines.</p> <p>The Transport Portfolio agencies compliment the City for undertaking the Cockburn Coast Integrated Transport Plan to ensure all modes are considered in the proposed developments. More detailed traffic modelling needs to be undertaken to determine the traffic implications of the development, particularly the projected traffic volumes for intersections on Cockburn Road and the existing and proposed level crossings over the freight line. This will be particularly relevant at the development application stage as it may affect development setback requirements and access issues.</p> <p>The Cockburn Coast District Structure Plan (CCDSP) recognises the important role that rail will continue to play in the State's freight movement strategy and the likely increase of freight movements along the rail line. The Fremantle freight rail corridor forms the western boundary of this LSP. As such, noise and vibration generated by freight trains must be taken into consideration particularly as they operate 24 hours a day, 7 days a week, and by 2031 it is anticipated the current 22 train movements per week will have increased to 126. The WAPC's draft <i>Outer Metropolitan Perth and Peel Sub-regional Strategy</i> notes that corridors with a predominant freight function are identified in <i>State Planning Policy 5. 4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning (SPP.5.4)</i>. This policy aims to ensure that major freight corridors are protected from incompatible urban encroachment. The Cockburn Coast area is included in SPP 5.4. The Transport Portfolio agencies have noted that the noise levels contained within Appendix B of the Structure Plan, the Noise Vibration Study, do not adequately meet policy requirements and are inconsistent with the <i>SPP 5.4</i> based on the following:-</p> <ul style="list-style-type: none"> • The maximum noise levels used in the Cockburn Coast Noise Vibration Study are inconsistent with the <i>SPP 5.4</i>; 	<p>also note they believe a Noise Management Plan is required at the Local Structure Plan stage.</p> <p>Several interest groups and government agencies have noted they do not believe the methodology has been followed properly. It must be acknowledged that these groups and agencies are not those responsible for the interpretation of the relevant State Planning Policy 5.4 (SPP5.4) Road and Rail Transport Noise and Freight Considerations in Land Use Planning. No issue has been raised by the Department of Environment and Conservation ("DEC"), where appropriate expertise to assess such studies resides. This matter has been followed up with the DEC and at the time of writing this report, still no formal objection to the methodology undertaken had been made by DEC.</p> <p>The approvals process will require each lot located in the nominated distances from the railway line and Cockburn road, to comply with noise and vibration constraints.</p> <p>The Noise and Vibration Strategy forms an addendum to the local structure plan ("LSP") and indicates the impact zone. Text in the LSP also makes reference to the Noise and Vibration Strategy. The Design Guidelines will also outline the requirements for compliance with noise and vibration for land within the impact zone. Both the LSP and the draft Design Guidelines also include requirements for Notification on titles and refer back to SPP5.4 where the specifications for these more detailed assessments reside.</p> <p>With regard to the request for a Noise Management Plan to be done at the local</p>

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		<ul style="list-style-type: none"> The noise modelling should have used Outside Noise Criteria (Table 1 Herring Storer report) rather than Inside Noise Criteria; The noise modelling has been undertaken for a quieter trains and does not take into account other classes of train in comparison with other studies carried out by the PTA; and The Study does not depict noise modelling contours for the freight line, hence the extent of noise impacts on the proposed development is not defined or clear. The Robb Jetty LSP also does not adequately address vibration from the existing freight rail. The Noise Vibration Study shows that development is impacted up to 65 - 80 metres from the freight rail but development is indicated well within this distance, and no vibration mitigation measures have been considered or recommended. <p>With regard to safety and security, the PTA will require an upgrade to the freight line fencing to PTA standard and at no cost to the PTA. The PTA has previously advised that no additional level crossings are to be provided. It is understood that LandCorp are seeking to close McTaggart Cove crossing to enable the proposed Main Street crossing to be provided.</p> <p>Rob Jetty Local Structure Plan and Emplacement Local Structure Plans</p> <p>Cockburn Road forms the eastern boundary of the Robb Jetty LSP and the western boundary of the Emplacement LSP area. It is understood that discussions are underway with MRWA, DoT, LandCorp and the City on the future form and function of Cockburn Road, and there may no longer be a need for the inland Cockburn Coast Drive as it appears that future traffic volumes may be able to be accommodated on a 4 lane Cockburn Road. This may have statutory planning implications for the site at the development stage. Further consultation with MRWA will be required, including further traffic analysis at the proposed intersections. To ensure sufficient road capacity through this area, the DoT, MRWA, City of Cockburn and LandCorp have agreed that MRWA will develop a suitable road design concept to accommodate the projected traffic volumes of around 30,000 annual average weekday traffic (AAWT) by 2031. The following parametres should be adopted for development of the design concept:</p> <ul style="list-style-type: none"> Four-lane divided road, typically with two 3.5 metre traffic lanes in each direction; A central median varying from 2 metres to 5.5 metres to accommodate right turn pockets at intersections; 	<p>structure plan stage, the applicant has indicated this plan will be done at the development approval stage (i.e. on a lot by lot basis). This appears consistent with the intent of SPP5.4 which does not specify the Noise Management Plan must be done at the local structure plan. Looking at the content of a Noise Management Plan outlined in the guidelines which accompany the SPP5.4, it seems most of this information is already captured via the Noise and Vibration Assessment Study.</p> <p>Spatially, the local structure plan would not change if this Noise Management Plan were undertaken at this early stage. Opportunities for setting back of development lots further from the railway line has effectively been lost. Planning since the CCDSP 2009 has indicated urban development abutting the railway line. This situation was compounded by the rezoning to 'urban' under the MRS and there is very little scope to see a different land use response to that of a built form response on a lot by lot basis.</p> <p>Given there is no indication otherwise from the DEC and given the apparently reasonable approach to the methodology used in the Noise and Vibration Assessment Study do not recommend withholding endorsement of this local structure plan on this matter. The Department of Transport are welcome to raise their concerns with the Department of Planning prior to their consideration of the plan.</p>

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		<ul style="list-style-type: none"> 1.5 metre on-road cycle lanes in both directions; <ul style="list-style-type: none"> 5.1 m verges to accommodate shared paths (to connect / extend the existing shared path south of McTaggart Cove), street trees and underground service infrastructure; Adequate chanelisation/turn pockets at intersections; and Bus priority facilities in accordance with the proposed bus rapid transit requirements. Given the above design elements, a mid block reservation width of up to 32 metres may be required. <p>The proposed pedestrian and cycling network across both LSP areas indicates that the main internal bicycle network will primarily consist of on-road facilities. Figures 40 and 41 in the Embankment and Robb Jetty LSPs need to be modified to show shared paths on both sides of Cockburn Road. In addition, the LSPs need to show on-road bike lanes on Main St in order to be consistent with the cross section (Figure 34). These bike lanes are to continue through the Emplacement LSP area. Bicycle priority treatments are also required at signalised intersections on designated bicycle routes.</p> <p>Recommendations</p> <p>The DoT strongly requests that the City incorporate the following comments in its determination on both Local Structure Plans.</p> <ol style="list-style-type: none"> Existing, relocated and new road traffic and pedestrian at grade and grade separated rail crossings are to be designed and located to PTA's safety and operational requirements. Fencing along the freight rail line is to be upgraded at no cost and to the satisfaction of the PTA. The Robb Jetty LSP is to clearly show a 150m impact zone on each side of the freight rail line as a support to noise and vibration mitigation measures. A revised Noise Vibration Study needs to be undertaken in accordance with SPP 5.4 to indicate the noise and vibration contours in locations along the length of the rail line in order to show where noise and vibration levels exceed the acceptable levels noted in SPP 5.4. The study will also 	

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		<p>need to provide specific recommendations on appropriate noise and vibration mitigation measures.</p> <p>5. The Robb Jetty LSP is to clearly demonstrate how noise and vibration mitigation will be addressed at subdivision and development application stages, including:</p> <ul style="list-style-type: none"> • Appropriate building materials and noise mitigation treatments are to be incorporated into Building Design Guidelines to address road and rail freight noise and vibration issues. • A moratorium must be included in the Certificate of Title of each development to include the Building Design Guidelines and materials used to adhere to noise attenuation measures identified in SPP 5.4. • The Building Design Guidelines must be included into the City's Town Planning Scheme to ensure that conditions of development are a statutory requirement. <p>6. Widening/upgrading of Cockburn Road is to be designed to MRWA standards, and additional land to be ceded free of cost to MRWA.</p> <p>7. The need for the traffic signals proposed for Cockburn Road is to be demonstrated and approved by MRWA prior to implementation including a SIDRA intersection analysis to ensure intersection capacity is adequate to meet the demands of regional traffic along Cockburn Road.</p> <p>DoT would appreciate receiving advice if the above inclusions cannot be adopted by Council.</p>	
30.	Department of Planning Locked Bag 2506 Perth WA 6001	<p>I refer to the City's letters dated 16 November 2012 (received by the WAPC 19 November 2012) regarding the above local structure plans (LSP).</p> <p>Please be advised that the WAPC is not prepared to endorse the proposed LSPs until such time as consideration is given to and response provided in respect of the following:</p> <p>In respect of the LSP Documents – Robb Jetty</p> <p>Figure 1</p> <ul style="list-style-type: none"> • A scale should be noted, mixed use and mixed business colours are not 	<p>Noted</p> <p>Noted. The scale needs to be made clear. This is a modification which should apply to</p>

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		<p>clear enough (suggest the pink boundary to the mixed business lots is expanded),</p> <ul style="list-style-type: none"> • legend refers to Primary Regional Reserve which is not required as there is no PRR, • no reference to the rail reserve this should be included, • the area to the west of Robb Road identified as District Centre is not the same Urban area as shown on the MRS plan these must match (applies to all figures), • truncations on Lot 1 Bennett Avenue are large any reason for this? • It was envisaged that Mixed Business would be located around the Cold Stores site rather than mixed use. • RA-C requirement coding over top of Mixed use/District Centre. 	<p>all of the maps within the document. The line widths indicated on the plan accord with the Department of Planning's Digital Data and Mapping Standards, however, the applicant has indicated they can widen them.</p> <p>Noted. This should be corrected.</p> <p>The railway reserve is not contained within the Development Area. However, the plan can be modified to indicate it similar to how Robb Road (also outside the Development Area) is shown.</p> <p>Noted. This should be corrected.</p> <p>This has been queried with the applicant (Landcorp) who has advised the truncations are wider to accommodate infrastructure. This is reflected in the Servicing Strategy which shows a proposed gravity sewer diversion through this corner.</p> <p>There is a slight difference between how this area is depicted in the District Structure Plan Part 1 (2009) and the District Structure Plan Part 2. Both however, have the objective of transitioning land use spatially from the Mixed Business, to Mixed Use and then Residential.</p> <p>A residential coding has already been included for the both these zones, however, this can be amended to RA-C0 with provisions to be specified for built form and setbacks via the Design Guidelines (as a Local Planning Policy). These will be referenced by the local structure plans.</p> <p>The local POS to the north provides a local POS opportunity for some of the northern</p>

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		<ul style="list-style-type: none"> Query size shape and orientation of northern most POS adjacent WC site. DUP adjacent railway line this is not continuous but broken up is this correct may lead to a poor outcome for pedestrians. <p>Section 2.2 Use Class Permissibility If this taken from the City of Cockburn Town Planning Scheme question the need to include in this document.</p> <p>Section 3.0 Operation Date Last paragraph, object to WAPC endorsing in sixth year, delete reference to sixth year.</p> <p>6.1 Proposed Residential Density Reference has been made to Activity Centre which is not shown in the LSP area. Change to District Centre.</p> <p>7.3 Floorspace Bonus Reference to Cockburn Coast Redevelopment area new term not defined, delete and just use Cockburn Coast District Structure Plan.</p> <p>8.0 Subdivision and Development Requirements Section refers to development requirements however there are no subdivision provisions. Is this because there are none and have been dealt with ?</p>	<p>lots. This is where some of the higher density residential is located and it is appropriate to ensure those lots have good amenity POS. The POS is also adjacent to the existing Water Corporation Pump Station. Water Corporation has recently advised the City they plan to reduce the area which is currently fenced and landscape the area. This will be a welcome addition to the POS and enable access through to Bennett Avenue to the west.</p> <p>Agree, this can be modified so the Dual Use Path is continuous.</p> <p>It is not, the land uses are the same, however the permissibility is different. There is also the introduction of a Mixed Use zone which is not currently provided for in the City's Town Planning Scheme No. 3.</p> <p>Noted. This can be modified to delete reference to sixth year.</p> <p>Noted. This can be modified.</p> <p>Noted. This can be modified.</p> <p>There are subdivision provisions. For example, there is lot size guidance as well as finished floor levels which a subdivider would need to have regard to when submitting a proposal.</p>

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		<p>8.7 Existing Industrial Buffer Zones These are to be depicted on a plan and identified ie the Water Corporation buffer.</p> <p>11.1 Variation to the Residential Design Codes Reference is made to the variations being outlined in the approved design guidelines however variation to the residential design codes are only permissible by the WAPC.</p> <p>A review of the technical appendices. A review of the responses received from government agencies and other submitters.</p> <p>It is noted that Amendment 89 is being progressed and that in due course the current 'Industry ' zoning will be amended to 'Development' zoning with the resulting requirement for local structure plans.</p>	<p>There is a plan contained in Part 2 of the local structure plans (context and constraint analysis). As these buffers will change over time (for example as businesses close or technical analysis is undertaken to reduce them) it is considered this is the most appropriate place for this plan. As noted in Part 2 of the local structure plans, the City will maintain current mapping via its constraints module in its online mapping system.</p> <p>Do not agree this is correct. Local Governments are able to to make variation to the Residential Design Codes also. Examples are Detailed Area Plans and Local Planning Policies.</p> <p>Noted, modifications to Amendment 89 were recently received from the Minister for Planning. These have been made and submitted back for consideration. The local structure plans will not be endorsed unless the gazettal of the amendment has occurred.</p> <p>On the basis of this submission there have been minor changes recommended. They are detailed above.</p>
31.	Department of Environment and Conservation PO Box 1167 Bentley Delivery Centre WA 6983	<p>I refer to your letter dated 19 November 2012, referring the above proposed local structure plans to the Department of Environment and Conservation (DEC) for comment. DEC has reviewed the documents for the Robb Jetty and Emplacement local structure plans and this submission relates to both areas.</p> <p>General The Emplacement local structure plan (LSP) area is located adjacent to the Manning Lake area, which comprises <i>Bush Forever Site No. 247 "Manning Lake and Adjacent Bushland, Hamilton Hill/Spearwood"</i> and forms part of Beeliar Regional Park, which is managed by the City of Cockburn and DEC for conservation and recreation purposes. A proposed primary regional road</p>	

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		<p>(Cockburn Coast Drive) separates the Manning Lake area from the structure plan area. DEC has provided advice in relation to the earlier <i>Metropolitan Regional Scheme amendment No. 1180/41</i> (WAPC Ref. 809-2-23-17 Pt 1), which covers these structure plan areas, and provided advice to the City of Cockburn in relation to the <i>Cockburn Coast District Structure Plan (part 2) and Town Planning Scheme no. 3 - Amendment no. 89 (proposed zoning changes to Cockburn coast industrial area)</i> in a letter dated 30 November 2011. The relevant aspects of the earlier advice and additional information are provided for your consideration.</p> <p>Native vegetation management DEC notes an ecological assessment report (Appendix C) has been prepared for the Emplacement LSP area; however a copy of this report has not been provided to DEC. The Emplacement LSP report - Part 2 Explanatory 3.1 Environmental Assets and Constraints: outlines that there are patches of vegetation in good condition with 2.96ha vegetation to be cleared and vegetation type 1 located on the eastern side of the project site has similarities to DEC-listed threatened ecological community [SCP 26a]. DEC therefore recommends that detailed flora and vegetation surveys of all potentially affected areas of native vegetation be conducted by an environmental consultant, in accordance with the Environmental Protection Authority's (EPA's) <i>Guidance Statement 51 - Terrestrial Flora and Vegetation Surveys for Environmental Impact Assessment in Western Australia</i>. The survey should determine the presence or otherwise of priority or other significant flora and plant assemblages. If such flora and vegetation is present on site, appropriate action should be undertaken to protect it, or to mitigate impacts.</p> <p>DEC has reviewed the ecological assessment for the Robb Jetty LSP area. The field study was conducted in March 2012, which is not considered the optimal time for flora surveys; therefore not considered conducted in accordance with EPA's Guidance Statement 51. However, it is noted that the Robb Jetty study site is highly modified and degraded due to a history of multiple disturbances and development. Therefore DEC concurs the site comprises limited environmental value.</p> <p>Regardless of the outcomes of the above recommended flora and vegetation surveys for the Emplacement LSP area, DEC recommends that areas of native vegetation in good or better condition within the structure plan areas be retained and incorporated into future public open space (POS).</p>	<p>Supported It is recommended that a spring flora and vegetation survey be undertaken within the Emplacement LSP, prior to subdivision or development of the land (where development proposes works to the land). It is recommended that the Emplacement LSP report be modified to reflect this requirement, and that Council advise landowners of the requirement to ensure they can factor it into the timing of any proposals.</p> <p>Supported No further changes are recommended as a result of this comment.</p> <p>Not Supported The proposed areas of POS within the Emplacement LSP are consistent with the CCDSP Part 2. Vegetation within the green POS links will be retained where possible to provide a physical and ecological link between the foreshore and Beeliar Regional Park. While it may be possible for some vegetation to be retained within POS, the key function of the proposed POS is to provide a variety of recreational functions for residents and visitors, cognisant of the fact that it will</p>

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		<p>Additionally, any clearing of native vegetation requires a clearing permit obtained from DEC, unless of a kind that is exempt in accordance with Schedule 6 of the <i>Environmental Protection Act 1986</i> or <i>Regulation 5 of the Environmental Protection (Clearing of Native Vegetation) Regulations 2004</i>. DEC's Native Vegetation Conservation Branch should be contacted regarding the possible need for a clearing permit.</p> <p>Fauna management The Manning Lake area and adjoining bushland serves as habitat for a variety of native fauna, which the proposed Emplacement LSP area has the potential to impact upon, as development proceeds. The Cockburn Coast District Structure Plan (DSP) area is known to serve as roosting and foraging habitat for the threatened Carnaby's cockatoo (<i>Calyptorhynchus latirostris</i>). In addition, the area is likely to support the common and widespread <i>Lomandra maritima</i> and possibly <i>Lomandra hermaphrodita</i>, either of which can support populations of the threatened Graceful sun-moth (<i>Synemon gratiosa</i>). The Stage 1 <i>Flora and Vegetation Assessment (ENV Australia, 2008)</i> indicates that <i>Lomandra maritima</i> has been identified within the Cockburn Coast DSP area. Both Carnaby's</p>	<p>be a high density environment. The local impact of some clearing of vegetation in the Emplacement Local Structure Plan area must be balanced against the outcomes of the district structure planning for Cockburn Coast, which seek to facilitate a dense and diverse urban environment with high levels of accessibility.</p> <p>Noted No further changes are recommended as a result of this comment.</p> <p>Noted Obligations under the Commonwealth's <i>Environment Protection and Biodiversity Conservation Act 1999</i> (EPBC Act) are noted.</p> <p>Supported The limited fauna habitat within the Rob Jetty LSP is noted.</p>

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		<p>cockatoo and the Graceful sun-moth are listed as 'fauna that is rare or likely to become extinct' under the <i>Wildlife Conservation Act 1950</i>. The Priority 3 Lined Skink (<i>Lerista lineata</i>) has also been recorded in the Manning Lake bushland.</p> <p>DEC notes an ecological assessment report (Appendix C) has been prepared for the Emplacement LSP area; however a copy of this report has not been provided to DEC. The Emplacement LSP report - Part 2 Explanatory 3.1 Environmental Assets and Constraints: outlines that there are patches of vegetation in good condition with 2.96ha of good quality feeding habitat for Carnaby's cockatoo to be cleared. DEC therefore recommends that, prior to structure planning being finalised, the proponent undertake a detailed fauna survey in accordance with <i>EPA Guidance Statement No. 56 - Terrestrial Fauna Surveys for Environmental Impact Assessment in Western Australia</i>. If habitat suitable for conservation significant fauna is present on site, appropriate action should be undertaken to protect it, or to mitigate impacts</p> <p>DEC has reviewed the ecological assessment for the Robb Jetty LSP area. It is noted that the Robb Jetty study site is highly modified and degraded due to a history of multiple disturbances and development. Therefore DEC concurs the site comprises limited fauna habitat value. Both Carnaby's cockatoo and the Graceful sun-moth are protected by the Commonwealth's <i>Environment Protection and Biodiversity Conservation Act 1999</i> (EPBC Act). Therefore, regardless of any decision under Western Australian planning or environmental approvals processes, the proponent should contact the Commonwealth Department of Sustainability, Environment, Water, Population and Communities (SEWPaC) to determine what responsibilities they have under the EPBC Act.</p> <p>Boundary interface treatment (with Beeliar Regional Park) It is noted that the Emplacement LSP area abuts the proposed Cockburn Coast Drive road reserve. Cockburn Coast Drive will represent the future western boundary of Beeliar Regional Park at the Manning Lake area and if this road is to proceed, DEC considers it important that a high standard of visual amenity be created and maintained along this parkland interface. In this regard, the design of this road should minimise its visual impact as far as possible, and an emphasis should be placed on vegetating road batters and rehabilitating existing degraded areas with appropriate native plant species of local provenance. It is also recommended that construction of a dual use pathway along/adjacent to Cockburn Coast Drive be considered. DEC would prefer to see such a pathway located on</p>	<p>Not Supported These comments do not relate to the proposed Emplacement LSP. The DEC is responsible for the management of the Beeliar Regional Park and Main Roads are responsible for the design and construction of any future road within the Primary Regional Road Reserve. Therefore ensuring a sensitive interface between the future road and the Reserve are beyond the control of any landowner within the Emplacement LSP.</p> <p>Supported It is recommended that additional provisions be included in Section 8 (Part 1) requiring development proposals to ensure adequate interface, including fencing, to the Primary Regional Road Reserve in order to protect the conservation value of the Beeliar Regional Reserve. In regard to dumping on either reserves this is an illegal act and the proposed Emplacement LSP is not the appropriate document to reiterate this.</p> <p>Noted The location of the dual use paths and the pedestrian underpasses connects to the existing compacted limestone paths that run within the Primary Regional Road Reserved</p>

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		<p>the eastern side of this road (adjacent to Beeliar Regional Park).</p> <p>Until such time that the Cockburn Coast Drive is constructed, the proponent should ensure there is adequate fencing between any development site and areas retained for conservation, and between any development site and Beeliar Regional Park. Additionally, no vegetation, earth spoil or any other debris is to be disposed of within the adjacent regional park.</p> <p>Pedestrian and cyclist networks DEC notes the proposed linkages between the structure plan area and Manning Lake area as depicted in the Emplacement LSP map, which illustrates shared pedestrian/cycle connections (including one bridge and one underpass). DEC recommends that planning for pedestrian and cycle trails through the structure plan area considers and is complementary to the <i>Beeliar Regional Park Management Plan 2006</i>. DEC supports the proponent's commitment to maintain connectivity for pedestrians and regional park visitors between both sides of the proposed Cockburn Coast Drive. In regard to the design of the above mentioned</p>	<p>and the Beeliar Regional Reserve. The existing paths generally accord with the <i>Beeliar Regional Park Management Plan 2006</i>. More detailed future designing of the underpass will include liaison with DFES.</p> <p>Noted Section 4.5 of the LSP reports notes this requirement, and there are no recommended changes as a result of this submission.</p> <p>Noted The Local Water Management Strategy (LWMS) does not propose any stormwater discharge into Beeliar Regional Reserve.</p> <p>Noted The Department of Water has provided comments on the LWMS.</p> <p>Noted The proposed Emplacement LSP has been prepared in accordance with <i>State Planning</i></p>

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		<p>underpass, the proponent is requested to liaise with the Department of Fire and Emergency Services (DFES) to ensure adequate height and width specifications to allow access for fire and emergency vehicles.</p> <p>Site contamination Due to previous industrial land uses over a long period of time, there is considerable potential for widespread soil and/or groundwater contamination within the structure plan area. A significant number of lots are shown as Reported Contaminated Sites on DEC's Contaminated Sites Database. Of these, a number are "Awaiting Classification", while others are listed as "Possibly Contaminated - Investigation Required".</p> <p>DEC notes that GHD Pty Ltd has undertaken a Preliminary Assessment of all lots within the Emplacement and Robb Jetty LSP areas. Further to the assessment, site investigations are required for some lots within the LSP areas (e.g. Lot 2108 Bennett Avenue, Lot 123 Cockburn Road and Lot 103 Emplacement Crescent). Investigations for soil and groundwater contamination will therefore need to be carried out in accordance with DEC's <i>Contaminated Sites Management Series</i> guidelines. Where these investigations identify soil and/or groundwater contamination that requires remediation to render the site suitable for the proposed use, such remediation (including validation of remediation) will need to be completed to the specifications and satisfaction of DEC's Contaminated Sites Branch, and in accordance with the requirements of the <i>Contaminated Sites Act 2003</i>. DEC's Contaminated Sites Branch should be contacted regarding any site contamination queries.</p> <p>Drainage management In planning for future subdivisions, it should be noted that no drainage infrastructure is to be placed within the adjoining Beeliar Regional Park, nor is there to be any direct discharge of drainage waters (including road drainage) into the regional park. This requirement is particularly relevant in relation to the possible future design and construction of proposed Cockburn Coast Drive.</p>	<p><i>Policy 5.4</i> and requires sensitive development in proximity to Cockburn Road and the freight rail to comply with the requirements of SPP5.4.</p> <p>Supported As per the <i>Planning for Bushfire Protection Guidelines</i> because the Emplacement LSP proposes development within 100m of vegetation which may be considered a 'moderate to extreme' bush fire hazard the LSP should be supported by a bush fire hazard assessment. It is therefore recommended that a bush fire hazard assessment is prepared and the LSP be amended to consider the outcomes of the assessment.</p> <p>Supported It is acknowledged that the Flora and Vegetation Survey contained within the Ecological Assessment was not undertaken in accordance with EPA Guidance Statement 51. It is therefore recommended that a spring flora and vegetation survey be undertaken prior to any subdivision or</p>

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		<p>DEC notes that Local Water Management Strategies (LWMS) have been prepared for the Emplacement and Robb Jetty LSP areas. These should be submitted to the Department of Water for review and approval.</p> <p>Noise management It is noted future development within the Emplacement LSP area is proposed against Cockburn Coast Drive, which could result in potential noise impacts from road traffic. It is noted that a Road Noise Assessment (Herring Storer Acoustics 2011) has been prepared for the Cockburn Coast Project, which incorporates the Emplacement and Robb Jetty LSP areas; DEC has not reviewed this document. However, there is a need to comply with <i>WAPC State Planning Policy 5.4 - Road and Rail Transport Noise and Freight Considerations in Land Use Planning (2009)</i>. The Draft <i>EPA Guidance Statement No.14 - Road and Rail Transportation Noise (1998)</i> may also be of assistance.</p> <p>Fire management Necessary fire management requirements should be provided for within the structure plan areas, in accordance with the (Interim) <i>Planning for Bushfire Protection Guidelines</i> (Edition 2- Western Australian Planning Commission and Fire and Emergency Services Authority, May 2010) and any other relevant policies, and on the advice of DFES. DEC supports having a perimeter road between residential development and POS, for reasons of public safety, protection of bushland within the POS and fire safety for residents. The perimeter road reserve should accommodate all road, dual use path/footpath and drainage infrastructure.</p> <p>Further Comments received 10 January 2013: I refer to your letter dated 19 November 2012, referring the above proposed local structure plans to the Department of Environment and Conservation (DEC) for comment. DEC reviewed the documents for the Robb Jetty and Emplacement local structure plans and submitted a submission that related to both areas on 21 December 2012. At the time of DEC submitting the submission, a copy of the ecological assessment report (Appendix C) for the Emplacement local structure plan (LSP) area had not been provided. DEC has since received and reviewed the ecological assessment report (<i>Report for Hilltop/Emplacement Crescent-</i></p>	<p>development (involving works to the land), and that affected landowners be advised of this requirement.</p> <p>Not supported The proposed areas of POS within the Emplacement LSP are consistent with the CCDSP Part 2. Vegetation within the green POS links will be retained where possible to provide a physical and ecological link between the foreshore and Beeliar Regional Park. While it may be possible for some vegetation to be retained within POS, the key function of the proposed POS is to provide a variety of recreational functions for residents and visitors, cognisant of the fact that it will be a high density environment. The local impact of some clearing of vegetation in the Emplacement Local Structure Plan area must be balanced against the outcomes of the district structure planning for Cockburn Coast, which seek to facilitate a dense and diverse urban environment with high levels of accessibility.</p> <p>Noted Obligations under the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) are noted.</p>

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		<p><i>Ecological Assessment June 2012</i>) prepared by GHD and provides the following additional advice on flora and fauna management for your consideration.</p> <p>Flora management DEC has reviewed the document <i>Report for Hilltop/Emplacement Crescent-Ecological Assessment</i> (GHD 2012) and notes the field study was conducted on 16 May 2012, which is not considered the optimal time for flora surveys within the Swan Coastal Plain Bioregion; therefore not considered to be conducted in accordance with Environmental Protection Authority's (EPA's) <i>Guidance Statement 51 - Terrestrial Flora and Vegetation Surveys for Environmental Impact Assessment in Western Australia</i>. GHD (2012) outlines that there are patches of native vegetation in good condition (approximately 2.96ha of vegetation in total) and the identified vegetation type 1 located on the eastern side of the project site (Emplacement LSP area) has similarities to DEC-listed threatened ecological community [SCP 26a]. DEC considers that to accurately determine the floristic community types present at the project site, plots need to be established and scored (typically spring and late spring), and data analysed using appropriate statistical techniques. An appropriately timed flora survey in accordance with <i>Guidance Statement 51</i> with methodology consistent with Gibson <i>et al.</i> (1994) is required to determine the presence of priority and/or threatened ecological communities within the project site.</p> <p>In addition, GHD (2012) indicates that rare flora (e.g. <i>Caladenia huegefit</i>) and priority flora (e.g. <i>Dodonaea hackettiana</i>) are likely to occur within the Emplacement LSP area. Therefore, DEC recommends that another flora and vegetation survey of all potentially affected areas of native vegetation be conducted by an environmental consultant, in accordance with <i>Guidance Statement 51</i>. The survey should determine the presence of priority flora, rare flora or other significant flora. If such flora and vegetation is present on site, appropriate action should be undertaken to protect it, or to mitigate impacts.</p> <p>Regardless of the outcomes of the above recommended flora and vegetation survey for the Emplacement LSP area, DEC recommends that areas of native vegetation in good or better condition within the LSP area be retained and incorporated into future public open space (POS).</p> <p>Fauna management The Cockburn Coast District Structure Plan (DSP) area is known to serve as</p>	

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		<p>roosting and foraging habitat for the threatened Carnaby's cockatoo (<i>Calyptorhynchus latirostris</i>). In addition, the Stage 1 <i>Flora and Vegetation Assessment (ENV Australia, 2008)</i> indicates that <i>Lomandra maritima</i> has been identified within the Cockburn Coast DSP area. Therefore, the Emplacement LSP area may support the common and widespread <i>Lomandra maritima</i> which is suitable habitat for the threatened Graceful sun-moth (<i>Synemon gratiosa</i>). GHD (2012) states (Table 4, page 2) "<i>There is 2.96 ha of high quality Black Cockatoo foraging habitat (Banksia sessilis woodland) present within the Project Site. Clearing of the Project Site will adversely affect this foraging habitat. The 2.96 ha of high quality foraging habitat is connected to a larger strip of bushland including Manning Park, which provides foraging habitat for Black Cockatoos. The Project Site has also been mapped by the Department of Planning as potential feeding vegetation for Carnaby's Black Cockatoo on the Swan Coastal Plain (Department of Planning, 2011). Therefore, while the majority of the Project Site is degraded and borders developed areas, due to its linkage to other foraging habitat the 2.96 ha extends the available protected habitat in Beechiar Regional Park. Clearing the 2.96 ha will have an impact on the species' regional feeding resources, but it is unlikely to be critical in terms of the species long term survival. The majority of the foraging habitat is located on the limestone outcrop area in the east of the Project Site, and within a fenced industrial area. It is recommended that clearing of the habitat in these areas be minimized or avoided if possible.</i>"</p> <p>DEC concurs that clearing of high quality foraging habitat for Carnaby's cockatoo should be minimised or avoided, if possible; and recommends that it is retained and incorporated into future POS.</p> <p>DEC reiterates that both Carnaby's cockatoo and the Graceful sun-moth are protected by the Commonwealth's <i>Environment Protection and Biodiversity Conservation Act 1999</i> (EPBC Act). Therefore, regardless of any decision under Western Australian planning or environmental approvals processes, the proponent should contact the Commonwealth Department of Sustainability, Environment, Water, Population and Communities (SEWPaC) to determine what responsibilities they have under the EPBC Act.</p>	
32.	Water Corporation PO Box 100 Leederville WA 6902	<p>Water Corporation Bennett Avenue Waste Water Pump Station (WWPS) odour buffer</p> <p>Section 4.5 of the RJLSP deals with industrial buffers in general and more specifically with the Bennett Avenue WWPS. Figure 25 shows the Bennet Ave WWPS buffer being 50 metres measured from the centre point of the wet well. This 50m buffer setback is at odds with the buffer shown in the <i>Cockburn Coast District Structure Plan</i> adopted by the Western Australian Planning</p>	<p>Supported</p> <p>The Odour Report that has been submitted seeks to further analyse and further refine the buffer in accordance with draft State Planning Policy 4.1 State Industrial Buffer ("SPP4.1") and the Environmental Protection Authority's Guidance Statement No. 3 Separation</p>

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		<p>Commission (WAPC), which shows a 50 metre buffer from the boundary of the site. This setback also contradicts the City's <i>Cockburn Coast District Structure Plan</i>, which is consistent with the WAPC plan.</p> <p>The RJSP proposed buffer 50m setback does not take into consideration a previous determination by the Minister for Water that the 50 metre buffer is to be measured from the boundary of the WWPS site. This determination has previously been conveyed to LandCorp, the City of Cockburn and adjoining land owners both verbally and in written communications. However, some landowners adjoining the WWPS site have made separate representations to the Minister in an attempt to further reduce the odour buffer. In response, the Minister has recently instructed the Corporation to accept a reduction of the buffer from 50 metres to a 25 metre buffer measured from the <u>boundary</u> of the site.</p> <p>The RJSP report includes some explanation of the application of the Environmental Protection Authority (EPA) Guidance Statement 3. Other existing industrial land uses in the area have been acknowledged and management measures have been put in place to address buffers from these land uses measured from the cadastral <u>boundaries</u> of these properties. It is not clear why the RJSP has selectively interpreted the EPA Guidance Statement to apply a buffer measured from the centre of the Bennett Ave Pump Station wet well. This approach is prejudicial to the Corporation and does not provide any flexibility for the Corporation to utilise other parts of the site for pump station works. Measuring the 50m radius odour buffer from the centre of the wet well as being the only source of potential odour precludes the development of any additional odour emitting assets on the WWPS site in the future.</p> <p>The package of information contained on the CD accompanying the RJSP includes an odour report undertaken by a consultant on behalf of the affected landowners. This report has not been subjected to an independent assessment and appears to conclude that the odour levels from the WWPS are currently low and acceptable. This situation is primarily attributable to the success of an odour scrubbing unit that the Corporation installed at the WWPS in early 2011. The odour report and associated modelling has modelled only the current reduced odour levels and has not accounted for future rises in wastewater flows through this main pump station in the longer term. The report also assumes that future wastewater flow and odour increases at the WWPS will be attenuated by further Water Corporation investment in additional odour controls to manage odours within the proposed 50m radius. This has not been agreed or incorporated into the Corporation capital planning for this WWPS and the long-term success of the current odour scrubbing unit is yet to be evaluated for much larger flows.</p>	<p>Distances between Industrial and Sensitive Land Uses ("GS No.3").</p> <p>GS No. 3 notates the following impacts apply: Odour, Noise, Gas and Risk and the key agency for advice or approvals is the local government.</p> <p>The Technical Analysis submitted is predominantly concerned with the issue of odour and pays very limited attention to the issues of gas, noise and risk.</p> <p>City officers are not comfortable endorsing the technical analysis at this stage given it has not given sufficient regard to three of the four impacts this infrastructure presents. The landowners are welcome to lodge an updated technical analysis which does consider all these issues sufficiently, should they choose to apply for subdivision or development approval. In the interim it is recommended that the local structure plan be modified to reflect the boundary of a 25m buffer as measured from the property boundary, and no sensitive land uses will be deemed acceptable in this area, and it is recommended</p> <p>Infrastructure, Servicing and Staging For Robb Jetty they have noted that upon development rationalisation and relocation of existing water and wastewater pipes through the area will be required, however the information and mapping is sufficient at this point in the planning process. We agree with this comment and further design would occur as part of the normal development process.</p> <p>Emplacement Crescent LSP – water supply planning Water Corporation has undertaken further</p>

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		<p>Infrastructure Coordination, Servicing and Staging The updated servicing reports attached to both LSPs are noted. Further discussions and arrangements will need to be made with the Corporation regarding the rationalisation and relocation of existing water and wastewater pipes through the area. However, the information and mapping provided in this report is sufficient for this stage of the planning process.</p> <p>Emplacement LSP – water supply planning The findings of the Corporation's recent water supply planning review for the Hamilton Hill gravity water supply scheme and the water mains upgrades relevant to the Cockburn Coast area, have largely been reflected in the LSP and servicing report. However, it should be noted that any land above 33m AHD will not be able to be served off the gravity scheme, even after the successful completion of these water mains upgrades along Forrest Rd (DN500) and Cockburn Rd (DN375). Small portions of the eastern edges of the 'R160' sites could be affected by this supply limit. Developers of land above 33m AHD will need to investigate other measures (e.g. pressure boosters) to provide adequate pressure to developments, particularly for proposed multi-storey buildings in this area. The areas above 33m AHD are shown on the ached plan. Please call me discuss if necessary. I will be sending the formal letter in the mail tomorrow morning.</p> <p><i>(Additional comments received):</i></p> <p>Thank you for your letter of 19 November 2012 inviting comments from the Water Corporation on the <i>Robb Jetty Local Structure Plan</i> and the <i>Emplacement Local Structure Plan</i>. The Corporation offers the following comments in addition to the advice sent to the City via e-mail on 17 December.</p> <p>The Corporation has previously provided advice to Landcorp, the City and the developer's engineering consultants regarding water and wastewater infrastructure planning for this area, and in particular in relation to the existing Bennett Avenue</p>	<p>water supply modelling for the Hamilton Hill gravity water supply scheme. It is noted that two small R160 sites at the Eastern extremity of the LSP area appear to be affected by the Water Corporation RL33mAHD height contour. Above this level it is noted they may not be able to provide water at a sufficient head (pressure). Development of these sites will involve substantial earthworks due to the steep nature of the existing ground. Therefore, upon final design it may be that these sites are below the RL33mAHD level. Failing that, because they are high density sites and likely multi storey buildings, the design would incorporate water supply pressure boosting systems.</p>

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		<p>Waste Water Pump Station and its odour buffer. The servicing issues relevant to the Robb Jetty and Emplacement precincts are largely reflected in the LSP report and the accompanying <i>Infrastructure and Servicing Report</i> prepared by Wood and Grieve Engineering Consultants.</p> <p>Over the past 2-3 years the Water Corporation has reviewed its water and wastewater infrastructure planning for this area taking into account the development yields and indicative development timing for the Cockburn Coast development area. This planning may need to be further refined in consultation with individual land developers, as more detailed planning is progressed for the various development sites. Staging of water and wastewater headworks and upgrades, in particular the timing of major items such as staged extension of a water distribution main along Cockburn Rd (DN375 water main extension) and later along Forrest Rd (DN500 water main), will depend on the progression of development and water demands. The capacity and progressive upgrading of the Bennett Avenue waste water pump station should not be an impediment to the timing of the initial stages of development. The Corporation will undertake upgrades to the WWPS as required and when capital funds have been scheduled. Further comments follow in relation to some outstanding matters and issues that require further detailed consideration.</p> <p>Fremantle Sewer District Waste Water Pump Station No.2 - Bennett Avenue As the City would be aware, the Water Corporation owns and operates a large waste water pumping station (WWPS) at the corner of Bennett Avenue and Rollinson Road. The WWPS is a permanent facility that was built in this location at a time when the surrounding land was used for industrial purposes. The WWPS is the final receival point for wastewater generated from the Fremantle Sewer District and is therefore critical public infrastructure. The WWPS and its associated onsite, underground emergency storage tanks are potential sources of odour.</p> <p>Encroachment of incompatible land uses within close proximity to the WWPS may place residents in situations of unacceptably high odour, undermine significant investment in this infrastructure, decrease the ultimate operating capacity of the pump station, and thereby risk the achievement of the planned ultimate urban densities within the City of Fremantle and the Cockburn Coast area.</p> <p>In October 2011, in response to approaches from adjoining landowners, the Minister for Water requested the Water Corporation to limit the planned ultimate capacity of the WWPS to a maximum of 350 Litres/second, in order to avoid the need to implement a larger 150m radius odour buffer required under EPA Guidance Statement No.3 for pump stations >350l/s. The implication of this is that</p>	<p>Not supported The City is not responsible for the delivery of wastewater infrastructure and therefore it is not recommended that the City include such an item as a Developer Contribution. Pursuant to Clause 6.3.17 of the Scheme the City is responsible for any shortfall in the total cost contributions when all costs contributions have been made or accounted for. Inclusion of items that the City is not responsible for delivering means that the City is will be left liable for any shortfalls on the delivery of items outside of its control.</p> <p>Supported The Odour Report that has been submitted seeks to further analyse and further refine the buffer in accordance with draft State Planning Policy 4.1 State Industrial Buffer ("SPP4.1")</p>

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		<p>the projected ultimate wastewater flow from the Fremantle Sewer District will not be able to be accommodated through the Bennett Avenue WWPS and alternative measures will need to be explored to deal with the long-term wastewater flows, including the possibility of diverting wastewater into neighbouring sewer catchments. The Water Corporation currently does not have any planning in place or capital works programmed for the infrastructure that will be required to effect such a diversion. Further detailed engineering investigations will be required to explore if and how wastewater can be diverted and to determine the cost of these works. The Council is requested to include this item in the developer contributions scheme for the Cockburn Coast development area.</p> <p>The size and configuration of the required odour buffer around the Bennett Avenue WWPS has been a matter of debate for some time. The Council's last decision on the DSP and the Cockburn Coast Master Plan indicated a buffer of 50m radius measured from the WWPS site boundary, which the Corporation supported. Section 4.5 of the Robb Jetty LSP deals with industrial buffers in general and more specifically with the Bennett Avenue WWPS. Figure 25 shows the Bennett Ave WWPS buffer being measured as 50m from the centre point of the wet well. This buffer setback is at odds with the buffer shown in the <i>Cockburn Coast District Structure Plan</i> and the Masterplan.</p> <p>The 50m buffer proposed in the Robb Jetty LSP does not take into consideration a previous determination by the Minister for Water that the buffer is to be measured from the boundary of the WWPS site. The Minister's determination has previously been conveyed to LandCorp, the City of Cockburn and adjoining land owners both verbally and in writing. However, landowners adjoining the WWPS site have since made representations to the Minister for Water in an effort to further reduce the extent of the buffer. In response, the Minister has recently requested the Corporation to accept a reduction of the buffer from a 50m to 25m radius measured from the boundary of the site. The City is requested to reflect the Minister's decision and the revised odour buffer in the DSP and the Robb Jetty LSP.</p> <p>The Robb Jetty LSP report includes some explanation of the application of the Environmental Protection Authority (EPA) Guidance Statement 3 in relation to industrial buffers. It is noted that other existing industrial land uses in the Cockburn Coast area have been acknowledged and management measures have been put in place to protect these land uses with buffers measured from the cadastral boundaries of these properties. It is not clear why the LSP has selectively interpreted the EPA Guidance Statement No.3 to apply a buffer measured from the centre of the Bennett Ave Pump Station wet well. This approach is prejudicial</p>	<p>and the Environmental Protection Authority's Guidance Statement No. 3 Separation Distances between Industrial and Sensitive Land Uses ("GS No.3").</p> <p>GS No. 3 notates the following impacts apply: Odour, Noise, Gas and Risk and the key agency for advice or approvals is the local government.</p> <p>The Technical Analysis submitted is predominantly concerned with the issue of odour and pays very limited attention to the issues of gas, noise and risk.</p> <p>City officers are not comfortable endorsing the technical analysis at this stage given it has not given sufficient regard to three of the four impacts this infrastructure presents. The landowners are welcome to lodge an updated technical analysis which does consider all these issues sufficiently, should they choose to apply for subdivision or development approval. In the interim it is recommended that the local structure plan be modified to reflect the boundary of a 25m buffer as measured from the property boundary, and no sensitive land uses will be deemed acceptable in this area, and it is recommended</p>

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		<p>to the Corporation and does not provide any flexibility for the Corporation to utilise other parts of the site for pump station works.</p> <p>The package of information contained on the CD accompanying the Robb Jetty LSP includes an odour report undertaken by a consultant on behalf of the affected landowners. This report has not been subjected to an independent assessment and appears to conclude that the odour levels from the WWPS are currently low and acceptable. This situation is primarily attributable to the success of an odour scrubbing unit that the Corporation installed at the WWPS in early 2011. The odour report and its conclusions are based on an assessment of the current reduced odour levels and has not accounted for future increases in wastewater flows through this main pump station, and hence potential increases in odour emissions in the longer term. The report also assumes that future wastewater flows and odour increases at the WWPS will be attenuated by further Water Corporation investment in additional odour controls to manage odours within the proposed 50m radius. This has not been agreed to or incorporated into the Corporation's planning for this WWPS and the long-term success of the current odour scrubbing unit is yet to be evaluated for much larger flows.</p>	
33.	Adele Carles MLA Fremantle Shop 1, Queensgate Centre, William Street FREMANTLE WA 6160	<p>Please accept these documents as my submission for the structure plans within the Cockburn Coast development area: Robb Jetty; and Emplacement</p> <p>My views are outlined in the two previous submissions (attached). In addition I would like to raise the matter of new evidence that has arisen in relation to rapid sea level rise in Western Australia – particularly around Perth. The recently released federal report State of Australian Cities 2012 (<i>Major Cities Unit, Department of Infrastructure and Transport, Australian Government</i>) details disturbing evidence that sea levels are rising between 9mm and 10mm per year, while the global average is about 3mm per year (see media release attached). This rapid rate of sea level rise has been attributed to the interaction of factors involving Perth's sinking ground levels due to excessive groundwater abstraction and the rise in sea levels due to climate change.</p> <p>The result is that low lying coastal areas around Fremantle will be subject to more intense sea level intrusion at a more rapid rate than the rest of the country. This new evidence must result in a reappraisal of coastal setbacks for the purposes of planning in the Cockburn Coast Structure Plan. The current prescribed coastal setback for planning are out-dated and will be insufficient to protect built structures from damage and inundation in the near coast areas of the structure plan.</p>	<p>The applicant has provided a Coastal Vulnerability Assessment (CVA) with their local structure plan. The document has been prepared by an appropriately qualified person and a company who specialise in these assessments.</p> <p>The assumed sea level rise in the CVA is 0.9m to 2110. This is as per the current requirements of the Department of Planning. When the State Planning Policy 2.6 (SPP2.6) State Coastal Planning Policy was gazetted in 2003 a sea level rise of 0.38m needed to be included in assessments. Based on updated data, the Department of Planning issued a new Position Statement in 2010 to increase the sea level rise to be factored into</p>

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		<p>I submit that this is the ideal opportunity for planning authorities to review coastal setbacks for planning more generally and to adjust the specific setbacks for the Cockburn Coast structure plan specifically. I would also like to reiterate my opposition to the inclusion of a public marina at the front of the old power station due to the loss of beach it creates and because of the impacts of sea level rise in decades to come.</p> <p><i>(Attachment 1 – Media Release on Sea Level Rise – 5 Dec 2012)</i></p> <p>Fremantle Independent MP Adele Carles has demanded an urgent reassessment of the Cockburn Coast Local Structure Plan in light of new scientific evidence about sea levels rising in Perth at three times the global average.</p> <p>Disturbing new statistics from the State of Australian Cities report show readings since 1993 have indicated sea levels are rising by between 9mm and 10mm per year, while the global average is about three millimetres per year.</p> <p>Ms Carles says the new startling information renders the current plan redundant and says planners need to go back to the drawing board.</p> <p>“These new statistics are alarming and must be taken into account while planning for the development of the Cockburn Coast,” Ms Carles said.</p> <p>“Coastal setbacks may need to be increased as current planning regulations for coastal setback and sea level rise are outdated and don’t reflect the new</p>	<p>assessments to 0.9m to 2110. In February 2012, the Department advertised a new draft SPP2.6, this reiterates the requirement for 0.9m to 2110. No advice to the contrary has been provided to the City by the Department and therefore it is prudent to apply an assumed sea level rise of 0.9m to 2110.</p> <p>Neither the Robb Jetty not the Emplacement Local Structure Plans include the power station building. Any proposals for the power station (whether with marina proposals or not) will be the subject of future applications. Council has made it very clear in its proposed town planning scheme provisions, there are a variety of issues which must be discussed should a marina (or similar) coastal feature be proposed, including environmental and social feasibility.</p> <p>Noted the submissioner has included a copy of a media release they have made. This is considered to be provided for information as background the the submission above and does not warrant further response. The matter of sea level rise is discussed above.</p>

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		<p>information that is now available.”</p> <p>“The new warnings also vindicate my opposition to a marina on this part of the coast, which is already overstretched,” Ms Carles said</p> <p><i>(Attachment 2 - previous submission on Metropolitan Region Scheme Amendment 1180/41 Cockburn Coast District Structure Plan Area. May 2010)</i></p> <p>Executive Summary</p> <p>This submission outlines a number of concerns and suggestions in relation to the Cockburn Coast District Structure Plan (CCDSP) as it appears in the Metropolitan Region Scheme Amendment 1180/41. Comments are also made in relation to planning issues surrounding the South Fremantle tip site and the Fremantle Chalet Village (Caravan Park). The tip site and the Fremantle Chalet village both fall within the boundaries of the CCDSP and share similar environmental problems, yet the planning considerations of the former tip site are side-stepped in the documentation of the CCDSP. The South Fremantle tip-site is regarded as being subject to separate planning measures by the City of Fremantle and the chosen planning option for the site differs from that which has been made public previously. There is clearly a need to consider sensitive and ecologically sustainable development of this locality given historic use as an industrial area with noxious industry land-use. However the need to remediate or manage contaminated land should not compromise the remaining high conservation values of other land within the structure plan area or resident's health or amenity. With a view to ensuring more sustainable outcomes for the structure plan I have provided comment on;</p> <p>The urgent need to fund dedicated infrastructure for a light rail network to service the structure plan development and alleviate congestion on Hampton Road and throughout Fremantle.</p> <p>Strong community opposition to residential development of the South Fremantle landfill site due to health and safety issues and environmental impacts.</p> <p>The need for greater setbacks between the coastline and the key residential and commercial developments of the CCDSP.</p> <p>Real consideration to be given to the relocation of the Fremantle Chalet Village permanent residents to affordable accommodation within the CCDSP that provides improved amenity and security (the 'village' is currently located on top of a medical and municipal waste dump).</p>	<p>Noted the submissioner has included a copy of a submission they have made on the Metropolitan Region Scheme amendment advertised by the Department of Planning.</p> <p>This is considered to be provided for information as background the the submission above and does not warrant further response. The Department of Planning have already responded to the submissions raised as part of that amendment process.</p> <p>A copy of the submissions report on MRS Amendment 1180/41 can be found at: www.planning.wa.gov.au/publications/941.asp</p> <p>The submission is labelled Submission Number 26.</p>

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		<p>The need to integrate renewable energy systems in to the development at district scale where possible and certainly at lot scale for commercial and residential structures.</p> <p>Transit: Light rail vs. buses I am disappointed to see that the WAPC is still pursuing the option of road-based transit in the CCDSP. The response below (from the public submissions report) indicates that while the vast majority of respondents (27:3) were encouraging the implementation of light rail to link the CCDSP to Fremantle in preference to a bus system, the WAPC has not adopted their views. <i>"It is considered that Bus Rapid Transit presents the most viable and effective public transport option in the short to medium term, in the absence of the significant Government financial commitment required to implement the alternatives suggested through the public comment period. By securing the public transport priority contiguously to Fremantle from the project area, and ensuring that appropriate transit stops are provided, the opportunity to transition to light rail in the longer term is preserved, should the technology be implemented on a broader scale"</i>.(response to submissions) Draft Cockburn Coast District Structure Plan - Public Submissions Report - August 2009 p.9 The argument made is that the bus transit system is cheaper than light rail in the short to medium-term. This is qualified by comments that such viability only occurs in the absence of 'the significant Government financial commitment' that would be required to implement the clearly preferred choice of respondents – which is light rail. Long-term sustainability assessment should be considered in this case and a comparative assessment considered. An electrified light rail system has the benefit of reduced running, maintenance and replacement costs when compared to gas/diesel buses even if the capital investment on infrastructure is considered. It is also clear that light rail can source renewable energy based electricity to reduce or eliminate its inherent carbon footprint unlike gas/diesel buses which will rely on external offsets in order to approach carbon neutrality. If a light rail line were configured parallel to coastal views it would prove attractive to tourists in its own right and increase patronage. It is difficult to see a bus system achieving the same status. The cost for implementing light rail has been estimated at \$15 million per kilometre in high density urban environments (Ludlam 2010), although the majority of track would be installed in a low-constraint environment (the CCDSP itself) until it reached the developed outskirts of Fremantle. Depending on alignment the track may extend 5-7 kilometres with a total cost of \$75-100 million plus rolling stock and maintenance. Light rail vehicle costs are around \$3 million per vehicle and a maintenance facility of around \$4 million.</p> <p>However, construction costs vary dramatically depending on the environment (tunnelling, gradients, dense urban development etc) and many cost assessments</p>	

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		<p>from other states and countries are less than those quoted in the CCDSP (Ludlam 2010). Importantly the cost/revenue ratio decreases dramatically with increased patronage and at maximum capacity the light rail system is highly cost effective, carbon efficient and has high rates of congestion reduction. DPI (2008) has acknowledged the superiority of light rail in this regard over buses and also note that light rail gives a sense of <i>permanence</i> to developers who are more likely to invest if government has dedicated capital and infrastructure to a long-term transit system (buses lack this permanence). They also acknowledge that the <i>scale</i> of the transit project can have a significant <i>place-making ability</i> as in my earlier comments on tourist potential. In DPI's view "<i>Large-scale (transit) projects with considerable government investment are more likely to generate development/redevelopment opportunities</i>". DPI also acknowledge that buses in Western Australia suffer from stigmatisation (the public view them as uncomfortable or inconvenient) and that this would be a barrier to uptake unless specific marketing plans were put in place at considerable expense. Putting aside the cost merits of buses vs. light rail it is clear that Hampton Road will reach unacceptable levels of congestion in the near future. Indeed the WAPC note in its transport analysis that Hampton Road;</p> <p><i>"... is predicted to be congested, regardless of whether the DSP area is developed or not. Paramics modelling undertaken for Scenario 1 (two lanes for general traffic plus kerbside transit lanes) without any DSP traffic predicts volumes of 32 100 vpd by 2031. The predicted congestion on Hampton Road places an increased emphasis on the need for transit priority in the coastal corridor."</i> (DPI 2008, p.15)</p> <p>Given this assessment by the DPI it is increasingly apparent that any transit option should avoid road use as it will inevitably lead to further congestion.</p> <p>Recommendation 1: It is clear there is a need for a light-rail service for the Cockburn DSP to be funded at the next state budget. Although provision is made in the plans for a light rail reserve, the emphasis in the most recent draft CCDSP appears to be on road-based <i>bus</i> transport. I would recommend that the State Government develop an infrastructure investment plan for long term light rail implementation in the CCDSP with a view to extension into surrounding suburbs at a later time.</p> <p>Recommendation 2: Traffic congestion on Hampton Road has reached critical levels and with anticipated population increases resulting from the CCDSP, any increase in road based transport (including bus services) will prove unmanageable in the short to medium term. I recommend against road based transit systems as they increase congestion and represent an opportunity cost and investment disincentive for future light rail infrastructure.</p>	

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		<p>Recommendation 3: Light rail integration with the broader regional transport network is the most sensible and sustainable option to connect Fremantle with the CCDSP development and the suburbs beyond. The state government should establish a transit working group to integrate the heavy rail line at Fremantle station with light rail infrastructure from the CCDSP.</p> <p>South Fremantle landfill</p> <p>There is virtually no community support for the development of residential dwellings on the South Fremantle landfill site. It is noted that the City of Fremantle has been permitted to undertake the planning activities for this site even though it falls within the boundaries of the CCDSP. The City of Fremantle planning process has been augmented by a Stakeholder Advisory Group ('the Group') which includes representation from the community adjacent to the landfill. I was a member of this Group as the spokesperson for the South Fremantle/Hamilton Hill Residents' Assoc Inc. Although this Group has been in abeyance recently, my recollection is that there was no clear consensus on whether Option A (which includes netball courts and a council depot) or Option B (which included more housing) was preferable. I recall that the community representatives on the Group, including myself preferred Option A, whilst the developer representatives preferred Option B, creating an impasse.</p> <p>However, the DSP document available online at DPI states <i>"The structure plan reflects Option B as determined through the advisory group process."</i> I met with the City of Fremantle last month about this matter and I understand that a further meeting of this Group is to be convened with a view to reconciling this and to moving forward. The lack of community support for residential development at the tip site is directly related to the hazards associated with any potential remediation and redevelopment of the site. Historical and anecdotal records confirm that a range of hazardous waste materials are buried within the site and that these include PCBs, quarantine waste, municipal waste, medical waste, sullage and ordnance. There are also serious ongoing issues associated with uncontrolled methane release from the landfill, within the landfill and under the adjoining Chalet village site. Referenced details of the site history and contamination have already been presented to the WAPC in my original submission of the South Fremantle/Hamilton Hill Residents' Association Inc in September 2008 which attached a lengthy scientific report by Kelly Duckworth (Duckworth 2008). I ask that this original submission be included with this current submission.</p> <p>Contaminated site remediation in Western Australia is still in its infancy in terms of methodology and public health protection. The primary means of remediation in</p>	

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		<p>WA are dig and dump approaches with poor dust control, no vapour control and inadequate air monitoring techniques. The South Fremantle community were subjected to the remediation of the former lead smelter site in 2005. I represented this community in the Supreme Court in which we attempted to have the WA Government adopt best practice remediation by removing all risks to local residents and beach users. We requested that the Health Department and the Department of Environment and Conservation implement a requirement that the hazardous remediation activity be conducted in an enclosure to prevent the release of lead contamination across Fremantle. Large tent like enclosures operating under negative pressure are used in the US and Europe for remediation of sites containing harmful dust and vapours in proximity to local communities. Unfortunately the responsible government agencies in WA refused to take this preventative action and approved a plan which did not remove the risk of lead dust being released over South Fremantle. The departments gave public assurances that nothing would go wrong and site specific risk assessments that generated 'tolerable' levels of contaminants.</p> <p>These assessments did not take into account the special sensitivities of the elderly, infants and pregnant women. They also failed to account for the accumulative and synergistic impacts of the hazardous chemicals released and ignore the pre-existing body burdens of likely receptors. Ultimately many families with young children, including mine, made the difficult decision to leave our homes voluntarily while the developer conducted its remediation over an 18 month period. Some families never returned. The unfortunate legacy of this remediation has left a scar on our community.</p> <p>I have relayed this story in the hope that the Government acknowledges that the community adjacent to this tip site has already suffered loss and dislocation due to the recent lead remediation at South Beach. We do not want to find ourselves in this situation again. Specifically we do not want to leave our homes again. Given the high degree of hazard associated with the waste fill at the South Fremantle landfill and the inability of contractors and government agencies to adequately protect local residents, I maintain my strong opposition to residential development of the South Fremantle landfill site. I support the recommendations of the 2008 South Fremantle/Hamilton Hill Residents' Association Inc with respect to this issue and reiterate those recommendations;</p> <p>Recommendation 1: Residential redevelopment of the South Fremantle Landfill Site should not be approved due to the many risks associated with the hazardous waste and emission of landfill gases from the site.</p>	

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		<p>Recommendation 2: A 500m buffer zone, which precludes further residential redevelopment, should be applied around the South Fremantle Landfill Site, in accordance with Victorian EPA guidance statements.</p> <p>Recommendation 3: Regular monitoring for landfill gas at the South Fremantle Landfill Site, surrounding residential areas, and commercial areas, already existing within the 500m buffer, should be implemented as a matter of urgency, and in accordance with the highest international standards.</p> <p>Recommendation 4: Comprehensive soil and groundwater testing should be undertaken in the Plan area, to support well informed redevelopment strategies.</p> <p>Fremantle Chalet Village The Fremantle Chalet Village has an uncertain future. It was established in the 1980s as a temporary caravan park to accommodate an influx of temporary visitors to Fremantle during the America's Cup yacht series. In following years, approval was given by the City of Fremantle to integrate long term residents in 'park homes' at the site. Throughout this period little or no regard was given to the health implications of long-term tenancy on a landfill site where waste is regularly exposed during site works and gardening. Methane levels in soil at the site have also been found to be very high at times, raising concerns about asphyxiation risk and explosions. Both the South Fremantle landfill and the Chalet Village share similar problems in terms of waste fill, methane release, inadequate management and remediation.</p> <p>It is doubtful that government authorities would ever again allow a situation where residents were permitted to live for long periods on an unremediated landfill site. This brings into question the future of the residents currently occupying that site. Many long-term residents are elderly pensioners who have invested a large portion of their capital into the 'park homes' that occupy the site. Due to current debate over legislation affecting these types of caravan parks and dwellings, many owners have found themselves in a position where they cannot sell their homes and cannot relocate. The financial situation of many long term residents has been seriously affected as is their security of tenure. The Fremantle Chalet Village requires remediation which cannot be undertaken with the current resident's in-situ. The future development of the site and the intentions of the current owner are not clear, but it appears that the current land-use will change under the CCDSP. Either remediation or re-development will require current long-term residents to relocate.</p> <p>On a positive note there may be an opportunity for the State Government to assist</p>	

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		<p>these long-term residents through a relocation program within the CCDSP. The Government has committed to a minimum of 20% affordable housing within the CCDSP which should provide an opportunity to relocate those long term Chalet Village residents who would otherwise have extremely limited options to seek alternative accommodation in close proximity with similar amenity. Many of these residents have family and support networks in adjoining suburbs and cannot afford to move from their current accommodation into surrounding communities. The Government has not yet responded to the Economics and Industry Standing Committee report titled <i>"Provision, Use and Regulation of Caravan Parks (and Camping Grounds) in Western Australia"</i> which raises many of the issues that disadvantage long-term caravan park residents. However, the Caravan Park/Park Homes Interagency Working Group has been established with a Memorandum of Understanding to assist displaced residents resulting from caravan park closures. The agencies include;</p> <p>Department of Commerce, Department for Communities , Department of Housing & Department of Planning</p> <p>Recommendation 1: It would be commendable if the Working Group, in collaboration with the long-term Chalet Village residents could develop a resolution to their current predicament based around secure, affordable housing/accommodation within the CCDSP.</p> <p>Coastal setback All development should be setback at least behind the freight rail reserve and Robb Road to protect against the risk of inundation from predicted rising sea levels. The threat of rising sea levels persuaded the Victorian Civil and Administrative Tribunal to refuse a housing development within 1km of the coast recently.</p> <p>Many scientists have predicted sea levels could rise by as much as 2 metres by the end of the century (Allison et al. 2009). Some scientists have predicted the rise could be even greater. This raises the issue of State Government liability. If the precautionary principal were invoked in these circumstances, the State Government would place a moratorium on any further coastal developments within 1km of the coast depending on the slope of the land and potential for inundation.</p> <p>Recommendation 1: All development should be setback at least behind the freight rail reserve and Robb Road to prevent inundation of coastal lots.</p> <p>Recommendation 2: If the Government accepts current sea level rise predictions, the precautionary principal should be invoked and there should be no coastal</p>	

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		<p>development within 1 km of the sea.</p> <p>Renewable Energy The implementation of the CCDSP will provide a unique opportunity for government to plan for and integrate renewable energy generation at lot level for domestic and commercial developments within the structure plan. While site orientation and current electricity supply legislation will make it unlikely that district scale renewable systems can easily be implemented (such as terrestrial solar or wind farms) in the short-term, a stronger government commitment to sustainability targets for the development could see wave power and medium scale wind turbines established to contribute to the carbon neutrality of the project. Geothermal power should be assessed for district power generation for the CCDSP and a feasibility study conducted.</p> <p>Superior site elevation in the north-east corner of the development allows for a very good wind resource and sufficient space is available for around five or six 20kW wind turbines to be installed. This would be sufficient to power 65 six-star energy efficient households. Current electricity legislation would make it very difficult for on-site renewable energy to be used directly as the power supply for CCDSP homes and businesses.</p> <p>I would recommend that the Government consider amendments to legislation to streamline the ability of on-site renewable generation to be used for the power needs of developments such as the CCDSP. It is entirely practical for the Government to encourage (through building codes and developer agreements) the implementation of lot scale renewable energy generation. Commercial buildings could install vertical axis wind turbines and photovoltaic power generation, while households could incorporate solar hot water systems and photovoltaic power generation. There are many other sustainability initiatives that could be considered and many of these have already been outlined in LandCorp's 2009 <i>Alkimos Environmental Sustainability Initiatives Report</i>. All of these initiatives should be considered in the context of the CCDSP.</p> <p>Recommendation 1: Assess and implement district scale renewable energy generation for the CCDSP where feasible. Page 10</p> <p>Recommendation 2: Require design criteria for domestic and commercial buildings within the CCDSP that maximise passive energy savings and active renewable energy generation wherever possible.</p> <p>Recommendation 3: Review legislation to make it easier for larger scale renewable energy generation to be dedicated to local developments to create a</p>	<p>Noted the submissioner has included a copy of a submission they have made on the related Town Planning Scheme amendment and District Structure Plan advertised by the City of Cockburn.</p> <p>This is considered to be provided for information as background the the submission above and does not warrant further response. The City have already responded to the submissions raised as part of that earlier consultation process.</p> <p>A copy of the Submission Schedule on Town Planning Scheme Amendent 89 and the District Structure Plan can be found at:</p> <p>www.cockburn.wa.gov.au/meetings_and_minutes</p>

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		<p>level of measurable energy autonomy and carbon footprint reduction for developments such as the CCDSP.</p> <p><i>(Attachment 3 - previous submission on proposed Scheme Amendment No. 89 rezoning the area from Industry to Development zone and Draft Cockburn Coast District Structure Plan Part 2 - November 2011)</i></p> <p>Executive Summary</p> <p>This submission outlines a number of suggestions in relation to the Cockburn Coast District Structure Plan 2 (CCDSP2) as it appears in the Proposed Scheme Amendment No. 89. Comments are also made in relation to planning issues surrounding the South Fremantle tip site and the Fremantle Chalet Village (Caravan Park). The tip site and the Fremantle Chalet Village both fall within the boundaries of the CCDSP and share similar environmental problems. The South Fremantle tip-site is regarded as being subject to separate planning measures by the City of Fremantle but I am pleased to see that at least part of the site has been integrated into the strategic planning for public transit for the new development.</p> <p>There is clearly a need to consider sensitive and ecologically sustainable development of this locality given its historic use as an industrial area with noxious industry land-use. However the need to remediate or manage contaminated land should not compromise the remaining high conservation values of other land within the structure plan area or resident's health or amenity.</p> <p>With a view to ensuring more sustainable outcomes for the structure plan I have provided comment on;</p> <ul style="list-style-type: none"> • The urgent need to fund dedicated infrastructure for a light rail network to service the structure plan development and alleviate congestion on Hampton Road and throughout Fremantle. • Strong community opposition to residential development of the South Fremantle landfill site due to health and safety issues and environmental impacts. • The need for greater setbacks between the coastline and the key residential and commercial developments of the CCDSP. • If the owner of the Fremantle Chalet Village decides to sell this site, consideration needs to be given to the relocation of the Fremantle Chalet Village permanent residents to affordable accommodation within the 	<p>It is the attachment to Item 14.2 on the Council meeting agenda for 9 February 2012. The submission is labelled Submission Number 26.</p>

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		<p>CCDSP.</p> <ul style="list-style-type: none"> The need to integrate renewable energy systems into the development at district scale where possible and certainly at lot scale for commercial and residential structures. <p>Transit: Light rail vs. buses</p> <p>I was pleased to see that the WAPC has heard the widespread call for light rail to be established in the structure plan development. The location of the light rail/transit reserve along the 'spine' of the new development makes sense in that it provides for a greater passenger catchment on both sides of the line. This is a benefit that would be lost if the line were to run close to the coast allowing a catchment on one side of the track only.</p> <p>It is important that funding is made available for the early establishment of the reserve at the very beginning of the development to maximize the passenger use of light rail from the outset and to alleviate traffic congestion in the area before an estimated 10,000 new residents take to the roads exclusively in cars.</p> <p>I am concerned that there is still a focus on the use of rapid transit buses initially and then a gradual move to light rail. Any spending on new assets for the bus service will effectively drain funds that could be directed to light rail establishment. Rather than splitting the options, it would be prudent to dedicate funds and planning directly to light rail from the beginning.</p> <p>Hampton Road is already heavily congested. The light rail line will provide an effective antidote to the congestion. I was pleased to see that a proposed light rail station would be based on the site of the former South Fremantle tip site and that plans are included to examine the extension of the line through to the Fremantle train station. I have suggested a similar light rail plan to government and augmented it with a plan to establish a park and ride facility next to the station at the tip site. Capping the land with bitumen for car parking would prevent the ingress of rain water which is a major factor in the spread of groundwater contamination beneath the former tip site. In addition it would allow residents of the new development to park at the tip site and catch the light rail to Fremantle and then heavy rail beyond that into the City, via the Fremantle train station.</p> <p>This would have the effect of removing a sizeable amount of the existing and proposed traffic that clogs Hampton Road and other Fremantle streets while providing a net environmental benefit at the tip site. These are benefits that would not arise from the use of rapid transit buses. DPI (2008) has acknowledged the superiority of light rail in this regard over buses and also notes that light rail gives</p>	

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		<p>a sense of <i>permanence</i> to developers who are more likely to invest if government has dedicated capital and infrastructure to a long-term transit system (buses lack this permanence).</p> <p>They also acknowledge that the <i>scale</i> of the transit project can have a significant <i>place-making ability</i>. In DPI's view "<i>Large-scale (transit) projects with considerable government investment are more likely to generate development/redevelopment opportunities</i>".</p> <p>DPI also acknowledges that buses in Western Australia suffer from stigmatisation (the public view them as uncomfortable or inconvenient) and that this would be a barrier to uptake unless specific marketing plans were put in place at considerable expense. Putting aside the cost merits of buses vs. light rail, it is clear that Hampton Road will reach unacceptable levels of congestion in the near future. Indeed the WAPC note in its transport analysis that Hampton Road;</p> <p><i>"... is predicted to be congested, regardless of whether the DSP area is developed or not. Paramics modelling undertaken for Scenario 1 (two lanes for general traffic plus kerbside transit lanes) without any DSP traffic predicts volumes of 32 100 vpd by 2031. The predicted congestion on Hampton Road places an increased emphasis on the need for transit priority in the coastal corridor."</i> (DPI 2008, p.15)</p> <p>Given this assessment by the DPI it is increasingly apparent that any transit option should avoid road use as it will inevitably lead to further congestion.</p> <p>Recommendation 1: I recommend that the State Government develop an infrastructure investment plan for long term light rail implementation in the CCDSP with a view to extension into surrounding suburbs (ie Fremantle) in the near future.</p> <p>Recommendation 2: Traffic congestion on Hampton Road has reached critical levels and with anticipated population increases resulting from the CCDSP, any increase in road based transport (including bus services) will prove unmanageable in the short to medium term. I recommend against road based transit systems as they increase congestion and represent an opportunity cost and investment disincentive for future light rail infrastructure.</p> <p>Recommendation 3: Light rail integration with the broader regional transport network is the most sensible and sustainable option to connect Fremantle with the CCDSP development and the suburbs beyond. The State Government should establish a transit working group to integrate the heavy rail line at Fremantle station with light rail infrastructure from the CCDSP.</p>	

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		<p>South Fremantle landfill</p> <p>There is virtually no community support for the development of residential dwellings on the South Fremantle landfill site. It is noted that the City of Fremantle has been permitted to undertake the planning activities for this site even though it falls within the boundaries of the CCDSP. The City of Fremantle planning process has been augmented by a Stakeholder Advisory Group ('the Group') which includes representation from the community adjacent to the landfill.</p> <p>I was a member of this Group as the spokesperson for the South Fremantle/Hamilton Hill Residents' Association Inc. Although this Group has been in abeyance recently, my recollection is that there was no clear consensus on whether Option A (which includes netball courts and a council depot) or Option B (which included more housing) was preferable. I recall that the community representatives on the Group, including myself preferred Option A, whilst the developer representatives preferred Option B, creating an impasse.</p> <p>However, the DSP document available online at DPI states <i>"The structure plan reflects Option B as determined through the advisory group process."</i> The lack of community support for residential development at the tip site is directly related to the hazards associated with any potential remediation and redevelopment of the site. Historical and anecdotal records confirm that a range of hazardous waste materials are buried within the site and that these include PCBs, quarantine waste, municipal waste, medical waste, sullage and ordnance. There are also serious ongoing issues associated with uncontrolled methane release from the landfill, within the landfill and under the adjoining Fremantle Chalet Village site.</p> <p>Referenced details of the site history and contamination have already been presented to the WAPC in my original submission of the South Fremantle/Hamilton Hill Residents' Association Inc in September 2008 which attached a lengthy scientific report by Kelly Duckworth (Duckworth 2008). I ask that this original submission be included with this current submission.</p> <p>Contaminated site remediation in Western Australia is still in its infancy in terms of methodology and public health protection. The primary means of remediation in WA are dig and dump approaches with poor dust control, no vapour control and inadequate air monitoring techniques. The South Fremantle community were subjected to the remediation of the former lead smelter site in 2005. I represented this community in the Supreme Court in which we attempted to have the WA Government adopt best practice remediation by removing all risks to local residents and beach users. We requested that the Health Department and the</p>	

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		<p>Department of Environment and Conservation implement a requirement that the hazardous remediation activity be conducted in an enclosure to prevent the release of lead contamination across Fremantle. Large tent-like enclosures operating under negative pressure are used in the US and Europe for remediation of sites containing harmful dust and vapours in proximity to local communities.</p> <p>Unfortunately the responsible government agencies in WA refused to take this preventative action and approved a plan which did not remove the risk of lead dust being released over South Fremantle. The departments gave public assurances that nothing would go wrong and site specific risk assessments that generated 'tolerable' levels of contaminants. These assessments did not take into account the special sensitivities of the elderly, infants and pregnant women. They also failed to account for the accumulative and synergistic impacts of the hazardous chemicals released and ignored the pre-existing body burdens of likely receptors. Ultimately many families with young children, including mine, made the difficult decision to leave our homes voluntarily while the developer conducted its remediation over an 18 month period. Some families never returned. The unfortunate legacy of this remediation has left a scar on our community.</p> <p>I have relayed this story in the hope that the Government acknowledges that the community adjacent to this tip site has already suffered loss and dislocation due to the recent lead remediation at South Beach. We do not want to find ourselves in this situation again. Specifically we do not want to leave our homes again. Given the high degree of hazard associated with the waste fill at the South Fremantle landfill and the inability of contractors and government agencies to adequately protect local residents, I maintain my strong opposition to residential development of the South Fremantle landfill site.</p> <p>I support the recommendations of the 2008 South Fremantle/Hamilton Hill Residents' Association Inc with respect to this issue and reiterate those recommendations;</p> <p>Recommendation 1: Residential redevelopment of the South Fremantle Landfill Site should not be approved due to the many risks associated with the hazardous waste and emission of landfill gases from the site.</p> <p>Recommendation 2: A 500m buffer zone, which precludes further residential redevelopment, should be applied around the South Fremantle Landfill Site, in accordance with Victorian EPA guidance statements.</p> <p>Recommendation 3: Regular monitoring for landfill gas at the South Fremantle</p>	

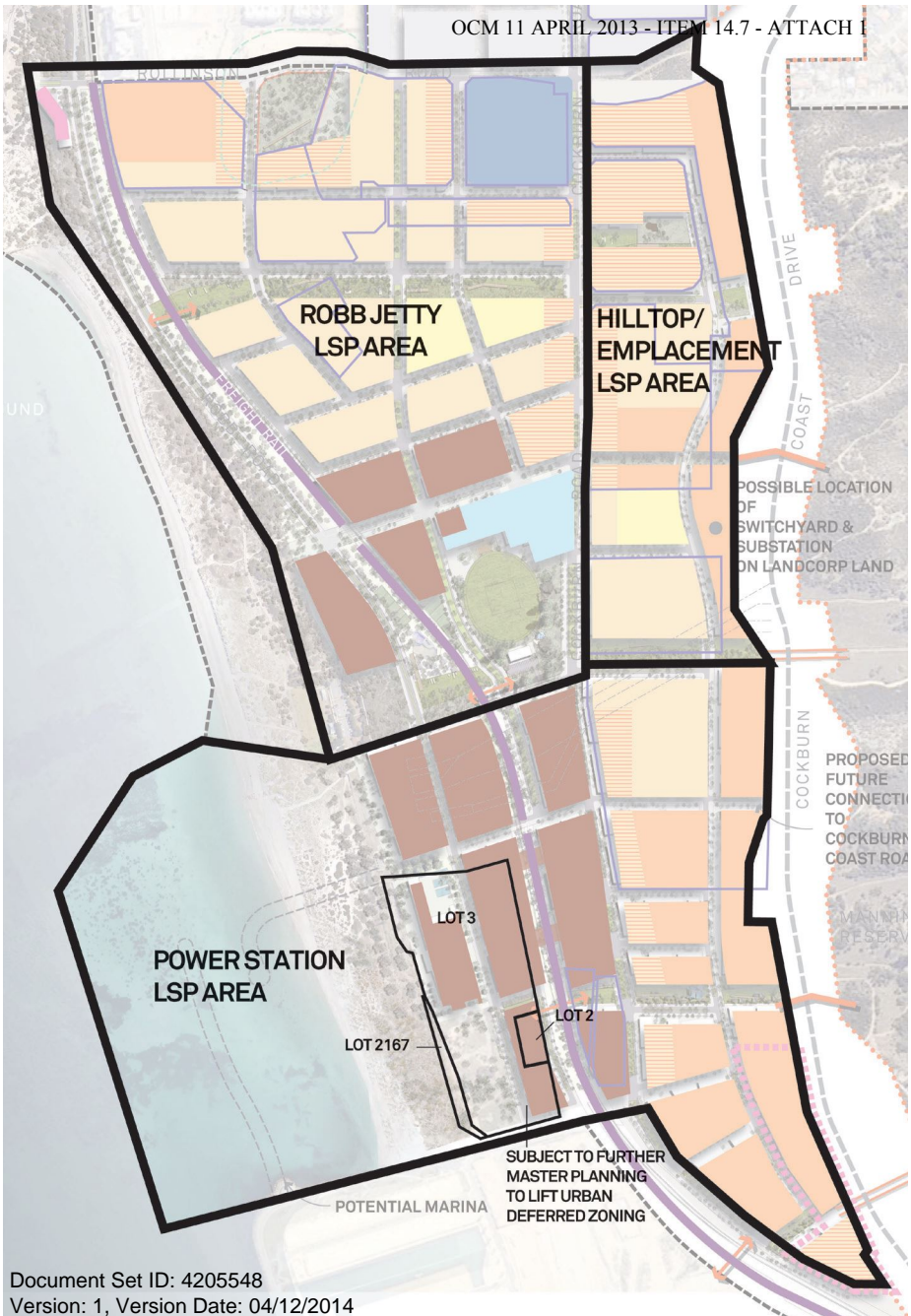
No.	Name/address	Submission	Council's recommendation
		<p>Landfill Site, surrounding residential areas, and commercial areas, already existing within the 500m buffer, should be implemented as a matter of urgency, and in accordance with the highest international standards.</p> <p>Recommendation 4: Comprehensive soil and groundwater testing should be undertaken in the Plan area, to support well informed redevelopment strategies.</p> <p>Recommendation 5: Locate a park and ride facility on the former tip site integrated with the light rail station noted in the current plans. The bitumen capping will have a positive effect on groundwater contamination and represents best use of site with highly limited land use options.</p> <p>Fremantle Chalet Village The Fremantle Chalet Village has an uncertain future. It was established in the 1980s as a temporary caravan park to accommodate an influx of temporary visitors to Fremantle during the America's Cup yacht series. In following years, approval was given by the City of Fremantle to integrate long term residents in 'park homes' at the site. Throughout this period little or no regard was given to the health implications of long-term tenancy on a landfill site where waste is regularly exposed during site works and gardening. Methane levels in soil at the site have also been found to be very high at times, raising concerns about asphyxiation risk and explosions. Both the South Fremantle landfill and the Chalet Village share similar problems in terms of waste fill, methane release, inadequate management and remediation. It is doubtful that government authorities would ever again allow a situation where residents were permitted to live for long periods on an unremediated landfill site.</p> <p>This brings into question the future of the residents currently occupying that site. Many long-term residents are elderly pensioners who have invested a large portion of their capital into the 'park homes' that occupy the site. Due to current debate over legislation affecting these types of caravan parks and dwellings, many owners have found themselves in a position where they cannot sell their homes and cannot relocate. The financial situation of many long term residents has been seriously affected as is their security of tenure.</p> <p>The Fremantle Chalet Village requires remediation which cannot be undertaken with the current residents in-situ. The future development of the site and the intentions of the current owner are not clear, but it appears that the current land-use will change under the CCDSP. Either remediation or re-development will require current long-term residents to relocate.</p>	

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		<p>On a positive note there may be an opportunity for the State Government to assist these long-term residents through a relocation program within the CCDSP. The Government has committed to a minimum of 20% affordable housing within the CCDSP which should provide an opportunity to relocate those long term Chalet Village residents who would otherwise have extremely limited options to seek alternative accommodation in close proximity with similar amenity. Many of these residents have family and support networks in adjoining suburbs and cannot afford to move from their current accommodation into surrounding communities.</p> <p>I strongly support the relocation of the Chalet Village residents in the event that their current location is sold for development. I believe that the government should find suitable accommodation for these residents close by within the new development.</p> <p>The Caravan Park/Park Homes Interagency Working Group has been established with a Memorandum of Understanding to assist displaced residents resulting from caravan park closures. The agencies include; Department of Commerce, Department for Communities, Department of Housing & Department of Planning</p> <p>Recommendation 1: It would be commendable if the Working Group, in collaboration with the long-term Chalet Village residents could develop a resolution to their current predicament based around secure, affordable housing/accommodation within the CCDSP.</p> <p>Coastal setback – at least 100 metres</p> <p>All development should be setback at least behind the freight rail reserve and Robb Road to protect against the risk of inundation from predicted rising sea levels. The threat of rising sea levels persuaded the Victorian Civil and Administrative Tribunal to refuse a housing development within 1km of the coast recently.</p> <p>Many scientists have predicted sea levels could rise by as much as 2 metres by the end of the century (Allison et al. 2009). Some scientists have predicted the rise could be even greater. This raises the issue of State Government liability. If the precautionary principle was invoked in these circumstances, the State Government would place a moratorium on any further coastal developments within 1km of the coast depending on the slope of the land and potential for inundation.</p> <p>Recommendation 1: All development should be setback at least behind the freight rail reserve and Robb Road to prevent inundation of coastal lots.</p> <p>Recommendation 2: If the Government accepts current sea level rise predictions, the precautionary principle should be invoked and there should be no coastal</p>	

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		<p>development within at least 100 metres of the sea.</p> <p>Public Marina at the Power Station I note that the current CCDSP2 has plans sketched on a map for a potential 'public' marina on the foreshore near the old South Fremantle Power Station. I have concerns that the public were not aware of this on the basis of the documentation in CCDSP1. The documentation indicates that any proposal for a public marina would be subject to a separate public consultation process to gauge community support or otherwise for this option.</p> <p>My concern is that there are very few public access beaches between Fremantle and Rockingham and those that do exist are coming under much greater pressure. If this section of the coast included an additional marina it would come at the cost of public access to the beach. People may decide that this is a fair trade off for a marina that perhaps will host public facilities and become a site of social activity. This issue should be considered very carefully and any consultation should be timely and broadly focused as the beach is used by many people along the coast.</p> <p>Renewable Energy The implementation of the CCDSP will provide a unique opportunity for government to plan for and integrate renewable energy generation at lot level for domestic and commercial developments within the structure plan.</p> <p>While site orientation and current electricity supply legislation will make it unlikely that district scale renewable systems can easily be implemented (such as terrestrial solar or wind farms) in the short-term, a stronger government commitment to sustainability targets for the development could see wave power and medium scale wind turbines established to contribute to the carbon neutrality of the project.</p> <p>Superior site elevation in the north-east corner of the development allows for a very good wind resource and sufficient space is available for around five or six 20kW wind turbines to be installed. This would be sufficient to power 65 six-star energy efficient households.</p> <p>Current electricity legislation would make it very difficult for on-site renewable energy to be used directly as the power supply for CCDSP homes and businesses. I would recommend that the Government consider amendments to legislation to streamline the ability of on-site renewable generation to be used for the power needs of developments such as the CCDSP. It is entirely practical for the Government to encourage (through building codes and developer agreements)</p>	

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		<p>the implementation of lot scale renewable energy generation. Commercial buildings could install vertical axis wind turbines and photovoltaic power generation, while households could incorporate solar hot water systems and photovoltaic power generation.</p> <p>There are many other sustainability initiatives that could be considered and many of these have already been outlined in LandCorp's 2009 <i>Alkimos Environmental Sustainability Initiatives Report</i>. All of these initiatives should be considered in the context of the CCDSP. Solar or wind power facilities at the tip site may be able to supplement power supplies for an electrified light rail line further reducing the carbon footprint of the development and its infrastructure.</p> <p>Recommendation 1: Assess and implement district scale renewable energy generation for the CCDSP where feasible.</p> <p>Recommendation 2: Require design criteria for domestic and commercial buildings within the CCDSP that maximise passive energy savings and active renewable energy generation wherever possible.</p> <p>Recommendation 3: Review legislation to make it easier for larger scale renewable energy generation to be dedicated to local developments to create a level of measurable energy autonomy and carbon footprint reduction for developments such as the CCDSP.</p> <p>Recommendation 4: Investigate the ability of renewable energy sources to supplement the energy needs of the light rail line.</p>	
	<p>Western Power 363 Wellington Street Perth WA 6000</p>	<p>Western Power generally only objects if alignments, easements or clearances are encroached or breached however there is no land here owned by Western Power and the Power Station is owned by Verve</p> <p>However as there are overhead powerlines and/or underground cables, adjacent to or traversing the property, the following should be considered, prior to any works commencing at the above site/development/property.</p> <p>Working in proximity to Western Power Distribution Lines All work must comply with Worksafe Regulation 3.64 - Guidelines for Work in the Vicinity of Overhead Power Lines. If any work is to breach the minimum safe working distances a Request to Work in Vicinity of Powerlines form must be submitted.</p>	<p>Noted.</p> <p>Noted, this is a more detailed issue. Western Power should raise this at the subdivision and development stages.</p> <p>No changes are recommended based on this submission.</p>

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		<p>For more information on this please visit the Western Power Website links below:</p> <p>www.westernpower.com.au/safety/WorkingAroundPowerLines/working_near_electricity.html</p> <p>www.westernpower.com.au/safety/DialBeforeYouDig.html</p> <p>www.1100.com.au</p> <p>www.commerce.wa.gov.au/WorkSafe/</p> <p>If you require further information on our infrastructure including plans, please complete a request for Digital Data</p> <p>Please note: Western Power must be contacted on 13 10 87, or complete the attached DQA form, if your proposed works involve:</p> <ul style="list-style-type: none"> A) Any changes to existing ground levels around poles and structures. B) Working under overhead powerlines and/or over underground cables. <p>Western Power is obliged to point out that any change to the existing (power) system; if required, is the responsibility of the individual developer.</p>	





SCHEDULE OF SUBMISSIONS
PROPOSED LOCAL STRUCTURE PLAN WITHIN COCKBURN COAST– EMBLEMMENT CRESCENT

No.	Name/address	Submission	Council's recommendation
1	Telstra Forecasting & Area Planning Locked Bag 2525 Perth WA 6001	<p>Support</p> <p>Thank you for the above advice. At present, Telstra Corporation Limited has no objection. I have recorded it and look forward to further documentation as the development progresses.</p> <p>Any network extension that may be required for any development within the area concerned, the owner/developer will have to submit an application before construction is due to start to NBN Co. or the Telstra Smart Community website: http://www.telstra.com.au/smart-community/developers/ .</p> <p>More information regarding NBN Co. can be found on their website http://www.nbnco.com.au/ . I add this information about NBN Co. as it is not known when services will be available from NBNCo. Telstra may provide services if NBN Co. cannot.</p> <p>Please dial 1100 (Dial before You Dig) for location of existing services.</p>	<p>Noted</p> <p>No changes are recommended as a result of this submission.</p>
2.	Department of Education 151 Royal Street EAST PERTH WA 6004	<p>Support</p> <p>Thank you for your letter dated 19 November 2012 regarding the Robb Jetty and Emblement Local Structure Plans.</p> <p>The Department of Education has reviewed the document and advises that its requirements regarding educational facilities are adequately catered for within the proposed residential developments.</p> <p>Therefore the Department has no objection to the proposed structure plans.</p>	<p>Noted.</p> <p>No changes are requested/required as a result of this submission</p>
3.	Department of Water PO Box 332 MANDURAH WA 6210	<p>Support</p> <p>Thank you for the referral of the above Local Structure Plans (LSPs) received with correspondence dated 19 November 2012. The Department of Water (DoW) has reviewed the proposal and wishes to provide the following advice:</p>	<p>Noted</p> <p>No changes are recommended as a result of this submission.</p>

No.	Name/address	Submission	Council's recommendation
		<p>Better Urban Water Management</p> <p>Consistent with the Western Australian Planning Commission's (WAPC) <i>Better Urban Water Management</i> (BUWM) (WAPC, 2008) document and the policy measures outlined in <i>State Planning Policy 2. 9 Water Resources</i>, the proposed LSPs should be supported by a Local Water Management Strategy (LWMS) prior to the approval of the proposed LSPs.</p> <p>The supporting documents, <i>Robb Jetty Local Water Management Strategy</i> (GHD, November 2012) and <i>Hilltop Emplacement Local Water Management Strategy</i> (GHD, November 2012) was deemed satisfactory to the DoW as noted in correspondences dated 21 November 2012. Accordingly, the DoW has no objections to the proposed LSPs. An Urban Water Management Plan (UWMP) will be required as a condition of subdivision in the future, in accordance with BUWM 0/JAPC, 2008) and shall describe and illustrate a greater level of information for storm water design principles and infrastructure to be implemented on site.</p>	
4.	Department of Indigenous Affairs PO Box 3153 EAST PERTH WA 6892	<p>Support</p> <p>Thank you for your letter of 19 November seeking comment from the Department of Indigenous Affairs (DIA) with respect to the Robb Jetty Local Structure Plan (Robb Jetty LSP) and the Emplacement Local Structure Plan (Emplacement LSP). I reviewed the documents provided and offer the following comment.</p> <p>The area to which the Robb Jetty LSP applies has a slight intersection with Aboriginal heritage site DIA 3707 (Robb Jetty Camp). Accordingly, if any development associated with the Robb Jetty LSP will impact the Aboriginal heritage values of DIA 3707 (Robb Jetty Camp) then the prospective developer is encouraged to contact DIA in order to ascertain the need for prior approval under the <i>Aboriginal Heritage Act 1972</i> (AHA).</p> <p>DIA notes the existence of the Cultural Heritage Strategy and the intention to interpret the heritage values of the Robb Jetty LSP area, including DIA 3707 (Robb Jetty Camp). This is seen as a positive initiative which will assist in public understanding and long term heritage management for the area. Due to the long term association of Noongar people with DIA 3707 (Robb Jetty Camp), and the high level of significance accorded this place by the contemporary Noongar population, it is recommended that consideration is given to consulting with relevant Aboriginal people when developing interpretation for the Robb Jetty Camp.</p>	<p>Noted. The proponent of the local structure plan has been provided with the content of this submission.</p> <p>Noted</p> <p>Noted. This information would be useful for other developers as well. Therefore, the City</p>

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		<p>DIA is unaware of any Aboriginal heritage values which intersect with the area to which the Emplacement LSP applies. It is also suggested, that prior to development occurring within the areas to which the LSPs relate, that prospective developers have their attention brought to the existence of the State Cultural Heritage Due Diligence Guidelines. The Guidelines are intended to assist prospective developers in assessing the risk that a proposed development may have on impacting Aboriginal heritage values and whether or not consent under the AHA should be sought prior to the development occurring. The guidelines can be found at:</p> <p>http://www.dia.wa.gov.au/Documents/HeritageCulture/Heritage%20management/AHA</p>	<p>will add this information to its webpage on Heritage matters.</p> <p>No changes are requested/required as a result of this submission. However, the City's website has been updated to include a link to the Department's Guidelines.</p>
5.	<p>State Heritage Office PO Box 7479 Cloisters Square PO WA850</p>	<p>Support</p> <p>Thank you for providing the opportunity to provide input to the Robb Jetty and Emplacement Local Structure Plans which were correspondence received on 19 November 2012.</p> <p>The State Heritage Office is supportive of the broad objectives to conserve and retain state and local heritage places within the local structure plans. We are particularly supportive for the retention of the Rob Jetty remnants and confirmation that any future development will be in accordance with State and local heritage policies and procedures.</p>	<p>Noted</p> <p>No changes are recommended as a result of this submission.</p>
6.	<p>Resident Hammond Park</p> <p>Details to be kept confidential</p>	<p>Support</p> <p>I absolutely support both rob jetty + emplacement project.</p>	<p>Noted</p> <p>No changes are recommended as a result of this submission.</p>
7.	<p>Resident COOGEE</p> <p>Details to be kept confidential</p>	<p>Support</p> <p>I fully support the Robb Jetty LSP and Emplacement LSP. At the moment, I feel the entire Cockburn Coast area is not being utilised to its full potential. Currently we have the Port Coogee and South Beach redevelopment, but nothing in between.</p>	<p>Noted</p> <p>No changes are recommended as a result of this submission.</p>
8.	<p>Dan Sheikh 9 Modong Nook SUCCESS WA 6164</p>	<p>Support</p> <p>I absolutely support this plan for the Cockburn Coast. Most of Perth's beaches are full of McMansions and sprawl. This area has the potential to be a vibrant, residential hub on</p>	<p>Noted. It is not realistic to double the number of proposed residents at this stage. All the</p>

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		the ocean with shops, cafes, restaurants and bars. It will be vibrant due to the resident population of the area, 10,000 residents (which I think should be double). Also higher densities combat urban sprawl. This is an area ppl will be willing to buy into if it is not done in a half hearted manner.	preliminary planning done for Cockburn Coast is predicated on approximately 10,000 residents. No changes are recommended as a result of this submission
9.	Hugh Hyland 19 Buchanan Rise COOGEE WA 6166	<p>Support</p> <p>The switch-yard at the old power station needs to be moved inland as far as possible.</p> <p>Commuters need to be encouraged onto public transport. Robb Jetty and Emplacement will substantially add to the number of residents and local staff in the area. Adequate public transport is essential for Perth's future, and railways are a most essential part of this. Passenger services need to be restored along the rail line from Fremantle to Robb Jetty and on to Spearwood, then continued to Thornleigh. This would provide a quick service to Fremantle and on to the city, as well as a ring route bypassing the city and linking up with the Mandurah and Armadale lines. Most of the infrastructure is already there, with double tracks almost all the way, with only a small amount to be re-laid as dual gauge each way and an even smaller amount to be duplicated. Electric trains are more efficient than buses, and are quieter than diesel engines. There would be ample capacity for them and goods trains on such a dual line.</p>	<p>Noted</p> <p>The proposed Emplacement Structure Plan includes an indicative switchyard /power sub-station site located towards the eastern boundary of the subject area.</p> <p>Not supported</p> <p>While it is agreed that commuters need to be encouraged onto public transport, the proposed use of the heavy rail line and restoration of services from Fremantle to Robb Jetty and on to Spearwood and Thornlie relate to the regional network and are beyond the scope of the Local Structure Plans. The option of potentially using the freight rail for passenger services was evaluated at the Cockburn Coast District Structure Plan (Part 1) stage, and was discounted due to high costs and other constraints.</p>
10.	Nandi Chinna Ommanney Street Hamilton Hill 6163	<p>To whom it may concern Regarding the Cockburn Coastal Development plans; Robb Jetty and Emplacement Structure Plan. I commend the high density aspect of the plans. High density housing connected to public transport nodes is a way of reducing the need for further land clearing on the Swan Coastal Plain and reduces dependence upon cars and road travel.</p> <p>However there are some serious concerns regarding the position of the development and the construction of new roads. It appears that many of the concerns raised in the original community consultation have not been taken into account. The retention in the plan of the construction of a new MRS primary road indicates that environmental and heritage issues have not been given sufficient consideration. Although the alignment of Cockburn Coastal Drive has been revised to reduce the impact on the ridgeline and</p>	<p>Noted</p> <p>No changes are recommended as a result of this submission.</p> <p>Not supported</p> <p>The Primary Regional Road Reservation falls outside the Emplacement LSP area, and was dealt with through the district structure planning, and MRS Amendment No. 1180/41 (Cockburn Coast District Structure Plan). MRS Amendment No. 1180/41 included a</p>

No.	Name/address	Submission	Council's recommendation
		<p>Beeliar Regional park, the proposed road is still a major arterial road and will impact significantly on the bushland and have considerable detrimental consequences to the sustainability of Beeliar regional Park. The inclusion of Cockburn Coastal Drive negates the professed sustainability of the regional plan. The construction of a major arterial road that promotes the movement of heavy traffic through the area will divide the community and have a destructive impact on protected species of native fauna. As suggested in the original community consultation, Cockburn Road as it currently exists should be upgraded and heavy traffic diverted using existing routes such as Stock road. Freight by rail should be increased and alternative transport systems implemented. Light rail, heavy rail, and a network of bicycle paths would help to reduce dependency on cars. The loss of natural vegetation and the fragmentation of remaining bushland in Beeliar regional Park by building of the arterial road will significantly impact on the area. Many birds and reptile species inhabit the area and these species move through the area to feed on vegetation or to hunt. Endangered species including Carnaby Black Cockatoo, Blue Wrens, and the Black Shouldered Kites nest in the area. The Nankeen Falcon, Australian Small Eagle and Peregrine Falcon- migratory species such as the Bee-eater and priority species like the Lined Burrowing Skink and Black Striped snake are also found in the area. It is imperative that an independent environmental impact study be undertaken before this road is considered. The Department of Environment and Conservation has stated that, 'protected areas are essential to maintain natural and cultural diversity and to foster a sense of place and belonging and contribute to the values of our community.' The EPA claims that native vegetation needs to be protected to preserve biodiversity and as green areas to absorb carbon emissions.</p> <p>The Emplacement Precinct involves the removal of bushland in addition to the negative impact of the road.</p>	<p>revision to the alignment of the reservation that has enabled an additional 5.7 ha of former road reservation land to be included within the Beeliar Regional Park Management Plan. In addition, the actual road will be designed to minimise the amount of vegetation to be cleared, supported by further more detailed fauna and flora surveys. The MRS Amendment was referred to the Environmental Protection Authority, who considered the environmental impact of the road reservation, and advised that it did not require formal assessment under Part IV of the Environmental Protection Act 1986.</p> <p>Noted</p> <p>The Ecological Assessment identifies that there is remnant vegetation within the southern area of the Emplacement LSP area, some of which constitutes habitat for the Carnaby Black Cockatoo. Based on the draft Department of Sustainability, Environment, Water, Population and Communities (DSEWPaC) referral guidelines, clearing the vegetation and development of the Hilltop/Emplacement Crescent Project Site would have a direct impact on Black Cockatoo feeding habitat and given this future referral to DSEWPaC may be required (ie. prior to subdivision or development).</p> <p>The Ecological Assessment for the Emplacement LSP also notes that Vegetation type 1, which occurs on the limestone ridge on the eastern side of the Project Site, has similarities to a DEC-listed TEC, (<i>Melaleuca huegelii</i> — <i>Melaleuca acerosa</i> [currently <i>M. systema</i>] shrublands on limestone ridges). A vegetation survey in spring (when annual</p>

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			<p>species are present) would be required to confirm this. I</p> <p>It is therefore recommended that the Emplacement LSP report be amended to include the requirement for a spring survey to be conducted prior to any subdivision or development (that proposes works to the land).</p> <p>The local impact of some clearing of vegetation in the Emplacement Local Structure Plan area must be balanced against the outcomes of the district structure planning for Cockburn Coast, which seek to facilitate a dense urban development that reduces the need for housing on the urban fringe. The City must plan for population growth, and Directions 2031 and Beyond sets the spatial framework for how the metropolitan region will grow. It seeks to ensure urban growth is managed, and to make the most efficient use of land available.</p> <p>Not supported</p> <p>The Emplacement LSP and associated Cockburn Coast Cultural Heritage Strategy will ensure the retention and protection of the remaining gun emplacement. Specifically, the Emplacement LSP includes the gun emplacement within public open space to ensure that this important feature is not subject to development pressure. The two other gun emplacements were dismantled circa 1970 and the area, where these two emplacements were, has been redeveloped. The preparation of the Heritage Strategy</p>

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		<p>I am also concerned that WWII historical sites belonging to a complex military infrastructure associated with the gun emplacement sites and which are yet to be studied will be destroyed by the development.</p>	<p>included liaison with the Army Museum of Western Australia and a site visit to the Leighton Battery did not reveal that tunnels were associated with the South Beach Battery site.</p> <p>Not supported It is agreed that horse heritage is an important consideration, and that is why it has been considered from the District Structure Planning stage through to the Local Structure Plans</p> <p>The LSP and associated Cockburn Coast Cultural Heritage Strategy identify and recognise the importance and heritage value of the South Beach Horse Exercise Area. The LSP (pg 60) states 'the aim is for horse facilities to remain at McTaggart Cove to provide facilities for horses with a horse float car park, where the dunes are lower and there will be less disturbance to future residential uses, thus minimising potential land use impacts.' A key objective of the Heritage Strategy is that "South Beach should continue to be used for the horse training, a use with which it has had a long association".</p> <p>Not supported The assessment of the coastal vulnerability and the coastal setback to the proposed development has been completed in accordance with the 2012 draft State Coastal Planning Policy. This includes a full assessment of the potential impacts of a rise in sea level of 900 mm over the coming century. This value of sea level rise would</p>

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		<p>The other issue which I feel as not been given proper consideration is the horse heritage of the area, This is a living heritage which has a long and colourful history in the community. The road potentially will isolate the heritage listed property of Randwick Stables from the heritage listed beach as it will make access difficult. Horses do not go through tunnels or use overpasses. Many members of our community also support keeping the beach as an area for animal exercise and I am pleased that the structure plan supports the ongoing use of the beach for these purposes. I hope that this will not be compromised as the development unfolds.</p> <p>Insufficient consideration has been given to predicted sea level rise. Statistics from the Australian Cities report indicate that sea levels along WA's coast are rising by between 9mm and 10mm per annum, three times the global average! It is going to be an extremely costly exercise to be considering situating the development so close to the</p>	<p>accommodate an average rise of 9 mm/year over the coming century. This value was adopted by the Department of Transport and the Department of Planning in 2010 after careful consideration of the data and projections.</p> <p>Not supported</p> <p>With regard to noise emissions from freight trains, under Implementation Guidelines for SPP 5.4 'Road and Rail Transport Noise and Freight Considerations in Land Use Planning', where the number of movements is not defined, 24 train movements per 24 hour day should be used. However, to ensure some "future proofing" the modelling undertaken by the Noise and Vibration Strategy which forms part of the LSP has recommended a higher standard to SPP 5.4 by recommending the assessment of each development be based on that of the highest single train movement rather than an average.</p> <p>The approvals process will require each lot located in the nominated distances from the railway line and Cockburn road, to comply with noise and vibration constraints.</p> <p>The Noise and Vibration Strategy forms an addendum to the LSP's and shows the impact zone. Text in the LSP also makes reference to the Noise and Vibration Strategy. The design guidelines will outline the requirements for compliance with noise and vibration for land within the impact zone. The Design Guidelines will also include requirements for</p>

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		<p>coast in this very low lying area. The Insurance council of Australia states that 'the coastal risks of storm surge, coastal erosion and gradual sea level rise are excluded by many general insurance policies in Australia.</p> <p>Consumers should ensure they are familiar with their policy and are aware of what risks the policy will not respond to' (http://www.insurancecouncil.com.au/issues-submissions/industry-in-focus/coastal-vulnerability-risks). On October 30, 2012, ABC news reported that the South Gippsland Shire Council plans to cut its ties with the committee it set up to maintain seawalls along the Corner Inlet coast. By cutting its ties with the group, it can no longer be sued if homes are inundated by sea level rises. Karl Sullivan, from the Insurance Council of Australia stated that residents will be unable to insure their homes against gradual sea level rises. "If it's a single large event, generally you will find a lot of people will have cover for these things but a gradual increase in sea level, over many decades that gradually ... [submerges] the house, is not really contemplated under most policies," he said. "From a residential perspective, there's really no cover available globally to protect yourself [from] a gradual sea level rise and loss of amenity of a property." These scenarios are becoming more common on the east coast of Australia, so why, with sea levels in WA set to rise at a rate three times higher than the global average, is Cockburn ploughing ahead with housing developments so close to the coast. Surely it cannot be ignorant of this kind of data? If not then may I suggest that this development is driven by short term financial gain with little thought of the cost to future generations of flood mitigation and property damage due to sea level rises.</p> <p>The other important issue that has not been duly considered is the proximity of the development to freight rail lines. With more and more freight set to be transported by rail to relieve pressure on congested roads, the freight rail line that runs through the development site needs to be given high priority over housing set close to its trajectory. It is easy to predict that people who buy residences situated along this rail line will soon be complaining of noise and pollution threats to their homes, and will be calling for sanctions to be placed on the movement of freight rail which at present moves along the line at all hours of the day and night. In conclusion I feel that there are many issues that have not been adequately addressed in the plan, in particular the ones I have mentioned in the above submission. I hope that due consideration will be given to these important issues.</p>	Notification on titles.
11	N S McNally PO BOX 1000 CANNING BRIDGE WA 6153	<p>Objection</p> <p><i>With respect, the Cockburn Coast Plan looks as if It has been drafted with no proper vision</i></p>	

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		<p><i>whatsoever into the future.</i></p> <p>The following notes should be considered seriously before any of the current proposals are adopted:</p> <p>Contamination The majority of the land involved in the proposal is seriously contaminated. The entirety of the land should be subjected to a well planned decontamination procedure so that a fragmented approach to the clean up does not occur. The decontamination plan should also include the land in the South Fremantle Landfill Site within the boundaries of the City of Fremantle. Decontamination of the subject Cockburn Coast land without a parallel consideration of the Fremantle Landfill site will seriously impact on the cost of processing the landfill site in the future. If an overall decontamination program for all of the land under consideration for development is not planned and implemented as a single operation (over time) then the economic viability of the future development of some of the land will be dramatically affected. The effect of this may be that the proposed development will suffer from lack of coordination which may result in the overall project not taking ten to fifteen years but more like forty or fifty years.</p> <p>Building Height Plan The proposed building height plan should be scrapped completely. There should be no height restrictions. Projects should be assessed on a performance based criteria that assesses the overall height of proposal based on what the proposal contributes to the amenity of the area. Other design criteria such as environmental benefits, sustainability etc. etc. affordable housing ratios, etc. Can be associated with height allowances and increases and so on. The overall development of the area will progress as a dynamic development and result in a much more appealing built environment than what can be expected from the proposed homogenous ~ boring development parameters proposed in the current Cockburn Coast Plan.</p>	<p>Not Supported The City has no ability under the <i>Contaminated Sites Act 2003</i> to mandate the landowners to coordinate the decontamination of multiple sites.</p> <p>The Emplacement Local Structure Plan is supported by a Contaminated Sites Study (Appendix H). The study includes a preliminary assessment of all lots within the LSP which identifies known and suspected contaminated.</p> <p>By identifying known and suspected contamination sites and making this information publically available the Contaminated Sites Study will aid adjoining landowners to work with each other when undertaking decontamination.</p> <p>Not supported The application of building height control is a long standing and well established planning convention. Building height controls are driven by design considerations including over shadowing, protection of vistas and important view lines and creating a consistent built form character. In addition, it is noted that proposed building heights have been a recurring theme of interest to the wider community, and inclusion of a building height plan provides a mechanism to address these concerns and provide a level of</p> <p>The building height controls outlined in the</p>

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		<p>Residential Zone There is too much emphasis on residential areas (on <i>land seriously contaminated with lead.</i>) The whole of the area should have a blanket zone allowing mixed business, commercial, residential projects. Leave the vision to the architects who should have a blank sheet to work with - not a Planning 101 TPS that shrieks of dullness. An openness of planning requirements will attract a much wider variety of developers with a far greater range of plans and visions than that which might result from the current proposals.</p>	<p>Emplacement LSP and the draft Design Guidelines for Emplacement and Robb Jetty Precincts are performance base. Variations to height will be permitted when various design criteria are met which consider urban character, streetscape amenity and overshadowing.</p> <p>Not supported Concentrating commercial uses in certain areas like adjacent to Cockburn Drive and in Robb Jetty District Centre promotes the creation of lively nodes of activity. Cockburn Coast is not expected to accommodate a significant amount of commercial floorspace, due to its limited population demand catchment. This makes concentration of commercial floorspace more important. Commercial development also benefits co-location by attracting clients/shoppers who are looking to satisfy multiple needs. Commercial uses adjacent to residential uses can also create amenity issues which are more easily planned and a designed for in certain identified locations. The local structure plan, design guidelines and Development Area Scheme provisions are considered to provide a unique planning framework that has a level of flexibility so as not to stifle innovation, while providing a level of certainty for landowners and the community.</p> <p>Noted The City supports the development of Cockburn Coast to its maximum potential with significant commercial and entertainment uses in a compact high density urban form. The project has the potential to accommodate</p>

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		<p>Major City Centre Potential</p> <p>The overall area has the potential to become a major city centre area with hotels, multi-storey office and residential buildings, substantial retail complexes along with significant social and entertainment facilities. The current plan strangles the potential opportunity of the area. Flexibility in project proposals is critical to ensuring the old power station building is revamped and retained. The old building (very very seriously contaminated along with the adjoining switch station) might then be connected directly to a major marina complex built for the use of the people of the region - not just a select few who happen to reside nearby. Think big!</p>	<p>10,000 people in 5,000 dwellings with supporting employment and retail opportunities. The entire project combined which includes the South Fremantle Power Station in a third LSP area allows for the project to become a key metropolitan sub-regional centre.</p> <p>The Emplacement LSP provides for significant development in comparison to metropolitan Perth outside of the CBD. The South Fremantle Power Station is not included in the Emplacement LSP. It will be part of separately prepared masterplan and LSP which will be lodged with the City and advertised to the community in the future.</p> <p>Noted</p> <p>No changes are recommended as a result of this submission. The DoT, CofC, CofF, PTA, MRWA, DoP and LandCorp through the Transport Planning Working Group have completed investigations into possible public transport links from Fremantle Train Station to Cockburn Coast. A study was carried out to consider the best route to link the two areas and the most appropriate technology with a decision being made in favour of a priority bus route for the short to medium term. The route is consistent with the DoT's draft Public Transport Network Plan for Perth which identifies implementation of Bus Rapid Transit to Cockburn Coast by 2020 extending to Rockingham by 2031. The route investigation also included 'future proofing' that would enable the Bus Rapid Transit system to convert to Light Rail in future.</p> <p>Supported</p>

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		<p>Linkage with City of Fremantle The area has the potential to become the major business centre south of Fremantle. The pressure to develop within the centre of the old Fremantle Town area will be alleviated. The two areas will complement each other over future years with Cockburn Coast being the vibrant modern business and residential area while Fremantle can retain its historical/cultural port city role.</p>	<p>The Emplacement and Robb Jetty LSP are supported and informed by the Cockburn Coast Local Transport and Traffic Management Strategy. The Strategy and the LSPs proposes a rapid transit system through Cockburn Coast which connects up to Fremantle in the north and could be extended through to Cockburn Central as part of wider public transport investments in Perth.</p> <p>Not Supported The City of Cockburn does not support the construction of Roe Highway west of Kwinana Fwy due to the environmental value of the reserve and the negative environmental impact of the extension. It should also be noted that the Fremantle Eastern Bypass was removed from the Metropolitan Region Scheme in 2004, and disposal of the land to private ownership is now well advanced with development already occurring within the former reservation.</p> <p>Not Supported The Emplacement LSP provides for medium and high density development and the Cockburn Coast project as a whole is expected to accommodate 10,000 people. Proposed building heights are primarily between 6-8 storeys (high density) and 3-5 storeys (medium density), and it is not considered that this equates to 'low-rise suburbia'. Only a small pocket of land within the Emplacement LSP area is identified for low density (1-3 storeys), to provide the potential for housing options for families. In addition, the proposed residential codings are supported by proposed Scheme provisions that mandate minimum densities to ensure</p>

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		<p>Public Transport Systems Public transport systems must be designed into the area. The ideal plan will link the City of Fremantle to the Cockburn Coast land with a further linkage to Cockburn Central.</p> <p>Roe Highway Linkage The City of Cockburn and the City of Fremantle should lobby to get the Roe Highway and the Eastern By-pass constructed as soon as possible. The Cockburn Coast land will then have the ability to attract major international and national developers to the site who specialise in major hotel, residential and entertainment projects. The Cockburn Coast and the City of Fremantle will benefit directly from the ability of visitors to virtually drive or be transported directly to the area from the domestic and international airports. (Probably in almost the same time it would take to get from the airport to the City of Perth.) It is imperative that this road connection be constructed- not just for the people of Fremantle and Cockburn - but for all of the future generations of the State.</p> <p>Urban Sprawl Vision The Cockburn Coast area will be a completely lost opportunity if the current plans go ahead. Turning the area into low rise suburbia will be a complete and wanton waste of the potential of the area. Instead of a 'suburban' vision being applied to the land a far greater vision in the form of a major city centre with a much wider variety of land uses and building types should be pursued. The current plan is weak. The plan is just</p>	<p>the vision for Cockburn Coast is achieved.</p> <p>Not Supported The Cockburn Coast project is an ambitious urban infill project which envisions an urban form more dense than anywhere outside of the Perth CBD</p>

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		<p>another version of urban sprawl being poured over land that has some of the greatest development potential this State has seen for years.</p> <p>Lost Opportunity To adopt the Cockburn Coast Plan in its current form would be to choke the development potential of the land and create another sector of urban sprawl just for the sake of it. A serious lack of vision is being applied in the current proposal. A lack of vision that if supported will cost this State and future generations hundreds of millions of dollars in lost opportunity. I submit that the entire plan be reviewed and aligned with the true development potential of the land.</p>	
12	Paul Watson 56 Davilak Avenue Hamilton Hill 6163	<p>Objection</p> <p>SUMMARY OF OBJECTIONS</p> <ol style="list-style-type: none"> 1. Time allowed for submissions 2. Neglect of heritage and environmental values necessary for sense of place 3. Contravention of commitment regarding western skyline 4. Non-transparency of process for reference group 5. Contemptuous treatment of previous submissions by residents in the revision process 	

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		<p>6. Allowance for one school flawed</p> <p>Time allowed for submissions According to the Hon. John Day, Planning Minister (Cockburn Plans Beachside Life Vision for industrial site; "The West Australian", November 21, 2012), the proposed redevelopment will take 15 to 20 years. The majority of Cockburn residents received notice of the proposal when the December edition of Cockburn Soundings was delivered to their mailboxes in early December. It is unreasonable to allow ratepayers less than one month to prepare submissions on a project with such a long disruptive development time and with such long- ranging impacts on the social and environmental fabric of the City of Cockburn. It is only fair to residents and other concerned parties that the WA Planning Commission allows a period of no less than 3 months for such submissions.</p> <p>Neglect of heritage and environmental values necessary for sense of place Heritage <i>Destruction of heritage sites</i> The current proposal includes the destruction of significant WWII heritage sites in Emplacement Precinct. This is contrary to claims in the Executive Summary of the Emplacement Local Structure Plan, that it it "sets out to establish a sustainable community that celebrates the areas [sic] past".</p> <p>The Executive Summary describes the history of Emplacement as "...characterised by</p>	<p>The submission period for local structure plans is guided by the Town Planning Scheme, which are required to follow a format outlined by the State in the 'Model Scheme Text'. The minimum period is 21 days, the City has allowed for 28 days in this case. This is an adequate time period to advertise a document which is a refinement of several other planning documents which have also ben advertised over the last nine years:</p> <p>2004: 'Dialogue on Cockburn Coast' 2009: District Structure Plan 2010: Metropolitan Region Scheme amendment to 'Urban' 2011: District Structure Plan (Part 2) and Town Planning Scheme Amendment 89 to 'Development Area'.</p> <p>The LSP and associated Cockburn Coast Cultural Heritage Strategy will not result in the destruction of an important World War II site. There are provisions to protect and retain the remaining Battery. Specifically, in the LPS the area on which the Battery is located has been identified to remain as public open space to ensure that this important aspect is not subject to development pressure. The two other emplacements were dismantled circa 1970 and the area, where these two emplacements were, has been redeveloped. The preparation of the heritage Strategy included liaison with the Army Museum of Western Australia and a site visit to the</p>

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		<p><i>industrial development including the once pulsating Robb Jetty, Cockburn Coast cattle industry and South Fremantle Power Station”, suggesting that “By recognising and learning from the past”, the Local Structure Plan “lays the foundations for an exciting future”.</i></p> <p>It is unfortunate that this future will be marred and poorer, due to an examination of the heritage value of the precinct, which has been at best, neglectful and at worst, misleading.</p> <p><i>Cursory attention to heritage in the Local Structure Plan</i></p> <p>The Heritage section of the Local Structure Plan comprises eight short paragraphs. Within these, it states that: <i>“The recognition and incorporation of the distinctive heritage of the area is a significant component of the urban renaissance of Cockburn Coast and is integral to creating a distinct and meaningful place. To guide the Local Structure Plans, the Cultural Heritage Strategy includes strategies setting out how to protect and transmit the heritage values of each place, in accordance with relevant legislative requirements”.</i></p> <p>The Heritage section of the Local Structure Plan acknowledges the military heritage of the area, by identifying the use of the coast for military training during WWII and identifying South Beach Battery (remains) as <i>“a remnant of a larger military complex that has associations with the military defence operations of Western Australia during World War Two”.</i></p> <p>However, it has omitted to reveal the extent of that larger military complex, which still exists along the ridge and both within the boundaries of areas identified for high-density dwellings, and within the boundaries of the proposed Cockburn Coastal Drive. It's recommendations for the South Beach Battery site advise developers to:</p> <ul style="list-style-type: none"> • Integrate interpretation of the site in the Cockburn Coast project to communicate the tangible and intangible values and history of the place to the community and that • Consideration should be given to the partial reinstatement of earth embankments to allow an appreciation of its original form <p>However, it fails to acknowledge the complex infrastructure constructed along the coastal ridge during 1942-1944 to support coastal defense and which still exists today. The Cockburn Coast Cultural heritage Survey, 2012, devotes two and a half pages to Defense heritage, including the area's role as a training ground for the 10th Light horsemen during WWI and in terms of its role in coastal defense during WWII.</p>	<p>Leighton Battery did not reveal that tunnels were associated/extant with the South Beach Battery site.</p> <p>The Cultural Heritage Strategy does acknowledge that the South Beach Battery was constructed as part of the coastal defence system during World War II for the Fremantle Port. However, the Strategy is not intended to be a full history of the place or of Australian Defence. Rather it identifies strategies for its conservation and interpretation to ensure that it can contribute to the history of the area. As part of any specific interpretation proposal for the site further research would be undertaken.</p> <p>The protection and enhancement of the project area's historical components is also found in the Cockburn Coast Place Making Strategy.</p>

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		<p>However, it also fails to identify the coastal infrastructure along the ridgeline, associated with South Beach Battery. I believe it also understates the sense of fear which pervaded the community at that time, by understating the perceived imminence of Japanese invasion by General McArthur, Prime Minister Curtin, and the community in general.</p> <p>Acknowledgement and preservation of the military heritage of this area is essential for the development of a "sense of place", which is seen as intrinsic to effective community development. With invasion at Fremantle of Japanese forces seen as imminent in 1942, real fear was tangible in the community and the Cockburn Coast suddenly became a hive of activity.</p> <p>According to a United States Office of Strategic Services (OSS) report from October 1942, the Japanese were actively planning an invasion of Australia in June or July 1942. The OSS report is based upon information secretly passed to an OSS asset by neutral Spanish diplomatic staff in Tokyo. http://australianbunkermilitarymuseum.org/abmm/research-mainmenu-29/14-invasion-threat</p> <p>In February 1942 after the fall of Singapore, an urgent survey was conducted by the British Admiralty, and Cockburn Sound was selected as an ideal fleet anchorage with its wide expanse of water. Work quickly began on securing the Sound in 1942 and went on 24 hours a day, seven days a week for the two years. Overall the project cost two million pounds.</p> <p>Heavy Artillery was set up along the coast from Swanbourne to Cape Peron, and on Rottnest and Garden Islands, to protect the proposed anchorage and its approaches. http://inbox.apana.org.au/?p=210 According to the military history website http://www.ozatwar.com/usnavy/fremantlesubmarinebase.htm, "Approximately 170 American, British and Dutch submarines made a total of 416 war patrols out of Fremantle Submarine Base during WW2" and "By the end of 1943, the number of submarines operating out of Fremantle had increased to thirty". According to the Cockburn Coast Cultural heritage Survey, 2012 (pp.22,59), during 1944, "Leighton Battery and Robb's Jetty, Cockburn [also known as South Beach Battery] were the two places earmarked for the location of the new 5.25 inch emplacements and three emplacements were to be constructed at each site. Unlike Robb's Jetty which was built into soil, the limestone at Buckland Hill had to be quarried for the underground tunnel system and the emplacements. In addition, although emplacements were constructed at Robb's Jetty, guns were never installed and the battery was never operational as it was</p>	

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		<p><i>at Leighton”.</i></p> <p>According to the military history website www.artillerywa.org.au/RAAHS/history.htm , “The Leighton Beach Battery site has been entered in the Register of the National Estate as a significant World War Two Coastal Defence Facility”. Leighton Beach Battery was in an advanced state of neglect prior to its recognition as a military heritage site and both State and federal resources have been allocated to its preservation and renovation. It is now a successful tourist attraction and makes a significant contribution to the “sense of place” in the communities of North Fremantle, Mossman Park and Cottesloe.</p> <p>Leighton Beach Battery consists of gun emplacements and the tunnel system associated with them. Both are important components of the heritage site and interpretive tours of the tunnels, together with interpretive signage provide popular educational and recreational activities for young and old, including many school excursions.</p> <p>Although, as mentioned in the Cockburn Coast Cultural heritage Survey, 2012 (pp.22,59), the South Beach (or Robbs Jetty) Battery was built into sand, the emplacement was not elevated. Consequently, in the event of the guns being fired, artillery fire-spotters were needed to direct the guns’ fire to a target. Along the ridge, above, behind and south of the battery, a complex system of tunnels was constructed. Typical of military tunnel systems, fire-spotters had several locations from which they would observe seaward from the coast and tunnels were needed for them to get from one observation point to another without being observed from the sea. The system of tunnels however along the coastal ridge, extends further south than might be anticipated for this purpose. Indeed it has been suggested that a tunnel complex including military bunkers for storage of post-invasion supplies for a resistance exists along the Spearwood Dune System all the way to Kwinana.</p> <p>Evidence of the particular tunnel system in the Emplacement precinct of the development zone exists, which can be identified as heritage sites. These can be identified by map coordinates. According to WA Planning Commission. The Changing Cockburn Coast, Appendices; Coastal Planning Strategy, (p.38), <i>“Creating a sense of place involves a conscious decision to do so. Putting these words into action, the Cockburn coast needs to present itself as a readable story, engaging people in its past, its traditions, its significant places, old buildings and beauty. The future is about being authentic to this story and it begins with fostering sense of place elements in the development framework. Sustainable communities don't happen by accident; they begin</i></p>	<p>This is incorrect, no land is proposed to be ‘removed’ from Beeliar Regional Park by the local structure plans. The Emplacement Precinct abuts the current road reserve for Cockburn Coast Drive and sits within the area zoned for ‘Urban’ purposes under the Metropolitan Region Scheme (MRS). The land which forms Beeliar Regional Park is designated ‘Parks and Recreation’ under the MRS.</p> <p>Reference is made to the Port Catherine development. To clarify, that development is now known as ‘Port Coogee’ which is further south of these proposals. It is not correct to link the report on one development area (Port Coogee) to a different development area (Cockburn Coast).</p>

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		<p><i>by authentic placemaking and design with a sense of place”.</i></p> <p>The Cockburn Coast Cultural Heritage Survey, 2012 (p.III) also states that: <i>“This Strategy provides a management framework for the identified heritage sites in each of the three precincts; setting out how to protect and transmit their heritage values”</i>. It is evident that by neglecting to acknowledge, preserve and interpret these significant heritage sites, the WA Planning Commission has been in neglect of its duties. The following questions must be asked: How will the Coastal Development Plan protect and transmit the heritage values of these sites? Without preserving and maintaining this important chapter in Western Australian History, how will the Cockburn Coast present itself as a readable story, engaging people in its past, its traditions, its significant places?</p> <p><i>Neglect of Environment</i> <i>Encroachment on the existing land area of Beeliar Regional Park</i> The Emplacement Precinct has removed significant areas of land from Beeliar Regional Park. In addition, the new Cockburn Coast Drive effectively separates the coast from our existing community. This is in contravention of Beeliar Regional Park, Final Management Plan, 2006 (p.1), which is intended to <i>“ensure the Park is managed appropriately and is capable of sustaining its high nature conservation and cultural values as well as use by the community”</i>. These lands were transferred to the Conservation Commission of Western Australia ... <i>“for the maintenance and restoration of the natural environment, and to protect, care for and promote the study of indigenous flora and fauna and to preserve any feature of archaeological, historic or scientific interest”</i>. It is also in contravention of Local Government Planning Policy – Cockburn Sound Catchment Policy, which states one of its objectives as <i>“where appropriate, to maintain or increase native local vegetation in the Cockburn Sound catchment area”</i> (WA Planning Commission. The Changing Cockburn Coast, Appendices; Coastal Planning Strategy, p.7)</p> <p><i>Contravention of commitment regarding western skyline</i> <i>The integrity of the Limestone ridge – natural value</i> <i>“Located along the ridge line separating the coast from the bush, Emplacement will be the new high point, a manufactured horizon line that offers the opportunity for a new architectural topography, an integrated landscape of nature and built form”</i>. (Cockburn Coast Redevelopment Plan: Emplacement LSP)</p> <p>The area immediately west of the planned Cockburn Coast Drive in Emplacement Precinct (extending south from Rollinson Road) and all the way south to the existing</p>	<p>The plan allows greater height (6-8 storeys) on the western side of the ridge subject to submission of a detailed development application and assessment against the design guidelines to ensure through site/visual analysis that buildings will not be overly visible from points some distance east of the ridge.</p>

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		<p>railway line, is identified in the Plan as allowing for structures of 6-8 stories. Although allowing for this height for iconic and gateway buildings This is in direct contravention of advice given by Port Catherine Developments that the skyline as seen from the inland (eastern) aspect of the ridge would not be broken by visible structures. (Metropolitan Region Scheme Amendment No. 1010/33 - Port Catherine, 3.8 Visual Amenity. Western Australian Planning Commission, in Environmental Protection Authority Perth, Western Australia Bulletin 1060 [August 2002]).</p> <p>This was confirmed by the WA Planning Commission, when it stated that “ <i>The residential development will also not be visible from the east</i>” (Metropolitan Region Scheme Amendment No. 1010/33 - Port Catherine, 3.8 Visual Amenity. P.29). This directly also contradicts the advice in the Cockburn Coast Draft District Structure Plan (2.1.3.1 Land use and zoning), which claims that objectives which have driven land use classifications include “<i>the use of natural landform....to create ...built form character precincts</i>”.</p> <p>This also directly contradicts the advice in the Cockburn Coast Draft District Structure Plan (2.1.3.4 Public realm and open space), for which the objectives were stated as to “<i>create an urban typology for open spaces, while respecting the natural landform and characteristics of the Cockburn Coast area</i>”.</p> <p>This also directly contradicts the advice in the Cockburn Coast Draft District Structure Plan (2.1.3.5 Landscape philosophy), that the aim of structure planning was to develop “<i>a landscape theme and identity for the Cockburn Coast area, based on its historical, cultural, environmental and physical characteristics</i>”.</p> <p>It also contradicts advice in the WA Planning Commission document The Changing Cockburn Coast, (Appendices; Coastal Planning Strategy, p.3), that “<i>the big challenge in returning a forgotten industrial coastal strip back to the community is to engage in coastal recreational and tourism planning that responsibly addresses community needs and aspirations without compromising environmental and cultural values</i>”.</p> <p>It also contradicts State Planning Policy No. 2.6 State Coastal Planning Policy, as noted in the WA Planning Commission document The Changing Cockburn Coast, (Appendices; Coastal Planning Strategy, pp.3-5), that “<i>the objectives of this policy are to: protect, conserve and enhance coastal values, particularly in areas of landscape, nature conservation, indigenous and cultural significance</i>”.</p> <p>It also contradicts State Planning Policy No. 2 Environmental and Natural Resources</p>	<p>The reference group referred to was set up by the State Government and had input into the 2009 District Structure Plan. This group met between December 2006 and July 2007. It is not appropriate for the City to comment on a group which it did not manage and which ceased nearly six years ago. However, this concern can be raised with the Department of Planning.</p> <p>It is unfortunate if this is the case. However, it is acknowledged that depending on the issue raised, there may be little or no scope to change. An example would be the overall density targets, these are set within higher level planning instruments, thus when it comes to the local structure plans these targets will need to be met.</p> <p>The submissions received by the City of Cockburn for this consultation period have been carefully analysed and responded to. Where possible and appropriate, modifications to the local structure plans have been required.</p> <p>The comments here relate to a submission process run by the State Government. It is not appropriate for the City to comment on how those submissions were treated.</p>

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		<p>Policy, as noted in the WA Planning Commission document The Changing Cockburn Coast, (Appendices; Coastal Planning Strategy, pp.3-5), that... <i>"the objectives of the policy are: to integrate environment and natural resource management with broader land use planning and decision making; and to protect, conserve and enhance the natural environment"</i>.</p> <p>It also contradicts State Environmental (Cockburn Sound) Policy 2005, as noted in the WA Planning Commission document The Changing Cockburn Coast, (Appendices; Coastal Planning Strategy, pp.3-5), that... <i>"The purposes of this policy are: to declare, protect and maintain the environmental values of Cockburn Sound"</i>.</p> <p>Action Required: It is incumbent on the WA Planning Commission and the Cockburn City Council to ensure that the integrity of this provision is maintained, as has not happened with the Port Coogee Development, where structures have been made clearly visible from Hamilton Road and further east.</p> <p>Furthermore, the residents and ratepayers of Cockburn are still waiting for advice from the Planning Commission regarding penalties which will be imposed on the developer for this transgression. The Planning Commission, in consultation with Cockburn City Council should make this provision binding, with clear identification of penalties to be incurred for non-compliance.</p> <p>Non-transparency of process for reference group According to Cockburn Coast Draft District Structure Plan (2.2.1), "the residential mix that gained stakeholder approval was informed by iconic urban coastal locations elsewhere in Australia, such as Manly and St. Kilda". Since this coastal development affects residents of Cockburn City most directly, the Council and the WA Planning Commission have a responsibility to ask residents primarily if they want their section of coast to look like these "icons", rather than allow a majority of "stakeholders" who have no long-term vested social interest in the area. Neither the Council, nor the WA Planning Commission has made it clear which or how many of the stakeholders wanted this type of landscape, but since only nine out of 33 in the reference group can be identified as actually living within Cockburn City limits, it is unlikely that those in favour constituted a majority. The selection process for both the 16 landowners and the 9 community representatives has also not been made transparent.</p> <p>Contemptuous treatment of previous submissions by residents in the revision process There is a strong feeling among many residents of Cockburn that any call for</p>	<p>However, this concern can be raised with the Department of Planning.</p> <p>The comments here relate to a submission process run by the State Government. It is not appropriate for the City to comment on how those submissions were treated. However, this concern can be raised with the Department of Planning.</p>

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		<p>submissions to respond to Planning Instruments is largely tokenistic and that the developments which are the target of these instruments are a fait accompli. This is perhaps not surprising, when the opportunity to amend the instruments in response to submissions seems to be often ignored.</p> <p>Some examples can be sourced from the Final Public Submissions Report 120809, for the Draft Cockburn Coast District Structure Plan. There were 92 valid (of 95) submissions received regarding the Plan, according to the following categories:</p> <ul style="list-style-type: none"> Community - 53; Community groups - 9; Landowners - 12; Federal Government agency - 1; State Government agencies - 15; Local Government Authorities - 2. <p>The following provides some critical commentary of the proponent's responses to submissions for a number of items in the Final Public Submissions Report.</p> <p><i>Item 5.1 Necessity and alignment of Cockburn Coast Drive</i> Submission No.: 2, 33, 34, 35, 38, 40, 42, 44, 45, 46, 51, 52, 53, 60, 61, 62, 63, 67, 72, 78, 79, 84, 85, 87, 89, 94 (28 submissions) According to the report, of the 9 central concerns from submissions, 5 related to perceived negative environmental and social impacts of the proposed Cockburn Coast Drive. These were:</p> <ul style="list-style-type: none"> • impact on remnant vegetation and biodiversity within Beeliar Regional Park • impact on the topography of the Beeliar Regional Park ridgeline • impact on properties east of Beeliar Regional Park in relation to noise and visual amenity • reduced accessibility to coastal area from east of Beeliar Regional Park • impact on heritage listed properties - Randwick Stables, Marks House (Davilak Avenue) <p>In addition, concerns were expressed as recommendations in 11 submissions and of the three identified bases of discussion among these submissions, one related to perceived negative environmental and social impacts of the road:</p> <ul style="list-style-type: none"> • if road is to be constructed, consider alignment as west as possible to minimise impacts on the aesthetic and environmental values of the ridgeline and Beeliar Regional Park. 	<p>The 'as advertised' version of the Development Area provisions included a requirement for visual assessment modelling from the landward side of Beeliar Regional Park. However, this provision was required to be deleted by the Minister for Planning.</p> <p>The plan allows greater height (6-8 storeys) on the western side of the ridge subject to submission of a detailed development application and assessment against the design guidelines to ensure through site/visual analysis that buildings will not be overly visible from points some distance east of the ridge.</p> <p>The assessment of these applications will be critical as if a development proposal is built in accordance with the plans approved and complies with the conditions prescribed, there is no recourse for the City to take against a developer.</p> <p>The comments here relate to a submission process/report by the State Government. It is not appropriate for the City to comment on</p>

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		<p>The Response given to these concerns is perhaps not surprising, given the wording of the topic. Use of the word "Necessity" gives a strong impression that Coastal Coast Drive and its alignment were indeed a fait accompli. The response claims to have become "more responsive to the topography of the area", while maintaining that the alignment is merely, broadly utilising "the existing Fremantle to Rockingham Controlled Access Highway Primary Regional Road Reservation". What it seems to have chosen to deliberately ignore, are objections from these 28 submissions, to the necessity to have a road there at all.</p> <p>Rather it has chosen to focus on the alignment, since it can claim to have done something to address that aspect. The proponent claims to have "substantially revised" the alignment "to reduce potential impacts on the ridgeline and Beeliar Regional Park," by acceding 57 hectares of land for transfer back to the park. It seems clear here that concerns about maintaining the integrity of the ridgeline have not been responded to adequately. Some concessions have apparently been made, according to some vague reduction in potential impacts, but the fact remains that the proponent clearly has no intention of allowing for the integrity of the ridgeline to be retained.</p> <p>Some further vague statement of intention to "achieve greater aesthetic and safety outcomes" regarding the "built form interface with Cockburn Coast Drive" will give little further comfort to the concerns expressed in these many submissions, which clearly seek a much larger separation between built form and bush, who do not want Cockburn Coastal Drive to be built. And who do not want built form to visibly break the skyline from the east.</p> <p>Item 3.8 Visual amenity</p> <p>The report claims that a submission from the Department of Indigenous Affairs "commented on" the value of the eastern face of the limestone ridge for its links to an Aboriginal cultural myth. The report refers to public submissions, which "claimed" that the stark nature of this ridge does not significantly lessen its landscape value, and that the proposed excavation of the ridgeline would compromise its natural profile. It also suggests that public submissions "raised concern that impacts on visual amenity will reduce the value of Beeliar Regional Park". Firstly, from a critical literacy perspective, the language used here is interesting. By suggesting that the Indigenous Affairs submission merely commented, suggests that both the proponents and Indigenous groups see this cultural myth as something not worthy of consideration. Secondly, use of the word "claiming" attempts to give the impression that these Public submissions, clearly did not really know what they were talking about.</p>	<p>how those submissions were treated. However, this concern can be raised with the Department of Planning.</p> <p>It can be noted the local structure plans indicate 3-5 storeys in height across the majority of the development area, with 6-8 storeys to the east.</p> <p>The comments here relate to a submission process/report by the State Government. It is not appropriate for the City to comment on how those submissions were treated. However, this concern can be raised with the Department of Planning.</p>

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		<p>In these ways, submissions have been treated with contempt by the proponents; their concerns have been trivialised to justify a lack of significant response to their concerns. This summation of the value of submissions appears to have been accepted verbatim and supported by the EPA, who agreed (not surprisingly, that: "the visual amenity of the areas adjacent to the project to not be unduly affected by the proposed scheme amendment.</p> <p>The EPA recognises that the limestone ridge traversing the site has significant landscape value, as indicated in many of the public submissions. However, it is considered that implementation of the proposed amendment will not significantly alter the integrity of ridge as a regional landscape feature. The proposed residential development on the west of the ridge will replace the current, largely denuded, landscape, but would not significantly compromise the limestone ridge itself. The residential development will also not be visible from the east.</p> <p>The way in which Public submissions have been treated with contempt by this assessment, and by the proponents response to submissions, is: The EPA has confirmed that residential structures will not be visible from the east. That is good, but it is a commitment which has not been adhered to by the Port Coogee development, so residents should have little confidence that it will be so here. What has not been made clear is how the Department of Planning, Cockburn City Council will respond if in fact this commitment is not adhered to.</p> <p>Furthermore, the response and EPA assessment have colluded in a liittle "smokes and mirrors" behaviour. By confirming that the residential structures will not be visible, they have allayed fears by those who prepared submissions that the development will not be visible from the East. In reality, it appears likely that Cockburn Coast Drive, including traffic and street lights, will be visible from the east, so the integrity of the ridgeline will actually NOT have been retained by the development and associated infrastructure.</p>	<p>The comments here relate to a submission process/report by the State Government. It is not appropriate for the City to comment on how those submissions were treated. However, this concern can be raised with the Department of Planning.</p> <p>Please also see response to submission 11 further above. Horses are currently exercised in the early morning. It is noted the horses from Randwick Stables currently traverse the road system to access the beach and this will become more difficult over time given the regional road network and the pressures of a growing City. In the interests of safety and also accommodating the broader horse community, the option to use floats will be</p>

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		<p>Item 5.2 Height Submission No.: 4, 5, 17, 28, 34, 25, 36, 38, 40, 42, 45, 51, 57, 58, 59, 65, 67, 69, 72, 74, 84, 85, 91, 81. According to the report, a number of these submissions suggested <i>“maximum height limits within the project area of between 2, 4 and 6 storeys dependent on distance to the coast, and an emphasis on high density as opposed to high rise”</i>. Reasons related broadly to concerns about:</p> <ul style="list-style-type: none"> • Changing the skyline and visual appeal of the area • Not appropriate within the regional context which has historically been rural • Detracts from scenic landscape • Potential to undermine sense of place • Desirability and necessity of medium and high rise development called into question For example, one resident objected that the draft plan allowed for “up to 35% of buildings” up to “8 story plus”. This resident (not the author of this submission) <i>“strongly disagrees with this proposal it will completely change the skyline and visual appeal of the area. It is not in the character or the culture of the Cockburn coast to have high rise apartments on the foreshore. Leave that for Scarborough. The plan to reserve 20% of the available housing to remain affordable for low income earners is a good idea but this does neccesetate high rises. High density can be achieved at low level”</i>. <p>A number of submissions (generally from or on behalf of landowners) also requested:</p> <ul style="list-style-type: none"> • consideration for the location of landmark or gateway buildings on their landholdings • consistency of heights with other new developments within certain precincts (i.e. Newmarket precinct) • reconsideration of height limits to enable flexibility and economic feasibility 	<p>provided for at the McTaggart Cove Rd parking area.</p> <p>The comments here relate to a submission process/report by the State Government. It is not appropriate for the City to comment on how those submissions were treated. However, this concern can be raised with the Department of Planning.</p> <p>It is noted there are changes recommended to the public open space for the Robb Jetty Local Structure Plan. This plan will now provide closer to the minimum 10% local public open space, as well as the sports oval required by the City's Sport and Recreation Strategic Plan which will provide for a greater catchment.</p> <p>The comments here relate to a submission process/report by the State Government. It is not appropriate for the City to comment on how those submissions were treated. However, this concern can be raised with the Department of Planning.</p>

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		<p>The Response outlined the minimum proportions targeted for various heights of structures in the draft CCDSP as:</p> <ul style="list-style-type: none"> • Min. 3% separate houses • Min. 22% terrace houses • Min. 33% low rise apartments (3-5 storeys) • Min. 31% medium to high rise apartments (6-8 storeys, over 8 storeys respectively) <p>The response appears to have chosen to disregard completely the concerns and submissions which aimed to reduce planned building heights. merely brushing them off with the inadequate response: <i>"targets were established in conjunction with the Cockburn Coast Reference Group, on the basis that they would support urban consolidation, public transport and sustainability objectives for the area; as well as intensity and diversity of housing stock"</i>.</p> <p>5.11 Coastal development (north of McTaggart Cove)</p> <p>The report identified <i>"that further clarity is required on the reasoning for the inclusion of this land for development purposes and on the built form provisions for this development area"</i>, based on submissions. Critical literacy analysis of this suggests that there was broad and loud resistance to the development of this area voiced in submissions. The response firstly waffled on about ensuring <i>"that there is a critical mass to support the new town centre within the revitalised Power Station precinct"</i>. What does that mean? Does it mean the precinct needs more residents to provide the necessary population to justify the hugely expensive development of the Power Station, to provide a vibrant community, or to open up more land for speculators? This is not made clear and the report needs to be more responsive to submissions, by doing so.</p> <p>The response secondly waffled on about providing <i>"passive surveillance and activation adjacent to the foreshore area. This activation is required in response to the significant anti- social behaviour present in the location, owing to the lack of adjacent development"</i>. What does that mean? Does it mean that because there have been a few cars broken into in the area, we need to build a city to stop that? What a load of nonsense, honestly.</p> <p>Submissions also apparently were very concerned about <i>"the potential impact on coastal vegetation"</i> of this area of precinct. In response, the report admitted that <i>"a small area of vegetation is potentially impacted on by the western development proposal"</i>. This is supposed to be a professional document, so how can it be taken</p>	<p>Schools are provided based on the advice of the Department of Education. A submission has confirmed that they are happy with the school as indicated in the draft Robb Jetty Local Structure Plan.</p> <p>A copy of the content of this submission will be referred to the Department of Planning. The submission indicates frustration with previous consultations and reports prepared by the Department and it is appropriate they are afforded the opportunity to respond.</p>

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		<p>seriously, when the size of the area is not identified. Instead we (the public) are left to interpret "a small area" verbatim. The response goes on to accede that destruction will occur of an area where "vegetation is largely of a good condition," and "small area of vegetation of very good condition may be impacted".</p> <p>Their referral to the Environmental Protection Authority for "consideration in determining the need for environmental assessment under the process as outlined in section 5.9" is laudable, but how will the results of that enquiry be communicated to the public and particularly to residents who expressed concerned about this in their submissions. The report does acknowledge that "further consultation with Indigenous elders will be required in more detailed planning for the project area", but makes no suggestion of how the results of that consultation be communicated to the public and particularly to residents who expressed concerned about this in their submissions.</p> <p>Item 5.13.1 Continuation of animal exercise Submission No.: 22, 41, 44, 46, 50, 55, 56, 57, 67, 71, 79, 81, 84, 87, 93. The report identified "Strong support was expressed for the continuation of animal (dog and horse) exercise opportunities within the CY O'Connor reserve and the redevelopment area" and stated that "the district structure plan supports the ongoing use of the beach for these purposes, and acknowledges that the continued use of the beach for these activities will need to be carefully managed as development progresses". However, there are issues, which the report fails to acknowledge from submissions.</p> <p>Critical literacy analysis of the above statement indicates that the proponents have been careful to only mention the horse exercise area within C Y O'Connor reserve, while the issue of "Continuation of Horse Exercise" involves a much larger area of the proposed development. In this way, submissions have been treated with contempt.</p> <p>One submission for example, stated that : "The living horse heratige [sic] in the area is going to be severely inhibited and endangered by the proposed road network...Randwick racing stables are home to several beautiful horses who use the Cockburn coast beaches and regional parks. They are well known and loved characters in the area. The stables themselves are on the, state heratige [sic] register but the planned road network cuts them off from the coast and the parks and surrounds them with busy high traffic roads. Horses will not use overpasses or go through tunnels so they wil [sic] be made virtualy [sic] homebound. As this area has such a rich culture and history involving horses it should not have such a detrimental [sic] network of roads dividing and separating [sic] the people and horses who live in it and use it".</p>	

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		<p>How are horses from a number of heritage-listed and continuing horse stables in Hamilton Hill supposed to get to the beach? By allowing for a maintained horse exercise area at CY O'Connor beach, but not allowing for safe riding trails to get horses the proponents are saying that they will accept horses on the beach, but it will only be possible if they are transported there by horse float.</p> <p>Item 5.13.5 Public open space Submission No.: 14, 15, 20, 22, 25, 30, 34, 51, 53, 59, 67, 79, 88, 89, 91, 94. <i>"The district structure plan outlines a level of public open space above the 10% required by WAPC policy. Further local open space may be identified during local structure planning stages to achieve the minimum 10% contribution required under WAPC policy, and to complement the layout of the open space identified on the district structure plan".</i> What is this saying? This statement is clearly contradictory, but whether it is intentionally intended to be misleading is unclear.</p> <p>Item 5.13.8 Wildlife/vegetation corridors to surrounding areas Submission No.: 12, 37,78, 79, 84, 85, 87, 87. A number of submissions proposed improved vegetation and wildlife linkages between the key natural areas within the vicinity of Cockburn coast, including Beeliar Regional Park, Clontarf Hill and Woodman Point". One submission for example, suggested that <i>"it is just an illogical idea to introduce traffic to an area that is already preserved bushland when there are already roads in place (Hampton Rd, Cockburn Rd, Rockingham Rd) that will be able to service the area. Heavy traffic should be diverted completely using Stock Road. Light rail networks, bus lanes and cycle paths will be a much better investment for sustainable community. For any roads that must be built speed limits should be capped at 60kph within the area because we do not want walls and sound barriers seperating the parkland from the community and the coast. This coastal region should not be used as a throughfare for traffic between Fremantle and Rockingham".</i></p> <p>The response below appears to be along the lines of "its too late, there are already barriers, so bad luck" and makes half-hearted noises about links for vegetation and pedestrians. <i>"These areas are currently largely segregated by existing physical barriers such as the freight rail, roads and urban development. Given these existing constraints, there is limited opportunity to effect this proposal. However, the draft CCDSP encourages the establishment of east-west open space links within the redevelopment area to encourage retention of existing vegetation and pedestrian and cyclist connections back to Beeliar Regional Park; and identifies the desirability of pedestrian and open space connections to Clontarf Hill should the regional road reservation</i></p>	

No.	Name/address	Submission	Council's recommendation
		<p><i>impacting this areas be rationalised or realigned”.</i></p> <p>The submissions mentioned above clearly were asking for “improvements” in vegetation and wildlife linkages. The response is that current linkages are negligible, therefore can’t be improved. This is illogical and treats submissions with contempt.</p> <p>Item 6. Key revisions to the draft Cockburn coast district structure plan 6.2 Planning and built environment The only “<i>Modification of land use areas and associated dwelling and population yields</i>” incorporated into the revised structure plan, were “<i>based on revised alignment of Cockburn Coast Drive</i>”. Clearly submissions from residents have been ignored in this revision. The revised plan apparently gives “<i>Greater clarity on permitted heights within Power Station and Newmarket precincts and appropriateness of height within the broader district structure plan area</i>”</p> <p>Clarity was not what submissions from residents called for; they called for modifications to the plan, in terms of altering permissible and appropriate heights for buildings within the city limits from those proposed in the draft structure plan.:</p> <p>The revised plan apparently gives “<i>Clarification on public open space contribution</i>” Again, can I stress that clarity was not what submissions from residents called for; they called for modifications to the plan, in terms of altering the areas allocated for public open space from those proposed in the draft structure plan because they felt strongly that they were inadequate.</p> <p>The revised plan apparently gives “<i>Clarity on anticipated built form interface with Cockburn Coast Drive and adjacent to the foreshore in the Robb Jetty precinct</i>” Again, can I stress that clarity was not what submissions from residents called for; they called for modifications to the plan, in terms of significantly altering the provisions for the built form interface from those proposed in the draft structure plan because they felt strongly that they were inadequate. Revisions listed do not include any which relate to Coastal development (north of McTaggart Cove), Continuation of animal exercise, or Wildlife/vegetation corridors to surrounding areas, as called for in many residents’ submissions.</p> <p>Allowance for one school flawed According to Cockburn Coast Draft District Structure Plan (2.2.6), only one primary school will be required in the developed area. This is well below the recommended ratio of schools required for the number of lots in the developed area and two reasons are</p>	<p>No changes are recommended as a result of</p>

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		<p>given.</p> <p>The first is that DET has advised that the extra schoolchildren can be accommodated by the existing capacity of <i>"adjoining primary school catchments"</i>. The second is that apparently, the anticipated demographic of the developed area will not be such that demand for school places will eventuate. This clearly shows that the anticipated residents of the new area is not anticipated to be characterized by families, but more likely by single people and speculators, which does not augur well for developing any real sense of community</p> <p>Conclusion</p> <p>The report takes care to note that <i>"the consultation process undertaken for the district structure plan is the first stage in an ongoing liaison with the community, that will be undertaken over the life of the project. In addition to the evolution of the Reference Group process, the community will have the opportunity to provide submissions at the following statutory public comment stages:</i></p> <ul style="list-style-type: none"> <i>Metropolitan Region Scheme amendment</i> <i>Local Planning Scheme amendment</i> <i>Adoption of local structure plan(s)</i> <i>Adoption of local planning policies (where applied)"</i> <p>However, that does not excuse an inadequate response at this or any other stage. Clearly submissions from residents have been ignored in this revision. The proponents have chosen to ignore or explain away almost all concerns of residents. Rather than take the opportunity to listen to the voices of the community, they have chosen to merely attempt to justify the decisions already made, and in some cases appear to have been misleading in directing attention away from the absence of significant changes, by highlighting minor changes or by presenting already-made decisions as irrevocable "Necessity". This, I believe describes an attitude of contempt for the residents of the City of Cockburn. Residents expended much effort and emotion into preparing submissions. Residents of the area are passionate about their coastal environment and their city. They deserve more respect than the treatment this process has accorded them.</p>	<p>this submission. Though it is noted the submission raises the issue of public open space and reviewed assessment of this has been now undertaken. This submission expresses very strong concerns with previous submission period conducted by the Department of Planning. To ensure these concerns are directedly appropriately (as they are not appropriate for the City to comment upon) these concerns will be forwarded to the Department of Planning.</p>
13	Blandine Halle 73 Healy Road Hamilton Hill WA 6163	<p>Objection</p> <p>No high density development along the coastline. This land of Robb's Jetty & Emplacement should be transformed into public parkland with native vegetation</p>	<p>Not Supported</p> <p>The project fulfils the State Government's vision and clearly defines objectives to develop a unique dense metropolitan activity</p>

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		replantation, cycle path, pedestrian paths, kiosks/cafes. I would be fantastic to have a green corridor of parklands with existing Manning range/park. Residential development should be kept away from coastline. Port Coogee is an example of an environmental disaster - we DON'T WANT a repeat of that.	centre adjoining the coast. The plan is supported by a Foreshore Management Plan to protect and enhance the community's access to the coastline.
14.	Department of State Development Level 6, 1 Adelaide Terrace EAST PERTH WA 6004	<p>Objection</p> <p>The Department of State Development (DSD) provides leadership to drive responsible redevelopment for Western Australia, with a focus on:</p> <ul style="list-style-type: none"> Delivering the WA Government's priorities for development in projects of significance to the State. Assisting project proponents and working with stakeholders to develop major resource and industry projects. <p>The Department's role with regard to industrial land focuses primarily on the development and support of Strategic Industrial Areas (SIA), which are designed to meet the land requirements of Heavy Industry. Notwithstanding, the Department recognises the strategic value of other industry zoned land and is keen to ensure that sufficient land is available to accommodate general and light industry which supports and is synergistic with heavy industry- particularly where such land is within close proximity to SIAs.</p> <p>The Economic and Employment Lands Strategy (EELS): non-heavy industrial; Perth metropolitan and Peel regions, April 2012, identified the impact of unprecedented economic growth during the 1990's and early 2000's upon industrial land values and availability. The Strategy forecasts that the demand for available industrial land within the metropolitan south-west sub-region, the area incorporating the Western Trade Coast (WTC) and proposed Cockburn Coast, will exceed the available supply by 278 hectares by 2031.</p> <p>Current budgetary constraint suggests that the implementation of EELS may not take place for some time, increasing the strategic value and scarcity of existing industry zoned land.</p> <p>The development of industrial land is a lengthy and expensive process, due to the requirement for structure planning (including appropriate separation from land for sensitive uses), environmental and other clearances, rezoning and arrangement for transport routes and service infrastructure to meet industry needs. With project ready</p>	<p>Not Supported</p> <p>The Emplacement LSP is currently zoned for urban uses under the Metropolitan Region Scheme and City's Town Planning Scheme No.3. The objection to the zoning for uses other than industrial is not considered relevant to this proposal.</p> <p>The Cockburn Coast project is approximately 5km north of the Australian Marine Complex and Latitude 32 industrial area and 12km north of Kwinana Heavy Industrial area. All these areas have residential development in far closer proximity to them than the Cockburn Coast proposal. Therefore, it is not expected that the project will place any pressures on the operations of these industrial areas.</p>

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		<p>industrial land becoming scarce in the Perth-Peel region, particularly premium coastal industrial land, the proposed rezoning of existing project ready industrial land on the Coogee Coast would oppose the objectives of EELS. A significant portion of land within the area identified for development under the Cockburn Coast District Structure Plan is currently zoned for industrial purposes. The Department emphasises that the subject land is the only existing industrial land with coastal access outside of the WTC, an area which is subject to increasing pressures through the encroachment of proposed urban development to the boundary of the Kwinana Air Quality Buffer, and to reinforce the significance of industrial land which is close in proximity to ports and appropriate transport corridors.</p> <p>It should be noted that the land developed under the 1993 Coogee Masterplan saw the relocation and establishment of industry proponents to the subject area. This included relocation to the subject area of industry proponents then located south of the rail reserve, to facilitate rezoning and redevelopment of that land for the residential Port Coogee development. The area north of the rail reserve, the area now proposed for rezoning for residential development under the Cockburn Coast District Structure Plan, was for the purpose of establishing a Biotechnology Park which would accommodate Special Industry, such as proponents involved in seafood processing.</p> <p>In summary, the Department of State Development raises that rezoning existing industrial land adjacent to the coast and close to the WTC will exacerbate land use pressures already placed upon the WTC. It also carries a potential risk to ongoing industrial development and economic growth within the metropolitan region. Whilst adverse economic effects may possibly not be obvious within the short-term, this reduction in industry land has potential over the mid to long term to impede delivery of the State Government's goal for economic output and employment within the WTC to ultimately double to \$28.3 billion and 22,000 jobs.</p>	
15.	The Western Trade Coast Industries Committee Unit 2/1 st Floor, 18 Civic Boulevard ROCKINGHAM WA 6168	<p>Objection</p> <p>The Western Trade Coast Industries Committee (WTCIC) was established by the State Government in 2011 with the goal of seeing the annual economic output and employment within the Western Trade Coast ultimately double to \$28.3 billion and 22,000 jobs.</p> <p>As such, the WTCIC is concerned only about potential impacts (positive or negative) on the WTC arising from the Cockburn Coast proposals. There are two matters the WTCIC wishes to comment on:</p>	<p>Noted</p> <p>Any development will need to comply with the requirements of SPP 5.4 for freight rail, to ensure that the transport of freight by rail to and from Fremantle Port can continue into the future. The modelling undertaken to inform the Noise and Vibration strategy exceeds the requirements of SPP 5.4.</p>

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		<p>1 . Overall Cockburn Coast proposal</p> <p>2. Impact on freight routes.</p> <p>1. Overall Cockburn Coast Proposal</p> <p>The State Government's objective for the WTC is to see its economic output and employment double. The Cockburn Coast project will potentially provide both an additional workforce and customers within 5km of the northern boundary of the WTC. Having this additional potential workforce and customers nearby will help meet the State Government's objectives for the WTC. On that basis the broad objectives of the Cockburn Coast proposal are supported.</p> <p>2. Impact on Freight Routes</p> <p>A concern of WTCIC is to ensure movement of freight into and out of WTC is not constrained by the Cockburn Coast project. Freight is only likely to be constrained if sensitive land uses are allowed to abut the rail and road freight routes and, if so, those conflicts are inadequately managed. Residential development, a noise and vibration sensitive land use, is proposed adjoining the freight rail line and Cockburn Road. This does raise the potential for these two freight routes to be adversely impacted.</p> <p>The WTCIC believes the precautionary principle should be the overriding guiding approach and, as such, supports land use decisions that seek to avoid potential land use conflict in preference to allowing the potential conflict to occur and then trying to manage it.</p> <p>If, however, the City proceeds with the existing plans for the Cockburn Coast, then the proposal must be fully compliant with the intent of SPP 5.4 and all possible measures taken to ensure that the conflict is indeed successfully managed and in perpetuity as the freight volume grows. In that regard, the WTCIC notes the noise and vibration study undertaken and endorses the proposal to adopt a precautionary approach and adopt a mandatory noise sensitive design requirement within 150m of the freight rail line. This submission represents the agreed view of the WTCIC and does not necessarily reflect the individual views of each member organisation.</p>	<p>Noted</p> <p>No changes are recommended as a result of this submission.</p> <p>Noted</p> <p>Careful consideration has been given to ensuring freight movement is adequately planned for in Cockburn Coast. With regard to noise emissions from freight trains, under Implementation Guidelines for SPP 5.4 'Road and Rail Transport Noise and Freight Considerations in Land Use Planning', where the number of movements is not defined, 24 train movements per 24 hour day should be used. However, to ensure some "future proofing" the modelling undertaken by the Noise and Vibration Strategy which forms part of the LSP has recommended a higher standard to SPP 5.4 by recommending the assessment of each development be based on that of the highest single train movement rather than an average.</p> <p>The approvals process will require each lot located in the nominated distances from the railway line and Cockburn road, to comply with noise and vibration constraints.</p> <p>The Noise and Vibration Strategy forms an addendum to the LSPs and shows the impact zone. Text in the LSP also makes reference to the Noise and Vibration Strategy. The design guidelines will outline the requirements for compliance with noise and vibration for land within the impact zone. The Design</p>

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			<p>Guidelines will also include requirements for Notification on titles.</p> <p>No changes are considered necessary as a result of this submission.</p>
16.	B & M Gosatti 856 Karnup Road HOPELAND WA 612	<p>Support</p> <p>We have no objections to the above proposal and think that this proposal is a wonderful idea, but we do think that the City of Cockburn should start thinking about a proposal for similar structure place for the Power Station, now rather further into the future.</p> <p>We wish to be kept informed of any future developments within this area.</p>	<p>Noted</p> <p>The district structure planning includes the Power Station precinct, and substantial planning has been undertaken for this precinct through this process. No changes are recommended as a result of this submission</p>
17.	Alison Bolas 24 Rockingham Road HAMILTON HILL WA 6163	<p>Objection</p> <p>I have a number of objections to the Structure Plans and consider that many of the concerns raised in the original community consultation have not been taken into account.</p> <p>I think environmental and heritage issues have not been given sufficient consideration evident from the continued inclusion of the M.R.S primary road. Although the alignment of Cockburn coastal Drive has been revised to reduce the impact on the ridgeline and Beeliar Regional Park, it still is a major arterial road and will impact significantly on the bushland and have considerable detrimental consequences to the sustainability of Beeliar Regional Park.</p> <p>It is illogical to promote the sustainability of the regional plan and still include the construction of a major arterial road that would promote the movement of heavy traffic through the area, divide the community and have a destructive impact on protected species of native fauna.</p> <p>I still maintain that Cockburn Road as it currently exists should be upgraded and heavy</p>	<p>Not supported</p> <p>The MRS Primary Regional Road Reservation falls outside of either the Emplacement of Robb Jetty LSP area, and was dealt with through the district structure planning and MRS Amendment No. 1180/41 (Cockburn Coast District Structure Plan).</p> <p>As noted, the MRS Amendment included a revision to the alignment of the reservation that has enabled an additional 5.7 ha of former road reservation land to be included within the Beeliar Regional Park Management Plan. In addition, the actual road will be designed to minimise the amount of vegetation to be cleared, supported by further more detailed fauna and flora surveys. The</p>

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		<p>traffic diverted using existing routes such as Stock road. Freight by rail should be increased and alternative transport created for example light rail, rail and a network of bicycle paths would help to reduce dependency on cars.</p> <p>It seems ludicrous to build roads that only increase traffic when reduction of carbon emissions is so essential to alleviate the effect of climate change. The loss of natural vegetation and the fragmentation of remaining bushland in Beeliar Regional Park by building of the arterial road will significantly impact on the area. Many birds and reptile species inhabit the area and many species move through the area to feed on vegetation or to hunt. Endangered species including Carnaby Black Cockatoo, Blue Wrens and Black Shouldered Kites nest in the area.</p> <p>The Nankeen Falcon, Australian Small Eagle and Peregrine Falcon- migratory species such as the Bee-eater and priority species like the Lined Burrowing Skink and Black Striped snake are found in the area. I still believe that an independent environmental impact study should be undertaken before this road is considered As the Department of Environment and Conservation has stated "protected areas are essential to maintain natural and cultural diversity" and "to foster a sense of place and belonging and contribute to the values of our community"</p> <p>Beeliar Regional Park was primarily created to protect endangered species of natural flora and fauna and as climate change is a major threat to the world's environment and society and is expected to have a profound impact on the unique diversity of Australian wildlife protected areas are essential refuges for species already stressed by the destruction of so much of their habitat. It is stated by the EPA that native vegetation needs to be protected to preserve biodiversity and as green areas to absorb carbon emissions.</p> <p>I am concerned that the Emplacement Precinct involves the removal of bushland in addition to the negative impact of the road.</p>	<p>MRS Amendment was referred to the Environmental Protection Authority, who considered the environmental impact of the road reservation, and advised that it did not require formal assessment under Part IV of the Environmental Protection Act 1986. The Integrated Transport Plan provides for measures to reduce car dependency and encourage walking and cycling as an alternative for future Cockburn Coast residents.</p> <p>Noted</p> <p>The Ecological Assessment identifies that there is remnant vegetation within the southern area of the Emplacement LSP area, some of which constitutes habitat for the Carnaby Black Cockatoo. Based on the draft Department of Sustainability, Environment, Water, Population and Communities (DSEVVPaC) referral guidelines, clearing the vegetation and development of the Hilltop/Emplacement Crescent Project Site would have a direct impact on Black Cockatoo feeding habitat and given this future referral to DSEWPaC may be required (ie. prior to subdivision or development).</p> <p>The Ecological Assessment for the Emplacement LSP also notes that Vegetation type 1, which occurs on the limestone ridge on the eastern side of the Project Site, has similarities to a DEC-listed TEC, (<i>Melaleuca huegellii</i> — <i>Melaleuca acerosa</i> [currently <i>M. systema</i>] shrublands on limestone ridges). A vegetation survey in spring (when annual species are present) would be required to confirm this. I</p>

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		<p>I am also concerned that WWII historical sites belonging to a complex military infrastructure associated with the gun emplacement sites and which are yet to be</p>	<p>It is therefore recommended that the Emplacement LSP report be amended to include the requirement for a spring survey to be conducted prior to any subdivision or development (that proposes works to the land).</p> <p>Not supported</p> <p>The Emplacement LSP and associated Cockburn Coast Cultural Heritage Strategy will ensure the retention and protection of the remaining gun emplacement. Specifically, the Emplacement LSP includes the gun emplacement within public open space to ensure that this important feature is not subject to development pressure. The two other gun emplacements were dismantled circa 1970 and the area, where these two emplacements were, has been redeveloped. The preparation of the Heritage Strategy included liaison with the Army Museum of Western Australia and a site visit to the Leighton Battery did not reveal that tunnels were associated with the South Beach Battery site.</p> <p>Not supported</p> <p>It is agreed that horse heritage is an important consideration, and that is why it has been considered from the District Structure Planning stage through to the Local Structure Plans. The LSP and associated Cockburn Coast Cultural Heritage Strategy identify and recognise the importance and heritage value of the South Beach Horse Exercise Area. The LSP (pg 60) states 'the aim is for horse facilities to remain at McTaggart Cove to provide facilities for horses with a horse float car park, where the dunes are lower and there</p>

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		<p>studied will be destroyed by the development.</p> <p>The other issue which I feel has not been given proper consideration is the Horse heritage which is a living heritage and has a long and colourful history in the community. The road potentially will isolate the heritage listed property of Randwick Stables from the heritage listed beach as it will make access difficult. Horses do not go through tunnels or use overpasses. I am also concerned that the horse exercise areas and dog exercise areas that are within the CY O'Connor reserve are maintained. I know many people in the community also support keeping the beach as an area for animal exercise and I am pleased that the structure plan supports the ongoing use of the beach for these purposes. I hope that this will not be compromised as the development unfolds. I also question the non-transparency of the reference group who considered that "iconic coastal locations such as Manly and St Kilda "should inform the nature of the development. I understand that the majority of these people were not residents of the City of Cockburn and have therefore no long term social interest in the area.</p>	<p>will be less disturbance to future residential uses, thus minimising potential land use impacts.' A key objective of the Heritage Strategy is that "South Beach should continue to be used for the horse training, a use with which it has had a long association".</p> <p>Not supported</p> <p>The assessment of the coastal vulnerability and the coastal setback to the proposed development has been completed in accordance with the 2012 draft State Coastal Planning Policy. This includes a full assessment of the potential impacts of a rise in sea level of 900 mm over the coming century. This value of sea level rise would accommodate an average rise of 9 mm/year over the coming century. This value was adopted by the Department of Transport and the Department of Planning in 2010 after careful consideration of the data and projections.</p> <p>Not supported</p> <p>The local impact of some clearing of vegetation in the Emplacement Local Structure Plan area must be balanced against the outcomes of the district structure planning for Cockburn Coast, which seek to facilitate a dense urban development that reduces the need for housing on the urban fringe, and provides for well-located affordable housing. The City must plan for population growth, and make the most efficient use of land available.</p>

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		<p data-bbox="483 715 1525 839">With the likelihood of sea levels rising I don't think that consideration has been given to allow sufficient set back of development from the coast. I think that more effort should be given to the protection of our coastline and beaches from increased erosion caused by developments such as Port Coogee.</p> <p data-bbox="483 1394 1525 1455">In conclusion, although some of the issues that were raised in the process of community consultation have been addressed to a degree, I don't think the</p>	

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		environmental and social concerns have been given enough importance. The values and needs of the community should not be overlooked in favour of vested interests.	
18.	Department of Health PO Box 8172 Perth Business Centre, WA 6849	<p>Support</p> <p>Thank you for your letter dated 19 November 2012 requesting comment from the Department of Health (DOH) on the above proposal.</p> <p>1. Water and Sewerage All developments must connect to scheme water and reticulated sewerage so as to comply with the <i>Government Sewerage Policy- Perth Metropolitan Region</i>.</p> <p>2. Mosquito-borne Disease Control Programs and Services Mosquito populations and the types of mosquito-borne diseases vary across WA. Existing habitats such as wetlands can support extensive mosquito populations and can cause serious nuisances to humans who may reside within these areas, as well as increase the chance of people contracting debilitating or potentially life threatening mosquito-borne diseases.</p> <p>To minimise the risk of mosquito-borne disease and breeding sites, a proponent needs to provide written evidence of the following:</p> <ul style="list-style-type: none"> • The identification of existing breeding locations within close proximity to the proposed development, and the extent of known mosquito-borne disease risk and nuisance levels from biting insects. • Commitment to develop and implement a mosquito management plan that provides strategies for managing mosquito breeding sites during construction and ongoing operational phases of the development and minimising the exposure of future residents to adult mosquitoes. • Commitment to locate, design and maintain any proposed man-made water bodies (e.g. constructed wetlands, vegetated swales and other stormwater infiltration infrastructure) in accordance with the <i>Chironomid midge and mosquito risk assessment guide for constructed water bodies</i> (Midge Research Group, 2007). 	<p>Noted No changes are proposed as a result of this submission.</p> <p>Not supported The approved Local Water Management Strategies ("LWMs") prepared for Robb Jetty and Emplacement do not allow for the construction of any man made water bodies. The LWMSs state that any retention or detention structures must be completely infiltrated within 96 hours to minimise mosquito breeding.</p> <p>The nearest open water bodies are the Indian Ocean or Manning Lake approximately 800m away. As a result it is not felt that developing a mosquito management plan is necessary. During construction all necessary measures will be undertaken to ensure that any temporary retention or detention structures will be completely infiltrated within 96 hours.</p> <p>Noted Such public health principles have been incorporated into the decision making processes for the Cockburn Coast project from its early stages so that implications of development on current and future communities living in or near the development are considered as a priority. For example, studies and resulting actions which have</p>

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		<p>3. Health Impact Assessment</p> <p>You should also consider incorporating Health Impact Assessment (HIA) and/or Public Health Assessment (PHA) principles in your decision making process. The City of Cockburn should use this opportunity to minimise potential negative impacts of increased density development such as noise, odour, light and other lifestyle activities. Public health impacts draw attention to those issues and they should be appropriately and adequately addressed at this stage.</p> <p>For your information and guidance, you may access the relevant information at the following sites: HIA- http://www.public.health.wa.gov.au/2/1400/2/health_risk_assessment.pm PHA- http://www.public.health.wa.gov.au/2/1399/2/public_health_assessment.pm</p>	<p>informed the decision making process (as referred to in DSP Part 2 and LSP submissions) include:</p> <ul style="list-style-type: none"> • Assessments of potential air quality, noise and vibration issues (road and rail related) • Odour impact assessment for Bennett Avenue Pump Station • Master planning consideration of building heights, quality and detailing for the built form with respect to light, visual amenity, safety, integration into the wider area and requirements for appropriate design guideline controls in LSP areas. • Development of an integrated transport plan to provide a comprehensive structure to the future movement network of Cockburn Coast which is sustainable, pedestrian orientated, maximises access to public transport and seeks to minimise possible effects on upon safety and health. • Consideration of site characteristics cultural heritage, natural features and amenity, and resulting actions to maximise amenity such as creation of key physical links for safe community access and public open space. <p>Early adoption of such principles has allowed potential effects of increased density development to be recognised and the master planning process optimised so that the form of development presented in the district and local structure plans minimises potential for</p>

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			<p>negative effects to occur.</p> <p>Negative impacts associated with mixed use development can be adequately dealt with at the Development Application stage. The Emplacement LSP provides additional guidance on how noise attenuation should be dealt with (Sections 8) and other non-planning legislation is available to control light and odour emissions (including the Health Act 1911 and City of Cockburn (Local Government Act) Amended Local Law 20123).</p>
19.	Fremantle Ports 1 Cliff Street Fremantle WA 6160	<p>The planning process for the Cockburn Coast project area has been underway for over ten years. During this time Fremantle Ports has provided many submissions to local government, the Department of Planning and Western Australian Planning Commission highlighting its concerns. The primary concern that remains to be adequately addressed and that has an increasing potential adverse impact on the port, the community and the economy, is urban encroachment and the threat this presents to the continued, unimpeded operation of the freight rail line and road links that transect the area and connect with the Inner Harbour at Fremantle.</p> <p>The response by the approval and assessing bodies over the last decade has been inconsistent and in the main disappointing. The project is now at the point where land is being developed with people living too close to freight corridors. It is our view that such a result reflects poor planning that shows little regard for the freight corridor users or the future residents who will be living next to these corridors. Whilst maximising developable land for urban uses may allow some short term goals to be achieved for certain stakeholders (for example land developers), often longer term problems are created and the cost of addressing these problems is shifted to and left to be borne by other stakeholders or sectors of the community. This could hardly be described as a desirable outcome from a proper and robust planning process.</p> <p>In 2004 Fremantle Ports wrote to the Western Australian Planning Commission suggesting that a Working Group be established to help progress the project. The aim being that bringing together key stakeholders via a Working Group would allow for critical issues, such as the rail, to be integrated into the project at the earliest possible</p>	<p>This comment relates to a process undertaken by the Western Australia Planning Commission. It is not appropriate for the City to respond to this comment.</p>

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		<p>stage in an appropriate manner. This request was not adopted and whilst Fremantle Ports has been invited to make comment on the project at the statutory consultation periods, we do not believe this has been effective. Once plans have been developed and advertised for comment there has been a pattern of little real change occurring following any of the consultation periods. We believe that many of the planning issues that we perceive with this project could have been resolved or minimised if an effective Working Group with a wide membership had been developed.</p> <p>Robb Jetty and Emplacement Local Structure Plans In reviewing the Robb Jetty and Emplacement Local Structure Plans the comments put forward are within the context of the Western Australian Planning Commission's key planning documents which dictate planning for the Structure Plan areas, transport corridors and infrastructure such as ports.</p> <p>There are several key Western Australian Planning Commission documents which apply and the manner in which these have been addressed needs to be clearly articulated. Notably Statement of Planning Policy No 1, State Planning Framework which states: <i>"planning for landuse and development in a manner that allows for the logical and efficient provision and maintenance of infrastructure, including protecting key infrastructure, including ports, airports, roads, railways and service corridors from inappropriate land use and development."</i></p> <p>Similarly the Western Australian Planning Commission's State Planning Strategy and Directions 2031 provides specific support to ports and their transport corridors. Specifically the State Planning Strategy states: <i>"ensure that the transport corridors between the generators of heavy traffic (ports and their strategic industry sites) are protected from uses which could jeopardise their efficiency", and "The operation of transport facilities should be made as effective as possible. Transport needs to be provided with adequate transport corridors and facilities which need to be protected from incompatible landuses. This particularly applies to our sea and airports which are the gateways for our future wealth and are of national and State strategic importance."</i></p> <p>Directions 2031: <i>"Perth, perhaps more than other Australian cities due to its relative isolation and primary economy, depends heavily on the efficient movement of freight in and around the city. It specifically states that its strategies include to "protect freight networks and the movement economy"and to "minimise conflict between land use and key infrastructure assets."</i></p> <p>Urban encroachment of the Inner Harbour and its land transport corridors, including the</p>	<p>However, the issue can be raised with the Department of Planning.</p> <p>See comment on Submission 18 further above. The section on relevant State Planning Policies can be expanded to include SPP1.</p> <p>Noted, similar to the issue raised above. The section discussing Directions 2031 can be broadened. and additional discussion as to how the LSP has been developed in line with this can be included.</p> <p>To mitigate industry concerns for</p>

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		<p>area south of Fremantle to Cockburn is of increasing concern. On the western border of the Robb Jetty Local Structure Plan area is a Freight Rail Reserve, on the eastern border of the Emplacement Local Structure Plan area is a Primary Arterial Road. Together these are key access routes that form part of a wider network providing freight access around the metropolitan region. The freight rail link is critical and to remain effective has to continue to operate 24 hours a day, 7 days a week. If the landuse around the Primary Regional Road and freight rail link change to allow sensitive uses including residential there is the real potential for conflict. The key points raised in this submission applicable to the Robb Jetty Local Structure Plan and Emplacement Local Structure Plan are:</p> <ol style="list-style-type: none"> 1. Whilst both Local Structure Plans may achieve residential sustainability objectives, there is concern that in their current form they do not adequately address how they will accommodate current and increasing use of the freight rail line and Primary Arterial Road. 2. Urban encroachment on the freight rail and road transport corridors is a lose - lose situation. Sensitive uses located near the corridors, as well as freight rail and road operations both suffer; and the primary beneficiary would appear to be the land developer. 3. In 2011 the Minister for Transport announced Fremantle Ports' Inner Harbour will be retained as an operating container and general cargo working port in the long-term, and its container trade will double to about 1.2 million TEUs (containers) per annum around 2020 - 2025. It is difficult to forecast what proportion of this will move by rail but the current target is 30%. Rail is currently moving about 100,000 TEU p.a. clearly there is a strong likelihood that rail volumes will increase substantially in the future. 4. The Port of Fremantle is the State's single major container port. The container trade has grown by an average of approximately 5.5% per annum over the last decade and with this growth there will be continuing reliance on road freight and increasing use of the freight rail link. In 2002 less than 3% of containers were transported from the port by rail - the proportion is currently about 14%. 5. The Structure Plans incorrectly state that freight trains do not operate in the peak periods. Freight trains have in fact operated in the peak periods for over a decade. The challenge is that it is more difficult to manage given that a section of track is shared by both freight and passenger rail. However current restrictions could be removed at some point in the future with the redevelopment of the Fremantle Traffic Bridge. If this occurs, freight train movements will certainly occur at increasing frequency during the morning and 	<p>development in close proximity to existing freight rail line, the applicant (Landcorp) established a working group which includes the PTA, Brookfield Rail, MRWA, the City and Landcorp. The working group has been involved in the review of existing and future at-grade and grade separated crossings, across the freight rail line.</p> <p>The working group has discussed maintaining the at-grade pedestrian and vehicle crossing at Rollinson Road and establishing a new at-grade pedestrian and vehicle crossing to support the 'main street' in Robb jetty. This would be established at the expense of the current McTaggart crossing which would be closed once the 'Main Street' crossing is established. Two grade separated pedestrian bridges would also be established to facilitate pedestrian access to the foreshore. These proposals are highlighted in a plan contained within the Robb Jetty LSP.</p> <p>Also see response to submission 18.</p> <p>Noted, the rapid transit route is likely to commence as a bus (with ability to transition to light rail) and will be within road reserve.</p>

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		<p>afternoon peaks.</p> <p>6. Section 4.1.2 states that "It is envisaged that in order to attain the desired overall volume and percentage shipped by rail, a fourfold increase in train movements is potentially required although these will be limited to non peak hour periods." Work by Fremantle Ports suggests that a suitable estimate of projected rail freight movements is about 18 per day, which includes 6 trains per day (12 movements) between the Inner Harbour and Forrestfield and 3 "other" trains per day (6 movements), potentially from areas such as Kwinana and Kalgoorlie. However there are many variables that could affect the actual number of future trains movements.</p> <p>7. It is with certainty that future freight rail projections are for it to grow and that freight trains will be longer and be more frequent. Additionally they may carry double stacked containers at some time in the future.</p> <p>8. It is noted that passenger rail is excluded from the Local Structure Plans, this is supported. Currently freight rail is required to share a small portion of the passenger rail line in Fremantle. This results in some limitation on current freight rail operations in morning and afternoons. It is likely that the use of passenger rail on any portion of the existing freight rail line south of Fremantle would create further limitations on current and future freight operations.</p> <p>9. WAPC Statement of Planning Policy 5.4 supports the principle of avoiding land use conflict as the first choice approach rather than creating and then seeking to manage conflict. This is evidenced by the following statement in the Policy: "Zoning and permissible uses of land in areas adjoining primary freight routes or established freight nodes should be reviewed to ensure, as far as practicable, that they are compatible with freight operations." The policy is clear, adjoining land uses should be compatible. However, contrary to the policy, the Local Structure Plans propose sensitive land uses next to the railway line and road corridor and propose to manage rather than avoid this conflict. Land uses immediately abutting the rail and road freight routes should only be developed on the following basis:</p> <ul style="list-style-type: none"> · No residential or other sensitive land uses immediately abutting the road and rail freight routes. · Residential and other sensitive land uses being separated from the road and rail freight routes by other non-sensitive land uses. 	<p>These proposals are for local structure plans, not rezoning. The City has an obligation under section 124 of the Planning and Development Act 2005 to reflect the intent of the Metropolitan Region Scheme. This location was rezoned to Urban in Sept 2011 and the City has reflected this by proposing a Development zone to enable structure planning to occur. District Structure Planning, undertaken by the Department of Planning and Landcorp was used to demonstrate the area was capable of development and supported the request to change the Metropolitan Region Scheme. Residential has been shown adjacent to the railway line in these earlier plans.</p> <p>This is a valid mitigation measure offered by SPP5.4.</p> <p>A noise assessment has been required for all development within 150m of the railway line.</p>

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		<p>10. Section 8.5 acknowledges that noise will impact future residents, however it then goes on to state: <i>"the onus will be on the designers and developers of the new residential development to demonstrate to the satisfaction of the City of Cockburn that potential noise impacts have been considered and addressed."</i> The reports also suggest approval for noise amelioration measures at the building permit stage, however in light of previous failures we believe this is too late in the process. We believe the deferral this to a later stage of the planning process does not reflect good planning and all efforts to address this should be occurring now.</p> <p>11. The LSP indicates external noise criteria would be exceeded up to approximately 50m of the railway line and vibration criteria up to approximately 80m (using DEC criteria). As such it is suggested that there be no residential development within at least 80m of the rail line.</p> <p>12. Vibration has been identified by the consultant as an issue, but it is not adequately addressed in the Local Structure Plans. Vibration suppression means are available however they are not mentioned. It is unclear if anything is planned in this regard, though it is considered necessary.</p> <p>13. Level crossings are planned as part of the Local Structure Plans, with these crossings there are warning bells that sound as trains pass through. There is no evidence that this additional noise source has been accounted for.</p>	<p>Development in accordance with the recommendations of those assessments will be a valid mitigation measure offered by SPP5.4.</p> <p>Noted. The Noise and Vibration Study indicates vibration is an issue ranging from 50-80m along the railway line. While vibration is discussed in Part 2 of the structure plan, it does not contain a related statutory requirement in Part 1. This can be modified to also include vibration to be assessed where applicable.</p> <p>The Noise and Vibration Study includes a plan indicating where the readings for both noise and vibration were taken. The locations are near the existing Rollinson Rd crossing and appear to be in accordance with the methodology outlined in the guidelines which accompany SPP5.4. The existing crossing currently has warning signals and therefore this noise source would already be accounted for.</p> <p>This issue was previously raised as part of the submission for the District Structure Plan. As a result, the following annotation was added to that plan:</p> <p><i>"At-grade crossings will need to be designed, constructed and maintained to the satisfaction of the Office of Rail Safety, within the Department of Transport"</i></p> <p>The Department of Transport have also lodged a submission on these local structure plans and requested the Public Transport</p>

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		<p>14. It is of concern that the LSP incorporates an additional rail crossing between the existing crossings at Rollinson Road and McTaggart Cove. This new crossing, referred to a Main Street, will be one of the key routes into the Robb Jetty precinct, and is planned to accommodate higher traffic volumes than other internal roads. Also of concern is that the western section of Main Street where it crosses the rail lines is planned as a shared zone giving greater priority to pedestrians and cyclists.</p> <p>15. To assist with dealing with noise management there is a strong case for using positive covenants. There is successful precedent for putting these on titles that obligate land owners to incorporate noise amelioration in subsequent construction.</p> <p>16. The issue of emergency and recovery vehicle access in case of train derailments has not been addressed. The fundamental question to be answered as an imperative is if there is enough land around the rail corridor to provide emergency access in the event of a derailment and what this means for the surrounding propose land uses.</p> <p>17. The imagery on the cover of the Local Structure Plan is misleading and uninformative. Specifically it does not accurately detail the existing freight rail line. It has been represented as a minor rail line that an uninformed person could interpret as light rail, not a heavy freight rail line. The artist's impression does not show basic rail safety requirements such as level crossing signals and fencing along both sides of the rail line.</p> <p>18. To give statutory force to the matters raised in this submission it is strongly suggested that where possible that a Scheme Amendment occur incorporating measures to protect the transport corridors.</p>	<p>Authority (PTA) be consulted for new, upgraded or relocated crossings.</p> <p>The applicant (Landcorp) has already commenced the design process for each crossing with the relevant parties.</p> <p>Memorials on Titles are already required as appropriate, as discussed in Part 1 of the local structure plan.</p> <p>There is no reduction of the existing railway corridor proposed. The corridor is also directly adjacent to the Foreshore Reserve (as it is currently). The land to the east of the corridor is abutted by adjacent roads or reserves for approximately half its length. Detailed design stage will enable appropriate locating of access gates as well.</p> <p>Noted. This has also been raised in another submission and Landcorp have advised they will update the image. A modification has already been noted.</p> <p>A number of the issues are not agreed with. The few which are can be adequately included into the structure plan, some within the statutory section of the plan (Part 1). There is no need to include further transport corridor matters in the Scheme. This has already been adequately catered for by Amendment 89 which included the provisions specific to Cockburn Coast Development Area.</p>

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		<p>Experience with urban encroachment at the Inner Harbour provides clear evidence that introducing sensitive uses, such as residential, in close proximity to transport and port infrastructure will present compatibility problems. There is concern that both the Local Structure Plans do not adequately address how they will accommodate the current and increasing use of the freight rail line and Primary Regional Road. The Local Structure Plans may achieve residential development sustainability; however they have the potential to impact on the current and future freight rail and road operations, which are critical elements of sustainable freight transport planning for the metropolitan area.</p> <p>The concept of sustainability requires that all elements are considered and that the optimal outcome for all, with a long term view, is sought. To give precedence to residential development around the road and rail linkages to the Inner Harbour is short term in approach, and may be considered inconsistent with the broader long term view required of sustainability.</p>	<p>See comments above.</p> <p>As outlined above, the City has an obligation to implement the Urban zoning of this land. Land uses as guided by the District Structure Plan have been included as well as due adherence to the various State Planning Policies which are relevant. This proposal is not preventing the existing rail corridor from use, it is not reducing it, or seeking to collocate infrastructure within it. It provides for mitigation measures which are provided for by SPP5.4</p> <p>On the basis of this submission there have been minor changes recommended. In summary they are:</p> <ul style="list-style-type: none"> · Provide clarity to the freight rail movements information (provided by the operator). · Update perspective image used on cover of Robb Jetty LSP · Include reference to SPP1 State Planning Framework Policy · Broaden reference to Directions 2031 · Update Part 1 of the Robb Jetty LSP to include requirement for Vibration Assessment in the 50-80m area adjacent to the rail corridor.
20.	Ashley Palmer, Alba Edible Oils P.O. Box 385 South Fremantle	<p>Objection</p> <p>Alba Edible Oils (Alba) understands the proposed Cockburn Coast project provides the framework for the redevelopment of the former Robb Jetty industrial area and the South</p>	

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	WA 6162	<p>Fremantle power station and is anticipated to take approximately 15 - 20 years to fully develop. As you would be aware, this area was previously the location of the Coogee Special Industrial Area, which housed a number of animal and marine processing industries and was the subject of significant government investment efforts to attract such businesses to the area, including Alba Edible Oils, in 1998.</p> <p>Alba is providing the comments below in respect of the proposed Emplacement Local Structure Plan (LSP) within the Cockburn Coast development area: The LSP has been preceded by a number of planning initiatives, including the Cockburn Coast District Structure Plan (DSP) Part 1 (2009) and Part 2 (2011) and more recently Scheme Amendment No. 89. Alba's key concern lies in the continued operating ability for the states' only remaining edible oil processor, Alba Edible Oils, which contributes over \$10 million per annum in direct refinery sales, without taking into account the two crushing facilities located in the South West and the many other food processors that rely on edible oil from Alba to continue operating their businesses. Alba's operations support a large part of the food supply chain throughout Western Australia. If Alba was not to remain in the State, a number of other local food manufacturers would close.</p> <p>Alba has been particularly proactive and engaged in the planning activities for the area and is represented on the Cockburn Coast planning committee.</p> <p>Alba's specific comments on the LSP relate to:</p> <ol style="list-style-type: none"> 1. Transitional arrangements. 2. Statutory planning implementation mechanisms. <p>Both of these issues were identified as being required to be addressed in the Local Structure Plan in the District Structure Plan Part 1 Section 3.4, Part 2 Section 3.3.4 <i>Local Structure Plans</i>, and Section 5.0 of Amendment No.89 <i>3.20 Statutory Planning Implementation</i>.</p> <p>Section 4.6 of the LSP does identify existing industrial activities and their associated buffers. It does not discuss any specific transitional arrangements and / or management of offsite impacts from existing developments. It is important to reiterate here Section 3.4 of the Cockburn Coast DSP Part 1 (2009) 'Transitional Arrangements', which states:</p> <p><i>Specific consideration needs to be given to transitional arrangements given the potential land use conflict between current and proposed development. This is particularly the case within the Darkan and Emplacement precincts due to the extent and nature of existing developments.</i></p>	<p>Not Supported</p> <p>As observed in the submission the LSP proposes to address potential conflict between existing industrial uses and future sensitive land uses. The Emplacement LSP does more than infer how these conflicts will be dealt with. Sections 8 Noise Attenuation (Part 1) and Section 4.7 Industrial Activities (Part 2) outline the requirements for sensitive development proposal within proximity to an existing industrial use. It is not possible at</p>

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		<p>This section goes on to identify transitional arrangement principles, operation and implementation, non-conforming use rights, including expansion issues, and most importantly identifies the local structure plan at which this level of detail will be provided. Alba does not believe transitional arrangements have been appropriately addressed to the intent of the DSP in the current LSP.</p> <p>It may be inferred from the LSP that the proposed transition mechanisms are:</p> <ol style="list-style-type: none"> 1. The Mixed Use zone itself which intends a significant proportion of non-residential uses; 2. Noise attenuation measures including design response by proponents and notification on titles for those exceeding noise limits on Cockburn Rd; 3. Where sensitive land uses are proposed, the provision of a technical analysis by proponent to reduce or mitigate existing industrial buffer zones. <p>Alba requests that the transition arrangements be explicitly identified, discussed as a per the intent of Section 3.4 of the DSP, added as a subsection itself after Section 4.7 'Industrial Activities' in the LSP, and in addition be expanded to address the below issues (at minimum).</p> <p>It would also be appropriate to identify Alba Oils in the list of current land users within the LSP as detailed in Section 1.2.2. 'Area and Land Use', in particular given they were specifically referred to in the DSP as the most significant of these existing users' (Refer 3.5.5) which also identified that transitional arrangements will be particularly important in the Emplacement Precinct due to their presence.</p> <p>Transport Access. Vehicle access is critical to existing business on Emplacement Crescent. Alba operates 24 hours per day, seven days a week every day of the year. Crude oil is bought in daily using road trains from the South. Local deliveries using semi-trailers are loaded out daily and head North using Rockingham Road and Cockburn Road. Alba requires the current access roads to Port to remain as they freight containers direct to port for export. Business viability would be significantly impacted on if restrictions were placed on the size and number of trucks entering the site. Access to Emplacement Crescent as proposed in 5.5.1 'Movement Network' to better reflect and accommodate these existing transport activities. We would require that we can do a right hand turn from the existing set up in Emplacement Crescent and no medium strip to block this access is applied to Cockburn road.</p>	<p>this stage for more explicit transitional arrangements to be specified, as the type of suitable arrangements will be dependent upon the specific location and nature of any future proposals.</p> <p>Supported It is recommended that the Emplacement LSP is amended to identify Alba Oils as a current land use in Section 1.2.2.</p> <p>Supported It is recommended that Appendix E - Local Transport and Traffic Management Strategy be updated so as to include current and future intersection operations for the two intersections of Emplacement Crescent and Cockburn Road.</p> <p>Currently, only the southern intersection of Emplacement Crescent and Cockburn Road allows for right hand turns from Emplacement Crescent. It is recommended that future intersection of one of the intersections of Emplacement Crescent and Cockburn Road maintain a right hand turn from Emplacement Crescent.</p> <p>Not supported Emplacement Crescent is not considered a major road under <i>State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning</i> and therefore not considered to generate significant noise which may affect sensitive land uses. As such no noise attenuation measures will be required as a result of</p>

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		<p>Transport Noise. Noise attenuation measures should be considered to be expanded to Emplacement Crescent not only Cockburn Road. This includes the need for design requirements for buildings, including landscaping, facing onto Emplacement Crescent to minimize noise impacts.</p> <p>The intent for modelling to be required to assess potential impacts to sensitive land uses from lighting and light spillage for new proposals.</p>	<p>Emplacement Crescent.</p> <p>Not Supported Light spillage whether from industrial or residential land uses are required to be addressed by the producer of the light emissions under the City of Cockburn (Local Government Act) Amended Local Law 20123). It is impractical for development proposals to mitigate against light emissions from adjoining development as lighting is so easily altered so as to increase or decrease its emissions. Therefore, proposals would never be able to ensure that they completely mitigate light emissions from adjoining development. All new commercial development proposals will be designed to limit their off-site light emissions. It is not considered unreasonable that existing industrial/commercial development operate under those conditions.</p> <p>Not supported The City undertook a site by site analysis for all industrial land uses to determine a buffer for sensitive land uses that reflects the approved land use undertaken on each site. The EPA's <i>Guidance Note 3 Separation Distances between Industrial and Sensitive Land Use</i> provides "generic distances" and these are not "intended to be absolute separation distances".</p> <p>The City's Environmental Health Section have advised that there is no evidence to suggest that either noise or odour emissions from this facility are excessive or a nuisance. In addition, it is noted that there is no capacity to allow an intensification of the existing</p>

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		<p>The requirement for proposals for sensitive land uses to undertake a technical analysis to seek to reduce or mitigate existing buffers is identified under the separate 'Transitional Arrangements' section. It is noted Figure 27 of the LSP shows a 200m buffer around Alba Oils, yet the recommended buffer for edible oil processing under the EPA Guidance Statement 3 is 500m. Is there a reason why this has been reduced. Alba requests that the 500 metre buffer is applied.</p>	<p>approved use nor is the City likely to approve any new use or process that has the capability to cause off site impacts. Under these circumstances it has therefore been considered appropriate to reduce the generic 500m buffer to align with cadastral boundaries so that adjacent blocks may be developed without having to compromise due to buffer lines across the lots. It is considered that the main potential off site impacts are from trucks entering and leaving the site. Given that the access point is not adjacent to potential residential premises it is not anticipated that this will be a problem.</p> <p>Not supported</p> <p>Bicyclists are required to travel on the road carriageways and not on exclusively on pedestrian only paths. The Emplacement LSP identifies an off-road shared path along running east west from the Beeliar Regional Reserve to Cockburn Road where Bicyclists and pedestrian share one path. These shared paths will 4m to 4.5m wide and are considered adequately wide to avoid conflict between bicyclists and pedestrians.</p> <p>The Emplacement LSP identifies a zebra crossing on Cockburn Road connecting the shared path on either side of Cockburn Road to create a continuous link from Beeliar Regional Reserve to the beach.</p> <p>Not supported</p> <p>It is noted that the District Structure Plan (2009) refers to 'retention of employment and staging of development' for the Emplacement Precinct – however this statement was made in the context of non-conforming use rights (the section under which this reference is</p>

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		<ul style="list-style-type: none"> Ensure the separation of bikes and pedestrians on Emplacement Crescent to remove the potential for vehicle conflict. The original DSP also showed Emplacement Crescent connected to the beach side by pedestrian walkways over Cockburn road. Removal of this further increases the risk of pedestrian and vehicle conflict across the busy Cockburn Road. 	<p>included). It is not considered appropriate to refer to the 'retention of employment' as an objective for the Mixed Use zone because 'Industry' uses are not permitted in the 'Mixed Use' zone.</p> <p>Alba Oils is an 'Industry – General' use pursuant to the Scheme, and the DSP (2009) specifically identified that industrial uses are not considered appropriate for the 'Mixed Use' area. Therefore it is clear that the 'retention of employment' is to be facilitated by way of non-conforming use rights, and that these rights should not be hindered by development in the surrounding area. The Emplacement LSP identifies a buffer to Alba Oils, and restricts the development of sensitive land uses within that buffer, which is considered to address this matter adequately. To by ensuring Alba Oils can continue operating in accordance with current approvals.</p> <p>Noted</p> <p>As outlined earlier and stated in the submission the LSP addresses potential conflict between existing industrial uses and future sensitive land uses through noise attenuation requirements (Sections 8) and requirements for sensitive land uses proposal within buffers to industrial uses to demonstrate through technical analysis how impacts from the industrial uses are to be mitigated (Section 4.7 Industrial Activities (Part 2)).</p>

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		<ul style="list-style-type: none"> The retention of employment and staging of development (as per DSP 3.5.5) is included in the objectives (for the Mixed Use Zone), acknowledging the important employment value existing operations bring to the area. 	

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		<ul style="list-style-type: none"> How the City of Cockburn intends as per Section 5.0 3.20, Amendment No.89: <i>Identify and describe how future land use and development in accordance with the LSP will be managed so that areas experiencing offsite impacts from existing lawful development are either avoided or managed.</i> <p>Alba Edible Oils does not support the current Emplacement LSP as advertised until the issues relating to transitional arrangements as identified above are addressed. We look forward to the opportunity to work together with the Shire of Cockburn further.</p>	
21	Ashis Parajuli, Main Roads WA PO Box 6202 EAST PERTH WA 6892	<p>Objection</p> <p>Thank you for your letter dated 19 November 2012 requesting Main Roads comments on the above proposals.</p> <p>Main Roads has reviewed the proposed local structure plans for Robb Jetty and Emplacement and has no objections in principle subject to the following conditions:</p> <ol style="list-style-type: none"> 1. Development of an agreed planning design concept for Cockburn Road between Rockingham Road and Spearwood Avenue. As you may be aware, Landcorp, City of Cockburn, Department of Transport, Department of Planning and Main Roads are currently developing a revised planning design concept for Cockburn Road between Rockingham Road and Spearwood Road. The proposed concept includes upgrading of Cockburn Road to a four lane divided road with two lanes in each direction. A vehicle access strategy is also required to be developed for Cockburn Road to manage and control vehicular access from Cockburn Road. 	<p>Noted, the City is aware of the work undertaken for a design concept for Cockburn Road and the vehicle access strategy being drafted. Prior to forwarding the local structure plan to the Department of Planning, these draft documents can be required.</p> <p>The local structure plan will be clear as to the</p>

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		<p>2. The proposed upgrade of Cockburn Coast to four lanes will require widening of existing Cockburn Road reserve. The widened road reservation will need to be protected through the local structural plan and subdivision process. Any additional land required shall be ceded at no cost to Main Roads.</p> <p>3. The applicant is required to undertake a transport noise assessment in accordance with the guidelines of the WAPC State Planning Policy 5.4 <i>"Road and Rail Transport Noise and Freight Considerations in Land Use Planning"</i>.</p> <p>Advice to Applicant:</p> <p>1. Following the development of an agreed planning design concept and</p>	<p>width required to Cockburn Road, including any areas where widening may be necessary (such as at intersections). It is noted there is already mention in the local structure plan regarding this potentially being a development contribution cost. The development contribution plan will need to elaborate on matters such as need and nexus to determine what proportion is appropriate to be required by the developers and what proportion is not related to the Cockburn Coast development. It is not appropriate for the local structure plan to categorically state that Main Roads have no responsibility for cost. Such a statement will not be included in the local structure plan as it seconds guessing the outcome of the development contribution plan assessment.</p> <p>Noted, refer to comments on submission from the Department of Transport (prepared with the Public Transport Authority and Main Roads). Queries have been raised about the methodology used.</p> <p>Several interest groups and government agencies have indicated they do not believe the methodology has been followed properly. It must be acknowledged that these groups and agencies are not those responsible for the interpretation of the relevant State Planning Policy 5.4 (SPP5.4) Road and Rail Transport Noise and Freight Considerations in Land Use Planning. No issue has been raised by the Department of Environment and Conservation ("DEC"), where appropriate expertise to assess such studies resides. This matter has been followed up with the DEC and at the time of writing this report, still no formal objection to the methodology</p>

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		<p>reservation for Cockburn Road, Main Roads intends to initiate the removal of the Primary Regional Road (PPR) reservation of the future Cockburn Coast Drive from the MRS and have Cockburn Road up to Rollinson Road included in the MRS as a PPR.</p> <p>2. The structure plans propose a number of traffic signals along the existing Cockburn Road. Main Roads approval is required for all proposed traffic signals prior to implementation. The applicant needs to provide justification and an evaluation of alternative measures for any proposed traffic signals. Supporting information such as a preliminary design drawing(s), predicted traffic and pedestrian volumes, SIDRA analysis and traffic impact reports will need to be included for any formal assessment.</p> <p>3. The widening/upgrading of Cockburn Road is not in the Main Roads' current 4 year program and as such is considered long term. However, Main Roads is working with Landcorp and other stakeholders develop staging options to facilitate incremental improvement to Cockburn Road.</p>	<p>undertaken had been made by DEC.</p> <p>Noted, it is understood this is the intent of Main Roads.</p> <p>Noted, the applicant has been advised of this (by provision of the content of this submission).</p> <p>Noted.</p> <p>On the basis of this submission there have been minor changes recommended. In summary they are:</p> <ul style="list-style-type: none"> Recommendation to require the concept design and vehicle access strategy to be provided, prior to the local structure plan being forwarded to the WA Planning Commission.
22	The Department of Agriculture and Food Western Australia Locked Bag 4 BENTLEY DC 6983	<p>The Department of Agriculture and Food Western Australia (DAFWA) role is to assist the State's Agriculture, Food and Fibre sectors to be sustainable and profitable, with a clear focus on export-led growth. DAFWA understands the proposed Cockburn Coast project provides the framework for the redevelopment of the former Robb Jetty industrial area and the South Fremantle Power station and is anticipated to take approximately 15 - 20 years to fully develop. As you would be aware, this area was previously the location of the Coogee Special Industrial Area which housed a number of animal and marine processing industries and was the subject of significant government investment efforts to attract such businesses to the area in the late 1990's.</p>	

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		<p>DAFWA is providing the below comments in respect of the proposed Emplacement Local Structure Plan (LSP) within the Cockburn Coast development area. The LSP has been preceded by a number of planning initiatives, including the Cockburn Coast District Structure Plan (DSP) Part 1 (2009) and Part 2 (2011) and more recently Scheme Amendment No. 89. DAFWA's key concern lies in the continued operating ability for existing food and seafood processors in Emplacement Crescent such as Alba Edible Oils. Alba Oils are the States only remaining edible oil processor and are an integral part of the food processor supply chain in Western Australia. Comments are also applicable to operators such as Fremantle Coldstores in the Robbs Jetty Precinct. DAFWA understand Alba Oils has been proactive and engaged in the Cockburn Coast planning initiatives, including participating in the Cockburn Coast planning committee on the basis transitional arrangements for existing business would be accommodated in future planning documents. DAFWA specific comments on the LSP relate to:</p> <ol style="list-style-type: none"> 1. Transitional arrangements. 2. Statutory planning implementation mechanisms. <p>Both of these issues were identified as being required to be addressed in the Local Structure Plan in the District Structure Plan Part 1 Section 3.4, Part 2 Section 3.3.4 <i>Local Structure Plans</i>, and Section 5.0 of Amendment No.89 <i>3.20 Statutory Planning Implementation</i>.</p> <p>It is important to reiterate here Section 3.4 of the Cockburn Coast DSP Part 1 (2009) 'Transitional Arrangements', which states:</p> <p><i>Specific consideration needs to be given to transitional arrangements given the potential/and use conflict between current and proposed development. This is particularly the case within the Darkan and Emplacement precincts due to the extent and nature of existing developments.</i></p> <p>This Section goes on to identify transitional arrangement principles, operation and implementation, non-conforming use rights, including expansion issues, and most importantly identifies the local structure plan at which this level of detail will be provided. DAFWA does not believe transitional arrangements have been appropriately addressed to the intent of the DSP in the current LSP. Section 4.6 of the LSP identifies existing industrial activities, their associated buffers and discusses the need for a technical analysis by new proponents to reduce these buffers. Other intended transition mechanisms may assumed to be:</p> <ol style="list-style-type: none"> 1. The Mixed Use zone itself which intends to include a significant proportion of non- 	<p>Not Supported The proposed Emplacement LSP addresses</p>

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		<p>residential uses; and</p> <p>2. Noise attenuation measures including design response by proponents and notification on titles for those exceeding noise limits on Cockburn Rd.</p> <p>DAFWA requests transitional arrangements be explicitly discussed as per the intent of Section 3.4 of the DSP, added as a subsection itself after Section 4.7 'Industrial Activities' in the LSP, and be expanded to address the below issues (at a minimum) –</p> <ul style="list-style-type: none"> Identify any existing operators and discuss key issues in Section 4.7, Figure 27 as to why buffers have been required. Vehicle access is critical to existing business on Emplacement Crescent, particularly those such as Alba that require freight container access to the Fremantle port. Access to Emplacement Crescent as proposed in 5.5. 1 'Movement Network' needs to better reflect existing transport activities. 	<p>potential conflict between existing industrial uses and future sensitive land uses through noise attenuation requirements in Sections 8 and requirements for sensitive land uses proposal within buffers to industrial uses to demonstrate through technical analysis how impacts from the industrial uses are to be mitigated in Section 4.7 Industrial Activities (Part 2).</p> <p>Supported</p> <p>It is recommended that Appendix E - Local Transport and Traffic Management Strategy be updated so as to include a current and future intersection operations for the two intersection of Emplacement Crescent and Cockburn Road.</p> <p>Currently, only the southern intersection of Emplacement Crescent and Cockburn Road allows for right hand turns from Emplacement Crescent. It is recommended that future intersection of one of the intersections of Emplacement Crescent and Cockburn Road maintain a right hand turn from Emplacement Crescent.</p> <p>Not Supported</p> <p>Emplacement Crescent is not considered a major road under <i>State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning</i> and therefore not considered to generate significant noise which may affect sensitive land uses. As such no noise attenuation</p>

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		<ul style="list-style-type: none"> Noise attenuation measures need to be expanded to Emplacement Crescent not only Cockburn Road. This includes the need for design requirements, landscaping and notifications on titles. Modelling should be required to assess potential impacts on new proposals for sensitive land uses from lighting and light spillage of existing businesses. 	<p>measures will be required as a result of Emplacement Crescent.</p> <p>Not Supported Light spillage whether from industrial or residential land uses are required to be addressed by the producer of the light emissions under the City of Cockburn (Local Government Act) Amended Local Law 20123). It is impractical for development proposals to mitigate against light emissions from adjoining development as lighting is so easily altered so as to increase or decrease its emissions. Therefore, proposals would never be able to ensure that they completely mitigate light emissions from adjoining development. All new commercial development proposals will be designed to limit their off-site light emissions. It is not considered unreasonable that existing industrial/commercial development operate under those conditions.</p> <p>Noted</p> <p>Not Supported The City undertook a site by site analysis for all industrial land uses to determine a buffer for sensitive land uses that reflects the approved land use undertaken on each site. The EPA's <i>Guidance Note 3 Separation Distances between Industrial and Sensitive</i></p>

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		<ul style="list-style-type: none"> The requirement for proposals for sensitive land uses to undertake a technical analysis to seek to reduce or mitigate existing buffers is discussed under the separate 'Transitional Arrangements' section. It is noted Figure 27 of the LSP shows a 200m buffer around Alba Oils, yet the recommended buffer for edible oil processing under the EPA Guidance Statement 3 is 500m. Please advise why the buffer has been reduced. 	<p><i>Land Use</i> provides “generic distances” and these are not “intended to be absolute separation distances”.</p> <p>The City's Environmental Health Section have advised that there is no evidence to suggest that either noise or odour emissions from this facility are excessive or a nuisance. In addition, it is noted that there is no capacity to allow an intensification of the existing approved use nor is the City likely to approve any new use or process that has the capability to cause off site impacts. Under these circumstances it has therefore been considered appropriate to reduce the generic 500m buffer to align with cadastral boundaries so that adjacent blocks may be developed without having to compromise due to buffer lines across the lots. It is considered that the main potential off site impacts are from trucks entering and leaving the site. Given that the access point is not adjacent to potential residential premises it is not anticipated that this will be a problem.</p> <p>Not Supported</p> <p>Bicyclists are required to travel on the road carriageways and not on pedestrian only paths. The Emplacement LSP identifies an off-road shared path along running east west from the Beeliar Regional Reserve to Cockburn Road where Bicyclists and pedestrian share one path. These shared paths will 4m to 4.5m wide and are considered adequately wide to avoid conflict between bicyclists and pedestrians.</p> <p>The Emplacement LSP identifies a zebra crossing on Cockburn Road connecting the shared path on either side of Cockburn Road to create a continuous link from Beeliar</p>

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		<ul style="list-style-type: none"> Ensure the separation of bikes and pedestrians on Emplacement Crescent to remove the potential for vehicle conflict. The original DSP also showed Emplacement Crescent connected to the beach side by pedestrian walkways over Cockburn road. Removal of this further increases the risk of pedestrian and (large) vehicle conflict across the busy Cockburn road. 	<p>Regional Reserve to the beach.</p> <p>Not supported The employment value of existing operations is noted, however these are 'industrial' uses, which require buffers to sensitive land uses. They are not uses that are compatible in the long term with urban development.</p> <p>Noted The proposed Emplacement LSP addresses potential conflict between existing industrial uses and future sensitive land uses through noise attenuation requirements in Sections 8 and requirements for sensitive land uses proposal within buffers to industrial uses to demonstrate through technical analysis how impacts from the industrial uses are to be mitigated in Section 4.7 Industrial Activities (Part 2).</p> <p>Not supported Proposals to expand existing premises are not likely to be supported. The Scheme's non-conforming use rights will apply to existing uses. It is considered that the LSPs adequately deal with transitional arrangements.</p>

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		<ul style="list-style-type: none"> <li data-bbox="533 627 1525 746">· The retention of employment and staging of development (as per DSP 3.5.5) is included in Section 4. 7 and in the objectives for the Mixed Use Zone, acknowledging the important employment value existing operations bring to the area. <li data-bbox="533 997 1525 1150">· Address how the City of Cockburn intends as per Section 5.0 3.20, Amendment No.89 to: <i>Identify and describe how future land use and development in accordance with the LSP will be managed so that areas experiencing offsite impacts from existing lawful development are either avoided or managed.</i> 	

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		<p>Amendment 89 will be particularly important for providing direction on how Council intends to deal with proposals to expand or modify premises (ie expand on DSP Part 1, 3.5.2). DAFWA does not support the current Emplacement LSP as advertised on the basis that matters relating to transitional arrangements have not been addressed. The lack of appropriate transitional arrangements is a significant issue. DAFWA sees frequently impacting on existing food businesses in redevelopment areas. This issue requires resolution in the Emplacement LSP given the commitment stated in DSP Parts 1 and 2 to address this issue in greater detail at the LSP stage, and the stated 15-20 year timeframe to full development at Cockburn Coast which in the interim to full development effectively leaves existing businesses in a planning limbo.</p>	
23.	<p>Department of Transport Level 8, 140 William Street Perth WA 6000</p>	<p>Reference is made to the City of Cockburn's request for comments on the above noted Local Structure Plans (LSPs). The Department of Transport (DoT) has liaised with the Public Transport Authority (PTA) and Main Roads Western Australia (MRWA) and provides the following comments on each of the LSPs.</p> <p>The DoT is also aware that the Freight and Logistics Council has written to you and shares some of their concerns, some of which are reiterated below. The DoT is prepared to support the two structure plans on the condition that the issues raised in this letter are addressed prior to consideration by the Western Australian Planning Commission (WAPC).</p> <p>General Comments</p> <p>While the Transport Portfolio agencies generally support intensification of urban development and the creation of employment opportunities through infill development, there are a number of issues associated with development as proposed in the Robb Jetty and Emplacement Local Structure Plans. Additional information and strategies will be required to address such issues as the mitigation of freight rail noise and vibration, provision of level crossings and fencing along the rail lines.</p> <p>The Transport Portfolio agencies compliment the City for undertaking the Cockburn Coast Integrated Transport Plan to ensure all modes are considered in the proposed developments. More detailed traffic modelling needs to be undertaken to determine the traffic implications of the development, particularly the projected traffic volumes for intersections on Cockburn Road and the existing and proposed level crossings over the freight line. This will be particularly relevant at the development application stage as it may affect development setback requirements and access issues.</p>	<p>This submission was followed up with the Department of Transport following a meeting arranged by the applicant.</p> <p>The Department of Transport have since advised the only unresolved matter is that of the methodology followed for the assessments of noise and vibration. They also note they believe a Noise Management Plan is required at the Local Structure Plan stage.</p> <p>Several interest groups and government agencies have noted they do not believe the methodology has been followed properly. It must be acknowledged that these groups and agencies are not those responsible for the interpretation of the relevant State Planning Policy 5.4 (SPP5.4) Road and Rail Transport Noise and Freight Considerations in Land Use Planning. No issue has been raised by the Department of Environment and Conservation ("DEC"), where appropriate expertise to assess such studies resides. This matter has been followed up with the DEC and at the time of writing this report, still no formal objection to the methodology undertaken had</p>

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		<p>The Cockburn Coast District Structure Plan (CCDSP) recognises the important role that rail will continue to play in the State's freight movement strategy and the likely increase of freight movements along the rail line. The Fremantle freight rail corridor forms the western boundary of this LSP. As such, noise and vibration generated by freight trains must be taken into consideration particularly as they operate 24 hours a day, 7 days a week, and by 2031 it is anticipated the current 22 train movements per week will have increased to 126. The WAPC's draft <i>Outer Metropolitan Perth and Peel Sub-regional Strategy</i> notes that corridors with a predominant freight function are identified in <i>State Planning Policy 5. 4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning (SPP.5.4)</i>. This policy aims to ensure that major freight corridors are protected from incompatible urban encroachment. The Cockburn Coast area is included in SPP 5.4. The Transport Portfolio agencies have noted that the noise levels contained within Appendix B of the Structure Plan, the Noise Vibration Study, do not adequately meet policy requirements and are inconsistent with the <i>SPP 5.4</i> based on the following:-</p> <ul style="list-style-type: none"> • The maximum noise levels used in the Cockburn Coast Noise Vibration Study are inconsistent with the <i>SPP 5.4</i>; • The noise modelling should have used Outside Noise Criteria (Table 1 Herring Storer report) rather than Inside Noise Criteria; • The noise modelling has been undertaken for a quieter trains and does not take into account other classes of train in comparison with other studies carried out by the PTA; and • The Study does not depict noise modelling contours for the freight line, hence the extent of noise impacts on the proposed development is not defined or clear. The Robb Jetty LSP also does not adequately address vibration from the existing freight rail. The Noise Vibration Study shows that development is impacted up to 65 - 80 metres from the freight rail but development is indicated well within this distance, and no vibration mitigation measures have been considered or recommended. <p>With regard to safety and security, the PTA will require an upgrade to the freight line fencing to PTA standard and at no cost to the PTA. The PTA has previously advised that no additional level crossings are to be provided. It is understood that LandCorp are seeking to close McTaggart Cove crossing to enable the proposed Main Street crossing to be provided.</p>	<p>been made by DEC.</p> <p>The approvals process will require each lot located in the nominated distances from the railway line and Cockburn road, to comply with noise and vibration constraints.</p> <p>The Noise and Vibration Strategy forms an addendum to the local structure plan ("LSP") and indicates the impact zone. Text in the LSP also makes reference to the Noise and Vibration Strategy. The Design Guidelines will also outline the requirements for compliance with noise and vibration for land within the impact zone. Both the LSP and the draft Design Guidelines also include requirements for Notification on titles and refer back to SPP5.4 where the specifications for these more detailed assessments reside.</p> <p>With regard to the request for a Noise Management Plan to be done at the local structure plan stage, the applicant has indicated this plan will be done at the development approval stage (i.e. on a lot by lot basis). This appears consistent with the intent of SPP5.4 which does not specify the Noise Management Plan must be done at the local structure plan. Looking at the content of a Noise Management Plan outlined in the guidelines which accompany the SPP5.4, it seems most of this information is already captured via the Noise and Vibration Assessment Study.</p> <p>Spatially, the local structure plan would not change if this Noise Management Plan were undertaken at this early stage. Opportunities for setting back of development lots further</p>

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		<p>Robb Jetty Local Structure Plan and Emplacement Local Structure Plans</p> <p>Cockburn Road forms the eastern boundary of the Robb Jetty LSP and the western boundary of the Emplacement LSP area. It is understood that discussions are underway with MRWA, DoT, LandCorp and the City on the future form and function of Cockburn Road, and there may no longer be a need for the inland Cockburn Coast Drive as it appears that future traffic volumes may be able to be accommodated on a 4 lane Cockburn Road. This may have statutory planning implications for the site at the development stage. Further consultation with MRWA will be required, including further traffic analysis at the proposed intersections. To ensure sufficient road capacity through this area, the DoT, MRWA, City of Cockburn and LandCorp have agreed that MRWA will develop a suitable road design concept to accommodate the projected traffic volumes of around 30,000 annual average weekday traffic (AAWT) by 2031. The following parametres should be adopted for development of the design concept:</p> <ul style="list-style-type: none"> • Four-lane divided road, typically with two 3.5 metre traffic lanes in each direction; • A central median varying from 2 metres to 5.5 metres to accommodate right turn pockets at intersections; • 1.5 metre on-road cycle lanes in both directions; • 5.1 m verges to accommodate shared paths (to connect / extend the existing shared path south of McTaggart Cove), street trees and underground service infrastructure; • Adequate chanelisation/turn pockets at intersections; and • Bus priority facilities in accordance with the proposed bus rapid transit requirements. Given the above design elements, a mid block reservation width of up to 32 metres may be required. <p>The proposed pedestrian and cycling network across both LSP areas indicates that the main internal bicycle network will primarily consist of on-road facilities. Figures 40 and 41 in the Embankment and Robb Jetty LSPs need to be modified to show shared paths on both sides of Cockburn Road. In addition, the LSPs need to show on-road bike lanes on Main St in order to be consistent with the cross section (Figure 34). These bike lanes are to continue through the Emplacement LSP area. Bicycle priority treatments are also required at signalised intersections on designated bicycle routes.</p>	<p>from the railway line has effectively been lost. Planning since the CCDSP 2009 has indicated urban development abutting the railway line. This situation was compounded by the rezoning to 'urban' under the MRS and there is very little scope to see a different land use response to that of a built form response on a lot by lot basis.</p> <p>Given there is no indication otherwise from the DEC and given the apparently reasonable approach to the methodology used in the Noise and Vibration Assessment Study do not recommend withholding endorsement of this local structure plan on this matter. The Department of Transport are welcome to raise their concerns with the Department of Planning prior to their consideration of the plan.</p>

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		<p>Recommendations</p> <p>The DoT strongly requests that the City incorporate the following comments in its determination on both Local Structure Plans.</p> <ol style="list-style-type: none"> Existing, relocated and new road traffic and pedestrian at grade and grade separated rail crossings are to be designed and located to PTA's safety and operational requirements. Fencing along the freight rail line is to be upgraded at no cost and to the satisfaction of the PTA. The Robb Jetty LSP is to clearly show a 150m impact zone on each side of the freight rail line as a support to noise and vibration mitigation measures. A revised Noise Vibration Study needs to be undertaken in accordance with SPP 5.4 to indicate the noise and vibration contours in locations along the length of the rail line in order to show where noise and vibration levels exceed the acceptable levels noted in SPP 5.4. The study will also need to provide specific recommendations on appropriate noise and vibration mitigation measures. The Robb Jetty LSP is to clearly demonstrate how noise and vibration mitigation will be addressed at subdivision and development application stages, including: <ul style="list-style-type: none"> Appropriate building materials and noise mitigation treatments are to be incorporated into Building Design Guidelines to address road and rail freight noise and vibration issues. A moratorium must be included in the Certificate of Title of each development to include the Building Design Guidelines and materials used to adhere to noise attenuation measures identified in SPP 5.4. The Building Design Guidelines must be included into the City's Town Planning Scheme to ensure that conditions of development are a statutory requirement. Widening/upgrading of Cockburn Road is to be designed to MRWA standards, and additional land to be ceded free of cost to MRWA. 	

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		<p>7. The need for the traffic signals proposed for Cockburn Road is to be demonstrated and approved by MRWA prior to implementation including a SIDRA intersection analysis to ensure intersection capacity is adequate to meet the demands of regional traffic along Cockburn Road.</p> <p>DoT would appreciate receiving advice if the above inclusions cannot be adopted by Council.</p>	
24.	Department of Planning Locked Bag 2506 Perth WA 6001	<p>I refer to the City's letters dated 16 November 2012 (received by the WAPC 19 November 2012) regarding the above local structure plans (LSPs).</p> <p>Please be advised that the WAPC is not prepared to endorse the proposed LSPs until such time as consideration is given to and response provided in respect of the following:</p> <p>In respect of the LSP Documents – Emplacement Executive Summary – the POS does not tally with the figures under Section 5.1 table 3</p> <p>Figure 1 (Local Structure Plan Map)</p> <ul style="list-style-type: none"> • A scale should be noted; • low density under Legend should be corrected to medium density, <p>• query location of R40 area adjacent R100 and R160,</p> <p>• location of switch yard is mainly on WAPC site rather than next to POS. This is counter to previous discussion whereby the switch yard was going to be located</p>	<p>Supported It is recommended that the table in the Executive Summary and in section 5.1 (Table 3) and 5.6.1 (Table 9) be revised to accurately reflect the quantity of POS (including the correct amount of restricted POS).</p> <p>Supported It is recommended that a scale be added to Figure 1, and the 'low density' label be corrected to 'medium density' within the Emplacement LSP report.</p> <p>Not supported The proposed R40 is consistent with that shown on the District Structure Plan Part 2.</p> <p>Not supported The indicative location of the switchyard shown in the Infrastructure and Servicing Report aligns with that shown on the DSP Part 2, and is located where it has always been contemplated and discussed in the</p>

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		<p>on LandCorp land. Switch yard should not be zoned but reserved as public purpose and retained as freehold.</p> <p>· Note that the pedestrian underpass and bridge are located outside of the LSP area therefore question their deliverability.</p> <p>Section 2.2 Use Class Permissibility – If this taken from the City of Cockburn Town Planning Scheme question the need to include in this document.</p> <p>Section 3.0 Operation Date – last paragraph, object to WAPC endorsing in sixth year, delete reference to sixth year.</p>	<p>Switchyard Working Group, which includes the Department of Planning.</p> <p>Noted The pedestrian underpass is shown outside of the LSP area, however, it is shown for the purposes of identifying how pedestrian connectivity can be achieved, and would form part of Cockburn Coast Drive.</p> <p>Not supported The use class table (Table 2) is not taken from City of Cockburn Town Planning Scheme No. 3, and it includes 'Mixed Use', which is not a zone in the Scheme. It is therefore recommended that the use class table remain in the Emplacement Crescent LSP.</p> <p>Supported Delete references to WAPC endorsing the Local Structure Plans in the sixth year, as this sets an inflexible timeframe for review of the Local Structure Plans which may not be appropriate.</p> <p>Supported It is recommended that reference to an activity centre zone under Section 6.1 of the Emplacement Local Structure Plan be deleted.</p> <p>Supported It is recommended that any references to 'Cockburn Coast Redevelopment Area' be deleted.</p>

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		<p>6.1 Proposed Residential Density - reference has been made to Activity Centre which is not shown in the LSP area. Delete reference to Activity Centre.</p> <p>7.3 Floorspace Bonus – reference to Cockburn Coast Redevelopment area new term not defined, delete and just use Cockburn Coast District Structure Plan.</p> <p>8.0 Subdivision and Development Requirements – Section refers to development requirements however there are no subdivision provisions. Is this because there are none and have been dealt with?</p> <p>11.1 Variation to the Residential Design Codes – reference is made to the variations being outlined in the approved design guidelines however variation to the residential design codes are only permissible by the WAPC.</p> <p>Note that there is no Fire Management Plan for this LSP. The LSP is adjacent to Beeliar Regional Park and the Cockburn Coast Drive Primary Regional Road reservation. Whilst it is noted that the reservation is in place it may be several years if at all that the road is developed. In the meantime the area is vegetated and could be a fire hazard.</p>	<p>Not Supported Section 8.4 Lot Design Guidance relates to subdivision of land.</p> <p>Not Supported Section 5.3- Scope of local planning policies, of the <i>Residential Design Codes</i> allows for local planning policies to vary various provisions of the Codes without the approval of the WAPC. The Design Guidelines will be approved as a local planning policy pursuant to City of Cockburn Town Planning Scheme No. 3.</p> <p>Supported The Emplacement LSP proposes development within 100m of vegetation which may be considered a 'moderate to extreme' bushfire hazard. Therefore in accordance with <i>Planning for Bushfire Protection</i> the LSP should be supported by a bush fire hazard assessment. It is recommended that a bush fire hazard assessment is prepared and the LSP be amended to consider the outcomes of the assessment.</p>

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		The LSP must respond to this in accordance with the WAPC Planning for Bushfire Protection Guidelines Edition 2 May 2010.	
25.	Department of Environment and Conservation PO Box 1167 Bentley Delivery Centre WA 6983	<p>I refer to your letter dated 19 November 2012, referring the above proposed local structure plans to the Department of Environment and Conservation (DEC) for comment. DEC has reviewed the documents for the Robb Jetty and Emplacement local structure plans and this submission relates to both areas.</p> <p>General The Emplacement local structure plan (LSP) area is located adjacent to the Manning Lake area, which comprises <i>Bush Forever Site No. 247 "Manning Lake and Adjacent Bushland, Hamilton Hill/Spearwood"</i> and forms part of Beeliar Regional Park, which is managed by the City of Cockburn and DEC for conservation and recreation purposes. A proposed primary regional road (Cockburn Coast Drive) separates the Manning Lake area from the structure plan area. DEC has provided advice in relation to the earlier <i>Metropolitan Regional Scheme amendment No. 1180/41</i> (WAPC Ref. 809-2-23-17 Pt 1), which covers these structure plan areas, and provided advice to the City of Cockburn in relation to the <i>Cockburn Coast District Structure Plan (part 2) and Town Planning Scheme no. 3 - Amendment no. 89 (proposed zoning changes to Cockburn coast industrial area)</i> in a letter dated 30 November 2011. The relevant aspects of the earlier advice and additional information are provided for your consideration.</p> <p>Native vegetation management DEC notes an ecological assessment report (Appendix C) has been prepared for the Emplacement LSP area; however a copy of this report has not been provided to DEC. The Emplacement LSP report - Part 2 Explanatory 3.1 Environmental Assets and Constraints: outlines that there are patches of vegetation in good condition with 2.96ha vegetation to be cleared and vegetation type 1 located on the eastern side of the project site has similarities to DEC-listed threatened ecological community [SCP 26a]. DEC therefore recommends that detailed flora and vegetation surveys of all potentially affected areas of native vegetation be conducted by an environmental consultant, in accordance with the Environmental Protection Authority's (EPA's) <i>Guidance Statement 51 - Terrestrial Flora and Vegetation Surveys for Environmental Impact Assessment in Western Australia</i>. The survey should determine the presence or otherwise of priority or other significant flora and plant assemblages. If such flora and vegetation is present on site, appropriate action should be undertaken to protect it, or to mitigate impacts.</p>	<p>Supported It is recommended that a spring flora and vegetation survey be undertaken within the Emplacement LSP, prior to subdivision or development of the land (where development proposes works to the land). It is recommended that the Emplacement LSP report be modified to reflect this requirement, and that Council advise landowners of the requirement to ensure they can factor it into the timing of any proposals.</p> <p>Supported No further changes are recommended as a result of this comment.</p>

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		<p>DEC has reviewed the ecological assessment for the Robb Jetty LSP area. The field study was conducted in March 2012, which is not considered the optimal time for flora surveys; therefore not considered conducted in accordance with EPA's Guidance Statement 51. However, it is noted that the Robb Jetty study site is highly modified and degraded due to a history of multiple disturbances and development. Therefore DEC concurs the site comprises limited environmental value.</p> <p>Regardless of the outcomes of the above recommended flora and vegetation surveys for the Emplacement LSP area, DEC recommends that areas of native vegetation in good or better condition within the structure plan areas be retained and incorporated into future public open space (POS).</p>	<p>Not Supported The proposed areas of POS within the Emplacement LSP are consistent with the CCDSP Part 2. Vegetation within the green POS links will be retained where possible to provide a physical and ecological link between the foreshore and Beeliar Regional Park. While it may be possible for some vegetation to be retained within POS, the key function of the proposed POS is to provide a variety of recreational functions for residents and visitors, cognisant of the fact that it will be a high density environment. The local impact of some clearing of vegetation in the Emplacement Local Structure Plan area must be balanced against the outcomes of the district structure planning for Cockburn Coast, which seek to facilitate a dense and diverse urban environment with high levels of accessibility.</p> <p>Noted No further changes are recommended as a result of this comment.</p> <p>Noted Obligations under the Commonwealth's <i>Environment Protection and Biodiversity Conservation Act 1999</i> (EPBC Act) are noted.</p>

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		<p>Additionally, any clearing of native vegetation requires a clearing permit obtained from DEC, unless of a kind that is exempt in accordance with Schedule 6 of the <i>Environmental Protection Act 1986</i> or <i>Regulation 5 of the Environmental Protection (Clearing of Native Vegetation) Regulations 2004</i>. DEC's Native Vegetation Conservation Branch should be contacted regarding the possible need for a clearing permit.</p> <p>Fauna management The Manning Lake area and adjoining bushland serves as habitat for a variety of native fauna, which the proposed Emplacement LSP area has the potential to impact upon, as development proceeds. The Cockburn Coast District Structure Plan (DSP) area is known to serve as roosting and foraging habitat for the threatened Carnaby's cockatoo (<i>Calyptorhynchus latirostris</i>). In addition, the area is likely to support the common and widespread <i>Lomandra maritima</i> and possibly <i>Lomandra hermaphrodita</i>, either of which can support populations of the threatened Graceful sun-moth (<i>Synemon gratiosa</i>). The Stage 1 <i>Flora and Vegetation Assessment (ENV Australia, 2008)</i> indicates that <i>Lomandra maritima</i> has been identified within the Cockburn Coast DSP area. Both Carnaby's cockatoo and the Graceful sun-moth are listed as 'fauna that is rare or likely to become extinct' under the <i>Wildlife Conservation Act 1950</i>. The Priority 3 Lined Skink (<i>Lerista lineata</i>) has also been recorded in the Manning Lake bushland.</p> <p>DEC notes an ecological assessment report (Appendix C) has been prepared for the Emplacement LSP area; however a copy of this report has not been provided to DEC. The Emplacement LSP report - Part 2 Explanatory 3.1 Environmental Assets and Constraints: outlines that there are patches of vegetation in good condition with 2.96ha of good quality feeding habitat for Carnaby's cockatoo to be cleared. DEC therefore recommends that, prior to structure planning being finalised, the proponent undertake a detailed fauna survey in accordance with EPA <i>Guidance Statement No. 56 - Terrestrial Fauna Surveys for Environmental Impact Assessment in Western Australia</i>. If habitat suitable for conservation significant fauna is present on site, appropriate action should be undertaken to protect it, or to mitigate impacts</p> <p>DEC has reviewed the ecological assessment for the Robb Jetty LSP area. It is noted that the Robb Jetty study site is highly modified and degraded due to a history of multiple disturbances and development. Therefore DEC concurs the site comprises limited fauna habitat value. Both Carnaby's cockatoo and the Graceful sun-moth are protected by the</p>	<p>Supported The limited fauna habitat within the Rob Jetty LSP is noted.</p> <p>Not Supported These comments do not relate to the proposed Emplacement LSP. The DEC is responsible for the management of the Beeliar Regional Park and Main Roads are responsible for the design and construction of any future road within the Primary Regional Road Reserve. Therefore ensuring a sensitive interface between the future road and the Reserve are beyond the control of any landowner within the Emplacement LSP.</p>

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		<p>Commonwealth's <i>Environment Protection and Biodiversity Conservation Act 1999</i> (EPBC Act). Therefore, regardless of any decision under Western Australian planning or environmental approvals processes, the proponent should contact the Commonwealth Department of Sustainability, Environment, Water, Population and Communities (SEWPaC) to determine what responsibilities they have under the EPBC Act.</p> <p>Boundary interface treatment (with Beeliar Regional Park) It is noted that the Emplacement LSP area abuts the proposed Cockburn Coast Drive road reserve. Cockburn Coast Drive will represent the future western boundary of Beeliar Regional Park at the Manning Lake area and if this road is to proceed, DEC considers it important that a high standard of visual amenity be created and maintained along this parkland interface. In this regard, the design of this road should minimise its visual impact as far as possible, and an emphasis should be placed on vegetating road batters and rehabilitating existing degraded areas with appropriate native plant species of local provenance. It is also recommended that construction of a dual use pathway along/adjacent to Cockburn Coast Drive be considered. DEC would prefer to see such a pathway located on the eastern side of this road (adjacent to Beeliar Regional Park).</p> <p>Until such time that the Cockburn Coast Drive is constructed, the proponent should ensure there is adequate fencing between any development site and areas retained for conservation, and between any development site and Beeliar Regional Park. Additionally, no vegetation, earth spoil or any other debris is to be disposed of within the adjacent regional park.</p>	<p>Supported It is recommended that additional provisions be included in Section 8 (Part 1) requiring development proposals to ensure adequate interface, including fencing, to the Primary Regional Road Reserve in order to protect the conservation value of the Beeliar Regional Reserve. In regard to dumping on either reserves this is an illegal act and the proposed Emplacement LSP is not the appropriate document to reiterate this.</p> <p>Noted The location of the dual use paths and the pedestrian underpasses connects to the existing compacted limestone paths that run within the Primary Regional Road Reserved and the Beeliar Regional Reserve. The existing paths generally accord with the <i>Beeliar Regional Park Management Plan 2006</i>. More detailed future designing of the underpass will include liaison with DFES.</p> <p>Noted Section 4.5 of the LSP reports notes this requirement, and there are no recommended changes as a result of this submission.</p>

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		<p>Pedestrian and cyclist networks DEC notes the proposed linkages between the structure plan area and Manning Lake area as depicted in the Emplacement LSP map, which illustrates shared pedestrian/cycle connections (including one bridge and one underpass). DEC recommends that planning for pedestrian and cycle trails through the structure plan area considers and is complementary to the <i>Beeliar Regional Park Management Plan 2006</i>. DEC supports the proponent's commitment to maintain connectivity for pedestrians and regional park visitors between both sides of the proposed Cockburn Coast Drive. In regard to the design of the above mentioned underpass, the proponent is requested to liaise with the Department of Fire and Emergency Services (DFES) to ensure adequate height and width specifications to allow access for fire and emergency vehicles.</p> <p>Site contamination Due to previous industrial land uses over a long period of time, there is considerable potential for widespread soil and/or groundwater contamination within the structure plan area. A significant number of lots are shown as Reported Contaminated Sites on DEC's Contaminated Sites Database. Of these, a number are "Awaiting Classification", while others are listed as "Possibly Contaminated - Investigation Required".</p> <p>DEC notes that GHD Pty Ltd has undertaken a Preliminary Assessment of all lots within the Emplacement and Robb Jetty LSP areas. Further to the assessment, site investigations are required for some lots within the LSP areas (e.g. Lot 2108 Bennett Avenue, Lot 123 Cockburn Road and Lot 103 Emplacement Crescent). Investigations for soil and groundwater contamination will therefore need to be carried out in accordance with DEC's <i>Contaminated Sites Management Series</i> guidelines. Where these investigations identify soil and/or groundwater contamination that requires remediation to render the site suitable for the proposed use, such remediation (including</p>	<p>Noted The Local Water Management Strategy (LWMS) does not propose any stormwater discharge into Beeliar Regional Reserve.</p> <p>Noted The Department of Water has provided comments on the LWMS.</p> <p>Noted The proposed Emplacement LSP has been prepared in accordance with <i>State Planning Policy 5.4</i> and requires sensitive development in proximity to Cockburn Road and the freight rail to comply with the requirements of SPP5.4.</p> <p>Supported As per the <i>Planning for Bushfire Protection Guidelines</i> because the Emplacement LSP proposes development within 100m of vegetation which may be considered a 'moderate to extreme' bush fire hazard the LSP should be supported by a bush fire hazard assessment. It is therefore recommended that a bush fire hazard assessment is prepared and the LSP be amended to consider the outcomes of the assessment.</p>

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		<p>validation of remediation) will need to be completed to the specifications and satisfaction of DEC's Contaminated Sites Branch, and in accordance with the requirements of the <i>Contaminated Sites Act 2003</i>. DEC's Contaminated Sites Branch should be contacted regarding any site contamination queries.</p> <p>Drainage management In planning for future subdivisions, it should be noted that no drainage infrastructure is to be placed within the adjoining Beeliar Regional Park, nor is there to be any direct discharge of drainage waters (including road drainage) into the regional park. This requirement is particularly relevant in relation to the possible future design and construction of proposed Cockburn Coast Drive.</p> <p>DEC notes that Local Water Management Strategies (LWMS) have been prepared for the Emplacement and Robb Jetty LSP areas. These should be submitted to the Department of Water for review and approval.</p> <p>Noise management It is noted future development within the Emplacement LSP area is proposed against Cockburn Coast Drive, which could result in potential noise impacts from road traffic. It is noted that a Road Noise Assessment (Herring Storer Acoustics 2011) has been prepared for the Cockburn Coast Project, which incorporates the Emplacement and Robb Jetty LSP areas; DEC has not reviewed this document. However, there is a need to comply with <i>WAPC State Planning Policy 5.4 - Road and Rail Transport Noise and Freight Considerations in Land Use Planning (2009)</i>. The Draft <i>EPA Guidance Statement No.14 - Road and Rail Transportation Noise (1998)</i> may also be of assistance.</p> <p>Fire management Necessary fire management requirements should be provided for within the structure plan areas, in accordance with the (Interim) <i>Planning for Bushfire Protection Guidelines</i></p>	<p>Supported It is acknowledged that the Flora and Vegetation Survey contained within the Ecological Assessment was not undertaken in accordance with EPA Guidance Statement 51. It is therefore recommended that a spring flora and vegetation survey be undertaken prior to any subdivision or development (involving works to the land), and that affected landowners be advised of this requirement.</p> <p>Not supported The proposed areas of POS within the Emplacement LSP are consistent with the CCDSP Part 2. Vegetation within the green</p>

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		<p>(Edition 2- Western Australian Planning Commission and Fire and Emergency Services Authority, May 2010) and any other relevant policies, and on the advice of DFES. DEC supports having a perimeter road between residential development and POS, for reasons of public safety, protection of bushland within the POS and fire safety for residents. The perimeter road reserve should accommodate all road, dual use path/footpath and drainage infrastructure.</p> <p>Further Comments received 10 January 2013:</p> <p>I refer to your letter dated 19 November 2012, referring the above proposed local structure plans to the Department of Environment and Conservation (DEC) for comment. DEC reviewed the documents for the Robb Jetty and Emplacement local structure plans and submitted a submission that related to both areas on 21 December 2012. At the time of DEC submitting the submission, a copy of the ecological assessment report (Appendix C) for the Emplacement local structure plan (LSP) area had not been provided. DEC has since received and reviewed the ecological assessment report (<i>Report for Hilltop/Emplacement Crescent-Ecological Assessment June 2012</i>) prepared by GHD and provides the following additional advice on flora and fauna management for your consideration.</p> <p>Flora management</p> <p>DEC has reviewed the document <i>Report for Hilltop/Emplacement Crescent-Ecological Assessment</i> (GHD 2012) and notes the field study was conducted on 16 May 2012, which is not considered the optimal time for flora surveys within the Swan Coastal Plain Bioregion; therefore not considered to be conducted in accordance with Environmental Protection Authority's (EPA's) <i>Guidance Statement 51 - Terrestrial Flora and Vegetation Surveys for Environmental Impact Assessment in Western Australia</i>. GHD (2012) outlines that there are patches of native vegetation in good condition (approximately 2.96ha of vegetation in total) and the identified vegetation type 1 located on the eastern side of the project</p>	<p>POS links will be retained where possible to provide a physical and ecological link between the foreshore and Beeliar Regional Park. While it may be possible for some vegetation to be retained within POS, the key function of the proposed POS is to provide a variety of recreational functions for residents and visitors, cognisant of the fact that it will be a high density environment. The local impact of some clearing of vegetation in the Emplacement Local Structure Plan area must be balanced against the outcomes of the district structure planning for Cockburn Coast, which seek to facilitate a dense and diverse urban environment with high levels of accessibility.</p> <p>Noted</p> <p>Obligations under the Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) are noted.</p>

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		<p>site (Emplacement LSP area) has similarities to DEC-listed threatened ecological community [SCP 26a]. DEC considers that to accurately determine the floristic community types present at the project site, plots need to be established and scored (typically spring and late spring), and data analysed using appropriate statistical techniques. An appropriately timed flora survey in accordance with <i>Guidance Statement 51</i> with methodology consistent with Gibson <i>et al.</i> (1994) is required to determine the presence of priority and/or threatened ecological communities within the project site.</p> <p>In addition, GHD (2012) indicates that rare flora (e.g. <i>Caladenia huegefit</i>) and priority flora (e.g. <i>Dodonaea hackettiana</i>) are likely to occur within the Emplacement LSP area. Therefore, DEC recommends that another flora and vegetation survey of all potentially affected areas of native vegetation be conducted by an environmental consultant, in accordance with <i>Guidance Statement 51</i>. The survey should determine the presence of priority flora, rare flora or other significant flora. If such flora and vegetation is present on site, appropriate action should be undertaken to protect it, or to mitigate impacts.</p> <p>Regardless of the outcomes of the above recommended flora and vegetation survey for the Emplacement LSP area, DEC recommends that areas of native vegetation in good or better condition within the LSP area be retained and incorporated into future public open space (POS).</p> <p>Fauna management The Cockburn Coast District Structure Plan (DSP) area is known to serve as roosting and foraging habitat for the threatened Carnaby's cockatoo (<i>Calyptorhynchus</i></p>	

No.	Name/address	Submission	Council's recommendation
		<p><i>latirostris</i>). In addition, the Stage 1 <i>Flora and Vegetation</i> Assessment (ENV Australia, 2008) indicates that <i>Lomandra maritima</i> has been identified within the Cockburn Coast DSP area. Therefore, the Emplacement LSP area may support the common and widespread <i>Lomandra maritima</i> which is suitable habitat for the threatened Graceful sun-moth (<i>Synemon gratiosa</i>). GHD (2012) states (Table 4, page 2) "There is 2.96 ha of high quality Black Cockatoo foraging habitat (<i>Banksia sessilis</i> woodland) present within the Project Site. Clearing of the Project Site will adversely affect this foraging habitat. The 2.96 ha of high quality foraging habitat is connected to a larger strip of bushland including Manning Park, which provides foraging habitat for Black Cockatoos. The Project Site has also been mapped by the Department of Planning as potential feeding vegetation for Carnaby's Black Cockatoo on the Swan Coastal Plain (Department of Planning, 2011). Therefore, while the majority of the Project Site is degraded and borders developed areas, due to its linkage to other foraging habitat the 2.96 ha extends the available protected habitat in Bee/iar Regional Park. Clearing the 2.96 ha will have an impact on the species' regional feeding resources, but it is unlikely to be critical in terms of the species' long term survival. The majority of the foraging habitat is located on the limestone outcrop area in the east of the Project Site, and within a fenced industrial area. It is recommended that clearing of the habitat in these areas be minimized or avoided if possible."</p> <p>DEC concurs that clearing of high quality foraging habitat for Carnaby's cockatoo should be minimised or avoided, if possible; and recommends that it is retained and incorporated into future POS.</p> <p>DEC reiterates that both Carnaby's cockatoo and the Graceful sun-moth are protected by the Commonwealth's <i>Environment Protection and Biodiversity Conservation Act 1999</i> (EPBC Act). Therefore, regardless of any decision under Western Australian planning or environmental approvals processes, the proponent should contact the Commonwealth Department of Sustainability, Environment, Water, Population and Communities (SEWPaC) to determine what responsibilities they have under the EPBC Act.</p>	
26.	Water Corporation PO Box 100 Leederville WA 6902	<p>Water Corporation Bennett Avenue Waste Water Pump Station (WWPS) odour buffer</p> <p>Section 4.5 of the RJLSP deals with industrial buffers in general and more specifically with the Bennett Avenue WWPS. Figure 25 shows the Bennet Ave WWPS buffer being 50 metres measured from the centre point of the wet well. This 50m buffer setback is at odds with the buffer shown in the <i>Cockburn Coast District Structure Plan</i> adopted by the Western Australian Planning Commission (WAPC), which shows a 50 metre buffer from</p>	<p>Supported</p> <p>The Odour Report that has been submitted seeks to further analyse and further refine the buffer in accordance with draft State Planning Policy 4.1 State Industrial Buffer ("SPP4.1") and the Environmental Protection Authority's Guidance Statement No. 3 Separation</p>

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		<p>the boundary of the site. This setback also contradicts the City's <i>Cockburn Coast District Structure Plan</i>, which is consistent with the WAPC plan.</p> <p>The RJSP proposed buffer 50m setback does not take into consideration a previous determination by the Minister for Water that the 50 metre buffer is to be measured from the boundary of the WWPS site. This determination has previously been conveyed to LandCorp, the City of Cockburn and adjoining land owners both verbally and in written communications. However, some landowners adjoining the WWPS site have made separate representations to the Minister in an attempt to further reduce the odour buffer. In response, the Minister has recently instructed the Corporation to accept a reduction of the buffer from 50 metres to a 25 metre buffer measured from the <u>boundary</u> of the site.</p> <p>The RJSP report includes some explanation of the application of the Environmental Protection Authority (EPA) Guidance Statement 3. Other existing industrial land uses in the area have been acknowledged and management measures have been put in place to address buffers from these land uses measured from the cadastral <u>boundaries</u> of these properties. It is not clear why the RJSP has selectively interpreted the EPA Guidance Statement to apply a buffer measured from the centre of the Bennett Ave Pump Station wet well. This approach is prejudicial to the Corporation and does not provide any flexibility for the Corporation to utilise other parts of the site for pump station works. Measuring the 50m radius odour buffer from the centre of the wet well as being the only source of potential odour precludes the development of any additional odour emitting assets on the WWPS site in the future.</p> <p>The package of information contained on the CD accompanying the RJSP includes an odour report undertaken by a consultant on behalf of the affected landowners. This report has not been subjected to an independent assessment and appears to conclude that the odour levels from the WWPS are currently low and acceptable. This situation is primarily attributable to the success of an odour scrubbing unit that the Corporation installed at the WWPS in early 2011. The odour report and associated modelling has modelled only the current reduced odour levels and has not accounted for future rises in wastewater flows through this main pump station in the longer term. The report also assumes that future wastewater flow and odour increases at the WWPS will be attenuated by further Water Corporation investment in additional odour controls to manage odours within the proposed 50m radius. This has not been agreed or incorporated into the Corporation capital planning for this WWPS and the long-term success of the current odour scrubbing unit is yet to be evaluated for much larger flows.</p>	<p>Distances between Industrial and Sensitive Land Uses ("GS No.3").</p> <p>GS No. 3 notates the following impacts apply: Odour, Noise, Gas and Risk and the key agency for advice or approvals is the local government.</p> <p>The Technical Analysis submitted is predominantly concerned with the issue of odour and pays very limited attention to the issues of gas, noise and risk.</p> <p>City officers are not comfortable endorsing the technical analysis at this stage given it has not given sufficient regard to three of the four impacts this infrastructure presents. The landowners are welcome to lodge an updated technical analysis which does consider all these issues sufficiently, should they choose to apply for subdivision or development approval. In the interim it is recommended that the local structure plan be modified to reflect the boundary of a 25m buffer as measured from the property boundary, and no sensitive land uses will be deemed acceptable in this area, and it is recommended</p> <p>Infrastructure, Servicing and Staging</p> <p>For Robb Jetty they have noted that upon development rationalisation and relocation of existing water and wastewater pipes through the area will be required, however the information and mapping is sufficient at this point in the planning process. We agree with this comment and further design would occur as part of the normal development process.</p> <p>Emplacement Crescent LSP – water</p>

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		<p>Infrastructure Coordination, Servicing and Staging The updated servicing reports attached to both LSPs are noted. Further discussions and arrangements will need to be made with the Corporation regarding the rationalisation and relocation of existing water and wastewater pipes through the area. However, the information and mapping provided in this report is sufficient for this stage of the planning process.</p> <p>Emplacement LSP – water supply planning The findings of the Corporation's recent water supply planning review for the Hamilton Hill gravity water supply scheme and the water mains upgrades relevant to the Cockburn Coast area, have largely been reflected in the LSP and servicing report. However, it should be noted that any land above 33m AHD will not be able to be served off the gravity scheme, even after the successful completion of these water mains upgrades along Forrest Rd (DN500) and Cockburn Rd (DN375). Small portions of the eastern edges of the 'R160' sites could be affected by this supply limit. Developers of land above 33m AHD will need to investigate other measures (e.g. pressure boosters) to provide adequate pressure to developments, particularly for proposed multi-storey buildings in this area. The areas above 33m AHD are shown on the attached plan. Please call me discuss if necessary. I will be sending the formal letter in the mail tomorrow morning.</p>	<p>supply planning Water Corporation has undertaken further water supply modelling for the Hamilton Hill gravity water supply scheme. It is noted that two small R160 sites at the Eastern extremity of the LSP area appear to be affected by the Water Corporation RL33mAHD height contour. Above this level it is noted they may not be able to provide water at a sufficient head (pressure). Development of these sites will involve substantial earthworks due to the steep nature of the existing ground. Therefore, upon final design it may be that these sites are below the RL33mAHD level. Failing that, because they are high density sites and likely multi storey buildings, the design would incorporate water supply pressure boosting systems.</p>

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		<p><i>(Additional comments received):</i></p> <p>Thank you for your letter of 19 November 2012 inviting comments from the Water Corporation on the <i>Robb Jetty Local Structure Plan</i> and the <i>Emplacement Local Structure Plan</i>. The Corporation offers the following comments in addition to the advice sent to the City via e-mail on 17 December.</p> <p>The Corporation has previously provided advice to Landcorp, the City and the developer's engineering consultants regarding water and wastewater infrastructure planning for this area, and in particular in relation to the existing Bennett Avenue Waste Water Pump Station and its odour buffer. The servicing issues relevant to the Robb Jetty and Emplacement precincts are largely reflected in the LSP report and the accompanying <i>Infrastructure and Servicing Report</i> prepared by Wood and Grieve Engineering Consultants.</p> <p>Over the past 2-3 years the Water Corporation has reviewed its water and wastewater infrastructure planning for this area taking into account the development yields and indicative development timing for the Cockburn Coast development area. This planning may need to be further refined in consultation with individual land developers, as more detailed planning is progressed for the various development sites. Staging of water and wastewater headworks and upgrades, in particular the timing of major items such as staged extension of a water distribution main along Cockburn Rd (DN375 water main extension) and later along Forrest Rd (DN500 water main), will depend on the progression of development and water demands. The capacity and progressive upgrading of the Bennett Avenue waste water pump station should not be an impediment to the timing of the initial stages of development. The Corporation will undertake upgrades to the WWPS as required and when capital funds have been scheduled. Further comments follow in relation to some outstanding matters and issues that require further detailed consideration.</p> <p>Fremantle Sewer District Waste Water Pump Station No.2 - Bennett Avenue As the City would be aware, the Water Corporation owns and operates a large waste water pumping station (WWPS) at the corner of Bennett Avenue and Rollinson Road. The WWPS is a permanent facility that was built in this location at a time when the</p>	<p>Not supported</p> <p>The City is not responsible for the delivery of wastewater infrastructure and therefore it is not recommended that the City include such an item as a Developer Contribution. Pursuant to Clause 6.3.17 of the Scheme the City is responsible for any shortfall in the total cost contributions when all costs contributions have been made or accounted for. Inclusion of items that the City is not responsible for delivering means that the City will be left liable for any shortfalls on the delivery of items outside of its control.</p>

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		<p>surrounding land was used for industrial purposes. The WWPS is the final receival point for wastewater generated from the Fremantle Sewer District and is therefore critical public infrastructure. The WWPS and its associated onsite, underground emergency storage tanks are potential sources of odour.</p> <p>Encroachment of incompatible land uses within close proximity to the WWPS may place residents in situations of unacceptably high odour, undermine significant investment in this infrastructure, decrease the ultimate operating capacity of the pump station, and thereby risk the achievement of the planned ultimate urban densities within the City of Fremantle and the Cockburn Coast area.</p> <p>In October 2011, in response to approaches from adjoining landowners, the Minister for Water requested the Water Corporation to limit the planned ultimate capacity of the WWPS to a maximum of 350 Litres/second, in order to avoid the need to implement a larger 150m radius odour buffer required under EPA Guidance Statement No.3 for pump stations >350l/s. The implication of this is that the projected ultimate wastewater flow from the Fremantle Sewer District will not be able to be accommodated through the Bennett Avenue WWPS and alternative measures will need to be explored to deal with the long-term wastewater flows, including the possibility of diverting wastewater into neighbouring sewer catchments. The Water Corporation currently does not have any planning in place or capital works programmed for the infrastructure that will be required to effect such a diversion. Further detailed engineering investigations will be required to explore if and how wastewater can be diverted and to determine the cost of these works. The Council is requested to include this item in the developer contributions scheme for the Cockburn Coast development area.</p> <p>The size and configuration of the required odour buffer around the Bennett Avenue WWPS has been a matter of debate for some time. The Council's last decision on the DSP and the Cockburn Coast Master Plan indicated a buffer of 50m radius measured from the WWPS site boundary, which the Corporation supported. Section 4.5 of the Robb Jetty LSP deals with industrial buffers in general and more specifically with the Bennett Avenue WWPS. Figure 25 shows the Bennett Ave WWPS buffer being measured as 50m from the centre point of the wet well. This buffer setback is at odds with the buffer shown in the <i>Cockburn Coast District Structure Plan</i> and the Masterplan.</p> <p>The 50m buffer proposed in the Robb Jetty LSP does not take into consideration a previous determination by the Minister for Water that the buffer is to be measured from the boundary of the WWPS site. The Minister's determination has previously been conveyed to LandCorp, the City of Cockburn and adjoining land owners both verbally</p>	<p>Supported</p> <p>The Odour Report that has been submitted seeks to further analyse and further refine the buffer in accordance with draft State Planning Policy 4.1 State Industrial Buffer ("SPP4.1") and the Environmental Protection Authority's Guidance Statement No. 3 Separation Distances between Industrial and Sensitive Land Uses ("GS No.3").</p> <p>GS No. 3 notates the following impacts apply: Odour, Noise, Gas and Risk and the key agency for advice or approvals is the local government.</p> <p>The Technical Analysis submitted is predominantly concerned with the issue of odour and pays very limited attention to the issues of gas, noise and risk.</p> <p>City officers are not comfortable endorsing the technical analysis at this stage given it has not given sufficient regard to three of the four impacts this infrastructure presents. The landowners are welcome to lodge an updated technical analysis which does consider all these issues sufficiently, should they choose to apply for subdivision or development approval. In the interim it is recommended that the local structure plan be modified to reflect the boundary of a 25m buffer as measured from the property boundary, and no sensitive land uses will be deemed acceptable in this area, and it is recommended</p>

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		<p>and in writing. However, landowners adjoining the WWPS site have since made representations to the Minister for Water in an effort to further reduce the extent of the buffer. In response, the Minister has recently requested the Corporation to accept a reduction of the buffer from a 50m to 25m radius measured from the boundary of the site. The City is requested to reflect the Minister's decision and the revised odour buffer in the DSP and the Robb Jetty LSP.</p> <p>The Robb Jetty LSP report includes some explanation of the application of the Environmental Protection Authority (EPA) Guidance Statement 3 in relation to industrial buffers. It is noted that other existing industrial land uses in the Cockburn Coast area have been acknowledged and management measures have been put in place to protect these land uses with buffers measured from the cadastral boundaries of these properties. It is not clear why the LSP has selectively interpreted the EPA Guidance Statement No.3 to apply a buffer measured from the centre of the Bennett Ave Pump Station wet well. This approach is prejudicial to the Corporation and does not provide any flexibility for the Corporation to utilise other parts of the site for pump station works.</p> <p>The package of information contained on the CD accompanying the Robb Jetty LSP includes an odour report undertaken by a consultant on behalf of the affected landowners. This report has not been subjected to an independent assessment and appears to conclude that the odour levels from the WWPS are currently low and acceptable. This situation is primarily attributable to the success of an odour scrubbing unit that the Corporation installed at the WWPS in early 2011. The odour report and its conclusions are based on an assessment of the current reduced odour levels and has not accounted for future increases in wastewater flows through this main pump station, and hence potential increases in odour emissions in the longer term. The report also assumes that future wastewater flows and odour increases at the WWPS will be attenuated by further Water Corporation investment in additional odour controls to manage odours within the proposed 50m radius. This has not been agreed to or incorporated into the Corporation's planning for this WWPS and the long-term success of the current odour scrubbing unit is yet to be evaluated for much larger flows.</p>	
27.	Adele Carles MLA Fremantle Shop 1, Queensgate	Please accept these documents as my submission for the structure plans within the Cockburn Coast development area: Robb Jetty; and Emplacement	

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	Centre, William Street FREMANTLE WA 6160	<p>My views are outlined in the two previous submissions (attached). In addition I would like to raise the matter of new evidence that has arisen in relation to rapid sea level rise in Western Australia – particularly around Perth. The recently released federal report State of Australian Cities 2012 (<i>Major Cities Unit, Department of Infrastructure and Transport, Australian Government</i>) details disturbing evidence that sea levels are rising between 9mm and 10mm per year, while the global average is about 3mm per year (sea media release attached). This rapid rate of sea level rise has been attributed to the interaction of factors involving Perth's sinking ground levels due to excessive groundwater abstraction and the rise in sea levels due to climate change.</p> <p>The result is that low lying coastal areas around Fremantle will be subject to more intense sea level intrusion at a more rapid rate than the rest of the country. This new evidence must result in a reappraisal of coastal setbacks for the purposes of planning in the Cockburn Coast Structure Plan. The current prescribed coastal setback for planning are out-dated and will be insufficient to protect built structures from damage and inundation in the near coast areas of the structure plan.</p> <p>I submit that this is the ideal opportunity for planning authorities to review coastal setbacks for planning more generally and to adjust the specific setbacks for the Cockburn Coast structure plan specifically. I would also like to reiterate my opposition to the inclusion of a public marina at the front of the old power station due to the loss of beach it creates and because of the impacts of sea level rise in decades to come.</p> <p><i>(Attachment 1 – Media Release on Sea Level Rise – 5 Dec 2012)</i></p> <p>Fremantle Independent MP Adele Carles has demanded an urgent reassessment of the</p>	<p>The applicant has provided a Coastal Vulnerability Assessment (CVA) with their local structure plan. The document has been prepared by an appropriately qualified person and a company who specialise in these assessments.</p> <p>The assumed sea level rise in the CVA is 0.9m to 2110. This is as per the current requirements of the Department of Planning. When the State Planning Policy 2.6 (SPP2.6) State Coastal Planning Policy was gazetted in 2003 a sea level rise of 0.38m needed to be included in assessments. Based on updated data, the Department of Planning issued a new Position Statement in 2010 to increase the sea level rise to be factored into assessments to 0.9m to 2110. In February 2012, the Department advertised a new draft SPP2.6, this reiterates the requirement for 0.9m to 2110. No advice to the contrary has been provided to the City by the Department and therefore it is prudent to apply an assumed sea level rise of 0.9m to 2110.</p> <p>Neither the Robb Jetty nor the Emplacement Local Structure Plans include the power station building. Any proposals for the power station (whether with marina proposals or not) will be the subject of future applications. Council has made it very clear in its proposed town planning scheme provisions, there are a variety of issues which must be discussed should a marina (or similar) coastal feature be proposed, including environmental and social feasibility.</p> <p>Noted the submissioner has included a copy</p>

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		<p>Cockburn Coast Local Structure Plan in light of new scientific evidence about sea levels rising in Perth at three times the global average.</p> <p>Disturbing new statistics from the State of Australian Cities report show readings since 1993 have indicated sea levels are rising by between 9mm and 10mm per year, while the global average is about three millimetres per year.</p> <p>Ms Carles says the new startling information renders the current plan redundant and says planners need to go back to the drawing board.</p> <p>"These new statistics are alarming and must be taken into account while planning for the development of the Cockburn Coast," Ms Carles said.</p> <p>"Coastal setbacks may need to be increased as current planning regulations for coastal setback and sea level rise are outdated and don't reflect the new information that is now available."</p> <p>"The new warnings also vindicate my opposition to a marina on this part of the coast, which is already overstretched," Ms Carles said</p> <p><i>(Attachment 2 - previous submission on Metropolitan Region Scheme Amendment 1180/41 Cockburn Coast District Structure Plan Area. May 2010)</i></p> <p>Executive Summary This submission outlines a number of concerns and suggestions in relation to the Cockburn Coast District Structure Plan (CCDSP) as it appears in the Metropolitan Region Scheme Amendment 1180/41. Comments are also made in relation to planning issues surrounding the South Fremantle tip site and the Fremantle Chalet Village (Caravan Park). The tip site and the Fremantle Chalet village both fall within the boundaries of the CCDSP and share similar environmental problems, yet the planning considerations of the former tip site are side-stepped in the documentation of the CCDSP. The South Fremantle tip-site is regarded as being subject to separate planning measures by the City of Fremantle and the chosen planning option for the site differs from that which has been made public previously. There is clearly a need to consider sensitive and ecologically sustainable development of this locality given historic use as an industrial area with noxious industry land-use. However the need to remediate or manage contaminated land should not compromise the remaining high conservation</p>	<p>of a media release they have made. This is considered to be provided for information as background the submission above and does not warrant further response. The matter of sea level rise is discussed above.</p> <p>Noted the submissioner has included a copy of a submission they have made on the Metropolitan Region Scheme amendment advertised by the Department of Planning.</p> <p>This is considered to be provided for information as background the the submission above and does not warrant further response. The Department of Planning have already responded to the submissions raised as part of that amendment process.</p> <p>A copy of the submissions report on MRS</p>

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		<p>values of other land within the structure plan area or resident's health or amenity. With a view to ensuring more sustainable outcomes for the structure plan I have provided comment on;</p> <p>The urgent need to fund dedicated infrastructure for a light rail network to service the structure plan development and alleviate congestion on Hampton Road and throughout Fremantle.</p> <p>Strong community opposition to residential development of the South Fremantle landfill site due to health and safety issues and environmental impacts.</p> <p>The need for greater setbacks between the coastline and the key residential and commercial developments of the CCDSP.</p> <p>Real consideration to be given to the relocation of the Fremantle Chalet Village permanent residents to affordable accommodation within the CCDSP that provides improved amenity and security (the 'village' is currently located on top of a medical and municipal waste dump).</p> <p>The need to integrate renewable energy systems in to the development at district scale where possible and certainly at lot scale for commercial and residential structures.</p> <p>Transit: Light rail vs. buses I am disappointed to see that the WAPC is still pursuing the option of road-based transit in the CCDSP. The response below (from the public submissions report) indicates that while the vast majority of respondents (27:3) were encouraging the implementation of light rail to link the CCDSP to Fremantle in preference to a bus system, the WAPC has not adopted their views. <i>"It is considered that Bus Rapid Transit presents the most viable and effective public transport option in the short to medium term, in the absence of the significant Government financial commitment required to implement the alternatives suggested through the public comment period. By securing the public transport priority contiguously to Fremantle from the project area, and ensuring that appropriate transit stops are provided, the opportunity to transition to light rail in the longer term is preserved, should the technology be implemented on a broader scale"</i>.(response to submissions) Draft Cockburn Coast District Structure Plan - Public Submissions Report - August 2009 p.9 The argument made is that the bus transit system is cheaper than light rail in the short to medium-term. This is qualified by comments that such viability only occurs in the absence of 'the significant Government financial commitment' that would be required to implement the clearly preferred choice of respondents – which is light rail. Long-term sustainability assessment should be considered in this case and a comparative assessment considered. An electrified light rail system has the benefit of reduced running, maintenance and replacement costs when compared to gas/diesel buses even</p>	<p>Amendment 1180/41 can be found at: www.planning.wa.gov.au/publications/941.asp</p> <p>The submission is labelled Submission Number 26.</p>

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		<p>if the capital investment on infrastructure is considered. It is also clear that light rail can source renewable energy based electricity to reduce or eliminate its inherent carbon footprint unlike gas/diesel buses which will rely on external offsets in order to approach carbon neutrality. If a light rail line were configured parallel to coastal views it would prove attractive to tourists in its own right and increase patronage. It is difficult to see a bus system achieving the same status. The cost for implementing light rail has been estimated at \$15 million per kilometre in high density urban environments (Ludlam 2010), although the majority of track would be installed in a low-constraint environment (the CCDSP itself) until it reached the developed outskirts of Fremantle. Depending on alignment the track may extend 5-7 kilometres with a total cost of \$75-100 million plus rolling stock and maintenance. Light rail vehicle costs are around \$3 million per vehicle and a maintenance facility of around \$4 million.</p> <p>However, construction costs vary dramatically depending on the environment (tunnelling, gradients, dense urban development etc) and many cost assessments from other states and countries are less than those quoted in the CCDSP (Ludlam 2010). Importantly the cost/revenue ratio decreases dramatically with increased patronage and at maximum capacity the light rail system is highly cost effective, carbon efficient and has high rates of congestion reduction. DPI (2008) has acknowledged the superiority of light rail in this regard over buses and also note that light rail gives a sense of <i>permanence</i> to developers who are more likely to invest if government has dedicated capital and infrastructure to a long-term transit system (buses lack this permanence). They also acknowledge that the <i>scale</i> of the transit project can have a significant <i>place-making ability</i> as in my earlier comments on tourist potential. In DPI's view "<i>Large-scale (transit) projects with considerable government investment are more likely to generate development/redevelopment opportunities</i>". DPI also acknowledge that buses in Western Australia suffer from stigmatisation (the public view them as uncomfortable or inconvenient) and that this would be a barrier to uptake unless specific marketing plans were put in place at considerable expense. Putting aside the cost merits of buses vs. light rail it is clear that Hampton Road will reach unacceptable levels of congestion in the near future. Indeed the WAPC note in its transport analysis that Hampton Road;</p> <p><i>"... is predicted to be congested, regardless of whether the DSP area is developed or not. Paramics modelling undertaken for Scenario 1 (two lanes for general traffic plus kerbside transit lanes) without any DSP traffic predicts volumes of 32 100 vpd by 2031. The predicted congestion on Hampton Road places an increased emphasis on the need for transit priority in the coastal corridor."</i> (DPI 2008, p.15) Given this assessment by the DPI it is increasingly apparent that any transit option should avoid road use as it will inevitably lead to further congestion.</p>	

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		<p>Recommendation 1: It is clear there is a need for a light-rail service for the Cockburn DSP to be funded at the next state budget. Although provision is made in the plans for a light rail reserve, the emphasis in the most recent draft CCDSP appears to be on road-based <i>bus</i> transport. I would recommend that the State Government develop an infrastructure investment plan for long term light rail implementation in the CCDSP with a view to extension into surrounding suburbs at a later time.</p> <p>Recommendation 2: Traffic congestion on Hampton Road has reached critical levels and with anticipated population increases resulting from the CCDSP, any increase in road based transport (including bus services) will prove unmanageable in the short to medium term. I recommend against road based transit systems as they increase congestion and represent an opportunity cost and investment disincentive for future light rail infrastructure.</p> <p>Recommendation 3: Light rail integration with the broader regional transport network is the most sensible and sustainable option to connect Fremantle with the CCDSP development and the suburbs beyond. The state government should establish a transit working group to integrate the heavy rail line at Fremantle station with light rail infrastructure from the CCDSP.</p> <p>South Fremantle landfill There is virtually no community support for the development of residential dwellings on the South Fremantle landfill site. It is noted that the City of Fremantle has been permitted to undertake the planning activities for this site even though it falls within the boundaries of the CCDSP. The City of Fremantle planning process has been augmented by a Stakeholder Advisory Group ('the Group') which includes representation from the community adjacent to the landfill. I was a member of this Group as the spokesperson for the South Fremantle/Hamilton Hill Residents' Assoc Inc. Although this Group has been in abeyance recently, my recollection is that there was no clear consensus on whether Option A (which includes netball courts and a council depot) or Option B (which included more housing) was preferable. I recall that the community representatives on the Group, including myself preferred Option A, whilst the developer representatives preferred Option B, creating an impasse.</p> <p>However, the DSP document available online at DPI states "<i>The structure plan reflects Option B as determined through the advisory group process.</i>" I met with the City of Fremantle last month about this matter and I understand that a further meeting of this Group is to be convened with a view to reconciling this and to moving forward. The lack</p>	

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		<p>of community support for residential development at the tip site is directly related to the hazards associated with any potential remediation and redevelopment of the site. Historical and anecdotal records confirm that a range of hazardous waste materials are buried within the site and that these include PCBs, quarantine waste, municipal waste, medical waste, sullage and ordnance. There are also serious ongoing issues associated with uncontrolled methane release from the landfill, within the landfill and under the adjoining Chalet village site. Referenced details of the site history and contamination have already been presented to the WAPC in my original submission of the South Fremantle/Hamilton Hill Residents' Association Inc in September 2008 which attached a lengthy scientific report by Kelly Duckworth (Duckworth 2008). I ask that this original submission be included with this current submission.</p> <p>Contaminated site remediation in Western Australia is still in its infancy in terms of methodology and public health protection. The primary means of remediation in WA are dig and dump approaches with poor dust control, no vapour control and inadequate air monitoring techniques. The South Fremantle community were subjected to the remediation of the former lead smelter site in 2005. I represented this community in the Supreme Court in which we attempted to have the WA Government adopt best practice remediation by removing all risks to local residents and beach users. We requested that the Health Department and the Department of Environment and Conservation implement a requirement that the hazardous remediation activity be conducted in an enclosure to prevent the release of lead contamination across Fremantle. Large tent like enclosures operating under negative pressure are used in the US and Europe for remediation of sites containing harmful dust and vapours in proximity to local communities. Unfortunately the responsible government agencies in WA refused to take this preventative action and approved a plan which did not remove the risk of lead dust being released over South Fremantle. The departments gave public assurances that nothing would go wrong and site specific risk assessments that generated 'tolerable' levels of contaminants.</p> <p>These assessments did not take into account the special sensitivities of the elderly, infants and pregnant women. They also failed to account for the accumulative and synergistic impacts of the hazardous chemicals released and ignore the pre-existing body burdens of likely receptors. Ultimately many families with young children, including mine, made the difficult decision to leave our homes voluntarily while the developer conducted its remediation over an 18 month period. Some families never returned. The unfortunate legacy of this remediation has left a scar on our community.</p> <p>I have relayed this story in the hope that the Government acknowledges that the</p>	

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		<p>community adjacent to this tip site has already suffered loss and dislocation due to the recent lead remediation at South Beach. We do not want to find ourselves in this situation again. Specifically we do not want to leave our homes again. Given the high degree of hazard associated with the waste fill at the South Fremantle landfill and the inability of contractors and government agencies to adequately protect local residents, I maintain my strong opposition to residential development of the South Fremantle landfill site. I support the recommendations of the 2008 South Fremantle/Hamilton Hill Residents' Association Inc with respect to this issue and reiterate those recommendations;</p> <p>Recommendation 1: Residential redevelopment of the South Fremantle Landfill Site should not be approved due to the many risks associated with the hazardous waste and emission of landfill gases from the site.</p> <p>Recommendation 2: A 500m buffer zone, which precludes further residential redevelopment, should be applied around the South Fremantle Landfill Site, in accordance with Victorian EPA guidance statements.</p> <p>Recommendation 3: Regular monitoring for landfill gas at the South Fremantle Landfill Site, surrounding residential areas, and commercial areas, already existing within the 500m buffer, should be implemented as a matter of urgency, and in accordance with the highest international standards.</p> <p>Recommendation 4: Comprehensive soil and groundwater testing should be undertaken in the Plan area, to support well informed redevelopment strategies.</p> <p>Fremantle Chalet Village The Fremantle Chalet Village has an uncertain future. It was established in the 1980s as a temporary caravan park to accommodate an influx of temporary visitors to Fremantle during the America's Cup yacht series. In following years, approval was given by the City of Fremantle to integrate long term residents in 'park homes' at the site. Throughout this period little or no regard was given to the health implications of long-term tenancy on a landfill site where waste is regularly exposed during site works and gardening. Methane levels in soil at the site have also been found to be very high at times, raising concerns about asphyxiation risk and explosions. Both the South Fremantle landfill and the Chalet Village share similar problems in terms of waste fill, methane release, inadequate management and remediation.</p> <p>It is doubtful that government authorities would ever again allow a situation where</p>	

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		<p>residents were permitted to live for long periods on an unremediated landfill site. This brings into question the future of the residents currently occupying that site. Many long-term residents are elderly pensioners who have invested a large portion of their capital into the 'park homes' that occupy the site. Due to current debate over legislation affecting these types of caravan parks and dwellings, many owners have found themselves in a position where they cannot sell their homes and cannot relocate. The financial situation of many long term residents has been seriously affected as is their security of tenure. The Fremantle Chalet Village requires remediation which cannot be undertaken with the current resident's in-situ. The future development of the site and the intentions of the current owner are not clear, but it appears that the current land-use will change under the CCDSP. Either remediation or re-development will require current long-term residents to relocate.</p> <p>On a positive note there may be an opportunity for the State Government to assist these long-term residents through a relocation program within the CCDSP. The Government has committed to a minimum of 20% affordable housing within the CCDSP which should provide an opportunity to relocate those long term Chalet Village residents who would otherwise have extremely limited options to seek alternative accommodation in close proximity with similar amenity. Many of these residents have family and support networks in adjoining suburbs and cannot afford to move from their current accommodation into surrounding communities. The Government has not yet responded to the Economics and Industry Standing Committee report titled <i>"Provision, Use and Regulation of Caravan Parks (and Camping Grounds) in Western Australia"</i> which raises many of the issues that disadvantage long-term caravan park residents. However, the Caravan Park/Park Homes Interagency Working Group has been established with a Memorandum of Understanding to assist displaced residents resulting from caravan park closures. The agencies include; Department of Commerce, Department for Communities , Department of Housing & Department of Planning</p> <p>Recommendation 1: It would be commendable if the Working Group, in collaboration with the long-term Chalet Village residents could develop a resolution to their current predicament based around secure, affordable housing/accommodation within the CCDSP.</p> <p>Coastal setback All development should be setback at least behind the freight rail reserve and Robb Road to protect against the risk of inundation from predicted rising sea levels. The threat of rising sea levels persuaded the Victorian Civil and Administrative Tribunal to refuse a housing development within 1km of the coast</p>	

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		<p>recently.</p> <p>Many scientists have predicted sea levels could rise by as much as 2 metres by the end of the century (Allison et al. 2009). Some scientists have predicted the rise could be even greater. This raises the issue of State Government liability. If the precautionary principal were invoked in these circumstances, the State Government would place a moratorium on any further coastal developments within 1km of the coast depending on the slope of the land and potential for inundation.</p> <p>Recommendation 1: All development should be setback at least behind the freight rail reserve and Robb Road to prevent inundation of coastal lots.</p> <p>Recommendation 2: If the Government accepts current sea level rise predictions, the precautionary principal should be invoked and there should be no coastal development within 1 km of the sea.</p> <p>Renewable Energy The implementation of the CCDSP will provide a unique opportunity for government to plan for and integrate renewable energy generation at lot level for domestic and commercial developments within the structure plan. While site orientation and current electricity supply legislation will make it unlikely that district scale renewable systems can easily be implemented (such as terrestrial solar or wind farms) in the short-term, a stronger government commitment to sustainability targets for the development could see wave power and medium scale wind turbines established to contribute to the carbon neutrality of the project. Geothermal power should be assessed for district power generation for the CCDSP and a feasibility study conducted.</p> <p>Superior site elevation in the north-east corner of the development allows for a very good wind resource and sufficient space is available for around five or six 20kW wind turbines to be installed. This would be sufficient to power 65 six-star energy efficient households. Current electricity legislation would make it very difficult for on-site renewable energy to be used directly as the power supply for CCDSP homes and businesses.</p> <p>I would recommend that the Government consider amendments to legislation to streamline the ability of on-site renewable generation to be used for the power needs of developments such as the CCDSP. It is entirely practical for the Government to encourage (through building codes and developer agreements) the implementation of lot scale renewable energy generation. Commercial buildings could install vertical axis wind turbines and photovoltaic power generation, while households could incorporate</p>	

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		<p>solar hot water systems and photovoltaic power generation. There are many other sustainability initiatives that could be considered and many of these have already been outlined in LandCorp's 2009 <i>Alkimos Environmental Sustainability Initiatives Report</i>. All of these initiatives should be considered in the context of the CCDSP.</p> <p>Recommendation 1: Assess and implement district scale renewable energy generation for the CCDSP where feasible. Page 10</p> <p>Recommendation 2: Require design criteria for domestic and commercial buildings within the CCDSP that maximise passive energy savings and active renewable energy generation wherever possible.</p> <p>Recommendation 3: Review legislation to make it easier for larger scale renewable energy generation to be dedicated to local developments to create a level of measurable energy autonomy and carbon footprint reduction for developments such as the CCDSP.</p> <p><i>(Attachment 3 - previous submission on proposed Scheme Amendment No. 89 rezoning the area from Industry to Development zone and Draft Cockburn Coast District Structure Plan Part 2 - November 2011)</i></p> <p>Executive Summary This submission outlines a number of suggestions in relation to the Cockburn Coast District Structure Plan 2 (CCDSP2) as it appears in the Proposed Scheme Amendment No. 89. Comments are also made in relation to planning issues surrounding the South Fremantle tip site and the Fremantle Chalet Village (Caravan Park). The tip site and the Fremantle Chalet Village both fall within the boundaries of the CCDSP and share similar environmental problems. The South Fremantle tip-site is regarded as being subject to separate planning measures by the City of Fremantle but I am pleased to see that at least part of the site has been integrated into the strategic planning for public transit for the new development.</p> <p>There is clearly a need to consider sensitive and ecologically sustainable development of this locality given its historic use as an industrial area with noxious industry land-use. However the need to remediate or manage contaminated land should not compromise the remaining high conservation values of other land within the structure plan area or resident's health or amenity.</p>	<p>Noted the submissioner has included a copy of a submission they have made on the related Town Planning Scheme amendment and District Structure Plan advertised by the City of Cockburn.</p> <p>This is considered to be provided for information as background the the submission above and does not warrant further response. The City have already responded to the submissions raised as part of that earlier consultation process.</p> <p>A copy of the Submission Schedule on Town Planning Scheme Amendment 89 and the District Structure Plan can be found at:</p> <p>www.cockburn.wa.gov.au/meetings_and_minutes</p> <p>It is the attachment to Item 14.2 on the Council meeting agenda for 9 February 2012. The submission is labelled Submission Number 26.</p>

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		<p>With a view to ensuring more sustainable outcomes for the structure plan I have provided comment on;</p> <ul style="list-style-type: none"> • The urgent need to fund dedicated infrastructure for a light rail network to service the structure plan development and alleviate congestion on Hampton Road and throughout Fremantle. • Strong community opposition to residential development of the South Fremantle landfill site due to health and safety issues and environmental impacts. • The need for greater setbacks between the coastline and the key residential and commercial developments of the CCDSP. • If the owner of the Fremantle Chalet Village decides to sell this site, consideration needs to be given to the relocation of the Fremantle Chalet Village permanent residents to affordable accommodation within the CCDSP. • The need to integrate renewable energy systems into the development at district scale where possible and certainly at lot scale for commercial and residential structures. <p>Transit: Light rail vs. buses</p> <p>I was pleased to see that the WAPC has heard the widespread call for light rail to be established in the structure plan development. The location of the light rail/transit reserve along the 'spine' of the new development makes sense in that it provides for a greater passenger catchment on both sides of the line. This is a benefit that would be lost if the line were to run close to the coast allowing a catchment on one side of the track only.</p> <p>It is important that funding is made available for the early establishment of the reserve at the very beginning of the development to maximize the passenger use of light rail from the outset and to alleviate traffic congestion in the area before an estimated 10,000 new residents take to the roads exclusively in cars.</p> <p>I am concerned that there is still a focus on the use of rapid transit buses initially and then a gradual move to light rail. Any spending on new assets for the bus service will effectively drain funds that could be directed to light rail establishment. Rather than splitting the options, it would be prudent to dedicate funds and planning directly to light rail from the beginning.</p>	

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		<p>Hampton Road is already heavily congested. The light rail line will provide an effective antidote to the congestion. I was pleased to see that a proposed light rail station would be based on the site of the former South Fremantle tip site and that plans are included to examine the extension of the line through to the Fremantle train station. I have suggested a similar light rail plan to government and augmented it with a plan to establish a park and ride facility next to the station at the tip site. Capping the land with bitumen for car parking would prevent the ingress of rain water which is a major factor in the spread of groundwater contamination beneath the former tip site. In addition it would allow residents of the new development to park at the tip site and catch the light rail to Fremantle and then heavy rail beyond that into the City, via the Fremantle train station.</p> <p>This would have the effect of removing a sizeable amount of the existing and proposed traffic that clogs Hampton Road and other Fremantle streets while providing a net environmental benefit at the tip site. These are benefits that would not arise from the use of rapid transit buses. DPI (2008) has acknowledged the superiority of light rail in this regard over buses and also notes that light rail gives a sense of <i>permanence</i> to developers who are more likely to invest if government has dedicated capital and infrastructure to a long-term transit system (buses lack this permanence).</p> <p>They also acknowledge that the <i>scale</i> of the transit project can have a significant <i>place-making ability</i>. In DPI's view "<i>Large-scale (transit) projects with considerable government investment are more likely to generate development/redevelopment opportunities</i>".</p> <p>DPI also acknowledges that buses in Western Australia suffer from stigmatisation (the public view them as uncomfortable or inconvenient) and that this would be a barrier to uptake unless specific marketing plans were put in place at considerable expense. Putting aside the cost merits of buses vs. light rail, it is clear that Hampton Road will reach unacceptable levels of congestion in the near future. Indeed the WAPC note in its transport analysis that Hampton Road;</p> <p><i>"... is predicted to be congested, regardless of whether the DSP area is developed or not. Paramics modelling undertaken for Scenario 1 (two lanes for general traffic plus kerbside transit lanes) without any DSP traffic predicts volumes of 32 100 vpd by 2031. The predicted congestion on Hampton Road places an increased emphasis on the need for transit priority in the coastal corridor."</i> (DPI 2008, p.15)</p>	

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		<p>Given this assessment by the DPI it is increasingly apparent that any transit option should avoid road use as it will inevitably lead to further congestion.</p> <p>Recommendation 1: I recommend that the State Government develop an infrastructure investment plan for long term light rail implementation in the CCDSP with a view to extension into surrounding suburbs (ie Fremantle) in the near future.</p> <p>Recommendation 2: Traffic congestion on Hampton Road has reached critical levels and with anticipated population increases resulting from the CCDSP, any increase in road based transport (including bus services) will prove unmanageable in the short to medium term. I recommend against road based transit systems as they increase congestion and represent an opportunity cost and investment disincentive for future light rail infrastructure.</p> <p>Recommendation 3: Light rail integration with the broader regional transport network is the most sensible and sustainable option to connect Fremantle with the CCDSP development and the suburbs beyond. The State Government should establish a transit working group to integrate the heavy rail line at Fremantle station with light rail infrastructure from the CCDSP.</p> <p>South Fremantle landfill There is virtually no community support for the development of residential dwellings on the South Fremantle landfill site. It is noted that the City of Fremantle has been permitted to undertake the planning activities for this site even though it falls within the boundaries of the CCDSP. The City of Fremantle planning process has been augmented by a Stakeholder Advisory Group ('the Group') which includes representation from the community adjacent to the landfill.</p> <p>I was a member of this Group as the spokesperson for the South Fremantle/Hamilton Hill Residents' Association Inc. Although this Group has been in abeyance recently, my recollection is that there was no clear consensus on whether Option A (which includes netball courts and a council depot) or Option B (which included more housing) was preferable. I recall that the community representatives on the Group, including myself preferred Option A, whilst the developer representatives preferred Option B, creating an impasse.</p> <p>However, the DSP document available online at DPI states "<i>The structure plan reflects Option B as determined through the advisory group process.</i>" The lack of community support for residential development at the tip site is directly related to the hazards</p>	

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		<p>associated with any potential remediation and redevelopment of the site. Historical and anecdotal records confirm that a range of hazardous waste materials are buried within the site and that these include PCBs, quarantine waste, municipal waste, medical waste, sillage and ordnance. There are also serious ongoing issues associated with uncontrolled methane release from the landfill, within the landfill and under the adjoining Fremantle Chalet Village site.</p> <p>Referenced details of the site history and contamination have already been presented to the WAPC in my original submission of the South Fremantle/Hamilton Hill Residents' Association Inc in September 2008 which attached a lengthy scientific report by Kelly Duckworth (Duckworth 2008). I ask that this original submission be included with this current submission.</p> <p>Contaminated site remediation in Western Australia is still in its infancy in terms of methodology and public health protection. The primary means of remediation in WA are dig and dump approaches with poor dust control, no vapour control and inadequate air monitoring techniques. The South Fremantle community were subjected to the remediation of the former lead smelter site in 2005. I represented this community in the Supreme Court in which we attempted to have the WA Government adopt best practice remediation by removing all risks to local residents and beach users. We requested that the Health Department and the Department of Environment and Conservation implement a requirement that the hazardous remediation activity be conducted in an enclosure to prevent the release of lead contamination across Fremantle. Large tent-like enclosures operating under negative pressure are used in the US and Europe for remediation of sites containing harmful dust and vapours in proximity to local communities.</p> <p>Unfortunately the responsible government agencies in WA refused to take this preventative action and approved a plan which did not remove the risk of lead dust being released over South Fremantle. The departments gave public assurances that nothing would go wrong and site specific risk assessments that generated 'tolerable' levels of contaminants. These assessments did not take into account the special sensitivities of the elderly, infants and pregnant women. They also failed to account for the accumulative and synergistic impacts of the hazardous chemicals released and ignored the pre-existing body burdens of likely receptors. Ultimately many families with young children, including mine, made the difficult decision to leave our homes voluntarily while the developer conducted its remediation over an 18 month period. Some families never returned. The unfortunate legacy of this remediation has left a scar on our community.</p>	

No.	Name/address	Submission	Council's recommendation
		<p>I have relayed this story in the hope that the Government acknowledges that the community adjacent to this tip site has already suffered loss and dislocation due to the recent lead remediation at South Beach. We do not want to find ourselves in this situation again. Specifically we do not want to leave our homes again. Given the high degree of hazard associated with the waste fill at the South Fremantle landfill and the inability of contractors and government agencies to adequately protect local residents, I maintain my strong opposition to residential development of the South Fremantle landfill site.</p> <p>I support the recommendations of the 2008 South Fremantle/Hamilton Hill Residents' Association Inc with respect to this issue and reiterate those recommendations;</p> <p>Recommendation 1: Residential redevelopment of the South Fremantle Landfill Site should not be approved due to the many risks associated with the hazardous waste and emission of landfill gases from the site.</p> <p>Recommendation 2: A 500m buffer zone, which precludes further residential redevelopment, should be applied around the South Fremantle Landfill Site, in accordance with Victorian EPA guidance statements.</p> <p>Recommendation 3: Regular monitoring for landfill gas at the South Fremantle Landfill Site, surrounding residential areas, and commercial areas, already existing within the 500m buffer, should be implemented as a matter of urgency, and in accordance with the highest international standards.</p> <p>Recommendation 4: Comprehensive soil and groundwater testing should be undertaken in the Plan area, to support well informed redevelopment strategies.</p> <p>Recommendation 5: Locate a park and ride facility on the former tip site integrated with the light rail station noted in the current plans. The bitumen capping will have a positive effect on groundwater contamination and represents best use of site with highly limited land use options.</p> <p>Fremantle Chalet Village The Fremantle Chalet Village has an uncertain future. It was established in the 1980s as a temporary caravan park to accommodate an influx of temporary visitors to Fremantle during the America's Cup yacht series. In following years, approval was</p>	

No.	Name/address	Submission	Council's recommendation
		<p>given by the City of Fremantle to integrate long term residents in 'park homes' at the site. Throughout this period little or no regard was given to the health implications of long-term tenancy on a landfill site where waste is regularly exposed during site works and gardening. Methane levels in soil at the site have also been found to be very high at times, raising concerns about asphyxiation risk and explosions. Both the South Fremantle landfill and the Chalet Village share similar problems in terms of waste fill, methane release, inadequate management and remediation. It is doubtful that government authorities would ever again allow a situation where residents were permitted to live for long periods on an unremediated landfill site.</p> <p>This brings into question the future of the residents currently occupying that site. Many long-term residents are elderly pensioners who have invested a large portion of their capital into the 'park homes' that occupy the site. Due to current debate over legislation affecting these types of caravan parks and dwellings, many owners have found themselves in a position where they cannot sell their homes and cannot relocate. The financial situation of many long term residents has been seriously affected as is their security of tenure.</p> <p>The Fremantle Chalet Village requires remediation which cannot be undertaken with the current residents in-situ. The future development of the site and the intentions of the current owner are not clear, but it appears that the current land-use will change under the CCDSP. Either remediation or re-development will require current long-term residents to relocate.</p> <p>On a positive note there may be an opportunity for the State Government to assist these long-term residents through a relocation program within the CCDSP. The Government has committed to a minimum of 20% affordable housing within the CCDSP which should provide an opportunity to relocate those long term Chalet Village residents who would otherwise have extremely limited options to seek alternative accommodation in close proximity with similar amenity. Many of these residents have family and support networks in adjoining suburbs and cannot afford to move from their current accommodation into surrounding communities.</p> <p>I strongly support the relocation of the Chalet Village residents in the event that their current location is sold for development. I believe that the government should find suitable accommodation for these residents close by within the new development.</p> <p>The Caravan Park/Park Homes Interagency Working Group has been established with a Memorandum of Understanding to assist displaced residents resulting from caravan park closures. The agencies include; Department of Commerce, Department for Communities, Department of Housing & Department of Planning</p>	

No.	Name/address	Submission	Council's recommendation
		<p>Recommendation 1: It would be commendable if the Working Group, in collaboration with the long-term Chalet Village residents could develop a resolution to their current predicament based around secure, affordable housing/accommodation within the CCDSP.</p> <p>Coastal setback – at least 100 metres All development should be setback at least behind the freight rail reserve and Robb Road to protect against the risk of inundation from predicted rising sea levels. The threat of rising sea levels persuaded the Victorian Civil and Administrative Tribunal to refuse a housing development within 1km of the coast recently.</p> <p>Many scientists have predicted sea levels could rise by as much as 2 metres by the end of the century (Allison et al. 2009). Some scientists have predicted the rise could be even greater. This raises the issue of State Government liability. If the precautionary principle was invoked in these circumstances, the State Government would place a moratorium on any further coastal developments within 1km of the coast depending on the slope of the land and potential for inundation.</p> <p>Recommendation 1: All development should be setback at least behind the freight rail reserve and Robb Road to prevent inundation of coastal lots.</p> <p>Recommendation 2: If the Government accepts current sea level rise predictions, the precautionary principle should be invoked and there should be no coastal development within at least 100 metres of the sea.</p> <p>Public Marina at the Power Station I note that the current CCDSP2 has plans sketched on a map for a potential 'public' marina on the foreshore near the old South Fremantle Power Station. I have concerns that the public were not aware of this on the basis of the documentation in CCDSP1. The documentation indicates that any proposal for a public marina would be subject to a separate public consultation process to gauge community support or otherwise for this option.</p> <p>My concern is that there are very few public access beaches between Fremantle and Rockingham and those that do exist are coming under much greater pressure. If this section of the coast included an additional marina it would come at the cost of public access to the beach. People may decide that this is a fair trade off for a marina that</p>	

No.	Name/address	Submission	Council's recommendation
		<p>perhaps will host public facilities and become a site of social activity. This issue should be considered very carefully and any consultation should be timely and broadly focused as the beach is used by many people along the coast.</p> <p>Renewable Energy The implementation of the CCDSP will provide a unique opportunity for government to plan for and integrate renewable energy generation at lot level for domestic and commercial developments within the structure plan. While site orientation and current electricity supply legislation will make it unlikely that district scale renewable systems can easily be implemented (such as terrestrial solar or wind farms) in the short-term, a stronger government commitment to sustainability targets for the development could see wave power and medium scale wind turbines established to contribute to the carbon neutrality of the project.</p> <p>Superior site elevation in the north-east corner of the development allows for a very good wind resource and sufficient space is available for around five or six 20kW wind turbines to be installed. This would be sufficient to power 65 six-star energy efficient households.</p> <p>Current electricity legislation would make it very difficult for on-site renewable energy to be used directly as the power supply for CCDSP homes and businesses. I would recommend that the Government consider amendments to legislation to streamline the ability of on-site renewable generation to be used for the power needs of developments such as the CCDSP. It is entirely practical for the Government to encourage (through building codes and developer agreements) the implementation of lot scale renewable energy generation. Commercial buildings could install vertical axis wind turbines and photovoltaic power generation, while households could incorporate solar hot water systems and photovoltaic power generation.</p> <p>There are many other sustainability initiatives that could be considered and many of these have already been outlined in LandCorp's 2009 <i>Alkimos Environmental Sustainability Initiatives Report</i>. All of these initiatives should be considered in the context of the CCDSP. Solar or wind power facilities at the tip site may be able to supplement power supplies for an electrified light rail line further reducing the carbon footprint of the development and its infrastructure.</p> <p>Recommendation 1: Assess and implement district scale renewable energy generation for the CCDSP where feasible.</p> <p>Recommendation 2: Require design criteria for domestic and commercial buildings</p>	

No.	Name/address	Submission	Council's recommendation
		<p>within the CCDSP that maximise passive energy savings and active renewable energy generation wherever possible.</p> <p>Recommendation 3: Review legislation to make it easier for larger scale renewable energy generation to be dedicated to local developments to create a level of measurable energy autonomy and carbon footprint reduction for developments such as the CCDSP.</p> <p>Recommendation 4: Investigate the ability of renewable energy sources to supplement the energy needs of the light rail line.</p>	
28.	Western Power 363 Wellington Street Perth WA 6000	<p>Western Power generally only objects if alignments, easements or clearances are encroached or breached however there is no land here owned by Western Power and the Power Station is owned by Verve</p> <p>However as there are overhead powerlines and/or underground cables, adjacent to or traversing the property, the following should be considered, prior to any works commencing at the above site/development/property.</p> <p>Working in proximity to Western Power Distribution Lines All work must comply with Worksafe Regulation 3.64 - Guidelines for Work in the Vicinity of Overhead Power Lines. If any work is to breach the minimum safe working distances a Request to Work in Vicinity of Powerlines form must be submitted. For more information on this please visit the Western Power Website links below:</p> <p>www.westernpower.com.au/safety/WorkingAroundPowerLines/working_near_electricity.html</p> <p>www.westernpower.com.au/safety/DialBeforeYouDig.html</p> <p>www.1100.com.au</p> <p>www.commerce.wa.gov.au/WorkSafe/</p> <p>If you require further information on our infrastructure including plans, please complete a request for Digital Data</p> <p>Please note: Western Power must be contacted on 13 10 87, or complete the attached DQA form, if your proposed works involve:</p>	<p>Noted.</p> <p>Noted, this is a more detailed issue. Western Power should raise this at the subdivision and development stages.</p> <p>No changes are recommended based on this submission.</p>

No.	Name/address	Submission	Council's recommendation
		<p>A) Any changes to existing ground levels around poles and structures. B) Working under overhead powerlines and/or over underground cables.</p> <p>Western Power is obliged to point out that any change to the existing (power) system; if required, is the responsibility of the individual developer.</p>	

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Background

I Introduction

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

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

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

The design guidelines are divided into two main sections:

Part 1 Private Realm

Typology Specific Guidelines

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

General Provisions

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

Part 2 Public Realm

~~Contains development provisions for the public realm to guide the creation of streets and public urban places.~~

II Vision for Cockburn Coast

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

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

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

Robb Jetty LSP Area

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

The Robb Jetty LSP area will contain elements of mixed use development along significant road links including Cockburn Road but is otherwise set aside for medium to high density residential development. The area will also house supporting community facilities in the form of the two storey urban primary school and the area's key active

playing field. A coastal character is proposed to complement the adjacent foreshore and areas of open space contained within it.

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

Emplacement LSP Area

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

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

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

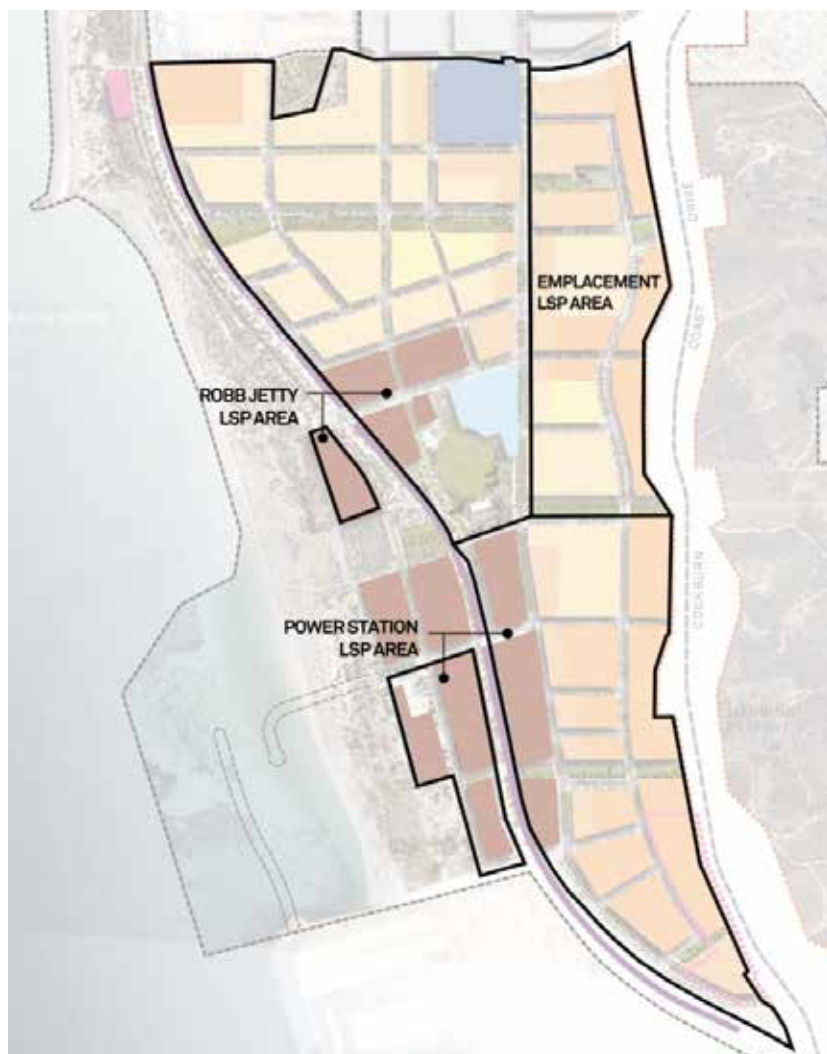


Figure 01: Cockburn Coast Local Structure Plan areas

4

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

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

IV Approach

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

"To create a vibrant, landmark destination that is connected, integrated, diverse and accessible."

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

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

V Objectives

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

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

VI Purpose

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

VII Design Guideline Policy Area

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

- _Rollinson Road to the north,
- _South Fremantle Power Station and the Western Power Switchyard to the south,
- _Beeliar Regional Park to the east, and
- _The foreshore reserve to the west.



Figure 02_Design Guidelines Policy Area

VIII Relationship to Relevant Planning Documents

The design guidelines are adopted under the provisions of section 2.5 Procedures for Making or Amending a Local Planning Policy of the Scheme. The provisions of these design guidelines vary the requirements of the State Planning Policy 3.1 Residential Design Codes (R-Codes). Where these design guidelines are silent the provisions of the R-Codes and relevant local planning policies apply.

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

IX Relationship to the Robb Jetty LSP and Emplacement LSP

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

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

X Guideline Framework

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

Design Objective: A statement outlining the design philosophy and intent of the assessment criteria. It is mandatory for development to meet the design objective.

Assessment Criteria: Standards setting out specific criteria which will satisfy the related design objective. Compliance with the applicable assessment criteria will achieve the design objective. However individual criteria are not mandatory and alternative solutions for complying with the design objective will be considered on a performance basis subject to supporting evidence.

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

XI Discretion

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

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

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

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

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

XII Definitions

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

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

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

XIII Development Process

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

7



Activity Centre – Main Street Typology



Mixed Use – Cockburn Road Typology



High Density Residential Typology



Medium Density Residential Typology

Part One_Private Realm

Built Form Typologies Introduction

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

Activity Centre - Main Street Typology

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

Mixed Use - Cockburn Road Typology

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

High Density Residential Typology

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

Medium Density Residential Typology

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

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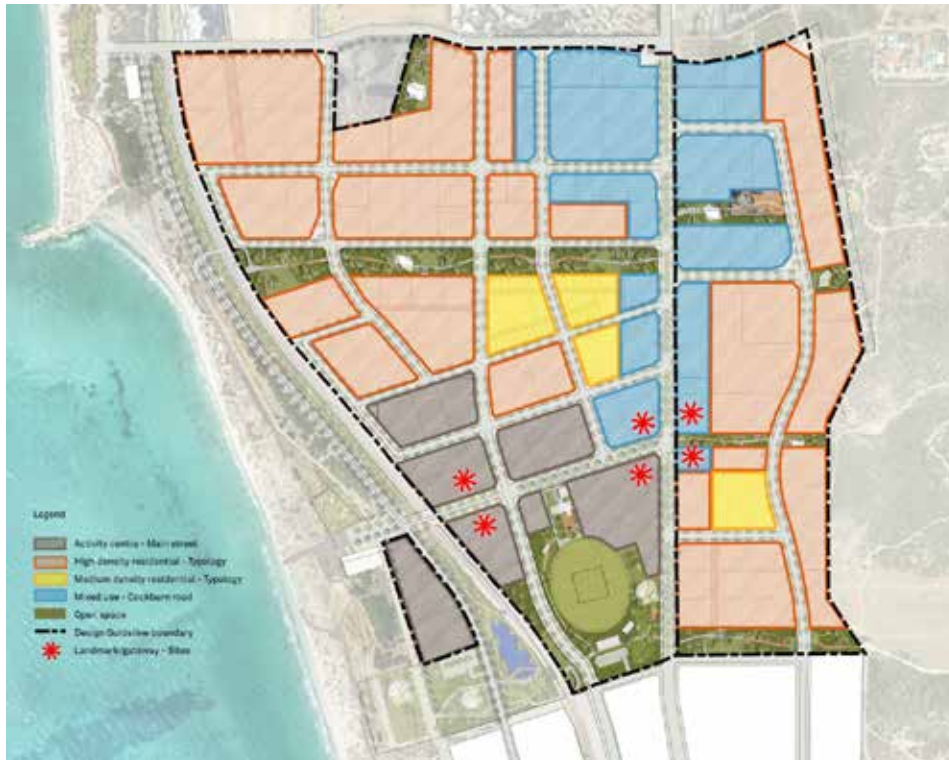


Figure 03_Built Form Typologies

1. Typology Specific Guidelines

1.1 Activity Centre – Main Street Typology

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

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

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

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

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



Figure 04_Activity Centre Built Form Typology

1.1.1 Building Setbacks

Design Objective

- I. Building setbacks create tightly framed streetscapes and public open spaces.
- II. Building setbacks help create highly urban streetscapes.
- ~~I. are related to the intended character and function of an area and its streetscape quality. Setbacks shall create a pedestrian scaled environment and consistent streetscape rhythm.~~

Assessment Criteria

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

Setbacks for	Street Setback (minimum and maximum)	Side Setback (minimum)	Rear Setback (minimum)
Levels 1-5	Nil	Nil	Nil
Levels 6+	5.0 metres to wall and 2.0 metres to balconies	3.0 metres	3.0 metres

Table 01_ Building Setbacks for Activity Centre

- i. Buildings shall be setback 4.0 metres from any boundary adjoining public parkland. This setback area shall include space for landscaping and if necessary an outdoor living area. Where additional outdoor living area is to be provided, the additional outdoor living area shall be absorbed into the building space (i.e. building shall cantilever over the outdoor living area).
- ii. Projections are permitted within the ~~4.0~~ metre setback to public parkland to maximum of 2 metres into the setback area.
- iii. Balconies will be supported within the nil setback on levels 1-5 where a substantial facade is provided to ensure a continuous built form.
- ~~iv.~~

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1.1.2 Building Articulation

Design Objective

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

Assessment Criteria

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

1.1.3 Building Levels

Design Objective

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

Assessment Criteria

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

1.1.4 Awnings

Design Objective

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

Assessment Criteria

- i. Awnings over footpaths are to be provided for no less than 80% of the primary and secondary street frontage. This requirement does not apply to laneways.
- ii. The vertical clearance of awnings shall be consistent and generally 3.2 metres from pavement level.
- iii. Awnings shall project ~~up to~~ 3.5 metres ~~from the building line except where this resulting in a setback between but not closer than 0.6 metres to the awning and~~ the outer edge of the road pavement of less than .06 metres.
- iv. Adjoining awnings are to form continuous coverage over the footpath.
- v. Awnings are to be provided with non structural veranda posts along the Robb Jetty Main street. In this respect awnings are to be suspended by cantilevered construction and not use load bearing posts.

1.1.5 Building Height

Design Objective

- I. Building heights help create a compact urban built environment.
- II. Consistent building heights create a recognisable urban character.
- III. Building heights mean the Activity Centre Typology area is highly visible from a distance.
- IV. Building heights do not visually overwhelm the streetscape.
- V. Building heights avoids continual overshadowing of the streetscape.
- ~~I. will respond to the pedestrian scale, urban character, intended dwelling density, land use mix as well as the natural topography of the area.~~
- ~~II. The built form of an area shall provide a pedestrian scaled street interface with taller upper floors setback from the street alignment.~~
- ~~III. The built form shall minimise overshadowing to adjacent streets and public spaces.~~

Assessment Criteria

- i. Building heights shall be in accordance with the Building Height Plan. (Figure 16)
- ii. Development shall be a minimum of three storeys.

1.1.6 Building Materials

Design Objective

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

Assessment Criteria

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

1.1.7 Open Space

Design Objective

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

Assessment Criteria

- i. Where an area of public open space is provided the surrounding development must address the open space by maximising passive surveillance from habitable rooms; buildings must front onto the open space through placement of doors, windows and balconies to create a safe and comfortable pedestrian environment.
- ii. The interface between private lots and the public open space may be fenced to a maximum height of 1.2 metres from natural ground level, but must be visually permeable above a height of 1.0 metres above natural ground level.

1.1.8 Landmark Sites

Design Objective

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

Assessment Criteria

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

1.1.9 Fencing

Design Objective

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

Assessment Criteria

- i. Fencing is not permitted forward of the building line.

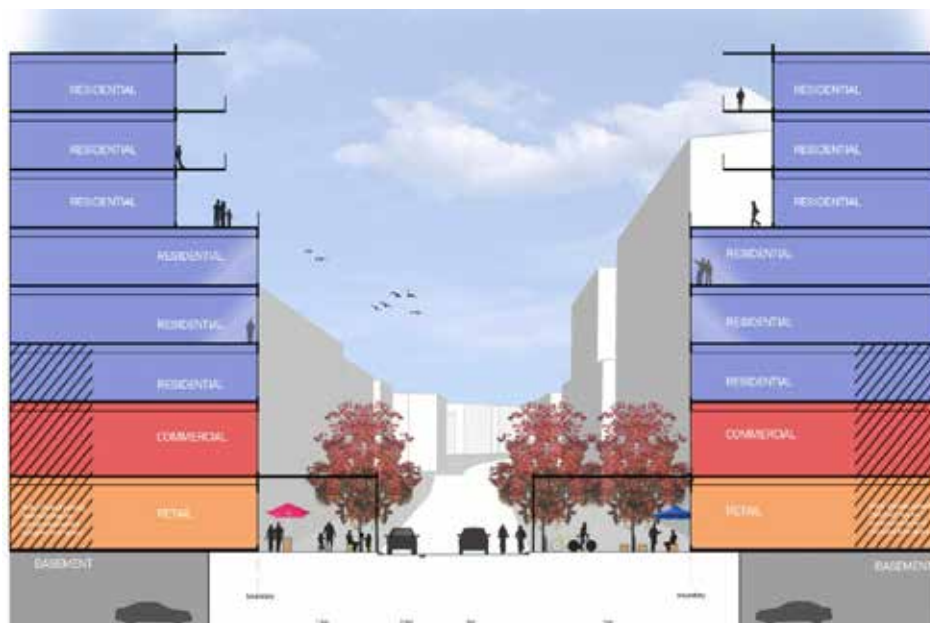


Figure 05_Typical cross section for activity centre development

1.2 Mixed Use – Cockburn Road Typology

Cockburn Road is the main arterial road through Cockburn Coast and policy area. Cockburn Road will be the focus of a mixed use form of development allowing for commercial, residential and retail uses. An active ground floor through retail and commercial uses will be encouraged with primarily residential development occupying the upper levels. The impact of the busy Cockburn Road will be softened by landscaping and an active footpath. Alfresco dining opportunities will be encouraged and facilitated by the built forms and land uses.



Figure 06_Mixed Use built form typology

1.2.1 Building Setbacks

Design Objective

~~III. Building setbacks tightly framed streetscapes and public open spaces.~~

~~IV. Building setbacks help create highly urban streetscapes.~~

~~I. are related to the intended character and function of an area and its streetscape quality. Setbacks shall create a pedestrian-scaled environment and consistent streetscape rhythm.~~

Assessment Criteria

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

Setbacks for	Street Setback (minimum and maximum)	Side Setback (minimum)	Rear Setback (minimum)
Levels 1-3	Nil	Nil	Nil
Levels 4+	5.0 metres to wall and 2.0 metres to balconies	3.0 metres	3.0 metres

Table 02_ Building Setbacks for Mixed Use development

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

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iii. Setbacks Projections are permitted within the 4.0 metre setback to public parkland to maximum of 2.0 metres into the setback area.

iv. Balconies will be supported within the nil setback on levels 1-5 where a substantial facade is provided to ensure a continuous built form.

iii-v.

1.2.2 Building Articulation

Design Objective

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

Assessment Criteria

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

1.2.3 Building Levels

Design Objective

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

Assessment Criteria

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

1.2.4 Awnings

Design Objective

- I. To encourage a human scale of development.
- II. To provide shelter from environmental conditions.
- III. To encourage a seamless flow of the use and function of a building from internal to external.

III-IV. To maintain a safe separation between passing traffic and awnings.

Assessment Criteria

- i. Awnings over footpaths are to be provided for no less than 80% of the primary and secondary street frontages. This requirement does not apply to laneways.
- ii. The vertical clearance of awnings shall be consistent and generally 3.2 metres from pavement level
- iii. Awnings shall project 3.5 metres from the building line except where this resulting in a setback between to the awning and the outer edge of the road pavement of less than .06 metres.
- ~~iii-iv. Awnings shall project up to 3.5 metres but not closer than 600mm to the outer edge of the road pavement.~~
- ~~iv-v. Adjoining awnings are to form continuous coverage over the footpath.~~
- ~~v-vi. Any veranda post provided to an awning shall be non structural. In this respect awnings are to be suspended by cantilevered construction and not use load bearing posts.~~

1.2.5 Building Height

Design Objective

- I. Building heights help create a compact urban built environment.
- II. Consistent building heights create a recognisable urban character.
- III. Building heights do not visually overwhelm the streetscape.
- IV. Building heights avoids continual overshadowing of the streetscape.
- ~~I. will respond to the pedestrian scale, urban character, intended dwelling density, land use mix as well as the natural topography of the area.~~
- ~~II. The built form of an area shall provide a pedestrian scaled street interface with taller upper floors setback from the street alignment.~~
- ~~III. The built form shall minimise overshadowing to adjacent streets and public spaces.~~

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Assessment Criteria

- i. Building shall be in accordance with the Building Height Plan.(Figure 16)
- ii. Development shall be a minimum of three storeys.

1.2.6 Building Materials

Design Objective

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

Assessment Criteria

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

1.2.7 Open Space

Design Objective

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

Assessment Criteria

- i. Where an area of public open space is provided the surrounding development must address the open space by maximising passive surveillance from habitable rooms; buildings must front onto the open space through placement of doors, windows and balconies to create a safe and comfortable pedestrian environment.
- ii. The interface between residential development and the public open space may be fenced to a maximum height of 1.2 metres from natural ground level, but must be visually permeable above a height of 1.0 metres above natural ground level.

1.2.8 Landmark Sites

Design Objective

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

Assessment Criteria

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

1.2.9 Fencing

Design Objective

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

Assessment Criteria

- i. Fencing is not permitted forward of the building line.



Figure 07_ Typical cross section for mixed use development



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

1.3 High Density Residential Typology

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

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



Figure 8_High Density built form typology

1.3.1 Building Setbacks

Design Objective

- i. Building setbacks ~~frame streetscapes and public open spaces.~~
~~Building setbacks accommodate landscaping which slightly widen and softens the streetscape, are related to the intended character and function of an area and its streetscape quality. Setbacks shall create a pedestrian scaled environment and consistent streetscape rhythm.~~

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Assessment Criteria

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

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Setbacks for	Street Setback (minimum and maximum)	Side Setback (minimum)	Rear Setback (minimum)
Levels 1-3	3.0 metres	Nil	Nil
Levels 4+	5.0 metres to wall Balconies may project into the front setback area.	3.0 metres	3.0 metres

Table 03_ Building Setbacks for high density residential development

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

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1.3.2 Building Articulation

Design Objective

- i. To ensure that building facades add ~~significantly positively~~ to the public realm and its interest. ~~Building articulation will. A vibrant and modern design aesthetic will~~ encourage interaction with the street and passive surveillance of adjacent spaces.
- ii. To promote a pedestrian scale of buildings at street level.
- iii. The building design shall demonstrate an appropriate level of articulation to avoid ~~building bulk appearing excessive, excessive building massing and bulk.~~
- iv. ~~Building articulation will express a vibrant and modern design aesthetic~~

Assessment Criteria

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

1.3.3 Building Levels

Design Objective

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

Assessment Criteria

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

1.3.4 Building Height

Design Objective

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

Assessment Criteria

- i. Building shall be in accordance with the Building Height Plan. (Figure 16)
- ii. Development shall be a minimum of three storeys.

1.3.5 Building Materials

Design Objective

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

Assessment Criteria

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

1.3.6 Open Space

Design Objective

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

Assessment Criteria

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

1.3.7 Fencing

Design Objective

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

Assessment Criteria

- i. The interface between private lots and the public open space may be fenced to a maximum height of 1.2 metres from natural ground level, but must be visually permeable above a height of 1.0 metre above natural ground level.

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1.3.8 Landscaping

Design Objective

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

Assessment Criteria

- i. The front setback area shall include provision for elements of ~~consist of a minimum of 50%~~ soft landscaping.
- ii. In ground landscaping is preferred over shallow landscaping above basements.
- iii. Paving that is contiguous with foot paths and other paving in the public realm shall be of the same style and materials, matching exactly wherever possible.

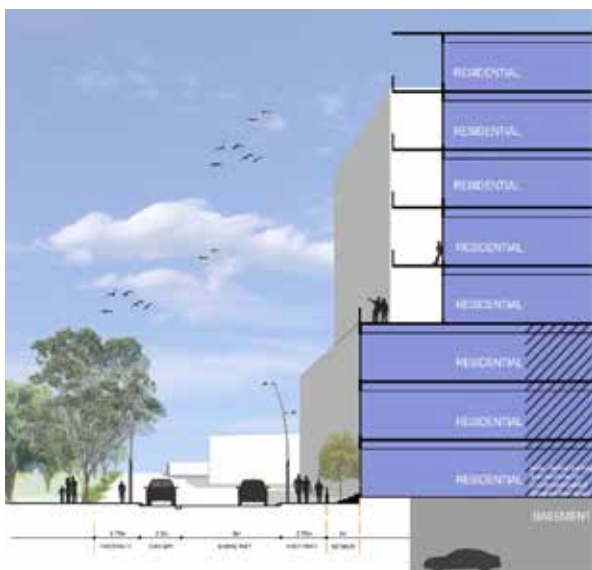


Figure 9_Typical cross section of ~~high-density residential development abutting public open space~~ (relabel correctly)

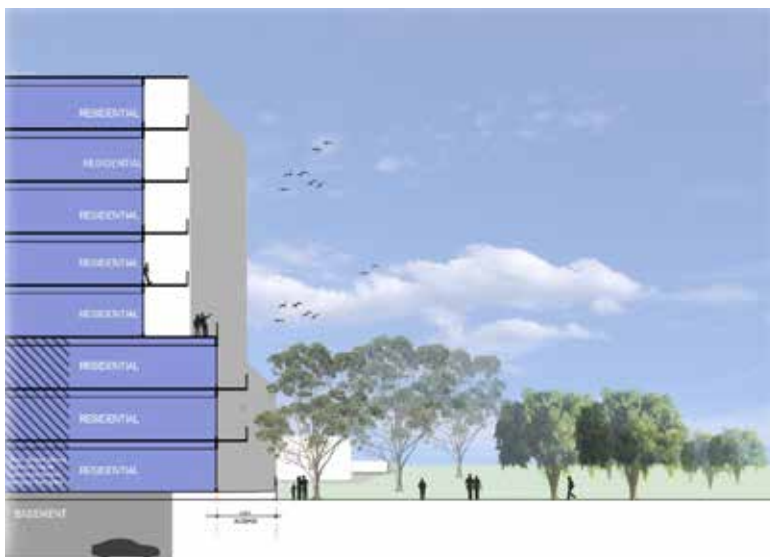


Figure 10_ Typical cross section of high density residential directly adjoining public open space

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Figure 11_ Typical cross section for high density residential development



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

1.4 Medium Density Residential Typology

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



Figure 12_Medium Density built form typology

1.4.1 Building Setbacks

Design Objective

- ~~I. Building setbacks are related to the intended character and function of an area and its streetscape quality create intimate streetscapes.~~
- ~~II. Building setbacks accommodate landscaping which slightly widen and softens the streetscape~~
- ~~I. Setbacks shall create a pedestrian scaled environment and consistent streetscape rhythm.~~

Assessment Criteria

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

Setbacks for	Street Setback (minimum and maximum)	Side Setback (minimum and maximum)	Rear Setback (minimum)
Levels 1-3	2.0 metres	Nil for the first 10.0 metres of development	Nil
Levels 4+	5.0 metres to wall and 2.0 metres to balconies		

Table 04_ Building Setbacks for medium density residential development

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

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1.4.2 Building Articulation

Design Objective

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

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Assessment Criteria

- i. The facade detail may be simplified on loading areas, parapet walls and walls to 'back of house' areas.
- ii. Built form is to address parks, pedestrian access ways and in particular laneways by providing windows, balconies and suitable facade articulation facing these areas. Built form is to address parks, pedestrian access ways and in particular laneways by providing windows and elevations elements facing these areas. These elevations are to match the design quality of the dwellings primary street elevation.
- iii. Balconies are encouraged but shall not run continuously along the facade. Separate individual balconies are appropriate.
- iv. Corner buildings are to address both frontages through the provision of:
 - a. distinct roof form at corners;
 - b. variation in materials and colours; and
 - c. varied balcony treatments.

1.4.3 Roof Form

Design Objective

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

Assessment Criteria

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

1.4.4 Building Levels

Design Objective

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

~~III.~~

Assessment Criteria

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

the adjacent street or public open space is encouraged in order to create a visual distinction between the public and private space.

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1.4.5 Building Height

Design Objective

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

Assessment Criteria

- i. Building shall be in accordance with the Building Height Plan (Figure 16).
- ii. Development shall be a minimum of three storeys.

1.4.6 Building Materials

Design Objective

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

Assessment Criteria

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

1.4.7 Open Space

Design Objective

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

Assessment Criteria

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

1.4.8 Fencing

Design Objective

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

Assessment Criteria

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

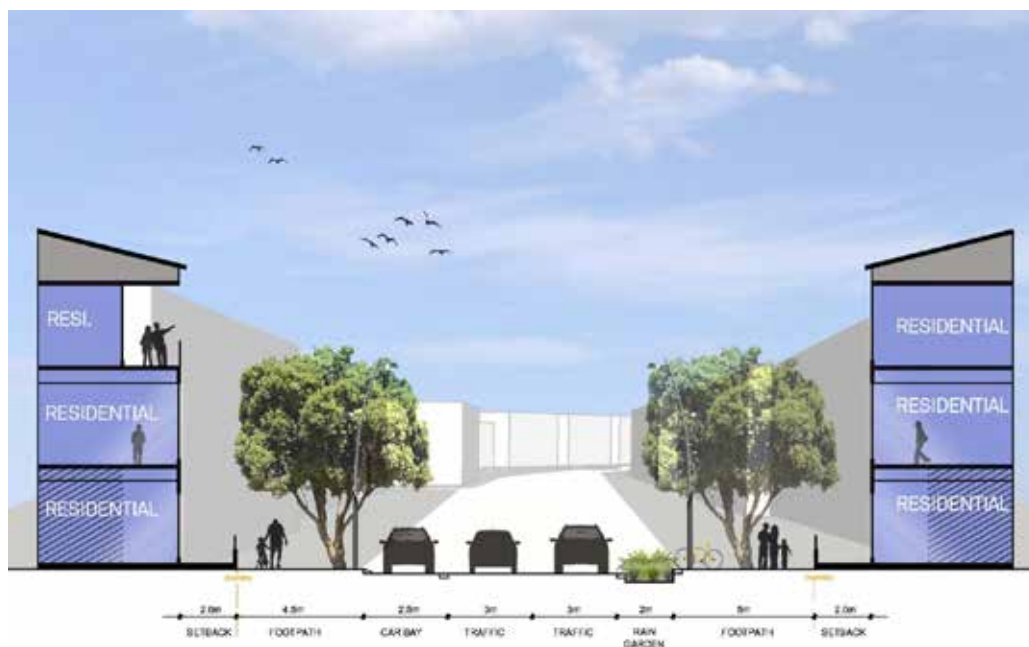
1.4.9 Landscaping

Design Objective

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

Assessment Criteria

- i. The front setback area shall include provision for elements of ~~must consist of a minimum of 50%~~ soft landscaping.
- ii. In ground landscaping is preferred over shallow landscaping above basements, particularly in front setback areas which provides the opportunity for tree planting.



City of Cockburn Local Planning Policy – Cockburn Coast Design Guidelines

Figure 13_Typical cross section for Medium Density built form typology

1.4.10 Ancillary Accommodation

Objective

- I. Ancillary accommodation which positively addresses the laneway is actively encouraged.
- II. To provide flexibility for family living arrangements.
- III. Increase the diversity of dwelling types and tenure arrangements in the area.
- IV. To encourage activation and increased safety of residential laneways.

Assessment Criteria

- i. Ancillary accommodation units should have:
 - a) Nil setback to the laneway boundary at the upper levels only;
 - b) Balcony or a private courtyard with a minimum area of 7m²;
 - c) Front (entry) door which addresses the laneway or is accessed via its own pedestrian access gate;
 - d) One car bay specifically for this dwelling with its own hardstand, carport or separately operable garage door. Three door garages will not be considered;
 - e) Front door which addresses the laneway or is accessed via its own pedestrian access gate; and
 - f) Maximum floor area of 60m².
- ii. Any large and visible elevations should be designed to include windows, architectural detailing and quality materials similar to that of the main dwelling.

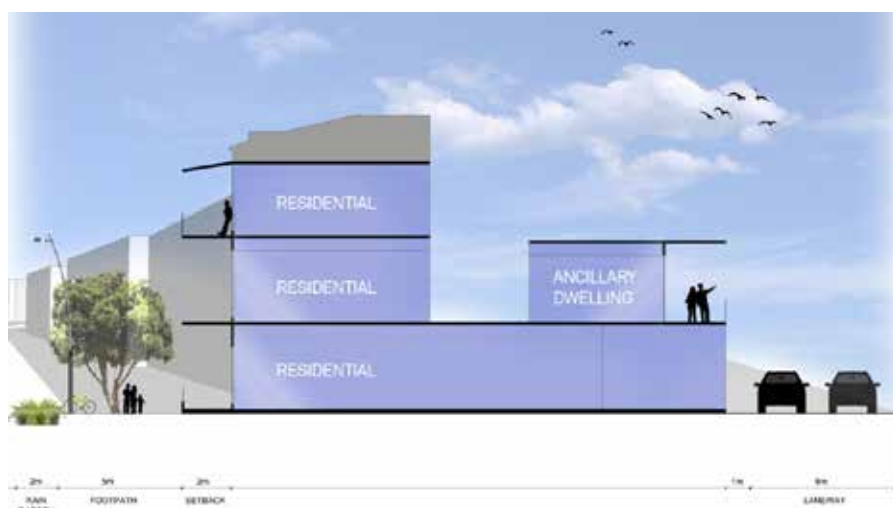


Figure 14_Typical Cross section for residential laneway development

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Figure 15_Typical elevation for dwelling including ancillary accommodation within a residential laneway development

2. General Provisions

2.1 Built Form Requirements

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

For private open space, visual privacy, storage for dwellings requirements refers to the relevant section of the R-Codes.

2.1.1 Building Height

Design Objective

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

Assessment Criteria

- i. Heights to be in accordance with the typology specific built form requirements and the Building Height Plan.

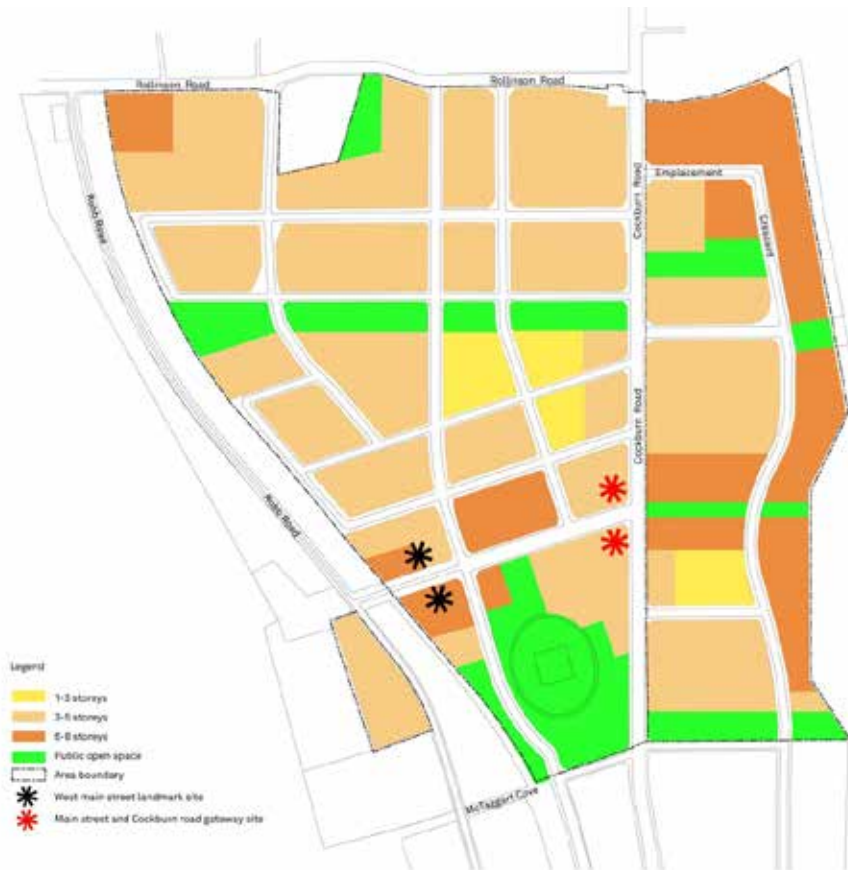


Figure 16_Building Height Plan

2.1.2 Facades

Design Objective

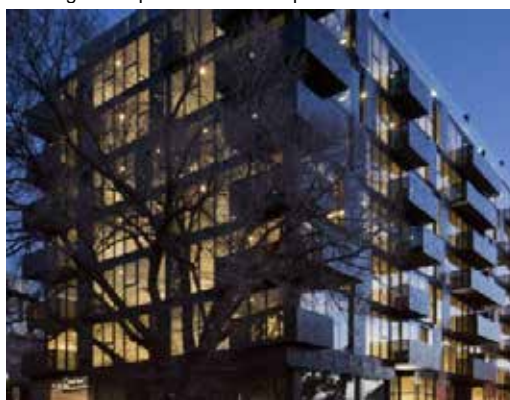
- i. Building facades add significantly to the public realm and its interest. A vibrant and modern design aesthetic for Cockburn Coast will require the provision of visually engaging building exteriors which encourage interaction with the street and passive surveillance of adjacent spaces.

Assessment Criteria

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



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



Building facades are to be finished with fine grain architectural elements

2.1.3 Roof Form

Design Objective

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

Assessment Criteria

- i. Roof designs must conceal roof plant and equipment including lift over run structures from view from the public realm and street level.
- ii. Lighting or similar features may be used to accentuate the roofscape to provide a feature at night.
- iii. Flat roofs are acceptable where concealed behind a building parapet.

2.1.4 Lighting

Design Objective

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

Assessment Criteria

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



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

2.1.5 Acoustics and Vibration

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Design Objective

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

Assessment Criteria

- i. Design of Noise sensitive premises must be give consideration to the following:
 - a. the identification of existing/potential environmental noise sources;
 - b. development orientation and layout taking into account the location of existing/potential environmental noise sources;
 - c. the location of bedrooms away from noise sources;
 - d. the location of balconies and windows away from noise sources;
 - e. the use of built form (blade walls, etc) to screen noise sources; and
 - f. the use of building design elements (balcony balustrades, decorative screens, etc) to provide some reduction in noise impact on windows.
- ii. Notifications are required to be applied to the created land title and any subsequent strata titles of any noise sensitive premises pursuant to section 70A of the *Transfer of Land Act 1893*, together with section 165 of the *Planning and Development Act 2005* to inform prospective land owners and residents of the likelihood of higher noise levels associated within the inner city environment.
- iii. An acoustic and vibration (as deemed required in the local structure plan) report and associated plans are required detailing compliance with the above design objectives and assessment criteria for noise sensitive and commercial developments. The report is to be prepared by a qualified and experienced acoustic consultant and submitted as part of a DA and should address the requirements of State Planning Policy 5.4 Road and Rail Transport Noise and Freight Considerations in Land Use Planning (and associated guidelines) and Quiet House Design Principles. The report is to include:
 - a) The identification of all environmental noise sources.
 - b) The measurement of all identified noise sources, including adequate sampling to enable the establishment of reliable design noise levels. For traffic noise measurements at different times such as during peak traffic times, and for background noise a day time measurement between 3pm – 5pm Monday to Friday and a night time measurement between 10pm – 12pm Friday or Saturday night.
 - c) The character of noise sources is to be adequately described in terms of frequency analysis (minimum of octave bands).
 - d) The establishment of appropriate interior design sound levels for various areas of occupancy in accordance with the Performance Standards.
 - e) A detailed description of the construction measures that are required to be included, or which have been included, in the proposed development to achieve the noise levels prescribed in accordance with point (ii) above. Calculations shall be based on octave band noise source data and octave band sound reduction performance for construction elements.
- vii. Noise attenuation measures that should be addressed in the acoustic report and associated plans include but are not limited to the following:
 - a) Windows:
 - a. heavyweight / thicker glass
 - b. double glazing
 - c. special acoustic requirements for window frames.
 - b) Walls:
 - a. stud frame walls may require acoustic upgrading
 - b. acoustic attenuation for exhaust vents through walls
 - c. specific acoustic requirements for external doors.
 - c) Roof / Ceiling:
 - a. specific acoustic requirements for sealing roofs
 - b. upgraded acoustic performance for ceilings
 - c. closing / sealing of eaves
 - d. insulation of ceiling void
 - e. acoustic attenuation for vents through roofs.

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2.1.6 Active Edges and Street Relationship

Design Objective

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

Assessment Criteria

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

2.1.7 Heritage Considerations

Design Objective

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

Assessment Criteria

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



Ground floor commercial land uses will provide active street edges

2.2 Service Infrastructure and Access

Service infrastructure and access arrangements is ~~an~~ important part of allowing development ~~and the broader centre~~ to function effectively. However, ~~these elements~~ ~~it~~ can often ~~create~~be unsightly urban environments -and therefore appropriate treatment and coordination of these element is required to make ~~it an~~them an integral part of new development.

2.2.1 Internal Access

Design Objective

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

Assessment Criteria

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

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2.2.2.2.2 Parking

Design Objective

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

Assessment Criteria

- i. Vehicle crossovers for non-residential development are required to be built underneath the building or provide design elements above the crossover to reduce the street impact and pedestrian environment.
- ii. Reciprocal use of commercial car parking bays for uses within a comprehensive development with different peak usage requirements (such as restaurants and offices) may be considered approved, provided that bays for residential use are always available.
- ~~iii. Commercial parking is to be provided in accordance with the Scheme with the stated rate of provision being provided both as a minimum and maximum.~~
- ~~iv. iii.~~ Residential parking is to be provided in accordance with the relevant Local Structure Plan.

2.2.2.2.3 Parking Location and Access

Design Objective

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

Assessment Criteria

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

2.2.2.2.4 Sleeved Parking

Design Objective

- I. To screen multi storey car parks from the public realm and to provide active frontages to the street.
- ~~II. Multi storey car parking structures can maximise the efficient use of land but have the potential to negatively impact on the public realm.~~

Assessment Criteria

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

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2-2-42.2.5 End of Trip Facilities

Design Objective

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

Assessment Criteria

- i. Provision of adequate bicycle and change room facilities. Secure lockers, bicycle storage and showers shall be provided within buildings.

ii. Developments are to be provided with end of trip facilities in accordance with the following table.

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Commercial	1 Secure bicycle storage per for 10% of building staff (based on 1 person per 15150m² of Net Lettable Area (NLA); and
_Accessible showers	There must be a minimum of two female and two male showers, located in separate changing rooms, for the first 10 bicycle parking bays. Additional shower facilities to be provided at a rate of one male and one female shower for every 10 bicycle parking bays <u>or part thereof</u> .
_Changing facilities	Including secure lockers at 1.5 for each bicycle parking bay.
_Visitor Bicycle Storage	A minimum of 1 space per 750m ² of NLA. Located and signed near the main public entrance to the building.
Residential	Bicycle parking facilities for multiple dwellings, short stay accommodation and serviced apartments shall be provided at a minimum of 1 bay for every three per units .

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Table 05_ End of trip facility provision rates



End of trip facilities



Use of screening can minimise the impact of parking structures

Design Objective

- I. ~~Services and related elements required for the function of the building shall be appropriately screened or integrated into the building design. The location of building services has the potential to impact visually on the intended building design and adjacent spaces if not appropriately considered.~~
- II. ~~Ensure that services and related elements required for the function of the building are appropriately screened or integrated into the building design.~~

Assessment Criteria

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

2.3 Sustainability Requirements

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

2.3.1 Sustainable Travel

Design Objective

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

Assessment Criteria

- i. Demonstrate that pedestrians and cyclists have been prioritised within the development.
- ii. Surface finishes of all driveways and pathways to be safe and comfortable for pedestrians and cyclists.
- iii. Grade changes between private and public spaces to be complementary and accessible.
- iv. ~~All pedestrian areas should be adequately shaded and should include complementary amenities such as drinking fountains and rest points in locations best suited to promote non-vehicular travel.~~

2.3.2 Affordable Housing

Design Objective

- I. ~~To ensure the provision of a diverse range of affordable housing product i.e. mix of sizes, dwelling types.~~
- II. ~~To ensure that affordable housing product is not distinguishable from non-affordable housing within development.~~
- III. ~~To provide guidance on how additional floor space required to accommodate affordable housing product is provided for.~~

Assessment Criteria

- i. ~~Any discretion applied shall not set precedent for any future development.~~
- ii. ~~Where development provides sufficient affordable housing product (10% – 25% of the dwelling yield) the following variation to assessment criteria may be applied at the Cities discretion.~~
 - a) ~~Floor space bonus~~
 - ~~— a floor space bonus at the following ratio:~~
 - ~~— Affordable yield 10% = 30% floor space bonus~~
 - ~~— Affordable yield 20% = 40% floor space bonus~~
 - ~~— Affordable yield 25% = 45% floor space bonus~~

~~— where a minimum 30% of the affordable yield is provided as family size dwellings (i.e. 3 or more bedrooms) a further 10% floor space bonus may be applied.~~

~~b) Car parking reduction~~

~~Reduced Car Parking requirements at the rates stipulated in the table below:~~

Use Class	Vehicle Parking Provision (expressed as minimum and maximum)
1 Bedroom Residential Dwelling	0.75 bay per dwelling that is affordable housing
2+ Bedroom Residential Dwelling	1 bay per dwelling that is affordable housing

~~Table 06 Car parking reduction~~

~~c) Height~~

~~A variation to the building height may be deemed appropriate where:~~

- ~~— setbacks are not varied;~~
- ~~— the design and finish of the building mitigates the greater visibility of the building. Design elements which can be used to lessen the visibility of the additional height include:~~
 - ~~— Stepping back of building mass;~~
 - ~~— Top floors constructed of lighter weight material and which are less bulky in appearance;~~
 - ~~— More extensive glazing; and~~
 - ~~— Upper floors to be setback from the principle building line.~~

2.4 Laneways

2.4.1 Residential and Commercial Laneways

Design Objective

- To create unique and attractive built form and character along laneways through sensitive and innovative design.
- To encourage activity and interaction between public laneways and adjacent private uses at the ground level.
- To reinforce the primary function of laneways as key service and vehicle access spaces within the development.
- ~~To ensure that laneways maintain a high level of pedestrian amenity and comfort.~~
- ~~Promote and create the opportunity for the inclusion of art, landscaping, street furniture, and activity spaces.~~
- ~~Maintain and enhance the intimate environment of lanes by ensuring that higher tower forms are set back to ensure a sense of openness that reinforces a human scale.~~
- ~~Encourage development to provide highly articulated and well detailed facades that create visual interest, particularly at the lower levels.~~
- ~~Encourage development to orientate windows and balconies to overlook lane ways.~~

Assessment Criteria

i. Residential Laneways

- For lots with a laneway frontage of 8 metres or greater, pedestrian access to the laneway from the lot should be provided.
- ~~For lots with a laneway frontage 8 metres or greater, the built form should not exceed 85% of the laneway boundary length. This is to provide relief from built edges to the laneway with opportunity for planting, wall returns and pedestrian access.~~
- ~~All buildings shall provide a one metre setback to the laneway boundary with the setback area being softly landscaped.~~
- ~~Buildings are to provide an elevation to the laneway that is articulated and similarly detailed to the front facade.~~
- ~~Development should contain a front (entry) door which addresses the laneway or is accessed via its own pedestrian access, gate, etc.~~
- ~~Lighting to illuminate that portion of the laneway adjacent the subject land shall be provided at entry points for vehicles and pedestrians. The lighting structure shall not encroach into the right of way.~~

- ~~g) Gardens that extend over the rear fence and enhance the laneway are encouraged providing they don't create obstructions to vehicular movement.~~
- ~~h) All laneways shall be a minimum of 6 metres in width.~~
- ~~i) Laneways should provide 24-hour public access.~~

i. Commercial Laneways

- a) Laneways within the activity centre and mixed used zones are encouraged to be activated at ground floor level, but shall not be done so to the detriment to the activation of the primary or streetscape facade of the building.
- b) Buildings shall maintain a nil setback to the laneway for the first three storeys.
- c) The minimum setback above 3 storeys should be a distance equivalent to the width of the lane, unless it can be demonstrated that a lesser setback protects the quality of the pedestrian space at ground level including:
 - ~~d) a.~~ by maintaining or providing greater access to sunlight;
 - ~~e) b.~~ by maintaining or providing greater wind protection; and
 - ~~f) c.~~ by avoiding a sense of enclosed space.
- ~~g) d)~~ Buildings are to provide an elevation to the laneway that is articulated and similarly detailed to the front facade.
- ~~h) e)~~ Development should contain a ~~front (entry)~~ door which addresses the laneway or is accessed via its own pedestrian access, gate, etc.
- ~~i) Lighting to illuminate that portion of the laneway adjacent the subject land shall be provided at entry points for vehicles and pedestrians. The lighting structure shall not encroach into the right-of-way.~~
- ~~j) All laneways shall be a minimum of 6 metres in width.~~
- ~~k) Laneways should provide 24-hour public access.~~

Comment [c3]: needs to be referred to in the setback tables in the building typologies for activity centre and mixed use zone. If this is not mentioned it may be assumed that the rear setback applies to laneways.

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Activated laneways encourage vitality and interaction between public laneways and adjacent private uses

Part Two Public Realm

3. Public Realm

The public realm is an important part of the urban environment that people see, access and interact with. A high quality public realm is vital to the success and activity of a city and determines how people experience a place. It allows for community development, social interaction, physical well-being and private contemplation.

3.1 Street Infrastructure

Design Objective

- i. To create a pedestrian focussed, comfortable and safe environment that encourages social interaction and activation by providing pedestrian amenities.

Assessment Criteria

- i. Ensure that pedestrian networks are uninterrupted, continuous paths of movement that do not exclude people with disabilities from accessing all services and amenities available.
- ii. Link pedestrian pathways to all entry and egress points of adjacent buildings.
- iii. Provide on-street visitor parking bays that are dispersed by street tree planting to ensure parking does not visually dominate the streetscape. Street tree planting is to be provided within the footpath zone at a rate of one tree every 10 metres.
- iv. Minimise surface run-off by providing permeable surfaces and infiltration/bio-retention opportunities within the streetscape design.
- v. Appropriate lighting is provided under pedestrian awnings, along streets and within parks and open spaces.
- vi. Within the Activity Centre and Mixed Use typology areas, pedestrian awnings are provided at a minimum width of 2.5 metres and a minimum height above the footpath of 3 metres.

3.2 Lighting

Design Objective

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

Assessment Criteria

- i. Light pole and fitting selection to align with the City's standards.
- ii. Lighting design should minimise light spill into residential dwellings.
- iii. Light poles should be appropriately placed, preferably located in the same alignment as street trees.
- iv. Ensure inset spaces, access, egress and signage is well lit.



Innovative street infrastructure will help to provide a pedestrian focussed, comfortable and safe environment

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SCHEDULE OF SUBMISSIONS

Design Guideline for Robb Jetty and Emplacement areas (Cockburn Coast)

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
1.	Fremantle Ports PO Box 95 Fremantle WA 6959	<p>Thank you for referring the draft design guidelines for Cockburn Coast to Fremantle Ports.</p> <p>Fremantle Ports' interest with these guidelines is that the only freight rail route that services the Inner Harbour at Fremantle is located within the area subject to the draft design guidelines. This freight rail line plays a critical role in supporting Fremantle Inner Harbour as a working port allowing it to operate at optimal capacity and efficiency, whilst continuing to contribute to the State economy. It is crucial that the operation of the freight rail line is adequately protected from competing uses and incompatible urban development.</p> <p>The need to protect strategic freight routes from urban encroachment is well recognised by the Western Australia planning system. Fremantle Ports has previously raised its concerns with ensuring adequate measures are implemented in the Cockburn Coast development to mitigate noise and vibration impacts of the freight rail line. These can be managed by providing sufficient buffer distance between the rail/road and the noise sensitive buildings, as well as the acoustic and vibration treatment of the buildings. The Local Structure Plan indicated external noise criteria would be exceeded up to approximately 50m of the railway line and vibration criteria up to approximately 80m (using DEC criteria). As such it is requested that all new developments within the Cockburn Coast area should be located a minimum 80 metres away from the freight rail line. This stipulation is not currently in the draft design guidelines, and Fremantle Ports believes it is crucial to the long term sustainability of this project that such clause be included.</p> <p>Whilst vibration has been identified in the guidelines, Fremantle Ports does not believe that it has been adequately covered. Vibration suppression means are available, yet they have not been adequately covered in the draft guidelines. This is a crucial consideration given the close proximity of development to the freight rail line.</p>	<p>The approvals process will require each lot located in the nominated distances from the railway line and Cockburn road, to comply with noise and vibration constraints. It is not reasonable to expect the development to be further set back from the railway line.</p> <p>Opportunities for setting back of development lots further from the railway line has effectively been lost. Planning since the CCDSP 2009 has indicated urban development abutting the railway line. This situation was compounded by the rezoning to 'urban' under the MRS and there is very little scope to see a different land use response to that of a built form response on a lot by lot basis.</p> <p>Agree, there is was discussion in the Part 2 of the local structure plan for Robb Jetty , however this needed to also be included in Part 1 to have statutory effect.</p> <p>A recommendation has already been noted to include</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>Level crossings are planned as part of the previously released local structure plans. With these crossings there are warning bells that sound as trains pass through. There is no evidence that this additional noise source has been accounted for in the noise sensitive section of the draft guidelines.</p>	<p>the issue of vibration to the Design Guidelines. The level of detail as to what suppression measures should be covered is too detailed in the Design Guidelines. A recommendation has been already included to remove some of this detail and simply refer back to the SPP.</p> <p>Measurement of noise was from a location near tot he existing rail crossing at Rollinson Rd. The level crossing is currently fitted with warning bells and therefore would have been captured in the reading taken.</p>
2.	The Freight and Logistics Council Ground Floor , 1 Essex Street, Fremantle WA 6160	<p>The Freight and Logistics Council (the Council) has had a number of communications with the City of Cockburn about the Cockburn Coast development, with a particular focus on highlighting our primary concern which is to ensure that the heavy freight railway line, which is located on the western boundary of the Cockburn Coast redevelopment precinct, is not compromised by future development.</p> <p>Against that background, the Council thanks the City for the opportunity to comment on the draft Design Guidelines for the Robb Jetty and Emplacement areas of Cockburn Coast. We take this opportunity to again reaffirm that Fremantle Port is a key element in the economic well-being of Western Australia. This \$1 billion pa business is, in turn, dependent on a highly efficient and sustainable freight rail service. The railway line traversing the western portion of the Cockburn Coast development cell and the associated rail transport service currently removes 100,000 truck movements from the metropolitan road network, annually thereby reducing road congestion and transport noise to the benefit of the wider community.</p> <p>This figure will grow rapidly as trade through the Port increases and rail's share of the market grows. State Government policies, both current and future, will continue to support this growth to the benefit of the entire State of Western Australia.</p> <p>1. COCKBURN COAST STATUTORY FRAMEWORK</p> <p>We understand that under the draft provisions of the City's Town</p>	<p>No response seems necessary to the first portion of this submission where the submission outlines some background information.</p> <p>The summary of what is required by the local structure plans is not quite right Cockburn Rd is the first row of buildings which is affected. For the freight rail, within 150m of the railway line, noise will need to be further assessed as an issue and a built form response is required. Within 50-80m of the railway line, the issue of vibration will also need to be further assessed. There has been changes recommended already to the Robb Jetty Local Structure Plan to ensure the matter of vibration is made clear in Part 1 (statutory) section of the local structure plan.</p> <p>Recommendations have also been included to ensure the Design Guidelines refer back to the SPP (also see comments to submission above).</p>

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		<p>Planning Scheme (Amendment No. 89) relating to Cockburn Coast, the recently advertised local structure plans must have associated Design Guidelines to guide development and urban form within each of the precincts referred to as Robb Jetty and Emplacement. Furthermore, we understand that once adopted, the Design Guidelines will be a Local Planning Policy under the City's Town Planning Scheme. However, until such time as the City of Cockburn Town Planning Scheme No. 3 Amendment No. 89 is gazetted and the Robb Jetty and Emplacement Local Structure Plans and the Noise and Vibration Management Plan are adopted/endorsed by the relevant decision making bodies, it is considered premature to comment on the draft Design Guidelines in the context of how development will be required to respond to road and rail noise and vibration.</p> <p>The amendment to 1.0 Objectives of the Cockburn Coast Development Area (k) of the draft Schedule 11 provisions made at the City of Cockburn Council meeting on 9 February 2012 to make specific reference to <i>"Where residential or noise-sensitive development is proposed in a situation where it may be exposed to noise impacts any noise or vibration studies shall be undertaken by appropriately qualified professionals, at the developer's cost, to the satisfaction of the Local Government."</i> is encouraging. However, it is unclear as to what is required to be submitted with applications at each stage of development, particularly in regard to vibration.</p> <p>As a basis for providing comments on the Design Guidelines, it is important to outline the statutory framework for the Cockburn Coast development as we understand it, to understand how road and rail noise and vibration is addressed at all stages of the planning process.</p> <p>2. TRANSPORT NOISE STATUTORY FRAMEWORK</p> <p>We understand that proposed Amendment No. 89 requires the preparation and submission of a Noise and Vibration Management Plan to support a Local Structure Plan. However, it is unclear if the Local Structure Plan report and/or the Herring Storer studies fulfil that role.</p> <p>The Robb Jetty and Emplacement Local Structure Plans propose the</p>	

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		<p>following requirements in relation to Noise Attenuation, which are drawn from the Herring Storer Train Noise and Vibration Study and the Road Noise Assessment:</p> <p>Cockburn Road</p> <ul style="list-style-type: none"> Preparation of an acoustic assessment to inform the design process and to be submitted with a development approval application. A notification to be placed on the Certificate of Title where residences are exposed to transport noise that exceeds the "Noise Target" identified as 62dB(A) for development facing Cockburn Road and 59dB(A) for development perpendicular to Cockburn Road. It is unclear why the Local Structure Plan refers to the noise levels, outlined in the second point above, referred to in the Herring Storer Road Noise Assessment (October 2011) as Noise Targets. The Local Structure Plan should refer to the need for notifications to be placed on the Certificate of Title of lots that are exposed to noise in excess of the Noise Targets outlined in State Planning Policy 5.4. <p>Freight Rail</p> <ul style="list-style-type: none"> Any development proposed within 150m of the freight rail shall prepare an acoustic assessment to inform the design process, which shall also be submitted with a development approval application. A notification to be placed on the Certificate of Title where residences are exposed to transport noise that exceeds the "Noise Target". It is assumed that the Noise Target referred to in respect of noise associated with the freight rail is as per the Noise Targets outlined in State Planning Policy 5.4. <p>2.1 Design Guidelines</p> <p>The inclusion of Section 2.1.5 Acoustics and the associated assessment criteria within the Design Guidelines is supported. However, we wish to make the following comments:</p>	

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		<ul style="list-style-type: none"> • further guidance should be provided to clearly identify areas that are subject to compliance with these criteria, with particular reference to Cockburn Road and the freight rail; the criteria should refer to the design of the development being informed by the acoustic assessment that is required to be prepared and submitted with an application for development approval, as per the Local Structure Plan; • Point (ii) should also make reference to a notification on the Certificate of Title required in accordance with the requirements of the Local Structure Plan and/or acoustic assessment prepared and submitted with an application for development approval; • Point (ii) should also make specific reference to "road and rail noise" in addition to <i>"higher noise levels associated within the inner city environment"</i>; • Point (iii) should refer to the acoustic report and associated plans being prepared in accordance with State Planning Policy 5.4; • Point (iii) (d) it is unclear what is meant by "Performance Standards"; and • Point (iii) (e) refers to <i>"noise levels prescribed in accordance with point (ii) above"</i>, however Point (ii) does not refer to noise levels. <p>In addition to the above points, it is unclear as to how the City of Cockburn will assess the acoustic report and ensure that the design of the development responds accordingly. Will the City refer the acoustic report and proposed development to the Department of Environment and Conservation for assessment and comment or will the City engage a qualified acoustic consultant to undertake the assessment?</p> <p>3. TRANSPORT VIBRATION STATUTORY FRAMEWORK</p> <p>We understand that proposed Amendment No. 89 requires the preparation and submission of a Noise and Vibration Management Plan to support a Local Structure Plan. However, it is unclear whether the Local Structure Plan report and/or the Herring Storer studies fulfil that role. Nonetheless, of particular concern is the absence of commentary within proposed Scheme provisions, the Local Structure Plan report and supporting Train Noise and Vibration</p>	

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		<p>Study as to how and when vibration will be addressed through the statutory process.</p> <p>We understand that the vibration monitoring undertaken by Herring Storer and outlined in the Rail Noise and Vibration Study concluded that the distance from the freight rail line required to achieve compliance with ground vibration criteria varies from 30 - 80m across the development site and that those distances do not exclude development. However, additional amelioration may be required.</p> <p>Following recent discussions with Landcorp and Herring Storer, we understand that a site specific vibration assessment for land within 80m of the rail line will be required to be prepared and submitted with an application for development approval. However, this is not reflected in the Local Structure Plan or the Design Guidelines.</p> <p>The absence of guidance for prospective purchasers and developers on when and how vibration is required to be addressed through the planning process is of particular concern, particularly in light of the results of the Herring Storer study.</p> <p>3.1 Design Guidelines</p> <p>The Design Guidelines should be amended to include reference to the design objectives relative to vibration and outline the assessment criteria, including the requirement for further detailed assessment and development design responses. The Freight and Logistics Council would welcome the opportunity to discuss the points made here in further detail to ensure the long term protection of a major component of the freight rail network and ensure the highest level of amenity can be achieved for future residents within the Cockburn Coast development.</p>	
3.	Development Planning Strategies, Mr Ian Ricciardi PO BOX 6697 EAST PERTH WA 6892	<p>Objection</p> <p>We make this submission on behalf of our client Mr Ian Ricciardi, Executive Director of Big Buoy Pty Ltd, a land and business owner and landlord within the Robb Jetty Precinct. The land owned by Big Buoy Pty Ltd is bound by Rollinson Road, Garston Way and Darkan Avenue, being Lots 4, and 303 as shown on Figure 9 of the Robb Jetty Local Structure Plan (as advertised). This land is currently utilised seafood/ chicken/meat processing, trucking facilities and cold</p>	<p>It is not appropriate to include development standards for non-conforming uses in the Design Guidelines for the Cockburn Coast area. These guidelines are intended to guide new development in line with the proposed vision for this area.</p> <p>Responses to comments on the local structure plan</p>

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		<p>storage, with total employment consisting of approximately 180 people. Mr Ricciardi has been an active participant in the planning stages of the Cockburn Coast area, including membership on the reference committees for the District Structure Plan and the Cockburn Coast Planning Committee.</p> <p>Throughout the planning stages our client has made his long term intentions clear that the current operations on the land holdings remain in its current location for at least the next 15 to 25 years. Both Processing and Cold storage facilities were built of high quality with long term perspective. it is imperative to appreciate that the cost for our client to relocate, first consideration is potential loss of business, finding a location with similar proximity to the Fremantle Port would be a near on impossibility hence service ability no longer a niche for existing client base.</p> <p>Secondly, due to increasing cost of build (not including land purchase costs), replacement is estimated to be in the order of \$25 million plus, for the two buildings. As you are aware, our client is able to continue operations under non-conforming use rights. It is our client's concern; however, that the Rob Jetty Structure Plan and the supporting draft Guidelines as currently proposed will have an adverse impact on the operation of the business. It is imperative that the LSP and accompanying Guidelines recognise and respond to the nature of the current operation and appropriately mitigate any impediments to it.</p> <p>Design Guidelines</p> <p>We object to the proposed design Guidelines for the Robb Jetty Precinct. The Guidelines as currently proposed do not address our client's concerns and objections raised in relation to the proposed Rob Jetty Structure Plan. Copy of our client's previous submission, dated 11 December 2012, is enclosed as Attachment 1. As outlined previously, it is not our client's intent to relocate his current business operations or re-develop the land holdings within the next 25 years. The Rob Jetty Structure Plan (and therefore the draft Guidelines as currently proposed) will have an adverse impact on the operation of our client's business.</p> <p>The Guidelines address issues of building setbacks, articulation, levels, awnings, height, materials, open space, landmark sites, fencing as they would apply if the land was ever redeveloped for</p>	<p>comments may be found in the Schedule of Submissions for Robb Jetty Local Structure Plan.</p> <p>The local structure plans note a process (as outlined in the draft State Planning Policy for State Industrial Buffers) which enables landowners the opportunity to submit a technical analysis of the buffer issues to refine them if necessary. The buffers as set out in the draft SPP are generic only. It is up to the local government to determine the appropriate buffer which should apply. It is noted a landowner will most likely desire the larger buffer.</p> <p>Ultimately non conforming use right are set out in the City's Town Planning Scheme. It is not appropriate to include further provisions in either the local structure plans or the Design Guidelines. A number of the comments in this submission have no relevance to development standards outlined in the Design Guidelines and therefore are not discussed further in this schedule of submissions.</p>

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		<p>'Mixed Business'. They do not however, fully appreciate or respond to the nature of the current operation and therefore do not offer adequate protection measures to ensure the existing business is not impacted upon. The highest level of the planning document (District Structure Plan) mentions buffers and states they need to be addressed at local structure planning. The Local Structure Plan, as advertised, did not address the issue of the existing uses adequately. Consequently, the guidelines, which support the Local Structure Plan fail to do so as well.</p> <p>We therefore object to the Guidelines and use the opportunity to raise/reiterate the issue previously raised in by our clients in his submission on the Local Structure Plan. It is our understanding that the LSP will be considered by Council in April.</p> <p>Robb Jetty Local Structure Plan</p> <p>We re-iterate our client's previous concerns with the Local Structure Plan (LSP) in relation to addressing the issue of existing land uses (which have associated buffers) which intend to remain in the area for a significant period of time (25 years). We do not consider that the LSP accurately reflects the buffer necessary for our client's land holding based on the Environmental Protection Authorities <i>Guidance Statement No.3 - Separation Distances between Industrial and Sensitive Land Uses</i>.</p> <p>Buffer</p> <p>The Commission's State Planning Policy (4.1) - <i>State Industrial Buffer</i> recognises that industry is critical to local, regional, state and national economies and the main objective of the policy is to protect industry from those land uses that would be sensitive to impacts and adversely impact the efficient operations. Based on the land uses occurring at the site (chicken and seafood processing, trucking facilities and cold storage) the Environmental Protection Authorities (EPA) <i>Guidance Statement No.3 - Separation Distances between Industrial and Sensitive Land Uses</i> requires a 500 metre buffer. However, Figure 25 of the LSP shows a 100 metre buffer only applied to Lot 303. The Council's online mapping system shows no buffer for our clients land holding.</p>	

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		<p>We consider that a 500 metre buffer to the site should be shown in the LSP. In addition, the LSP should make clear that a proposal for sensitive land uses within an existing buffer will not be supported unless technical analysis can show that buffer can be reduced or mitigated, even though the land use complies with the LSP. This will strengthen the LSP and Council's ability to protect existing land uses/businesses and employment generators. This is consistent with the clauses included in the District Structure Plan (3.4 and 3.5) discussed below.</p> <p>Protecting Existing Land Uses</p> <p>Part 1 of the Cockburn Coast District Structure Plan (Section 3.4 and 3.5) clearly outlines the intent to protect existing industrial uses and outline and confirm the principles of non-conforming use rights and protection of existing uses. Importantly, clause 3.5.1 of the District Structure Plan requires that any proposed change of land use in areas adjoining an existing industrial land use demonstrate that:</p> <ul style="list-style-type: none"> • The proposed use would comply with any buffer requirements associated with the existing adjoining use; • The proposed use/development does not undermine the potential for the existing operation to continue normal operational activity; and • The proposed use/development would not be adversely affected in terms of odour, noise, safety or visual amenity, particularly where the proposed use is to include residential development. <p>The District Structure Plan outlines that this requirement be founded in the information supplied as part of the local structure plan.</p> <p>The Robb Jetty Local Structure Plan is very brief on this issue and it is our opinion that it does not respond appropriately to the matter of protecting existing industrial land uses or provide details as to how this matter is to be dealt with through the implementation of the LSP.</p> <p>Road Networks and Traffic Management</p> <p>We also take this opportunity to highlight our concerns regarding road networks and traffic management in the area. The design</p>	

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		<p>guidelines appear to grossly underestimate potential vehicle movement within the 3 precincts, especially during anticipated 3 stages (zones) of development. A critical issue which affects the continued efficient operation of our client's businesses is local traffic management and access arrangements to the regional and sub-regional road network. In addition, the local and regional road network must be designed to accommodate the trucking operations necessary for delivering and transporting goods processed at the site.</p> <p>The current operations on this land holding generate significant truck movements onto Rollinson Road and Darkan Ave from Cockburn Road. The traffic congestion on Cockburn Road has dramatically increased in recent years. Heavy haulage vehicles can currently wait up to 10 minutes to safely access Cockburn Road from Rollinson Road, significant oncoming traffic restriction when turning north on Cockburn Road. Development in the area, as per the DSP and LSP, will significantly contribute to the bottle neck situation on Darkan / Rollinson Road and the congestion on Cockburn Road.</p> <p>We understand that the ultimate plan, as per the DSP, was for the Cockburn Coast Drive to be extended northwards from Port Coogee through to Rockingham Road. In addition, it was proposed that a Rollinson Road overpass would link to the new extension of Cockburn Coast Road to relieve traffic congestion in this area. However, we are now led to believe the extension of Cockburn Coast Drive and associated Rollinson Road overpass are no longer in Main Roads budget. We understand that it is now intended to upgrade Cockburn Road to address the traffic congestion and traffic management issues in the area in order that Cockburn Road can take on the function of the previously proposed Cockburn Coast Drive, a primary arterial road (regional road).</p> <p>It is our opinion that it is not appropriate for Cockburn Road to be upgraded to function as primary arterial road (regional road) servicing the area, particularly for heavy freight and truck movements, for the following reasons:</p> <ul style="list-style-type: none"> The ultimate land use pattern abutting Cockburn Road, as per the approved DSP and proposed LSP's, does not support the increased function and associated increased traffic volumes of Cockburn Road and the use of Cockburn Road 	

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		<p>by heavy freight and trucks; and</p> <ul style="list-style-type: none"> Cockburn Road does not provide direct access to Rockingham Road. We also understand that it is proposed that the upgrade of Cockburn Road, to a primary arterial road (regional road), become a Development Contribution Item. <p>We believe this logic is flawed as the responsibility for regional roads lies with Main Roads and is not a development contribution item. In summary, the development of the area as proposed by the DSP and LSP is reliant upon the extension of Cockburn Coast Drive and the Rollinson Road overpass. In the absence of this regional infrastructure, the area will suffer greater traffic congestion and our clients operational efficiency will be negatively affected as the road network will restrict efficient access and truck movements to our businesses.</p> <p>We thank you for the opportunity to make a submission. We recognise we have raised many issues that are beyond the scope of the design guidelines to which submission have been invited, and appreciate your time to consider these issues. We understand that the Robb Jetty Local Structure Plan has not yet been considered by Council and we would greatly appreciate the opportunity to discuss the matters we have raised in relation to the Local Structure Plan and traffic impacts with the City in a meeting forum prior to consideration of the Local Structure Plan by Council.</p>	
4.	Steve Beyer, Department of Transport 140 William Street Perth WA 6000	<p>Thank you for your letter dated 1 March 2013 seeking comment from the Department of Transport on the Design Guidelines (Local Planning Policy) for Cockburn Coast– Robb Jetty and Emplacement LSPs. This is a single Transport Portfolio response incorporating comments from Main Roads WA and, on the matter of acoustic and vibration guidelines, from the Public Transport Authority. The comments are as follows:</p> <p>1. Cockburn Road (parking access, clearance from kerb, typical cross section)</p> <p>A Working Group has been established with DoT, MRWA, the City and LandCorp for the review of Cockburn Road that will also include the development of a Vehicle Access Plan (VAP) to limit direct vehicle access to individual properties along Cockburn Road. Therefore, the following issues need to be</p>	

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		<p>incorporated:</p> <ul style="list-style-type: none"> The Design Guidelines should minimise direct vehicle access from individual properties along Cockburn Road in accordance with the Western Australian Planning Commission (WAPC) Development Control Policy 5.1 and Liveable Neighbourhood Policy Element 2, P.3, P.22 R8 and Element 3 P.3 R30. The Design Guidelines should adopt a 2.5m clearance from the kerb face on Cockburn Road to any awnings, as required by the Main Roads Code of Practice. This clearance is required to provide for roadside furniture, i.e. lighting poles, traffic signals, directional signage, etc. A typical cross section for Cockburn Road needs to be included in the Design Guidelines to ensure consistency with the outcomes agreed by the Working Group for the review of Cockburn Road. <p>2. Road Noise</p> <ul style="list-style-type: none"> The Guidelines should record that a transport noise assessment of proposed developments should be conducted in accordance with the guidelines for the State Planning Policy (SPP) 5.4, and in line with procedures outlined under any Noise Management Plan prepared for these locations, preferably as part of the Local Structure Plan. <p>3. Acoustics</p> <p>There are a number of issues with the Design Guidelines in relation to acoustics:</p> <ul style="list-style-type: none"> The Guidelines seek to cover a broad range of acoustic issues but impose only a weak requirement for implementation. For example, Assessment Criterion (i) [p. 30] states that developers must "consider" locating balconies and windows away from noise sources, but this is highly unlikely where dwellings overlook both the ocean and the rail freight line; The Guidelines do not clearly identify the "Performance Standards" for building interiors that they refer to; 	<p>The City already has a local planning policy to deal with vehicle access onto busier roads. It would be appropriate, once the Vehicle Access Plan is available to update that policy to include the access arrangements for Cockburn Rd.</p> <p>Cross sections of Cockburn Rd can be found in the local structure plan. It is not appropriate to replicate this in the Design Guidelines.</p> <p>Agree, it has already been included in the officer recommendation to simply state the requirements as to be as per SPP 5.4.</p> <p>It has already been included in the officer recommendation to simply state the requirements as to be as per SPP 5.4. The Design Guidelines do not need to replicate this as this will add to confusion for applicants.</p>

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		<ul style="list-style-type: none"> The Guidelines refer only to noise standards for building interiors, rather than for external living areas, which are also required under the SPP 5.4. <p>Therefore, the Design Guidelines should:</p> <ul style="list-style-type: none"> State that a transport (road and rail) noise assessment is required for proposed developments, in compliance with the SPP 5.4 guidelines; Be revised in line with the standards, procedures and design considerations outlined by the Noise Management Plan which is to be prepared for the Local Structure Plan area; Clearly state the outdoor and indoor noise targets adopted by the Noise Management Plan. (These noise levels should at least comply with the noise <u>targets</u> (not the noise limits) in the SPP 5.4). <p>4. Vibration</p> <ul style="list-style-type: none"> The Design Guidelines do not discuss vibration, even though it is likely to have a major impact on the development. The treatment of vibration needs to be addressed on a development-wide scale, as part of a DEC-approved Noise (and Vibration) Management Plan. The Design Guidelines should therefore be amended to include the requirements identified by the Noise Management Plan, and should also clearly state an acceptable level of vibration mitigation that developers must adhere to. <p>5. Positive Covenant on Land to Address Noise and Vibration Issues</p> <ul style="list-style-type: none"> Given the strategic importance of protecting the transport corridor from noise complaints, as well as the residents themselves from noise impacts, a mechanism is required to ensure ongoing compliance with the acoustic and (proposed) vibration sections of the Design Guidelines. The Design Guidelines should be applied using a positive covenant to land titles requiring that any development must comply with the Guidelines' acoustic and vibration sections. 	<p>The matter of a Noise Management Plan was raised in this Department's submission on the local structure plans. It was not considered that a Noise Management Plan was appropriate at this stage. These will be on a lot by lot basis through the subdivision and development process.</p> <p>It has already been included in the officer recommendation to add this requirement to Part 1 of the local structure plan to have statutory effect.</p> <p>See comments above.</p> <p>Covenants are already recommended in the local structure plans.</p>

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		<p>6. Accessibility and Sustainable Travel</p> <ul style="list-style-type: none"> The Guidelines do not mention but should specify the width of walking, cycling or shared paths, or the width of roads/cycle lanes. These are to meet the Transport Standards under the Disability Discrimination Act as well as the Access to Premises Standards. In relation to cycling, road/cycle lane widths should comply with cycling aspects of Austroads guides. <p>7. End of Trip Facilities</p> <ul style="list-style-type: none"> The number of bicycle parking bays in residential dwellings is clearly insufficient – in line with proposed guidelines for the WA Bicycle Network Plan, there should be at least 1 bay for every unit, not 1 bay for every 3 units. The Guidelines' rate of locker provision in commercial buildings, at 1 per bicycle bay, is insufficient. Given plans to promote the use of active transport in the LSP areas, there should be 1.5 lockers per bicycle bay. The Guidelines also need to specify the provision of a designated space for drying wet items. <p>8. Public Lighting</p> <ul style="list-style-type: none"> Design of public lighting should, as a minimum, comply with the requirements of AS1158.3.1 and Main Roads specific requirements. 	<p>These are already specified in the local structure plans.</p> <p>This appears to be a reasonable recommendation and should be included in the Design Guidelines.</p> <p>This appears to be a reasonable recommendation and should be included in the Design Guidelines.</p> <p>It has been recommended the entire public realm section be removed. Nevertheless, the City would be seeking to comply with Australian Standards in the public realm. There will be separate public realm guidance prepared.</p>
5.	<p>Peter Goff , MGA Planners On behalf of Schaffer Corporation</p> <p>PO Box 104 West Perth WA 6872</p>	<p>On behalf of Schaffer Corporation we make the following submission on the proposed Design Guidelines for Robb Jetty and Emplacement within the Cockburn Coast Development.</p> <p>As a general statement, Schaffer Corporation believes that there should be provision for much greater variety in housing styles within the Robb Jetty Local Structure Plan area and over the company's holding in particular. Schaffer Corporation is of the view that multiple dwelling housing styles are very sensitive to market conditions and because of the long construction time represent a particularly risky housing strategy. The opportunity should therefore be available to</p>	<p>This matter has already been raised in submission on the Robb Jetty Local Structure Plan. Two storey detached dwellings are at odds with the overall vision for the Cockburn Coast development.</p>

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		<p>developers to meet market conditions by providing a greater variety of housing styles. The guidelines should therefore anticipate the development of 2-3 storey attached and detached housing.</p> <p>In addition to the above general comment, Schaffer Corporation finds the design guidelines both confused and confusing. For example, the guidelines refer to a variety of housing typologies including Activity Centre - Main Street Typology, Mixed Use - Cockburn Road Typology, High Density Residential Typology and Medium Density Residential Typology. These built form typologies are located on Figure 3 and the Schaffer Corporation and holding is shown to be exclusively within the High Density Residential Typology. The guidelines relating to the High Density Residential Typology advise that in relation to building height, development shall be in accordance with the Building Height Plan at Figure 16. In turn, Figure 16 advises that development over the Schaffer Corporation land shall be 3-5 storeys in height. In fact, 3-5 storeys of height applies to all of the High Density Residential Typology within the Robb Jetty Local Structure Plan area.</p> <p>However, the Figures 9, 10 and 11 demonstrating how building heights and setbacks apply show buildings of 8 storeys in height. Schaffer Corporation is therefore confused and uncertain whether it is constrained to a maximum height of 5 storeys or is able to construct buildings to 8 storeys in height.</p> <p>In this regard, should multiple dwellings be constructed on the land, Schaffer Corporation supports development to 8 storeys in height as shown within the particular diagrams relating to the High Density Residential Typology within the guidelines.</p> <p>There is also confusion in relation to the required building levels. The requirement at Assessment Criteria ii of 1.3.3 to maintain a floor to floor height of 3.1 metres is queried. Ceiling heights are generally allowed to a minimum of 2.4 metres. There is no clear indication as to why a floor to floor height of 3.1 metres is required. There is no indication for example as to why a higher floor to floor height might not be chosen particularly if a building included an expansive foyer. There is no reason provided as to why a lower floor to floor height could not be utilised.</p>	<p>There is a small section of land in the north west corner and land up in the Emplacement area which enables 6-8 storey development. It should also be kept in mind that if affordable housing bonuses were utilised, this may see higher development than indicated in the Building Height Plan occurring.</p> <p>This has been proposed by the applicant. It needs to be kept in mind it is an 'acceptable development' criteria and developers can still propose a reduced floor to floor (as long as minimum ceiling heights are incorporated). This can be assessed as a performance criteria against the objectives.</p>

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		<p>Also at Assessment Criteria iii in relation to building levels, it is stated that the ground floor adjacent to a street or public open space requires a grade separation of 0.5 metres and 1.2 metres. It is suggested that it can only be one and cannot be both. Possibly the word "respectively" has been omitted in which case, there is no explanation of why a 1.2 metre separation is required to the level of the adjacent open space.</p> <p>The provisions on Building Material will make the use of tilt-up concrete panels difficult, particularly if they are to be painted or spray coated. Notwithstanding the opposition to tilt-up concrete panels, many of the images used in the document are of painted/spray coated tilt-up buildings. It is ironic that these existing buildings are used as images of how the Cockburn Coast should be developed and to then outlaw the very same materials.</p> <p>Tilt-up concrete panels, both painted and spray coated have been successfully used in many upmarket apartment buildings from Burswood to the Perth CBD, Scarborough to Leighton. There is no justification for outlawing these cost effective and attractive building techniques.</p> <p>Figure 9 purports to show a typical cross section of a high density residential development abutting public open space but, no open space is shown and the building cross-section appears to front a public street.</p> <p>With regard to setbacks, the street setback for buildings up to 3 storeys is 3 metres and above 3 storeys is 5 metres. As Council is aware, there is a high tension power line running down the western side of Bennett Avenue. The cost of undergrounding that power line is prohibitive and abutting land owners are not willing to pay the cost of undergrounding this line. It is understood that retention of the above ground high tension line will result in the need for greater setbacks to the western alignment of Bennett Avenue. This requirement is not addressed in the design guidelines and indeed, the design guidelines conflict with the requirement.</p>	<p>This appears to be a typographical error. The correct wording should read:</p> <p>“...grade separation of <i>from</i> 0.5 metres <i>to</i> 1.2 metres between the finished floor level of the ground level of the ground floor and the adjacent street or public open space...”.</p> <p>This can be corrected.</p> <p>This is an ‘acceptable development’ criteria and developers can still propose use of tilt up. This can be assessed as a performance criteria against the objectives. The imagery used are illustrations, however, where they are indicating building materials contrary to the content of the Design Guidelines, these can be removed.</p> <p>This appears to be a typographical error and should be corrected.</p> <p>The Design Guidelines provide the general overview of development standards. If there is a site specific constraint such as an easement, this will supersede a conflicting development standard set out by the Design Guidelines.</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		In Schaffer Corporation's view, the guidelines need to be redrafted and land owners consulted again and given the opportunity of providing comment on the revised guidelines. As discussed, it is unclear what the guidelines are in relation to many aspects of the development of the Schaffer Corporation land. Should you require further advice in relation to this submission do not hesitate to contact us.	A number of changes have been recommended to the Design Guidelines, however, it is not considered necessary to readvertise these changes. There is sufficient flexibility in the assessment options provided by the Design Guidelines for applicants to use while still setting broad expectations of the development's objectives.
6.	State Heritage Office PO Box 7479 Cloisters Square Perth WA 6850	<p>The State Heritage Office provided comment on the respective LSPs in November 2012.</p> <p>The following comments regarding the Draft Design Guidelines are made on behalf of the State Heritage Office:</p> <ol style="list-style-type: none"> 1. The Draft Design Guidelines could potentially make appropriate reference to the objectives in relation to State and local heritage places (and other sites of historic interest) that were outlined in the respective LSP documents. Furthermore, the manner in which it is intended for public spaces to interface with heritage places (such as the Robb Jetty Chimney or Manning Estate) could potentially be dealt with in Part 2 of the Draft Design Guidelines. 	<p>Noted.</p> <p>A recommendation has been included to remove Part 2 (Public Realm) from the Design Guidelines and include in a separate document. However, this is certainly an issue which can be addressed through the standards for the public realm.</p>
7.	Ashley Palmer, Alba Edible Oils 2 Emplacement Crescent Hamilton Hill WA 6163	<p>This submission is made on behalf of Alba Edible Oils, 2 Emplacement Crescent, Hamilton Hill WA 6163.</p> <p>Alba Edible Oils have been active participants in the planning stages for the Cockburn Coast area. Ashley Palmer CEO of Alba Edible Oils has been on the reference committee for the district structure plan and the Cockburn Coast Planning Committee. He was also active with state government before any of the proposed changes to this industrial area were announced, keeping them informed of his capital spending and obtained assurances that his business could keep investing in this industrial area.</p> <p>Alba Edible Oils now operates the only edible oil refinery in Western Australia, for which it has won a number of awards. It is currently in the middle of a significant investment program on this site with assistance of the federally funded clean technology investment program.</p>	

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>Alba has clearly stated that it intends to remain operating at its current site for the longer term and has no intention to relocate.</p> <p>Alba is able to continue its operations under the non-conforming use rights. Alba has concerns that the Emplacement Local Structure Plan and the supporting draft guidelines as currently proposed will have an adverse impact on the operations of the business.</p> <p>Design Guidelines Alba objects to the proposed design guidelines for the Emplacement Local Structure Plan(LSP). These guidelines do not address our concerns and objections raised in relation to the proposed LSP. A copy of our previous submission is enclosed at the end of this document. I will therefore attempt to limit repeating the points contained in that document here.</p> <p>Emplacement Local Structure Plan We take cause with the proposed buffer for our site. In the Robb Jetty Structure plan section 4.5.1, the premise for only having a 50 metre buffer for the pumping station is based on EPA Guidance statement 3. However this same guideline has been disregarded for Emplacement Crescent, where the EPA guideline is for a 500 metre buffer. We would suggest that this lack of consistency requires explanation. Alba has requested a 500 metre buffer due to the fact that we have already spent significant money and time dealing with complaints from residents after council approved the development of townhouses on Bellion Drive.</p>	<p>Noted, however, it is not appropriate to include development standards for non-conforming uses in the Design Guidelines for the Cockburn Coast area. These guidelines are intended to guide new development in line with the proposed vision for this area.</p> <p>Responses to comments on the local structure plan comments may be found in the Schedule of Submissions for Robb Jetty Local Structure Plan.</p> <p>The local structure plans note a process (as outlined in the draft State Planning Policy for State Industrial Buffers) which enables landowners the opportunity to submit a technical analysis of the buffer issues to refine them if necessary. The buffers as set out in the draft SPP are generic only. It is up to the local government to determine the appropriate buffer which should apply. Council officers are familiar with the operations of this business, any historical issues (such as complaints) and where improvements have been made to address any issues. With that knowledge, they are able to make a judgement as to what an acceptable buffer may be, in this case, refining the generic buffer (which could include any such operation in the State) to recognise the site specific factors of this development. It is noted a landowner will most likely desire the larger buffer. Note, the buffer for the waste water pumping station has been now reduced to 25m (measured from the</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>Protecting Existing land uses Details on how existing Industrial land users are going to be protected under the LSP are limited and we would like to see much more detail.</p> <p>Road Network and Traffic Management Alba has consistently expressed its concerns regarding road networks and traffic management in the whole of the Robb Jetty and Emplacement Industrial zone. When we started this process there was to be a new Cockburn Coast Drive and an extension of Rollinson Road so that heavy vehicles and the majority of traffic would be removed from this zone.</p> <p>We have recently been informed that neither of these two roads has either a start date or budget plan from Main Roads.</p> <p>It is our opinion that at a minimum, the extension of Rollinson Road should be completed and that the Cockburn Coast Drive should be approved. Using the existing Cockburn road will cause major issues for both current Industrial businesses and for new residential users. We are already experiencing long delays in exiting Emplacement Crescent and dangerous incidents are being reported when crossing onto Cockburn Road. These have drastically increased since the Spearwood Avenue extension and the development of the Port Coogee estate.</p> <p>It has been proposed that the upgrade of Cockburn Road to a primary arterial road become part of our Development Contribution. We object with this and believe this is the responsibility of Main Roads. I have requested (see attached e-mail) at a number of development meetings that data be provided to show the effects of both the Spearwood Avenue extension and Port Coogee estate development on traffic volume compared with both five and ten years previous. To date I have not received this data, however I am sure that it will show that the traffic increase has been significant</p>	<p>cadastral boundary).</p> <p>Ultimately non conforming use right are set out in the City's Town Planning Scheme. It is not appropriate to include further provisions in either the local structure plans or the Design Guidelines. A number of the comments in this submission have no relevance to development standards outlined in the Design Guidelines and therefore are not discussed further in this schedule of submissions.</p> <p>See comments on Emplacement Local Structure Plan. Upgrades are proposed to Cockburn Road, including signalisation at Rollinson Road.</p> <p>The matter of Cockburn Road and what proportion may be appropriate to include in the Development Contribution Plan for Cockburn Coast will still need to be considered. This is not a matter related to the Design Guidelines, see the report on the Emplacement Local Structure Plan.</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>from south of the Robb Jetty and Emplacement zones. Despite this, Main Roads investment in this road has been limited.</p> <p>Alba thanks you for the opportunity to make our submission. We recognize there are many different and competing issues with a change to use of any area. We would appreciate the opportunity to meet to discuss the matters raised in both this submission and our previous one before council meet to consider the Local Structure Plan. We will be in contact in the near future to arrange a meeting.</p> <p>Copy of submission made on structure plan enclosed with submission</p>	<p>See responses detailed in Schedule of Submission on Emplacement Local Structure Plan.</p>

Woodman Point Environmental Health Survey

**Conducted for the City of Cockburn
In December 2012**



**Prepared By:
Research Solutions**

February 2013



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1.0 EXECUTIVE SUMMARY

Woodman Point has been the location of a wastewater treatment plant since the 1960s. The current plant – the Woodman Point Wastewater Treatment Plant – has been operating at its current location since 1984. It has been upgraded twice; in 2002 to increase its capacity and improve the quality of the treated wastewater for reuse in industry, and in 2008-2010 to further increase its capacity and improve its odour management practices¹.

Odour monitoring conducted by Consulting Environmental Engineers in 2011 found a 63% reduction in ground level odour emissions in 2010 (p72) and that complaints about odour emanating from the Plant subsequently decreased; only three complaints were received for the first ten months of 2011 (p95)².

However, the report went on to demonstrate that the community continued to perceive that odours were emanating from the plant. The resident panel of “odour sniffers” convened by Consulting Environmental Engineers to report type, strength and date/time of odours recorded 8 odour complaints and 60 noticeable odour incidents in the January to October 2009 period (p95)⁶. A telephone survey conducted in May 2010 of people living up to 2.5km from the Plant also found that 38% had experienced odours and 47% of them (or 18% of all people) attributed them to the Woodman Point Wastewater Treatment Plant (pp96-97)⁶.

The report recommended the maintenance of the buffer zone around the Plant³.

The Department of Environment and Conservation reports to have not received any complaints regarding odours from the Woodman Point Wastewater Treatment Plant in the 12 months to June 2012⁴.

With the number of complaints regarding the Plant being received by the Water Corporation remaining at low levels, a number of local residents are now advocating to have the buffer zone reduced and thus allow the land to be developed for residential purposes. This is consistent with the City’s position that the Woodman Point Wastewater Treatment Plant be managed in such a way that it does not generate odour impacts beyond the eastern foreshore of Lake Coogee, an outcome which would constrain the odour buffer to, at most, the eastern foreshore of the Lake. For this to occur, there does, however, need to be clear scientific evidence odours are being managed such that they are not and will not impact on current or future residential development in the area east of Lake Coogee.

At its November 2012 meeting, Council resolved to survey residents in the buffer zone to determine if they experienced odours from the Woodman Point Wastewater Treatment Plant.

The results of the survey would be used to establish a dialogue with the Western Australian Planning Commission and responsible Minister and agencies regarding the buffer zone.

¹ Water Corporation. *Woodman Point Wastewater Treatment Plant*. Brochure. May 2009

http://www.watercorporation.com.au/files/PublicationsRegister/20/WoodmanPoint_Wastewater_Treatment_Plant.pdf

² Consulting Environmental Engineers. *Woodman Point Wastewater Treatment Plant – Results of Odour Monitoring and Modelling Program*, November 2011

³ Consulting Environmental Engineers. *Woodman Point Wastewater Treatment Plant – Results of Odour Monitoring and Modelling Program*, November 2011, p106

⁴ Letter from Hon Bill Marmion MLA, Minister for the Environment; Water to Hon Brian Ellis MLC relating to Petition No 150 – Kwinana Industry Air Buffer Zone (Munster), June 2012

1.1 Research Approach

A **mixed methodology** (telephone and door to door) research approach was used to deliver the project within the constraints set by the City of budget, timeframe and expeditious data collection to limit the opportunity for neighbourly discussions to bias the results.

The **questionnaire** was designed to reduce acquiescence bias in the recall of odour incidents from the Woodman Point Wastewater Treatment Plant. Respondents were asked which of five common environmental health issues they'd experienced in the previous six months (May to November/December 2012). For each environmental health issue they'd experienced, the respondent was asked for more information. In the case of unpleasant odours, respondents were asked what sort of odours they were and where they came from.

As per Council's resolution of November 2012, **the population for the project** was defined as the 353 dwellings within a 1.5km radius of the Woodman Point Wastewater Plant – 281 residences identified from City records and 72 sites on long term lease at the Woodman Point Holiday Park. A sample of n=184 was required to deliver a sampling precision of $\pm 5.0\%$ at the 95% confidence interval. A sampling frame was developed using the combined resources of the City of Cockburn, Aspen Parks, Research Solutions and West Coast Field Services.

The survey process commenced with the telephone interviewing, conducted by West Coast Field Services. Addresses whose telephone numbers were disconnected or where the number had been moved to outside the 1.5km radius were moved to the door to door list. Door to door interviewing was then used to obtain the rest of the sample.

Random sampling was used to select respondents, with multiple attempts before the address was replaced. 93.5% of addresses received at least one contact attempt by one or both methods.

The research achieved:

Sample size	189	
• Telephone interviews	96	
• Door to door interviews	93	
Response rate (excluding those who were ineligible to complete the survey)	59.2%	Above the OAG's requirement for KPI research of 50%
Forecasting error	$\pm 4.9\%$	On par with OAG's requirement for KPI research of $\pm 5.0\%$

1.2 Key Findings

1 in 3 respondents reported experiencing problems with unpleasant odours that have affected their health or made it unpleasant living in their home in six months since May 2012.

43.9% of those (or 15.3% of all respondents) report to have experienced odours from the Woodman Point Wastewater Treatment Plant (or rotten egg, sewage or “poo odours”⁵). Putting these Woodman Point Wastewater Treatment Plant odours in context, it ranks behind or on par with odours and dust from Cockburn Cement.

Table 1.1: Summary of Environmental Health Concerns

Environmental Health Concern	Affects ...
Mosquitoes	31.7% of all respondents
Midges	20.1%
Dust from Cockburn Cement	18.5%
Odour from Woodman Point Wastewater Treatment Plant	15.3%
Odour from Cockburn Cement	14.3%
Noise from hoons	14.3%
Dust from building sites	10.6%

Q1 I have a list of the most common environmental health concerns experienced by City of Cockburn residents and I'd like to know which of the following you have experienced. Can you please tell me which of the following you have experienced in the last six months, that is since May this year? Have you experienced (n=189)

1.3 Overall Conclusions and Recommendations

Reported experiences related to unpleasant odours perceived to be emanating from the Woodman Point Wastewater Treatment Plant in the six months from May 2012 is 15.3%.

Whilst this is in contrast to DEC records⁶, this is not the first time perception of odours has been higher than recorded complaints. The 2011 report by Consulting Environmental Engineers prepared for the Water Corporation found that whilst there was a reduction in ground level odour emissions in 2010 and in complaints received by Water Corporation, both the panel of odour sniffers in 2009 and the May 2010 telephone survey reported noticeable odour incidents⁷.

In our experience the number of complaints received is not necessarily a strong indicator of the number or extent of incidents. This difference has been encountered before in our work with DEC and the City of Perth in relation to event noise. A similar parallel arose where people were more likely to report experiencing noise, even when the purpose of the survey has been masked, than they were to make an official complaint. This is consistent with human behaviour as making an official complaint requires a further course of action which may not be considered appropriate or likely to have a response.

⁵ These are the verbatim descriptions of the odour provided by several respondents.

⁶ Letter from Hon Bill Marmion MLA, Minister for the Environment; Water to Hon Brian Ellis MLC relating to Petition No 150 – Kwinana Industry Air Buffer Zone (Munster), June 2012. The letter indicated that the DEC has not received any complaints regarding odours from the Woodman Point Wastewater Treatment Plant in the 12 months to June 2012

⁷ Consulting Environmental Engineers. *Woodman Point Wastewater Treatment Plant – Results of Odour Monitoring and Modelling Program*, November 2011

With these results in mind, it is recommended that the City of Cockburn acknowledge that the community surrounding the Woodman Point Wastewater Treatment Plant continues to experience odour incidents from the Plant. Reported odour incidents identified from this survey of the community are similar to those found in the community survey taken after the 2008-2010 upgrade and remain fewer in number than those reported from surveys before the upgrade to the Plant.

2.0 INTRODUCTION AND RESEARCH OBJECTIVES

2.1 Introduction

Woodman Point has been the location of a wastewater treatment plant since the 1960s. The current plant – the Woodman Point Wastewater Treatment Plant – has been operating at its current location since 1984. It has been upgraded twice, in 2002 to increase its capacity and improve the quality of the treated wastewater for reuse in industry, and in 2008-2010 to further increase its capacity and improve its odour management⁸.

The Woodman Point Wastewater Treatment Plant currently treats more than 120 million litres of wastewater every day⁴.

Over the years, the Woodman Point Wastewater Treatment Plant has been the subject of a number of complaints from the surrounding community regarding odour emanating from the plant. Under the terms of the Department of the Environment licence, the Water Corporation is required to keep a written register of all complaints received in relation to the plant. In the period 1996/97 to 2001/02, the Woodman Point Plant did not exceed 11 validated odour complaints in any one year. Following the upgrade to the Plant completed in 2002, total odour complaints increased to 35 in 2003/04 and 65 in 2004/05⁹.

The 2008-2010 upgrade to the Plant implemented a number of measures to reduce the impact of odour on the surrounding community⁴.

Odour monitoring conducted by Consulting Environmental Engineers in 2011 found a 63% reduction in ground level odour emissions in 2010 (p72) and that complaints regarding odour emanating from the Plant subsequently decreased, with only three were received for the first ten months of 2011 (p95)¹⁰.

However, the report prepared by Consulting Environmental Engineers also indicates that other measurements undertaken as a component of this study did not necessarily correlate with a reduction in odour related experiences.

The panel of odour sniffers convened by Consulting Environmental Engineers to report type, strength and date/time of odours recorded 8 odour complaints and 60 noticeable odour incidents in the January to October 2009 period. The author commented that the odour monitors were “a much more sensitive method to establish the frequency and effects of odours than complaints” (p95)⁶.

A May 2010 telephone survey of people living up to 2.5km from the Plant also found that 38% had experienced odours and 47% of them (or 18% of all people) attributed them to the Woodman Point Wastewater Treatment Plant (pp96-97)⁶.

The report consequently recommended the maintenance of the buffer zone around the Plant¹¹.

⁸ Water Corporation. *Woodman Point Wastewater Treatment Plant*. Brochure. May 2009

http://www.watercorporation.com.au/files/PublicationsRegister/20/WoodmanPoint_Wastewater_Treatment_Plant.pdf

⁹ Water Corporation. *Woodman Point Wastewater Treatment Plant – Strategic Environmental Review for the Control and Reduction of Odour*, 2005 http://www.epa.wa.gov.au/docs/ser_woodmanpoint.pdf

¹⁰ Consulting Environmental Engineers. *Woodman Point Wastewater Treatment Plant – Results of Odour Monitoring and Modelling Program*, November 2011

¹¹ Consulting Environmental Engineers. *Woodman Point Wastewater Treatment Plant – Results of Odour Monitoring and Modelling Program*, November 2011, p106

Recent formal complaint based evidence suggests that odour incidents associated with the Plant continue to be few in number. The Department of Environment and Conservation has reportedly not received any complaints regarding odours from the Woodman Point Wastewater Treatment Plant in the 12 months to June 2012¹².

Consequently, a number of local residents are now advocating for the buffer zone to be reduced, allowing this land to be developed for residential purposes. This is consistent with the City's position that the Woodman Point Wastewater Treatment Plant be managed in such a way that it does not generate odour impacts beyond the eastern foreshore of Lake Coogee, an outcome which would constrain the odour buffer to, at most, the eastern foreshore of the Lake. For this to occur, there does, however, need to be clear scientific evidence odours are being managed such that they are not and will not impact on current or future residential development in the area east of Lake Coogee.

At its November 2012 meeting, Council resolved to survey residents in the buffer zone to determine if they experienced odours from the Woodman Point Wastewater Treatment Plant.

The results of the survey would be used to establish a dialogue with the Western Australian Planning Commission and responsible Minister and agencies.

This report details the findings of this survey.

2.2 Research Objectives

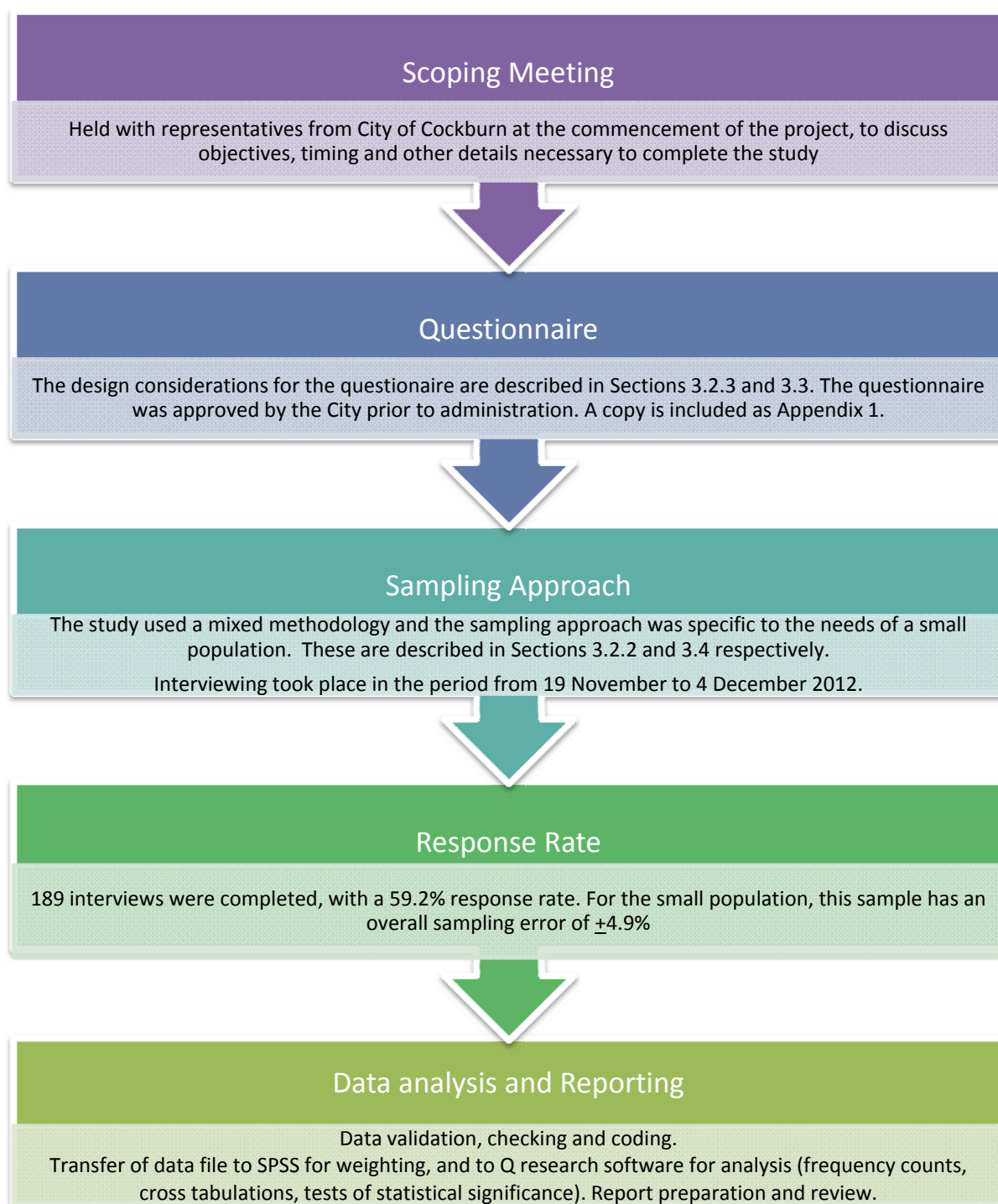
The objective agreed for the research was to:

- Determine whether there are odour problems emanating from the Woodman Point Wastewater Treatment Plant

¹² Letter from Hon Bill Marmion MLA, Minister for the Environment; Water to Hon Brian Ellis MLC relating to Petition No 150 – Kwinana Industry Air Buffer Zone (Munster), June 2012

3.0 OUR APPROACH

As per Council's resolution of November 2012, the research was undertaken as a survey of people residing within a 1.5km radius of the Woodman Point Wastewater Treatment Plant.



3.1 Methodological Constraints

The Council placed three constraints on the project:

1. Budget of \$10,000
2. Tight timeframe for the data collection so neighbourly discussions did not bias results for or against the issue
3. Interviewing be completed before Christmas 2012 with the report delivered by mid-January 2013

3.2 Research Approach

The research approach was designed to deliver the most valid and reliable results within the set methodological constraints. There were three key features to the design:

1. Appropriate sampling for the small population
2. Mixed methodology (telephone and door to door surveys) to contain costs and maximise coverage of the population
3. Measuring the odour issue within the broader context of environmental issues

3.2.1 Appropriate Sampling for the Small Population

The resident population within a 1.5km radius of the Woodman Point Wastewater Treatment Plant consisted of 353 dwellings - 281 residences identified from City records using Intramaps (the City of Cockburn GIS) and 72 sites on long term lease in the Woodman Point Holiday Park.

The Office of the Auditor General, in their June 1998 publication on performance examination *Listen and Learn - using customer surveys to report performance in the Western Australian Public Sector*, recommends a sampling precision of $\pm 5.0\%$ at the 95% confidence interval. Based on the identified population of 353 dwellings, a sample of $n=184$ was required for this study. This entailed interviewing 52.2% of households within the identified area.

The research achieved:

Table 3.2.1: Sample Size, Response Rate and Forecasting Error

Sample size	189
Response rate (excluding those who were ineligible to complete the survey)	59.2%
Forecasting error	$\pm 4.9\%$

Several other sampling controls were also employed:

- **To ensure the people interviewed met the 1.5km radius criterion** – The telephone surveys confirmed the person answering the phone lived at the identified address
- **To ensure a good cross-section by age and gender** – interviewers asked to speak to the youngest male or youngest resident
- Those working in local government, marketing and research, or who were elected councillors were ineligible to complete the survey, given that their knowledge of the issue, Council operations and/or the market research process could potentially bias survey results

3.2.2 Mixed Methodology to Contain Costs and Maximise Coverage of the Population

A combined telephone and door to door approach was used.

Telephone was the primary methodology used, as it was cheaper and faster to administer.

Door to door was the secondary methodology, being slower and more expensive to administer. It was used for addresses for which no telephone records could be identified and addresses where the telephone number listed was found to have been disconnected or moved to a location outside the target area.

No household was interviewed more than once.

The research achieved:

Table 3.2.2: The Sample – Split by Method

Telephone interviews	96
Door to door interviews	93

3.2.3 Measuring the Odour Issue within the Broader Context of Environmental Issues

When measuring a specific issue, there is always a risk of acquiescence bias – the tendency to answer “yes” to a question.

To reduce the acquiescence bias in the questionnaire design:

- Recall of odour incidents was measured via a broader question on residents’ experience of environmental health issues across five key environmental health categories.
- The order of presentation of the five categories was rotated.

3.3 Questionnaire Design

Research Solutions designed the questionnaire in consultation with representatives from the City of Cockburn.

To reduce acquiescence bias in the recall of odour incidents from the Woodman Point Wastewater Treatment Plant, the questionnaire was designed to understand what environmental health issues were being experienced by respondents in the area. Respondents were asked if they'd experienced in the previous six months (May to November/December 2012) each of the five most common health concerns experienced by City of Cockburn residents. For each health concern they'd experienced, the respondent was asked for more information. In the case of unpleasant odours, the respondent was asked what sort of odours they were and where they came from. The interviewers were explicitly briefed to not prompt the respondent with the source of the odour and were provided with pre-codes to capture this extra information for their convenience. Where the source was not readily identifiable, the interviewer wrote down the information provided by the respondent and this was coded for odour source and type by the Research Solutions project manager.

The questionnaire also captured demographic information for cross-analysis, including age, gender, whether they were a home owner or renter, how long they'd lived there (year they moved in), whether there was someone usually home during the daytime and their prior awareness of this survey.

A copy of the questionnaire administered (approved by the City of Cockburn prior to data collection) is appended to this report.

3.4 Sampling and Data Collection

The sampling frame was created through the combined efforts of the City of Cockburn, Aspen Parks, Research Solutions and West Coast Field Services.

A list of the 281 addresses located within the target zone was provided by the City of Cockburn. Aspen Parks provided a map showing the sites in the Woodman Point Holiday Park that were located within the target zone and were leased out on a long term basis. Research Solutions prepared a combined list of all 353 dwellings that comprised the sampling frame.

Telephone numbers for the residential addresses were sourced from City records and from the Prospect Marketing database (West Coast Field Services residential phone database). Where multiple numbers were provided for the same address, all numbers were recorded.

The survey commenced on November 19th with the telephone surveys. The sample was uploaded in two waves and up to 6 calls on different days at different times were made to secure an interview before the address was replaced with another. This is done to maximise the spread of respondents beyond those who were "at home" when the interviewer first called.

Addresses with disconnected numbers (and some where the resident initially refused) were moved to the door to door list.

Door to door interviewing commenced on November 26. The interviewer visited addresses on her list across the length and breadth of the target zone.

The interviewing team was fully briefed by the Research Solutions project manager prior to commencement of the project. The telephone surveys were conducted at West Coast Field Services' central telephone room, using Computer Aided Telephone Interviewing. The door to door surveys were conducted on location. All interviewers adhered to strict quality control procedures set down by the international standard for market research, ISO 20252.

At least 10% of all completed interviews were validated during the data collection process to ensure accuracy and reliability of the collected data.

3.5 Robustness of the Survey

All research projects face some constraints. For this study, these related to budget and time.

The methodology was robust and designed to meet the requirements of the Auditor General. In summary:

- A combined phone and door to door methodology was used, to capture addresses for which there were no phone details. 93.5% of addresses received at least one contact attempt by one or both methods.
- Random sampling, with multiple attempts before address was replaced.
- 59.2% response rate – above the OAG's requirement for KPI research of 50%
- Error margin of $\pm 4.9\%$ – on par with OAG's requirement for KPI research of $\pm 5.0\%$

Greater coverage (and increased robustness) could have been achieved with a higher budget and more time. Allowing more time to complete the research would, however, have biased results as news of the survey and rumours of its purpose could potentially have become widespread.

4.0 DETAILED FINDINGS

4.1 Sample Profile

The respondents were mainly newer residents who owned or were paying off their home.

They included a broad cross section of the community. 4 in 5 households had someone at home during the day.

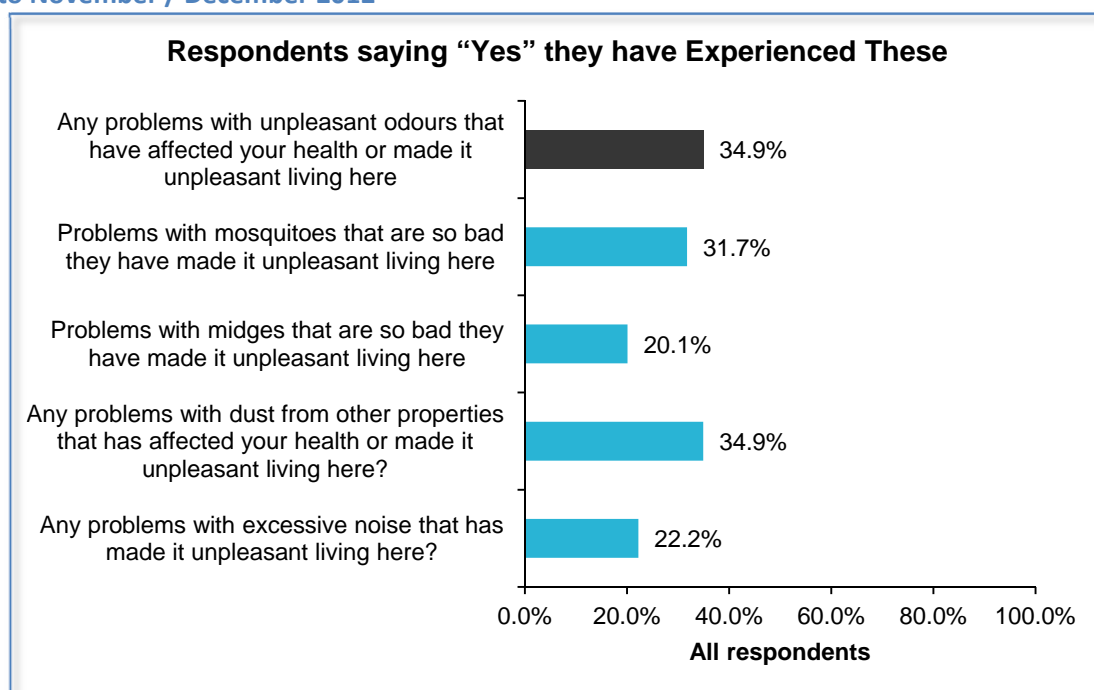
Table 4.1: Sample Profile

Length of residency	
1935 – 2002	29.1%
2003 – 2007	19.6%
2008 – 2012	51.3%
Tenure (if not in caravan park)	
Own / paying off	84.4%
Rent	15.6%
Dwelling type	
House, villa, etc.	71.4%
Caravan Park	28.6%
Age	
18 – 35 years	21.7%
36 – 64 years	43.9%
65+ years	32.8%
Refused	1.6%
Gender	
Male	45.0%
Female	55.0%
Someone in household at home during the day	79.4%
Had heard about this survey before today	22.8%

4.2 The Experience of Odour-Related Issues

1 in 3 respondents reported experiencing problems with **unpleasant odours** that have affected their health or made it unpleasant living in their home in the six months since May 2012. The experience of unpleasant odours (34.9%) is on par with dust (34.9%) and mosquitoes (31.7%).

Chart 4.2.1: The Experience of Environmental Health Concerns in the six months from May to November / December 2012

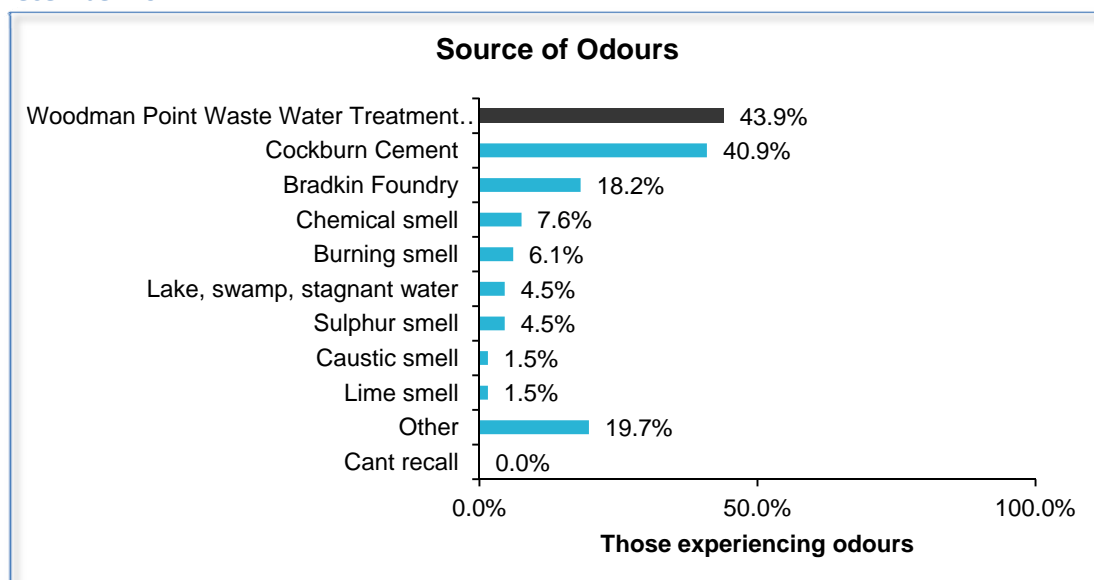


Q1 I have a list of the most common environmental health concerns experienced by City of Cockburn residents and I'd like to know which of the following you have experienced. Can you please tell me which of the following you have experienced in the last six months, that is since May this year? Have you experienced (n=189)

The only group to be more affected by unpleasant odours from any source was home owners. 43.0% of respondents who owned or were paying off their home were affected by unpleasant odours, compared to 9.5% of those who were renting.

The main sources of unpleasant odour were reported to be the Woodman Point Wastewater Treatment Plant (43.9% of those experiencing odours) and Cockburn Cement (40.9%).

Chart 4.2.2: The Source of Unpleasant Odours in the six months from May to November / December 2012



Q2 IF YES TO **UNPLEASANT ODOURS**: You mentioned you'd had problems with over the last six months. What sort of odours and where did they come from? (n=66 who had experienced unpleasant odours; 0 missing)

This 43.9% equates to 15.3% of respondents who, without prompting¹³, indicated that they have experienced unpleasant odours emanating from the Woodman Point Wastewater Treatment Plant or have experienced odours they describe as *poo*, *rotten egg* or smelling like *raw sewerage* in the last six months that have affected their health or made it unpleasant living there.

There was no group that was more affected by any one particular type or source of odour.

¹³ Respondents were prompted by environmental health category, not by odour source.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

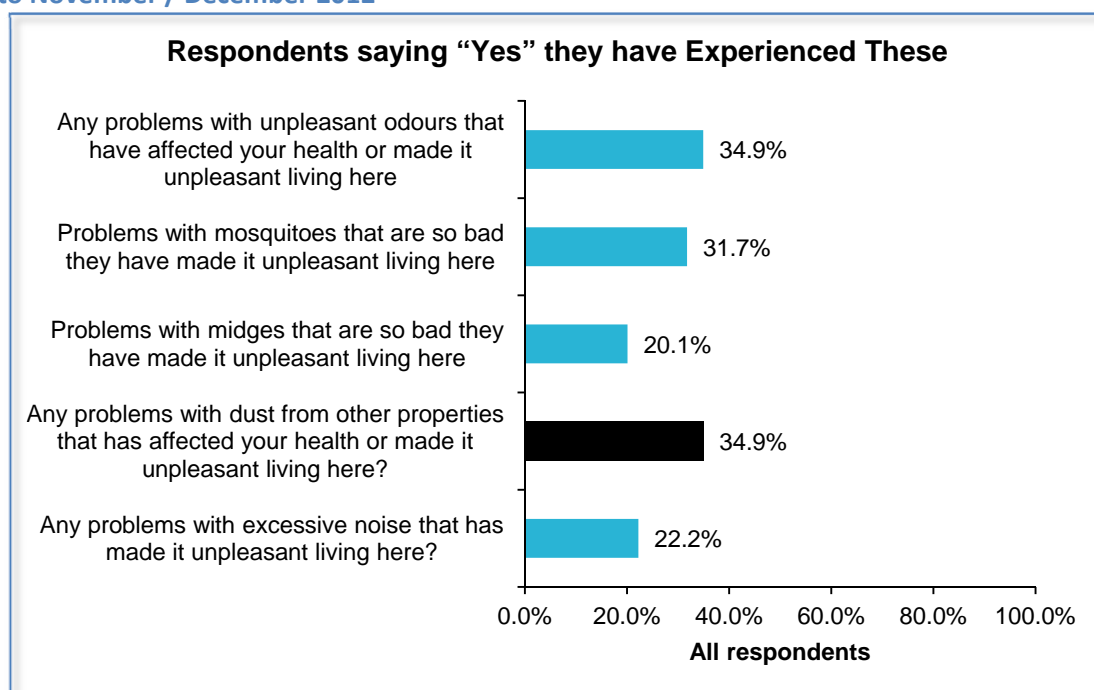
[REDACTED]

[REDACTED]

4.3 The Experience of Dust Issues

1 in 3 respondents reported experiencing problems with **dust from other properties** that have affected their health or made it unpleasant living in their home in the six months since May 2012. The experience of dust (34.9%) is on a par with the experience of unpleasant odours (34.9%) and mosquitoes (31.7%).

Chart 4.3.1: The Experience of Environmental Health Concerns in the six months from May to November / December 2012

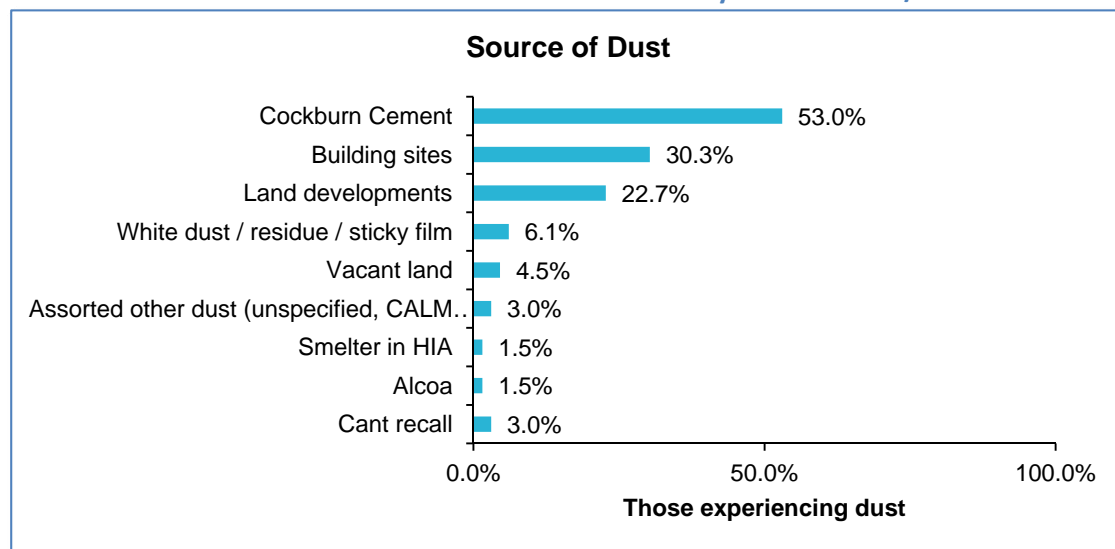


Q1 I have a list of the most common environmental health concerns experienced by City of Cockburn residents and I'd like to know which of the following you have experienced. Can you please tell me which of the following you have experienced in the last six months, that is since May this year? Have you experienced (n=189)

Dust from other properties was more of an issue for homeowners (46.5%) than renters (14.3%). It was also more of an issue for those living in houses or villas (41.5%) than those living at the Woodman Point Holiday Park (18.5%).

Cockburn Cement was perceived to be the main source of dust at Woodman Point.

Chart 4.3.1: The Source of Dust in the six months from May to November / December 2012



Q2 IF YES TO **DUST**: You mentioned you'd had problems with dust over the last six months. Where did the dust come from? (n=66 who had experienced problems with dust; 0 missing)

There was no group that was more affected by any particular source of dust.

[REDACTED]

[REDACTED]

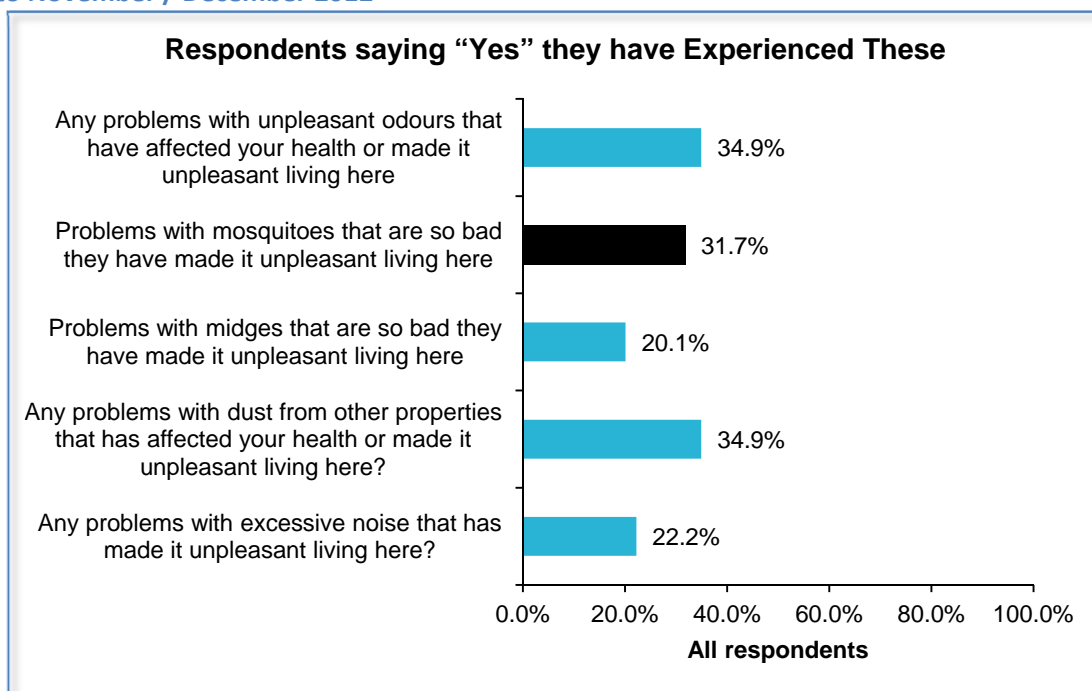
[REDACTED]

[REDACTED]

4.4 The Experience of Mosquitoes

3 in 10 respondents reported experiencing problems with **mosquitoes** that are so bad they have made it unpleasant living in their home in the six months since May 2012. The experience of mosquitoes (31.7%) is on a par with dust (34.9%) and unpleasant odours (34.9%).

Chart 4.4.1: The Experience of Environmental Health Concerns in the six months from May to November / December 2012

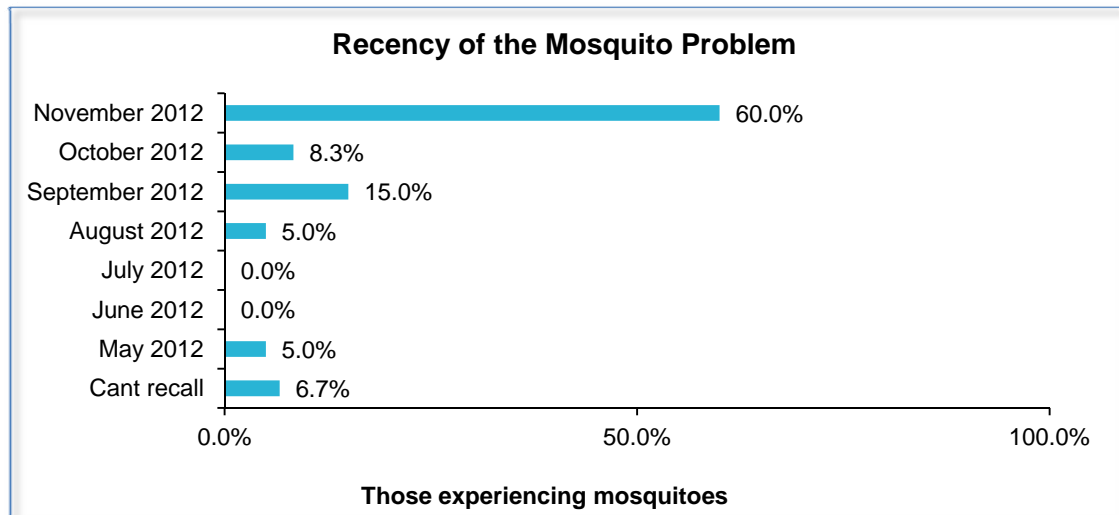


Q1 I have a list of the most common environmental health concerns experienced by City of Cockburn residents and I'd like to know which of the following you have experienced. Can you please tell me which of the following you have experienced in the last six months, that is since May this year? Have you experienced (n=189)

No group was more affected by mosquitoes than any other group.

Mosquitoes are very much a current problem for households, with 3 in 5 of those who experienced problems with mosquitoes experiencing them most recently during the month the survey was conducted.

Chart 4.4.2: Recency of the Mosquito Problem in the six months from May to November / December 2012

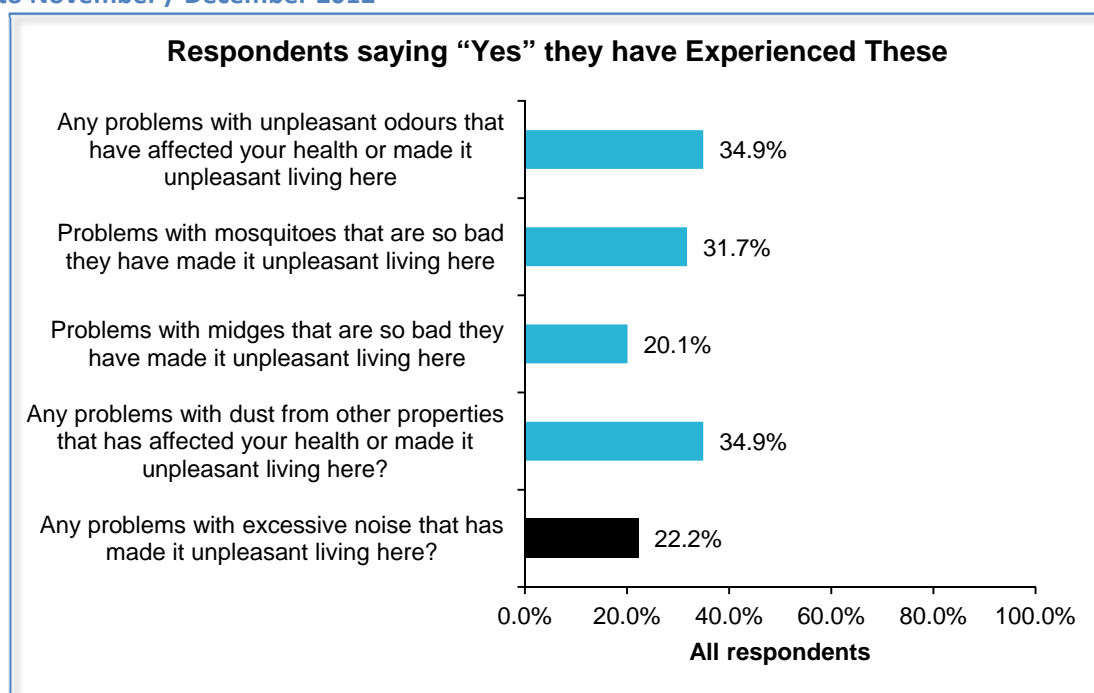


Q2 IF YES TO **MOSQUITOES**: You mentioned you'd had problems with mosquitoes over the last six months. When was the last time you had problems with mosquitoes? (n=60 who had experienced problems with mosquitoes; 0 missing)

4.5 The Experience of Excessive Noise

1 in 5 respondents experienced problems with **excessive noise** that made it unpleasant living in their home in the six months since May 2012. In the context of the five environmental health concerns, excessive noise (22.2%) is one of the less commonly experienced issues.

Chart 4.5.1: The Experience of Environmental Health Concerns in the six months from May to November / December 2012

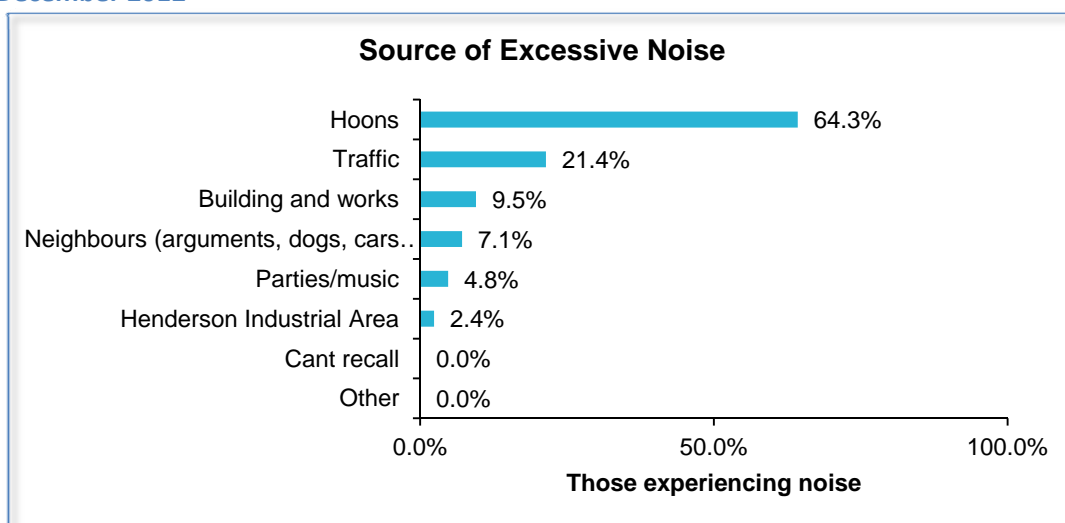


Q1 I have a list of the most common environmental health concerns experienced by City of Cockburn residents and I'd like to know which of the following you have experienced. Can you please tell me which of the following you have experienced in the last six months, that is since May this year? Have you experienced (n=189)

No group was more affected by excessive noise than any other group.

“Hoons¹⁴” were perceived as the main source of excessive noise at Woodman Point.

Chart 4.5.2: The Source of Excessive Noise in the six months from May to November / December 2012



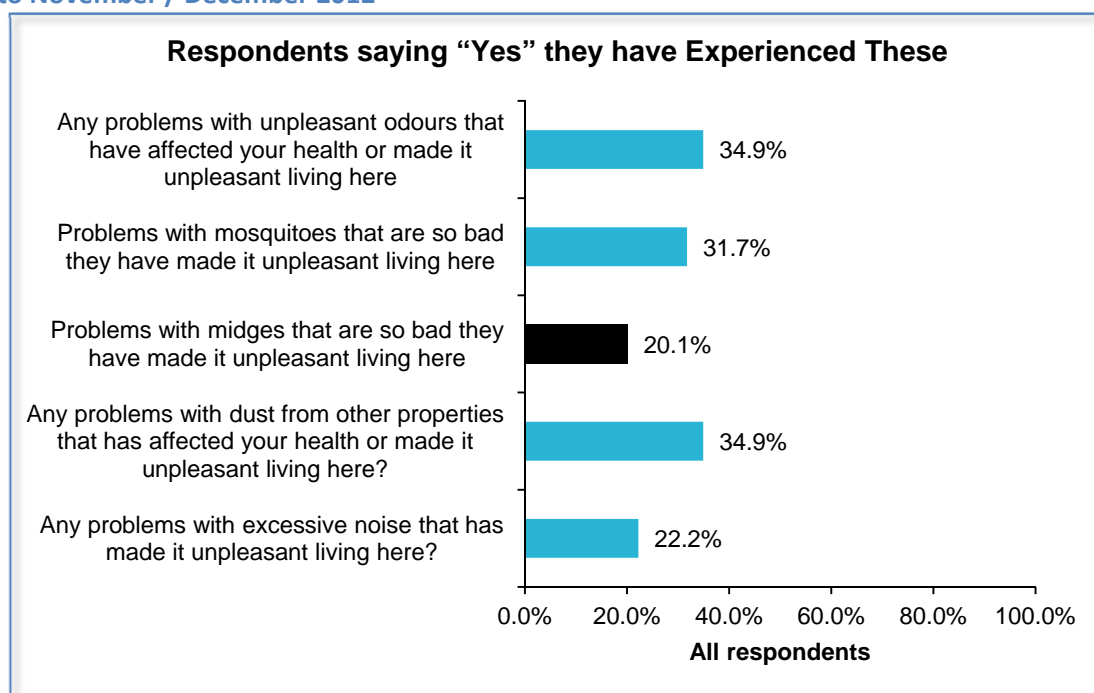
Q2 IF YES TO EXCESSIVE **NOISE**: You mentioned you'd had problems with dust over the last six months. What sort of noise and where does it come from? (n=42 who had experienced problems with excessive noise; 0 missing)

¹⁴ Noise descriptions consistent with the accepted definition of hoon (<http://en.wikipedia.org/wiki/Hoon>) – the driving of a car or boat in a manner which is considered anti-social by current social standards and which includes speeding, street racing, burnouts, donuts and screeching tyres – were coded as “hoons”. This is distinct from traffic noise, which was coded as “traffic”. It should be noted that several respondents used the term hoon in their description of the noise.

4.6 The Experience of Midges

1 in 5 respondents reported experiencing problems with **midges** that are so bad they have made it unpleasant living in their home in the six months since May 2012. In the context of the five environmental health concerns, midges (20.1%) are one of the less commonly experienced issues.

Chart 4.6.1: The Experience of Environmental Health Concerns in the six months from May to November / December 2012

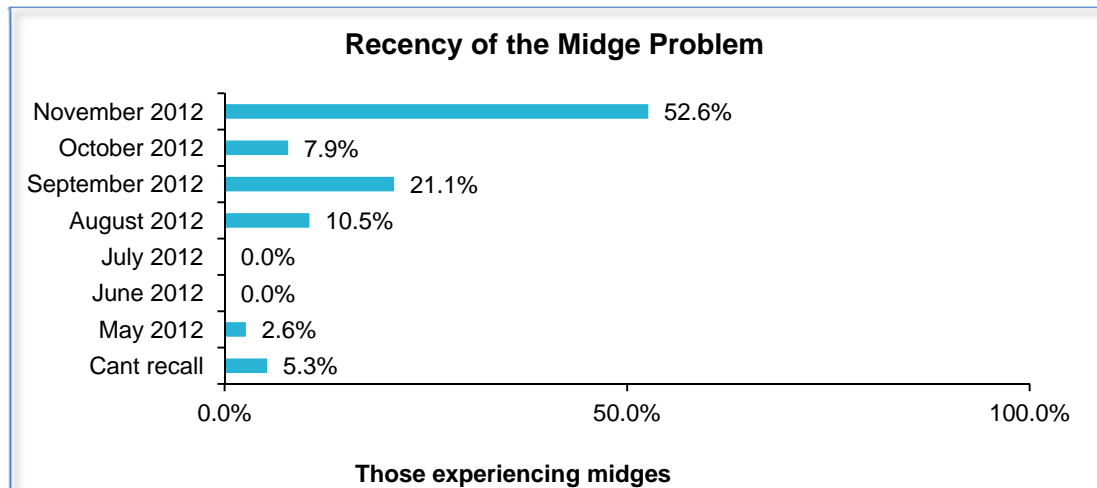


Q1 I have a list of the most common environmental health concerns experienced by City of Cockburn residents and I'd like to know which of the following you have experienced. Can you please tell me which of the following you have experienced in the last six months, that is since May this year? Have you experienced (n=189)

No group was more affected by midges than any other group.

Similar to mosquitoes, midges are very much a current problem for households, with more than half of those who experienced problems with midges experiencing them most recently during the month the survey was conducted.

Chart 4.6.2: Recency of the Midge Problem in the six months from May to November / December 2012



Q2 IF YES TO **MIDGES**: You mentioned you'd had problems with midges over the last six months. When was the last time you had problems with midges? (n=38 who had experienced problems with midges; 0 missing)

Appendix I

The Questionnaire

City of Cockburn – Environmental Health Survey

Good morning/afternoon/evening, my name isfrom from West Coast Field Services, an independent research company. We are ringing on behalf of Research Solutions and the City of Cockburn. We are conducting an Environmental Health Survey for the City of Cockburn to understand what Environmental Health issues are being experienced in this area.

Phone only: We've been given your phone number by the City of Cockburn to enable us to do this research for them.

The interview will take 5 minutes. The information and opinions which you provide will be kept confidential and no names will be released to the City of Cockburn. Your comments will be combined with those of the other people we are surveying and only the proportion of people raising particular issues will be passed on.

SQ1. Can I please speak to the youngest male who normally lives at this address?

IF UNAVAILABLE, ORGANISE CALL BACK.

IF NO MALES, ASK FOR YOUNGEST FEMALE.

Federal Privacy laws protect the confidentiality of any comments you make in relation to this survey. Your responses will be used solely for research purposes and while we prefer you to answer all the questions in the survey, you do not have to.

SCREENING QUESTION

SQ1a Phone residents only: Can I confirm that you live in < SAY STREET NAME AND SUBURB>?

Yes	1	CONTINUE
No	2	THANK & TERMINATE

SQ1b Phone caravan park only: Can I confirm that you live in the Woodman Point Holiday Park?
Whereabouts in the Park do you live?

Yes (each site from list to be inserted; recoded to Yes=1 for the dataset)	1-72	CONTINUE
No	99	THANK & TERMINATE

SQ2. Do you or anyone in your household work in (MR):

Local government	1	TERMINATE
Market research	2	
or Advertising and communications	3	
or are a Local Government elected councillor	4	
None of these	5	CONTINUE

1. I have a list of the most common environmental health concerns experienced by City of Cockburn residents and I'd like to know which of the following you have experienced. Can you please tell me which of the following you have experienced in the last six months, that is since May this year? Have you experienced

ROTATE

	Yes	No	Can't recall
Any problems with excessive noise that has made it unpleasant living here?	1	2	9
Any problems with dust from other properties that has affected your health or made it unpleasant living here?	1	2	9
Problems with midges that are so bad they have made it unpleasant living here?	1	2	9
Problems with mosquitoes that are so bad they have made it unpleasant living here?	1	2	9
Any problems with unpleasant odours that have affected your health or made it unpleasant living here?	1	2	9

2. IF YES TO ANY OF THE ABOVE, ASK THE FOLLOWING. ELSE GO Q3.

IF YES TO **EXCESSIVE NOISE**: You mentioned you'd had problems with excessive noise over the last six months. What sort of noise and where does it come from?

Air conditioners	1
Building and works – WRITE IN SOURCE: _____	2
Parties / music	3
Other – WRITE IN: _____	4
Can't recall	9

IF YES TO **DUST**: You mentioned you'd had problems with dust over the last six months. Where did the dust come from?

Cockburn Cement	1
Land developments – WRITE IN SOURCE: _____	2
Building sites	3
Other – WRITE IN: _____	4
Can't recall	9

IF YES TO **MIDGES**: You mentioned you'd had problems with over the last six months. When was the last time you had problems with midges?

May 2012	1
June 2012	2
July 2012	3
August 2012	4
September 2012	5
October 2012	6
November 2012	7
Can't recall	9

IF YES TO **MOSQUITOES**: You mentioned you'd had problems with over the last six months. When was the last time you had problems with mosquitoes?

May 2012	1
June 2012	2
July 2012	3
August 2012	4
September 2012	5
October 2012	6
November 2012	7
Can't recall	9

IF YES TO **UNPLEASANT ODOURS**: You mentioned you'd had problems with over the last six months. What sort of odours and where did they come from?

Bradkin Foundry	1
Cockburn Cement	2
Woodman Point Waste Water Treatment Plant / rotten egg or sewage or poo odours	3
Other – WRITE IN: _____	4
Can't recall	9

3. How long have you lived here? Please give me the year you moved in.

WRITE IN YEAR: _____

4. IF CARAVAN PARK: SKIP TO Q5:

CATI: ASK IF OWNER / RENTER FROM LIST:

DOOR TO DOOR: ASK IF IN RESIDENTIAL AREA / ACREAGE LOT:

Do you / does your family own this house or are you renting it?

Own / mortgage / paying it off	1
Rent	2
Don't know	9

5. Some environmental issues are only evident during certain hours of the day or night. Is there anyone in your household who is usually home during the day?

Yes	1
No	2
Refused	9

6. Age?

18-24 years	1
25-35 years	2
36 – 45 years	3
45-49 years	4
50 – 64 years	5
65 years and over	6
Refused	9

7. Lastly had you heard about this survey being conducted by the City of Cockburn in your area before today?

Yes	1
No	2
Refused	9

8. NOTE GENDER

Male	1
Female	2

9. NOTE FROM LIST

Owner	1
Renter	2
Caravan park	3

Appendix II
Map
Recall of Problems with Unpleasant
Odours from Woodman Point
Wastewater Treatment Plant in the six
months to November 2012



Appendix III
Map
Recall of Problems with Dust &
Unpleasant Odours from Cockburn
Cement in the six months to November
2012



Appendix IV

Technical Summary

Sampling and Data Collection Specifics

Component	Details
Research Solutions Contact	Beth Dungey
Client Contact	Sam Seymour-Eyles
Research Universe	Households located within a 1.5km radius of the Woodman Point Wastewater Treatment Plant
Data Collection Method	CATI + Door to door
Sampling Technique	Needed to interview 52.2% of households to achieve the n=184 required for a forecasting error of $\pm 5.0\%$ at the 95% confidence interval
Sample Size	N=189
If used, quota / weighting details	No quotas were applied. No weighting was required
Field company	West Coast Field Services
Credentials	ISO 20252 accredited
Briefing method	Interviewers were briefed in person by Beth Dungey and were supplied with briefing notes.
Pilot study date(s); changes made as a result of the pilot	19 th November 2012 No changes made as the result of the pilot
Questionnaire length / administration time	7 minutes
Survey Dates	20 th November – 4 th December 2012
Survey procedure	All addresses within the 1.5km radius target zone were identified. These were matched with telephone numbers from City of Cockburn records (owner-occupiers only) and with telephone numbers from WCFS's Prospect Marketing database. Respondents with telephone numbers were placed on the CATI list in the first instance. The remaining addresses were placed on the door to door list. Respondents with telephone numbers were selected at random and called. Where the number was disconnected or the householder was found to have moved outside the 1.5km zone, the "address" was transferred to the door to door list and the householder contacted through a visit from the interviewer. Phone numbers were called 6 times before being replaced.
Response rate	59.2%
Overall sampling error	$\pm 4.9\%$
Validity and reliability issues	None
Data coding	Project manager reviewed all verbatim responses, developed a code frame reflecting key themes.
Consistency checks	Preliminary data checked by Project Manager to using frequency counts & relevant cross-tabulations. Abnormalities checked with field company & client.
Treatment of missing data	Excluded from analysis and/or noted where relevant. Individual cases with excessive missing data excluded from the sample.

Component	Details
Statistical tests used	<ul style="list-style-type: none">• Z-Test• Chi Square• False Discovery Rate
Data file provided to client	Data file is available from Research Solutions on request.
De-identified data files retained	For five years

This project has been undertaken under the principles of ISO 20252

Survey Research Appendix: - Statistical Tests

Test:	Z-Test
Use:	To determine if the proportions of a variable in two independent samples are significantly different.
Data Assumptions:	<ul style="list-style-type: none">• Measure being tested is normally distributed with the two samples.• Data must be interval or ratio.• Sample size is large enough to form a normal curve ($n > 30$)• Variance of measure being tested is roughly similar (homogeneity of variance).
Test Measure . Cut-off Criterion:	$p \leq 0.5$
Issues to be aware of:	The result should be both statistically significant and clinically or tactically or strategically significant. Be mindful of statistically significant differences where: <ol style="list-style-type: none">1. The sample sizes are very large2. Scores within the groups are very similar (i.e. the groups have small standard deviations)

Test:	Chi Square (Pearson's chi-square)
Use:	To determine if two variables are related by more than chance alone.
Data Assumptions:	<ul style="list-style-type: none">• Data is from a random sample.• Data must be nominal, ordinal or interval.• Sufficiently large sample (absolute minimum $n=30$) and adequate cell sizes ($n=10+$)• Observations must be independent.• Observations must have the same underlying distribution.• Data is unweighted
Test Measure . Cut-off Criterion:	$p \leq 0.5$

Test:	False Discovery Test
Use:	To adjust the results of tests of statistical significance to reduce the chance of finding results to be significant when they are really due to sampling error.
Data Assumptions:	<ul style="list-style-type: none">• The data assumptions are relevant to the underlying tests of significance being "adjusted"
Measures:	$q \leq 0.5$



Government of **Western Australia**
Department of **Environment and Conservation**

Your ref: 3400024
Our ref: CEO1413/12
Enquiries: C Malley
Phone: 9333 7484
Fax: 9333 7550
Email: chris.malley@dec.wa.gov.au

Mr Andrew Trosic
Manager Strategic Planning
City of Cockburn
PO Box 1215
BIBRA LAKE DC WA 6965

RECEIVED at: CITY OF COCKBURN	
File #: <u>3400024</u>	x-ref: _____
Action Officer: <u>A. TRO</u>	CC: _____
27 DEC. 2012	
Retention DAYBOX _____	Manual File _____
Archive FILE _____	
LOOSE / ATTACHED <input type="checkbox"/> File please: <input type="checkbox"/>	

Dear Mr Trosic

WOODMAN POINT WASTEWATER TREATMENT PLANT BUFFER

I refer to your letter dated 26 November 2012 regarding the Woodman Point Wastewater Treatment Plant buffer.

As you are aware, a review of the Kwinana Air Quality Buffer is being undertaken by the Western Trade Coast Industries Committee, which is administered by the Department of Planning (DoP). The Department of Environment and Conservation (DEC) is represented on this Committee.

I understand from the DoP that the proposed Kwinana Air Quality Buffer has been referred from the Western Australian Planning Commission (WAPC) to the Department of State Development for a decision on the extent of the buffer, which includes requirements surrounding the Woodman Point Wastewater Treatment Plant.

DEC will continue to provide advice as required to assist in resolving the strategic planning issues related to the review of the buffer.

I trust this information is of assistance.

Yours sincerely

Keiran McNamara
DIRECTOR GENERAL

20 December 2012

Office of the Director General
The Atrium, Level 4, 168 St Georges Terrace, Perth WA 6000
Phone: 6467 5000; Fax: 6467 5525
Locked Bag 104, Bentley Delivery Centre WA 6983
www.dec.wa.gov.au



MINISTER FOR ENVIRONMENT; WATER

Your Ref: 3400024
Our Ref: 42-18329

Mr Andrew Trosic
Manager Strategic Planning
City of Cockburn
PO Box 1215
BIBRA LAKE DC WA 6965

RECEIVED at: CITY OF COCKBURN	
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<u>A. TRO</u>	08 JAN 2013
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File please:	<input type="checkbox"/>

Dear Mr Trosic

Thank you for your letter dated 26 November 2012 regarding the Woodman Point Waste Water Treatment Plant (WWTP) Buffer.

As you are aware, land within the buffer has been zoned Urban Deferred under the Metropolitan Region Scheme since 1997. At that time, the then Minister for Planning noted that the land within this zone should not be considered as being suitable for future residential development.

Buffers recognise that some industries cannot limit their impacts to within their property boundaries. The purpose of a defined buffer is to provide both State and local authorities with a planning tool to help determine future land uses in an area and the compatibility of those land uses. In this case, the land uses within the buffer need to be compatible with the operation of the Woodman Point WWTP.

The definition and determination of separation distances between industry and sensitive receptors is a policy process, rather than the outcome of a specific scientific process. Technical tools, such as modelling and odour field assessments, may be used to assist this process, however they have significant limitations. These tools are sensitive to specific assumptions, especially in regard to estimating odour emission rates and are not definitive measures of separation distances. There is no scientific process for accurately determining the optimal size of a buffer. In considering separation distances (buffers), it is also appropriate to adopt the precautionary principle under section 4A.1 of the *Environmental Protection Act 1986* (EP Act).

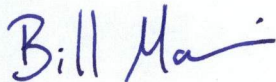
Appropriate separation distances must also consider future increases in the wastewater treatment requirements of a growing population in the region, as an increase in population will result in increasing flows into the wastewater treatment

plant and the potential for odour impacts to occur off site. Any amendment of the current Urban Deferred zoning to allow residential development would signal to landowners that they could expect to experience odour outcomes similar to those experienced in other urban areas. While the Water Corporation has substantially reduced odour impacts from the Woodman Point WWTP, it should be recognised that there are practical and economic limits to odour reduction technology and that there can be no guarantee that there will not be some odours from the plant from time to time.

The Woodman Point WWTP is a significant community asset that services a large part of Perth's southern metropolitan area and operates continuously 24 hours per day, 365 days per year. Its relocation would be difficult, and probably economically unviable. It is important that the plant has certainty over its future operations, like other large industries, and the separation of urban areas from the plant via a secure odour buffer is critical to this.

I look forward to receiving a copy of the results from the telephone survey regarding the existing situation on odour impacts. Thank you for keeping me informed of the City of Cockburn's views on this matter.

Yours sincerely



HON BILL MARMION MLA
MINISTER FOR ENVIRONMENT; WATER

4 JAN 2013

cc. Hon John Day MLA, Minister for Planning



Your Ref: 3400024
Our Ref: CEO2102012

3 December 2012

Mr A Trosic
Manager Strategic Planning
City of Cockburn
PO Box 1215
BIBRA LAKE DC WA 6965

RECEIVED at: CITY OF COCKBURN	
File #:	<u>3400024</u>
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Action Officer	CC
<u>A-Tro</u>	07 DEC 2012
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Archive FILE	
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PO Box 100
Leederville 6902
Perth Western Australia

Tel (+61 8) 9420 2420

www.watercorporation.com.au

ABN 28 003 434 917

Dear Mr Trosic

Thank you for your letter of 26 November 2012 regarding the odour buffer relating to the Water Corporation Woodman Point Wastewater Treatment Plant (WWTP).

The Corporation appreciates being advised of the City of Cockburn's decision to request that the State Government fund an odour buffer definition study for the Woodman Point WWTP by an independent expert. Should the study proceed, the Corporation will provide its full cooperation.

The Corporation also notes plans by the City of Cockburn to conduct a telephone survey of residential properties within 1.5 kilometres of the Woodman Point WWTP. Again, we offer our full cooperation. However, although such a telephone survey may provide anecdotal reporting of recent odour impacts, it is not a research methodology that will provide results that are statistically and scientifically robust.

The odour buffer surrounding the Woodman Point WWTP has been a contentious and complex local issue for many years and the Corporation supports the need for both landowners and the Corporation to have certainty and clarity on this matter. However, the Corporation remains firm in its commitment that the Woodman Point WWTP odour buffer is essential and must be maintained to limit potential odour impacts on the nearby community, now and in the future.

Yours sincerely

Peter D Moore
CHIEF OPERATING OFFICER

MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF069241	11865	VALMA LUCY OLIVER MONTHLY COUNCILLOR ALLOWANCE	1/02/2013	583.33
EF069242	11867	KEVIN JOHN ALLEN MONTHLY COUNCILLOR ALLOWANCE	1/02/2013	1,833.33
EF069243	12740	MAYOR LOGAN HOWLETT MONTHLY COUNCILLOR ALLOWANCE	1/02/2013	6,166.67
EF069244	15883	TONY ROMANO - COUNCILLOR MONTHLY COUNCILLOR ALLOWANCE	1/02/2013	583.33
EF069245	19059	CAROL REEVE-FOWKES MONTHLY COUNCILLOR ALLOWANCE	1/02/2013	583.33
EF069246	20634	LEE-ANNE SMITH MONTHLY COUNCILLOR ALLOWANCE	1/02/2013	583.33
EF069247	21185	BART HOUWEN MONTHLY COUNCILLOR ALLOWANCE	1/02/2013	583.33
EF069248	23338	STEVE PORTELLI MONTHLY COUNCILLOR ALLOWANCE	1/02/2013	583.33
EF069249	23339	STEPHEN PRATT MONTHLY COUNCILLOR ALLOWANCE	1/02/2013	583.33
EF069250	23340	SHAHYAZ MUBARAKAI MONTHLY COUNCILLOR ALLOWANCE	1/02/2013	583.33
EF069251	10154	AUST TAXATION DEPT PAYROLL DEDUCTIONS	1/02/2013	197,225.00
EF069252	10368	COCKBURN WETLANDS EDUCATION CENTRE COMMUNITY GRANT	1/02/2013	1,100.00
EF069253	10788	JANDAKOT VOLUNTEER BUSH FIRE BRIGADE EXPENSE REIMBURSEMENTS	1/02/2013	44.79
EF069254	11399	SOUTH COOGEE VOLUNTEER BUSHFIRE BRIGADE EXPENSE REIMBURSEMENTS	1/02/2013	470.36
EF069255	13825	JACKSON MCDONALD LEGAL SERVICES	1/02/2013	12,054.68
EF069256	15666	PORTUGUESE CULTURAL & WELFARE CENTRE INC COMMUNITY GRANT	1/02/2013	2,000.00
EF069257	18553	SELECTUS PTY LTD PAYROLL DEDUCTIONS	1/02/2013	10,573.40
EF069258	23599	SOUTHERN DISTRICTS SOFTBALL ASSOCIATION SPORTING EQUIPMENT GRANT	1/02/2013	3,690.00
EF069259	24640	WILLIAM FLETT SALARY PACKAGED IPAD REIMBURSEMENT	1/02/2013	787.00
EF069260	24641	WORLD VISION AUSTRALIA DONATION	1/02/2013	264.00
EF069261	10154	AUST TAXATION DEPT PAYROLL DEDUCTIONS	11/02/2013	66,789.00
EF069262	10368	COCKBURN WETLANDS EDUCATION CENTRE COMMUNITY GRANT	11/02/2013	480.00
EF069263	10937	NELSON MAURICIO UNIVERSITY REIMBURSEMENT - MBA	11/02/2013	3,600.00
EF069264	10944	MCLEODS LEGAL SERVICES	11/02/2013	3,985.29
EF069265	11789	WALGA ADVERTISING/TRAINING SERVICES	11/02/2013	5,811.82
EF069266	14640	LANDMARK ENGINEERING & DESIGN OUTDOOR FURNITURE - PARKS/RESERVES	11/02/2013	2,673.00
EF069267	15954	STEPHEN CAIN INSURANCE CLAIM REIMBURSEMENT	11/02/2013	310.00

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EF069268	19416	BILJANA GASPAR AHRI MEMBERSHIP CONTRIBUTION	11/02/2013	150.00
EF069269	24597	ROSALIND SERVENTY UNI FEES CONTRIBUTION	11/02/2013	1,547.00
EF069270	24646	VIVEKANANDA RANJIT SALARY PACKAGED LAPTOP REIMBURSEMENT	11/02/2013	3,418.00
EF069271	24647	AUSTRALIAN RED CROSS - QUEENSLAND FLOOD APPEAL DONATION	11/02/2013	15,000.00
EF069272	24648	JOHN KOSH DOG REGISTRATION REFUND	11/02/2013	70.00
EF069273	10152	AUST SERVICES UNION PAYROLL DEDUCTIONS	11/02/2013	4,162.90
EF069274	10305	CHILD SUPPORT AGENCY PAYROLL DEDUCTIONS	11/02/2013	5,646.37
EF069275	10733	HOSPITAL BENEFIT FUND PAYROLL DEDUCTIONS	11/02/2013	2,624.95
EF069276	11001	MUNICIPAL EMPLOYEES UNION PAYROLL DEDUCTIONS	11/02/2013	989.40
EF069277	11856	WA LOCAL GOVERNMENT SUPER PLAN PAYROLL DEDUCTIONS	11/02/2013	426,124.08
EF069278	11857	CHAMPAGNE SOCIAL CLUB PAYROLL DEDUCTIONS	11/02/2013	1,596.00
EF069279	11859	STAFF SOCIAL CLUB PAYROLL DEDUCTIONS	11/02/2013	83.60
EF069280	11860	45S CLUB PAYROLL DEDUCTIONS	11/02/2013	74.00
EF069281	18005	COLONIAL FIRST STATE PAYROLL DEDUCTIONS	11/02/2013	356.93
EF069282	18247	ELLIOTT SUPERANNUATION FUND PAYROLL DEDUCTIONS	11/02/2013	391.77
EF069283	18432	HESTA SUPER FUND PAYROLL DEDUCTIONS	11/02/2013	2,960.92
EF069284	18718	FIRST STATE SUPER PAYROLL DEDUCTIONS	11/02/2013	1,457.98
EF069285	18719	COLONIAL FIRST STATE - DAVID GIBSON PAYROLL DEDUCTIONS	11/02/2013	291.25
EF069286	18795	SUPERWRAP PAYROLL DEDUCTIONS	11/02/2013	395.13
EF069287	19010	SUMMIT PERSONAL SUPER PLAN PAYROLL DEDUCTIONS	11/02/2013	433.07
EF069288	19193	REST SUPERANNUATION PAYROLL DEDUCTIONS	11/02/2013	43.02
EF069289	19726	HEALTH INSURANCE FUND OF WA PAYROLL DEDUCTIONS	11/02/2013	4,266.11
EF069290	19727	MTAA SUPER FUND PAYROLL DEDUCTIONS	11/02/2013	178.58
EF069291	19997	AUSTRALIANSUPER PAYROLL DEDUCTIONS	11/02/2013	14,808.44
EF069292	20056	CBUS PAYROLL DEDUCTIONS	11/02/2013	1,062.99
EF069293	20217	DOWNING SUPERANNUATION FUND PAYROLL DEDUCTIONS	11/02/2013	4,514.66
EF069294	20300	CATHOLIC SUPER & RETIREMENT FUND PAYROLL DEDUCTIONS	11/02/2013	1,353.29

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EF069295	20337	THE LLOYDS SUPERANNUATION FUND PAYROLL DEDUCTIONS	11/02/2013	1,685.82
EF069296	20929	AUSTRALIAN ETHICAL RETAIL SUPERANNUATION FUND PAYROLL DEDUCTIONS	11/02/2013	330.43
EF069297	21365	ING LIFE - ONEANSWER PERSONAL SUPER PAYROLL DEDUCTIONS	11/02/2013	141.70
EF069298	21526	TASPLAN SUPER PAYROLL DEDUCTIONS	11/02/2013	74.21
EF069299	21921	MAURICIO FAMILY SELF MANAGED SUPER FUND PAYROLL DEDUCTIONS	11/02/2013	2,621.06
EF069300	21996	ANZ ONEANSWER PERSONAL SUPER PAYROLL DEDUCTIONS	11/02/2013	542.46
EF069301	22067	STEPHENS SUPERANNUATION FUND PAYROLL DEDUCTIONS	11/02/2013	1,104.19
EF069302	22901	FONTANA SUPER PLAN PAYROLL DEDUCTIONS	11/02/2013	1,767.71
EF069303	23695	NETWEALTH INVESTMENT & SUPERANNUATION PAYROLL DEDUCTIONS	11/02/2013	1,535.86
EF069304	23993	ONEPATH LIFE LIMITED PAYROLL DEDUCTIONS	11/02/2013	662.52
EF069305	24642	TWUSUPER PAYROLL DEDUCTIONS	11/02/2013	14.04
EF069306	10154	AUST TAXATION DEPT PAYROLL DEDUCTIONS	15/02/2013	209,044.00
EF069307	10244	BUILDING & CONST INDUSTRY TRAINING FUND LEVY PAYMENT	15/02/2013	308,021.46
EF069308	10349	COCKBURN BASKETBALL ASSOC INC ELECTRICITY REIMBURSEMENTS	15/02/2013	82,000.00
EF069309	10944	MCLEODS LEGAL SERVICES	15/02/2013	787.21
EF069310	11399	SOUTH COOGEE VOLUNTEER BUSHFIRE BRIGADE EXPENSE REIMBURSEMENTS	15/02/2013	2,035.56
EF069311	12656	COOGEE BEACH SURF LIFESAVING CLUB INC POOR GROVE SLSC DEVELOPMENT COSTS	15/02/2013	6,907.03
EF069312	14562	KLAUS & ZAFIRA FAHRNER LANDOWNER BIODIVERSITY GRANT	15/02/2013	735.00
EF069313	16017	RON & KAY LEVETT LANDOWNER BIODIVERSITY GRANT	15/02/2013	1,019.00
EF069314	16018	GREG & CORRINE HALL LANDOWNER BIODIVERSITY GRANT	15/02/2013	1,441.00
EF069315	17323	GRAEME & JEAN DOIG LANDOWNER BIODIVERSITY GRANT	15/02/2013	1,270.00
EF069316	18553	SELECTUS PTY LTD PAYROLL DEDUCTIONS	15/02/2013	10,573.39
EF069317	21390	HAZEL PARSONS LANDOWNER BIODIVERSITY GRANT	15/02/2013	2,640.00
EF069318	21591	DAVID & FRANCIS MARTIN LANDOWNER BIODIVERSITY GRANT	15/02/2013	2,200.00
EF069319	21592	VIV & LEANNE SLOSS LANDOWNER BIODIVERSITY GRANT	15/02/2013	1,463.00
EF069320	21867	COLIN LANE EXPENSES REUIMBURSEMENT	15/02/2013	250.00
EF069321	22803	TRANEN PTY LTD PAYMENT RELEASED FROM FUNDS IN TRUST	15/02/2013	15,222.86

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EF069322	24051	SOO KEE & LINDA CHAN LANDOWNER BIODIVERSITY GRANT	15/02/2013	1,834.00
EF069323	24660	PATRICIA KELLETT EXPENSES REIMBURSEMENT	15/02/2013	120.00
EF069324	24661	BEAUCHAMP NOMINEES & FOBING HALL PTY LTD CONTRIBUTION	15/02/2013	2,277.00
EF069325	10888	LJ CATERERS CATERING SERVICES	18/02/2013	6,415.00
EF069326	23351	COCKBURN GP SUPER CLINIC PTY LTD OPERATING FUNDS	19/02/2013	50,000.00
EF069327	10154	AUST TAXATION DEPT PAYROLL DEDUCTIONS	25/02/2013	60,443.00
EF069328	10405	COOLBELLUP COMMUNITY ASSOCIATION COUNCIL CONTRIBUTION - NEWSLETTER	25/02/2013	4,428.60
EF069329	10788	JANDAKOT VOLUNTEER BUSH FIRE BRIGADE EXPENSE REIMBURSEMENTS	25/02/2013	1,547.62
EF069330	13860	KRS CONTRACTING VERGE COLLECTION SERVICES	25/02/2013	3,192.20
EF069331	16710	ARAFMI (WA) INC TRAINING SERVICES	25/02/2013	13,296.80
EF069332	21301	SIMON MORGAN REIMBURSEMENT - TAFE FEES	25/02/2013	82.10
EF069333	21389	YVONNE NICHOLLS LANDOWNER BIODIVERSITY GRANT	25/02/2013	1,650.00
EF069334	24596	THE HAPTICS ENTERTAINMENT SERVICES	25/02/2013	1,000.00
EF069335	24666	LARISSA BOYANICH EXPENSES REIMBURSEMENT	25/02/2013	197.50
EF069336	24672	YARLOOP WORKSHOPS INC CATERING SERVICES	25/02/2013	1,500.00
EF069337	24675	AHRENS GROUP PTY LTD DUPLICATE PAYMENT REFUND	25/02/2013	3,399.00
EF069338	24676	JASON HOGGAN EXPENSES REIMBURSEMENT	25/02/2013	368.20
EF069339	10031	ADVANCED SPATIAL TECHNOLOGIES PTY LTD SOFTWARE MAINTENANCE & SUPPORT	28/02/2013	1,990.56
EF069340	10032	ADVANCED TRAFFIC MANAGEMENT (WA) PTY LTD CONTROLLERS AND SIGNS	28/02/2013	1,513.05
EF069341	10035	ADVENTURE WORLD WA PTY LTD ENTERTAINMENT SERVICES	28/02/2013	660.00
EF069342	10058	ALSCO PTY LTD HYGIENE SERVICES/SUPPLIES	28/02/2013	375.75
EF069343	10086	ARTEIL WA PTY LTD ERGONOMIC CHAIRS	28/02/2013	674.30
EF069344	10091	ASLAB PTY LTD ASPHALTING SERVICES/SUPPLIES	28/02/2013	4,106.57
EF069345	10160	DORMA AUTOMATICS AUTOMATIC DOOR SERVICES	28/02/2013	894.63
EF069346	10201	BIG W DISCOUNT STORES VARIOUS SUPPLIES	28/02/2013	1,073.47
EF069347	10207	BOC GASES GAS SUPPLIES	28/02/2013	1,750.03
EF069348	10221	BP AUSTRALIA LIMITED DIESEL/PETROL SUPPLIES	28/02/2013	11,632.54

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EF069349	10226	BRIDGESTONE AUSTRALIA LTD TYRE SERVICES	28/02/2013	38,308.52
EF069350	10231	BROOKS HIRE HIRE SERVICES - EQUIPMENT	28/02/2013	11,566.50
EF069351	10239	BUDGET RENT A CAR - PERTH MOTOR VEHICLE HIRE	28/02/2013	4,321.72
EF069352	10246	BUNNINGS BUILDING SUPPLIES PTY LTD HARDWARE SUPPLIES	28/02/2013	1,845.82
EF069353	10247	BUNZL AUSTRALIA LTD PAPER/PLASTIC/CLEANING SUPPLIES	28/02/2013	1,229.62
EF069354	10255	CABCHARGE AUSTRALIA PTY LTD CABCHARGES	28/02/2013	128.15
EF069355	10256	CABLE LOCATES & CONSULTING LOCATING SERVICES	28/02/2013	599.50
EF069356	10283	CENTRAL INSTITUTE OF TECHNOLOGY TRAINING SERVICES	28/02/2013	25,000.00
EF069357	10326	CITY OF GOSNELLS REPLACEMENT OF LIBRARY SUPPLIES / LSL	28/02/2013	6,480.53
EF069358	10335	CLASSIC HIRE EQUIPMENT HIRING SERVICES	28/02/2013	808.50
EF069359	10338	TRANSPACIFIC CLEANAWAY WASTE DISPOSAL SERVICES	28/02/2013	1,945.90
EF069360	10346	COATES HIRE OPERATIONS PTY LTD EQUIPMENT HIRING SERVICES	28/02/2013	3,182.06
EF069361	10348	COCA COLA AMATIL SOFT DRINK SUPPLIES	28/02/2013	4,080.46
EF069362	10358	COCKBURN LIQUOR CENTRE LIQUOR SUPPLIES	28/02/2013	409.92
EF069363	10359	COCKBURN PAINTING SERVICE PAINTING SUPPLIES/SERVICES	28/02/2013	880.00
EF069364	10360	COCKBURN PARTY HIRE HIRE OF PARTY EQUIPMENT	28/02/2013	4,401.80
EF069365	10375	VEOLIA ENVIRONMENTAL SERVICES WASTE SERVICES	28/02/2013	5,760.75
EF069366	10384	COMMUNICATIONS AUSTRALIA PTY LTD COMMUNICATION SERVICES	28/02/2013	8,361.57
EF069367	10386	COMMUNITY NEWSPAPER GROUP ADVERTISING SERVICES	28/02/2013	15,130.59
EF069368	10394	CD'S CONFECTIONERY WHOLESALERS CONFECTIONERY	28/02/2013	3,262.87
EF069369	10446	CY O'CONNOR COLLEGE TRAINING SERVICES	28/02/2013	460.00
EF069370	10483	LANDGATE MAPPING/LAND TITLE SEARCHES	28/02/2013	2,175.98
EF069371	10521	DY-MARK (AUST) PTY LTD PAINT FOR LINE MARKING	28/02/2013	568.32
EF069372	10522	DYMOCKS HAY ST BOOKS	28/02/2013	905.26
EF069373	10526	E & MJ ROSHER PTY LTD MOWER PARTS	28/02/2013	6,706.25
EF069374	10535	ECOSYSTEM MANAGEMENT SERVICES PLANTS	28/02/2013	3,771.90
EF069375	10550	EMERALD PEST CONTROL PEST CONTROL SERVICES	28/02/2013	510.00

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EF069376	10557	ENVAR SERVICE PTY LTD PREVENTATIVE MAINTENANCE SERVICES	28/02/2013	6,963.37
EF069377	10578	FARINOSI & SONS PTY LTD HARDWARE SUPPLIES	28/02/2013	538.65
EF069378	10580	FC COURIERS COURIER SERVICES	28/02/2013	1,656.29
EF069379	10590	DEPARTMENT OF FIRE AND EMERGENCY SERVICES COST SHARING - COMMUNITY FIRE MANAGER	28/02/2013	18,620.40
EF069380	10597	FLEXI STAFF PTY LTD EMPLOYMENT SERVICES	28/02/2013	122,168.31
EF069381	10608	FORESHORE REHABILITATION & LANDSCAPING FENCING/LANDSCAPING SERVICES	28/02/2013	3,795.00
EF069382	10636	FUJI XEROX AUSTRALIA PTY LTD PHOTOCOPY CHARGES	28/02/2013	118.78
EF069383	10641	GALVINS PLUMBING PLUS PLUMBING SERVICES	28/02/2013	2,816.00
EF069384	10666	GOLDNET SECURITY SECURITY SERVICES/PRODUCTS	28/02/2013	300.00
EF069385	10683	GRONBEK SECURITY LOCKSMITH SERVICES	28/02/2013	12,213.68
EF069386	10697	HARDWARE DISTRIBUTORS WA HARDWARE SUPPLIES	28/02/2013	511.02
EF069387	10709	HECS FIRE FIRE SYSTEM MAINTENANCE	28/02/2013	2,875.40
EF069388	10715	HERTZ AUSTRALIA PTY LTD CAR RENTALS MOTOR VEHICLE HIRE	28/02/2013	1,673.60
EF069389	10726	HOLTON CONNOR ARCHITECTS & PLANNERS ARCHITECTURAL SERVICES	28/02/2013	58,828.00
EF069390	10737	RAIN SCAPE WATERWISE SOLUTIONS RETICULATION/IRRIGATION SUPPLIES	28/02/2013	255.20
EF069391	10767	INST OF PUBLIC WORKS ENG AUST - NSW TRAINING SERVICES	28/02/2013	4,730.00
EF069392	10768	INST OF PUBLIC WORKS ENG AUST - WA MEMBERSHIP FEES	28/02/2013	287.10
EF069393	10771	INTERLEC PTY LTD ELECTRICAL SERVICES	28/02/2013	111,478.00
EF069394	10779	J F COVICH & CO PTY LTD ELECTRICAL SERVICES	28/02/2013	42,812.41
EF069395	10781	JANDAKOT EARTHMOVING & RURAL CONTRACTORS FIREBREAK CONSTRUCTION	28/02/2013	32,040.00
EF069396	10787	JANDAKOT ACCIDENT REPAIR CENTRE PANEL BEATING SERVICES	28/02/2013	2,201.66
EF069397	10792	JASOL AUSTRALIA CLEANING PRODUCTS	28/02/2013	504.69
EF069398	10794	JASON SIGNMAKERS SIGNS	28/02/2013	1,148.95
EF069399	10796	JCA DEALER SERVICES REPAIRS/MAINTENANCE SERVICES	28/02/2013	88.00
EF069400	10803	GECKO CONTRACTING TURF & LANDSCAPE MTNCE MOWING/LANDSCAPING SERVICES	28/02/2013	13,791.30
EF069401	10814	JR & A HERSEY PTY LTD SAFETY CLOTHING SUPPLIES	28/02/2013	846.39
EF069402	10836	KERB DOCTOR CONCRETE KERBING - SUPPLY & LAYING	28/02/2013	3,109.70

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EF069403	10879	LES MILLS AEROBICS INSTRUCTION/TRAINING SERVICES	28/02/2013	1,046.49
EF069404	10903	LOVEGROVE TURF SERVICES PTY LTD TURF MAINTENANCE SERVICES	28/02/2013	4,634.40
EF069405	10912	M2 TECHNOLOGY PTY LTD MESSAGING SERVICES	28/02/2013	220.00
EF069406	10913	MACDONALD JOHNSTON ENGINEERING CORP REPAIR SERVICES	28/02/2013	28,517.56
EF069407	10923	MAJOR MOTORS PTY LTD REPAIRS/MAINTENANCE SERVICES	28/02/2013	272.26
EF069408	10938	MAXWELL ROBINSON & PHELPS PEST & WEED MANAGEMENT	28/02/2013	1,721.50
EF069409	10939	LINFOX ARMAGUARD BANKING SECURITY SERVICES	28/02/2013	1,471.06
EF069410	10944	MCLEODS LEGAL SERVICES	28/02/2013	4,464.90
EF069411	10950	MELVILLE MITSUBISHI MOTOR VEHICLES & PARTS	28/02/2013	362.76
EF069412	10960	METRO FILTERS FILTER SUPPLIES	28/02/2013	22.50
EF069413	10972	MIRACLE RECREATION EQUIPMENT PLAYGROUND/PARK EQUIPMENT	28/02/2013	24,420.00
EF069414	10973	MIRCO BROS PTY LTD FERTILISER SUPPLIES	28/02/2013	864.60
EF069415	10981	MOBILE MASTERS COMMUNICATIONS EQUIPMENT/SERVICES	28/02/2013	614.31
EF069416	10982	MODERN TEACHING AIDS PTY LTD TEACHING AIDS	28/02/2013	647.46
EF069417	10990	MOWER CITY SALES & SERVICES PTY LTD LAWN MOWING EQUIPMENT	28/02/2013	2,488.50
EF069418	10997	WILSON PARKING AUSTRALIA SECURITY SERVICES	28/02/2013	308,699.38
EF069419	11026	NESTLE FOOD SERVICES CATERING SUPPLIES	28/02/2013	378.00
EF069420	11028	NEVERFAIL SPRINGWATER LIMITED BOTTLED WATER SUPPLIES	28/02/2013	980.40
EF069421	11036	NORTH LAKE ELECTRICAL ELECTRICAL SERVICES	28/02/2013	535.70
EF069422	11039	NOVUS AUTO GLASS WINDSCREEN REPAIR SERVICES	28/02/2013	756.50
EF069423	11068	VODAFONE HUTCHISON AUSTRALIA PTY LTD PAGING SERVICES	28/02/2013	1,206.25
EF069424	11077	P & G BODY BUILDERS PTY LTD PLANT BODY BUILDING SERVICES	28/02/2013	2,233.00
EF069425	11112	PERTH AIRPORT MUNICIPALITIES GROUP MEMBERSHIP RENEWAL	28/02/2013	500.00
EF069426	11136	DONEGAN ENTERPRISES FENCING REPAIRS/MAINTENANCE	28/02/2013	1,375.00
EF069427	11164	PMP PRINT PTY LTD PRINTING SERVICES	28/02/2013	275.00
EF069428	11182	PREMIUM BRAKE & CLUTCH SERVICE BRAKE SERVICES	28/02/2013	299.20
EF069429	11206	QUALSIGN SIGN SUPPLIES	28/02/2013	360.69

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EF069430	11208	QUICK CORPORATE AUSTRALIA PTY LTD STATIONERY/CONSUMABLES	28/02/2013	7,062.36
EF069431	11235	REINFORCED CONCRETE PIPES PTY LTD CONCRETE PIPE SUPPLIES	28/02/2013	314.60
EF069432	11240	PINK HYGIENE SOLUTIONS SANITARY SERVICES	28/02/2013	1,700.89
EF069433	11257	RNR CONTRACTING PTY LTD SUPPLY & DELIVER EMULSION	28/02/2013	5,912.89
EF069434	11268	TASKERS PTY LTD REPAIRS/MAINTENANCE TO SAILS	28/02/2013	550.00
EF069435	11284	ROYAL LIFE SAVING SOCIETY AUSTRALIA TRAINING SERVICES	28/02/2013	742.00
EF069436	11294	SAFEMAN (WA) PTY LTD PROTECTIVE CLOTHING/EQUIPMENT	28/02/2013	926.15
EF069437	11297	SAFETY SIGNS SERVICE SAFETY SIGNS	28/02/2013	1,546.60
EF069438	11307	SATELLITE SECURITY SERVICES PTY LTD SECURITY SERVICES	28/02/2013	9,157.35
EF069439	11308	SBA SUPPLIES HARDWARE SUPPLIES	28/02/2013	2,081.60
EF069440	11311	SCITECH DISCOVERY CENTRE ENTERTAINMENT SERVICES	28/02/2013	428.00
EF069441	11318	SELECT SECURITY WA PTY LTD SECURITY SERVICES	28/02/2013	293.70
EF069442	11328	SHACKS HOLDEN VEHICLE PURCHASES	28/02/2013	16,596.10
EF069443	11331	SHAWMAC PTY LTD CONSULTANCY SERVICES - CIVIL	28/02/2013	550.00
EF069444	11361	SIGMA CHEMICALS PTY LTD CHEMICAL SUPPLIES	28/02/2013	4,043.60
EF069445	11380	SNAP PRINTING FREMANTLE PRINTING SERVICES	28/02/2013	3,795.19
EF069446	11425	SOUTHERN METROPOLITAN REGIONAL COUNCIL WASTE DISPOSAL GATE FEES	28/02/2013	391,577.05
EF069447	11434	SOUTHSIDE MITSUBISHI MOTOR VEHICLE PURCHASE	28/02/2013	8,609.91
EF069448	11447	SPEARWOOD DALMATINAC CLUB INC COMMUNITY GRANT	28/02/2013	2,220.35
EF069449	11453	SPEARWOOD NEWSROUND NEWSPAPER SUPPLIES	28/02/2013	1,047.94
EF069450	11469	SPORTS TURF TECHNOLOGY TURF CONSULTANCY SERVICES	28/02/2013	3,905.00
EF069451	11470	SPORTSWORLD OF WA SPORT SUPPLIES	28/02/2013	2,228.60
EF069452	11483	ST JOHN AMBULANCE AUST WA OPERATIONS FIRST AID COURSES	28/02/2013	288.00
EF069453	11505	STATE LIBRARY OF WESTERN AUSTRALIA BOOK SUPPLIES	28/02/2013	1,621.40
EF069454	11511	STATEWIDE BEARINGS BEARING SUPPLIES	28/02/2013	167.49
EF069455	11531	SUNNY INDUSTRIAL BRUSHWARE PTY LTD BRUSH/ROAD BROOM SUPPLIES	28/02/2013	2,619.10
EF069456	11533	SUPERBOWL MELVILLE ENTERTAINMENT SERVICES	28/02/2013	162.00

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EF069457	11546	T FAULKNER & CO INSTALLATIONS/SUPPLY OF HAND RAILS	28/02/2013	6,911.00
EF069458	11557	TECHNOLOGY ONE LTD IT CONSULTANCY SERVICES	28/02/2013	7,834.13
EF069459	11611	THRIFTY CAR RENTAL RENTAL SERVICES - MOTOR VEHICLES	28/02/2013	8,250.99
EF069460	11613	TIMEZONE FREMANTLE ENTERTAINMENT SERVICES	28/02/2013	350.00
EF069461	11625	TOTAL EDEN PTY LTD RETICULATION SUPPLIES	28/02/2013	14,835.25
EF069462	11642	TRAILER PARTS PTY LTD TRAILER PARTS	28/02/2013	312.98
EF069463	11651	TREE WATERING SERVICES TREE WATERING SERVICES	28/02/2013	29,504.00
EF069464	11652	TRENCHBUSTERS HIRING SERVICES	28/02/2013	347.60
EF069465	11657	TRUCKLINE PARTS CENTRES AUTOMOTIVE SPARE PARTS	28/02/2013	903.78
EF069466	11665	TUNNEL VISION PLUMBING SERVICES	28/02/2013	539.00
EF069467	11669	TYCO SERVICES FIRE ALARM SYSTEM REPAIRS	28/02/2013	985.88
EF069468	11697	VAT MAN-FAT FILTERING SYSTEMS FILTER CLEANING SERVICES	28/02/2013	1,263.00
EF069469	11701	VIBRA INDUSTRIAL FILTRATION A/ASIA FILTER SUPPLIES	28/02/2013	861.19
EF069470	11708	VITAL PACKAGING PTY LTD PACKAGING SUPPLIES	28/02/2013	506.00
EF069471	11715	WA BLUEMETAL ROADBASE SUPPLIES	28/02/2013	45,980.12
EF069472	11722	WA HINO SALES & SERVICE REPAIRS/MAINTENANCE SERVICES	28/02/2013	2,661.74
EF069473	11726	WA LIMESTONE LIMESTONE SUPPLIES	28/02/2013	8,052.97
EF069474	11739	WA SPIT ROAST COMPANY CATERING SERVICES	28/02/2013	3,936.00
EF069475	11743	WA COUNCIL OF SOCIAL SERVICE INC TRAINING SERVICES	28/02/2013	2,662.00
EF069476	11749	WARRENS EARTHMOVING CONTRACTORS EARTHMOVING SERVICES	28/02/2013	8,118.00
EF069477	11789	WALGA ADVERTISING/TRAINING SERVICES	28/02/2013	1,329.40
EF069478	11793	WESTERN IRRIGATION PTY LTD IRRIGATION SERVICES/SUPPLIES	28/02/2013	13,158.31
EF069479	11795	WESTERN POWER ELECTRICAL SERVICES	28/02/2013	1,500.00
EF069480	11810	ABAXA PREVIOUSLY WH LOCATIONS LOCATING SERVICES	28/02/2013	1,593.90
EF069481	11824	WORK CLOBBER SAFETY CLOTHING	28/02/2013	696.95
EF069482	11828	WORLDWIDE ONLINE PRINTING - O'CONNOR PRINTING SERVICES	28/02/2013	4,225.29
EF069483	11854	ZIPFORM PRINTING SERVICES	28/02/2013	8,065.26

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EF069484	11880	JAYLON INDUSTRIES PTY LTD STATIONERY SUPPLIES	28/02/2013	332.75
EF069485	11972	COBEY MAINTENANCE SERVICES TURF MANAGEMENT	28/02/2013	7,349.56
EF069486	11985	IVO GRUBELICH BUS HIRE	28/02/2013	2,475.00
EF069487	11987	SAFETY ZONE AUSTRALIA PTY LTD SAFETY EQUIPMENT	28/02/2013	736.01
EF069488	11990	EARTHCARE (AUSTRALIA) P/L LANDSCAPING SERVICES	28/02/2013	1,234.20
EF069489	12079	CHARTER PLUMBING & GAS PLUMBING SERVICES	28/02/2013	1,233.10
EF069490	12153	HAYS PERSONNEL SERVICES PTY LTD EMPLOYMENT SERVICES	28/02/2013	26,787.13
EF069491	12193	SAGE CONSULTING ENGINEERS P/L CONSULTANCY SERVICES - LIGHTING	28/02/2013	19,701.00
EF069492	12388	ELITE POOL COVERS POOL COVERS	28/02/2013	110.00
EF069493	12394	MP ROGERS & ASSOCIATES PTY LTD CONSULTANCY SERVICES - MARINE	28/02/2013	12,889.03
EF069494	12458	KITE KINETICS ENTERTAINMENT SERVICES	28/02/2013	440.00
EF069495	12542	SEALIN GARLETT CEREMONIAL SERVICES	28/02/2013	1,200.00
EF069496	12589	AUSTRALIAN INSTITUTE OF MANAGEMENT TRAINING SERVICES	28/02/2013	1,190.00
EF069497	12621	SETON AUSTRALIA SIGN SUPPLIES	28/02/2013	1,123.10
EF069498	12656	COOGEE BEACH SURF LIFESAVING CLUB INC POOR GROVE SLSC DEVELOPMENT COSTS	28/02/2013	237,686.95
EF069499	12672	NORMAN DISNEY & YOUNG CONSULTANCY SERVICES	28/02/2013	25,850.00
EF069500	12779	WESTERN RESOURCE RECOVERY PTY LTD WASTE DISPOSAL SERVICES	28/02/2013	1,780.18
EF069501	12820	MONTELEONE FENCING FENCING SERVICES/MAINTENANCE	28/02/2013	7,650.50
EF069502	12849	GIUDICE SURVEYS SURVEYING SERVICES	28/02/2013	6,164.00
EF069503	12875	JACKIE SOFTLY HUMAN SERVICES CONSULTANCY CONSULTANCY SERVICES	28/02/2013	2,970.00
EF069504	12882	ALLFLOW INDUSTRIAL WASTE DISPOSAL SERVICES	28/02/2013	274.95
EF069505	12883	CONSERVATION VOLUNTEERS AUSTRALIA ENVIRONMENTAL SERVICES	28/02/2013	3,300.00
EF069506	13000	BORAL ASPHALT WA SUPPLY OF ASPHALT	28/02/2013	25,664.94
EF069507	13073	CUSTOM BUILT SAUNAS SAUNA EQUIPMENT/SERVICES	28/02/2013	525.00
EF069508	13111	OCE-AUSTRALIA LIMITED COPIERS/PRINTERS	28/02/2013	509.95
EF069509	13344	INCREDIBLE CREATURES MOBILE ANIMAL FARM ENTERTAINMENT SERVICES	28/02/2013	1,405.00
EF069510	13354	ROCKINGHAM HOLDEN VEHICLE SUPPLIES	28/02/2013	46,736.09

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EF069511	13373	THE HIRE GUYS HIRING SERVICES	28/02/2013	190.00
EF069512	13393	SOUTH WEST GROUP CONTRIBUTIONS	28/02/2013	40,150.00
EF069513	13409	KLEENIT CLEANING SERVICES	28/02/2013	62,588.00
EF069514	13462	ATI-MIRAGE PTY LTD TRAINING SERVICES	28/02/2013	730.00
EF069515	13563	ECOJOBS ENVIRONMENTAL PERSONNEL EMPLOYMENT SERVICES	28/02/2013	4,106.84
EF069516	13582	DBS FENCING FENCING SERVICES	28/02/2013	638.00
EF069517	13619	YMCA OF PERTH YOUTH & FAMILY SERVICES	28/02/2013	1,100.00
EF069518	13764	DIMENSION DATA LEARNING SOLUTIONS COMPUTER SOFTWARE	28/02/2013	5,940.00
EF069519	13774	TROPICAL TWIST AMUSEMENT CENTRE	28/02/2013	200.00
EF069520	13832	INSIGHT CALL CENTRE SERVICES COMMUNICATION SERVICES	28/02/2013	4,872.23
EF069521	13998	AIR & POWER PTY LTD MECHANICAL PARTS	28/02/2013	355.30
EF069522	14035	EXPO DOCUMENT COPY CENTRE (WA) PTY LTD PORTABLE DISPLAY SYSTEMS	28/02/2013	1,722.60
EF069523	14188	CHALLENGER INSTITUTE OF TECHNOLOGY - MURDOCH TRAINING PROVIDER	28/02/2013	290.40
EF069524	14405	LANDSCAPE AUSTRALIA PTY LTD LANDSCAPE MAINTENANCE SERVICES	28/02/2013	1,100.00
EF069525	14447	ANDOVER DETAILERS DETAILING SERVICES	28/02/2013	1,338.00
EF069526	14459	BIDVEST (WA) PTY LTD FOOD/CATERING SUPPLIES	28/02/2013	1,325.53
EF069527	14593	AUSTREND INTERNATIONAL PTY LTD ALUMINIUM SUPPLIES	28/02/2013	2,051.50
EF069528	14632	UHY HAINES NORTON ACCOUNTANCY SERVICES/PRODUCTS	28/02/2013	825.00
EF069529	14700	KINGMAN SIGNS & GRAPHICS SIGNWRITING/SIGNMAKING	28/02/2013	4,289.82
EF069530	14777	LGIS INSURANCE BROKING INSURANCE PREMIUMS	28/02/2013	6,875.12
EF069531	14908	OAKVALE CAPITAL LIMITED CONSULTANCY SERVICES	28/02/2013	4,274.14
EF069532	15072	DRUM PRINT & PUBLICATIONS PRINTING SERVICES	28/02/2013	1,040.00
EF069533	15139	IMAGE BOLLARDS PTY LTD BOLLARDS	28/02/2013	1,650.00
EF069534	15193	PRO TRAMP AUSTRALIA ENTERTAINMENT SERVICES	28/02/2013	1,350.00
EF069535	15267	CHEMSEARCH CHEMICAL SUPPLIES	28/02/2013	2,787.40
EF069536	15327	LKL CONTRACTING BOBCAT HIRE / LANDSCAPING SERVICES	28/02/2013	11,220.00
EF069537	15337	CHUBB SECURITY SERVICES LTD SECURITY SERVICES	28/02/2013	1,850.47

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EF069538	15393	GREENWAY ENTERPRISES HARDWARE SUPPLIES	28/02/2013	220.15
EF069539	15462	GREENSLADES & CO P/L PET FOOD SUPPLIES	28/02/2013	95.75
EF069540	15541	JANDAKOT NEWS NEWSPAPER SUPPLIERS	28/02/2013	189.50
EF069541	15550	APACE AID PLANTS & LANDSCAPING SERVICES	28/02/2013	1,968.00
EF069542	15678	A2Z PEST CONTROL PEST CONTROL	28/02/2013	4,072.00
EF069543	15850	ECOSCAPE ENVIRONMENTAL CONSULTANCY	28/02/2013	1,369.50
EF069544	15862	FREMANTLE MILK DISTRIBUTORS MILK DELIVERY	28/02/2013	2,008.30
EF069545	15914	T-QUIP MOWING EQUIPMENT	28/02/2013	652.20
EF069546	16064	CMS ENGINEERING PTY LTD AIRCONDITIONING SERVICES	28/02/2013	3,175.92
EF069547	16107	WREN OIL WASTE DISPOSAL	28/02/2013	72.60
EF069548	16291	WA PROFILING ROAD PROFILING SERVICES	28/02/2013	13,781.90
EF069549	16386	LITTLE RED APPLE PUBLISHING BOOK SUPPLIES	28/02/2013	54.89
EF069550	16396	MAYDAY EARTHMOVING GRADER HIRE	28/02/2013	21,505.00
EF069551	16403	ROBINSON BUILDTECH BUILDING SERVICES - ALTERATIONS	28/02/2013	5,561.07
EF069552	16568	BIOWISE SOIL SUPPLIES	28/02/2013	3,841.26
EF069553	16704	ACCIDENTAL FIRST AID SUPPLIES MEDICAL SUPPLIES	28/02/2013	523.30
EF069554	16894	TREBLEX INDUSTRIAL PTY LTD CHEMICALS - AUTOMOTIVE	28/02/2013	1,413.50
EF069555	16985	WA PREMIX CONCRETE SUPPLIES	28/02/2013	12,214.62
EF069556	16997	AUS SECURE SECURITY SERVICES/PRODUCTS	28/02/2013	300.00
EF069557	17092	CENTRAL SCREENS SECURITY SYSTEMS/PRODUCTS	28/02/2013	100.00
EF069558	17097	VALUE TISSUE PAPER PRODUCTS	28/02/2013	453.20
EF069559	17399	BALLOONATIKS BALLOONS	28/02/2013	490.00
EF069560	17471	PIRTEK (FREMANTLE) PTY LTD HOSES & FITTINGS	28/02/2013	1,551.31
EF069561	17481	ADS AUTOMATION PTY LTD DOOR/GATE REPAIRS	28/02/2013	278.30
EF069562	17555	ALLEASING PTY LTD LEASE REPAYMENTS	28/02/2013	40,004.41
EF069563	17608	NU-TRAC RURAL CONTRACTING BEACH CLEANING/FIREBREAK CONSTRUCTION	28/02/2013	8,461.00
EF069564	17798	WESTERN DIAGNOSTIC PATHOLOGY ANALYTICAL SERVICES	28/02/2013	105.11

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EF069565	17942	MRS MAC'S FOOD SUPPLIES	28/02/2013	730.30
EF069566	18073	PARAMOUNT SECURITY SERVICES SECURITY SERVICES	28/02/2013	2,088.90
EF069567	18100	DAVIS LANGDON AUSTRALIA COST MANAGEMENT SERVICES	28/02/2013	4,769.05
EF069568	18203	NATSYNC ENVIRONMENTAL PEST CONTROL	28/02/2013	395.00
EF069569	18272	AUSTRACLEAR LIMITED INVESTMENT SERVICES	28/02/2013	26.27
EF069570	18343	HEYDER & SHEARS EXCLUSIVE CATERERS CATERING SERVICES	28/02/2013	11,381.26
EF069571	18389	GAVIN CONSTRUCTION BUILDING CONSTRUCTION SERVICES	28/02/2013	1,324,513.05
EF069572	18436	JCS PLUMBING SERVICES PLUMBING SERVICES	28/02/2013	1,555.00
EF069573	18494	DEPARTMENT OF ENVIRONMENT AND CONSERVATION LICENCE RENEWAL	28/02/2013	85.00
EF069574	18508	JOHN TURNER BRICK LAYING SERVICES	28/02/2013	8,003.00
EF069575	18533	FRIENDS OF THE COMMUNITY INC. ACTIVE CITIZEN AWARD 2013	28/02/2013	4,600.00
EF069576	18565	RHYTHM FIX ENTERTAINMENT SERVICES	28/02/2013	385.00
EF069577	18613	ECO-HIRE EQUIPMENT HIRE	28/02/2013	9,681.50
EF069578	18628	UNILEVER AUSTRALIA LTD BEVERAGES	28/02/2013	723.07
EF069579	18799	DOWN TO EARTH TRAINING & ASSESSING TRAINING SERVICES	28/02/2013	685.00
EF069580	18884	SILICH ENTERPRISES PTY LTD BOLLARDS	28/02/2013	7,491.00
EF069581	18941	ALLSTAMPS STATIONERY	28/02/2013	113.25
EF069582	18946	ISIS CAPITAL LTD LEASE PAYMENTS	28/02/2013	23,139.41
EF069583	18962	SEALANES (1985) P/L CATERING SUPPLIES	28/02/2013	790.41
EF069584	19017	AIRBRUSH TATTOOS WA TATTOOING SERVICES	28/02/2013	1,080.00
EF069585	19066	DVA FABRICATIONS LIBRARY SUPPLIES	28/02/2013	354.00
EF069586	19133	INNOVA GROUP PTY LTD FURNITURE	28/02/2013	1,980.00
EF069587	19204	MEAGAN BELL ENTERTAINMENT SERVICES	28/02/2013	2,220.00
EF069588	19225	ENGINE SKATE SKATEBOARDS & ACCESSORIES	28/02/2013	1,870.00
EF069589	19298	EAST HAMILTON HILL LITTLE ATHLETICS CLUB SPORTING CLUB REGISTRATION FEES	28/02/2013	250.00
EF069590	19349	WRIGHTWAY ROAD TRAINING PTY LTD DRIVER TRAINING	28/02/2013	400.00
EF069591	19396	ACP EVENTS PARTY EQUIPMENT HIRE	28/02/2013	27,500.00

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EF069592	19418	BRIGHTBLUE C GRAPHIC DESIGN SERVICES	28/02/2013	66.00
EF069593	19436	WHITCHURCH REFRIGERATION & AIRCONDITIONING AIR CONDITIONING SERVICES	28/02/2013	259.60
EF069594	19533	WOOLWORTHS LTD GROCERIES	28/02/2013	1,612.51
EF069595	19541	TURF CARE WA P/L TURF SERVICES	28/02/2013	8,011.06
EF069596	19545	GRASSWEST BUILDING & GARDEN MAINTENANCE	28/02/2013	3,715.25
EF069597	19619	SKIPPER TRUCKS TRUCKS	28/02/2013	3,997.01
EF069598	19623	ERGOLINK OFFICE FURNITURE	28/02/2013	185.70
EF069599	19628	PAPERBARK TECHNOLOGIES ARBORICULTURAL CONSULTANCY SERVICES	28/02/2013	21,297.50
EF069600	19657	BIGMATE MONITORING SERVICES PTY LTD COMPUTER HARDWARE/SOFTWARE	28/02/2013	4,891.04
EF069601	19718	SIFTING SANDS CLEANING SERVICES - SAND	28/02/2013	1,905.80
EF069602	19830	AUTO MASTERS - SPEARWOOD MECHANICAL SERVICES	28/02/2013	2,867.00
EF069603	19847	PFD FOOD SERVICES PTY LTD CATERING SERVICES	28/02/2013	4,786.15
EF069604	19856	WESTERN TREE RECYCLERS SHREDDING SERVICES	28/02/2013	35,167.00
EF069605	19967	FINGER FOOD CATERING CATERING SERVICES	28/02/2013	362.00
EF069606	20000	AUST WEST AUTO ELECTRICAL P/L AUTO ELECTRICAL SERVICES	28/02/2013	2,126.55
EF069607	20112	PENNANT HOUSE FLAGS AND BANNERS	28/02/2013	2,816.00
EF069608	20146	DATA#3 LIMITED COMPUTER SOFTWARE	28/02/2013	1,536.91
EF069609	20247	CHRISTIE PARKSAFE PARKS & RECREATIONAL PRODUCTS	28/02/2013	1,294.70
EF069610	20318	LASERMAN TECHNOLOGIES SURVEYING EQUIPMENT	28/02/2013	522.50
EF069611	20341	WILHELMINA MARIA HOUWEN GARDENING SERVICES	28/02/2013	960.00
EF069612	20457	IAN PERCY NARRATIVE THERAPY	28/02/2013	170.00
EF069613	20546	PACIFIC BIOLOGICS PTY LTD INSECTICIDES/PESTICIDES-MOSQUITO CONTROL	28/02/2013	25,593.11
EF069614	20549	A1 CARPET, TILE & GROUT CLEANING CLEANING SERVICES - TILES/CARPET	28/02/2013	2,915.00
EF069615	20556	DVG MOUNTWAY MELVILLE FLEET VEHICLES	28/02/2013	12,636.95
EF069616	20631	ID CONSULTING PTY LTD CONSULTANCY SERVICES	28/02/2013	1,567.50
EF069617	20786	THE BUTCHER SHOP ARTISTIC SUPPLIES	28/02/2013	274.86
EF069618	20833	BOOMERS PLUMBING & GAS PLUMBING SERVICES	28/02/2013	140.00

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EF069619	20866	IP CAMERAS AUSTRALIA SECURITY SYSTEMS - CCTV	28/02/2013	7,784.70
EF069620	20882	BELL-VISTA FRUIT & VEGETABLE FRUIT & VEGETABLE	28/02/2013	364.30
EF069621	20940	ROBERT HALF AUSTRALIA PTY LTD EMPLOYMENT SERVICES	28/02/2013	3,062.74
EF069622	20941	PRESTIGE CATERING CATERING SERVICES	28/02/2013	15,667.20
EF069623	20951	ELECTROFEN PTY LTD FENCING SERVICES	28/02/2013	478.50
EF069624	21010	REDMAN SOLUTIONS PTY LTD COMPUTER SOFTWARE	28/02/2013	15,294.00
EF069625	21127	JOANNA AYCKBOURN INSTRUCTION - SINGING	28/02/2013	600.00
EF069626	21147	FEEL FREEDOM ENTERTAINMENT	28/02/2013	250.00
EF069627	21198	STUDIO KRAZE VIDEO PRODUCTIONS	28/02/2013	430.00
EF069628	21236	SANDCARDS ENTERTAINMENT SERVICES	28/02/2013	570.00
EF069629	21290	ONSITE RENTALS EQUIPMENT HIRE /TOILETS ETCE	28/02/2013	759.00
EF069630	21363	TENDERLINK.COM PTY LTD COMPUTER SOFTWARE	28/02/2013	550.00
EF069631	21371	SANPOINT PTY LTD KERBING SERVICES	28/02/2013	19,229.33
EF069632	21401	MILKY MONSTER CATERING SERVICES	28/02/2013	2,186.00
EF069633	21525	AUSNET INDUSTRIES SPORTING EQUIPMENT	28/02/2013	2,739.00
EF069634	21594	GREENSENSE PTY LTD CONSULTANCY - CLIMATE	28/02/2013	2,695.00
EF069635	21627	MANHEIM PTY LTD IMPOUNDED VEHICLES	28/02/2013	3,993.00
EF069636	21665	MMJ REAL ESTATE (WA) PTY LTD CONSULTANCY SERVICES - PROPERTY	28/02/2013	2,629.00
EF069637	21674	MCLERNONS SUPPLY AND DEMAND OFFICE FURNITURE	28/02/2013	221.00
EF069638	21739	EXCEL TRAFFIC DATA TRAFFIC SURVEYING SERVICES	28/02/2013	495.00
EF069639	21747	REHAB RENTAL WHEELCHAIR HIRE	28/02/2013	237.00
EF069640	21791	THE LEISURE INSTITUTE OF WA (AQUATICS) INC. PROFESSIONAL ORGANISATION	28/02/2013	330.00
EF069641	21796	GREEN LEAF GARDENS LANDSCAPING SERVICES	28/02/2013	3,500.00
EF069642	21879	SPOTLESS SERVICES AUSTRALIA LTD CLEANING SERVICES	28/02/2013	53,686.90
EF069643	21915	ECOWATER SERVICES PTY LTD MAINTENANCE SERVICES - WASTE SYSTEMS	28/02/2013	396.40
EF069644	21933	SPIRAL WORKS PRODUCTIONS MULTIMEDIA SERVICES	28/02/2013	1,200.00
EF069645	21946	RYAN'S QUALITY MEATS MEAT SUPPLIES	28/02/2013	1,049.37

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EF069646	21990	MEDIBANK HEALTH SOLUTIONS PTY LTD MEDICAL SERVICES	28/02/2013	2,765.40
EF069647	21995	SMARTGRASS INSTALLATION OF CRICKET PITCH	28/02/2013	26,151.75
EF069648	22012	ELEGANT GLOVES EVENTS AND SERVICES CATERING SERVICES	28/02/2013	756.00
EF069649	22109	PUBLIC LIBRARIES WESTERN AUSTRALIA INC PROFESSIONAL ORGANISATION	28/02/2013	1,995.00
EF069650	22115	COOL RUNNINGS (AUSTRALIA) PTY LTD MOBILE COOL ROOMS	28/02/2013	847.00
EF069651	22126	HAPPY VALLEY RESOURCES P/L MOLTONI WASTE DISPOSAL	28/02/2013	18,947.50
EF069652	22133	AIR-BORN AMUSEMENTS AMUSEMENT SERVICES	28/02/2013	1,237.50
EF069653	22177	ADVERTISING DESIGN SERVICES (WA) PTY LTD ADVERTISING DESIGN SERVICES	28/02/2013	4,565.00
EF069654	22182	KALAMUNDA FENCING & GATEMAKERS FENCING SERVICES	28/02/2013	743.60
EF069655	22242	ASPHALT SURFACES PTY LTD ASPHALTING SERVICES	28/02/2013	9,216.90
EF069656	22245	AQUA SHADES SHADE SAILS AND STRUCTURES	28/02/2013	9,872.50
EF069657	22289	WINDPODS INTERNATIONAL POWER GENERATING SYSTEMS - WIND	28/02/2013	26,400.00
EF069658	22337	SEGAFREDO ZANETTI AUSTRALIA PTY LTD COFFEE & COFFEE MACHINES	28/02/2013	174.00
EF069659	22339	EDITH COWAN UNIVERSITY EDUCATIONAL SERVICES - TERTIARY	28/02/2013	8,140.00
EF069660	22349	FREMANTLE TRAILERS TRAILERS - BOAT AND BOX	28/02/2013	1,452.22
EF069661	22388	CARRINGTON'S TRAFFIC SERVICES TRAFFIC MANAGEMENT SERVICES	28/02/2013	13,063.60
EF069662	22389	PERTH PETROLEUM SERVICES CLEANING SERVICES - OIL SPILLS	28/02/2013	1,003.20
EF069663	22552	TWINSIDE PRECAST PTY LTD FENCING	28/02/2013	5,640.50
EF069664	22553	BROWNES FOOD OPERATIONS CATERING SUPPLIES	28/02/2013	2,977.62
EF069665	22569	KINETIC HEALTH GROUP PTY LTD MEDICAL SERVICES	28/02/2013	1,188.00
EF069666	22639	SHATISH CHAUHAN TRAINING SERVICES - YOGA	28/02/2013	260.00
EF069667	22682	BEAVER TREE SERVICES PTY LTD TREE PRUNING SERVICES	28/02/2013	61,630.17
EF069668	22751	WORKFORCE CLOTHING PTY LTD CLOTHING - INDUSTRIAL	28/02/2013	1,434.07
EF069669	22805	COVS PARTS PTY LTD MOTOR PARTS	28/02/2013	2,963.79
EF069670	22806	AUSTRALIAN FUEL DISTRIBUTORS PTY LTD FUEL SUPPLIES	28/02/2013	124,596.29
EF069671	22859	TOP OF THE LADDER GUTTER CLEANING GUTTER CLEANING SERVICES	28/02/2013	1,280.40
EF069672	22862	BRIGHT BLUE COMMUNICATIONS PTY LTD MARKETING SERVICES	28/02/2013	2,326.50

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EF069673	22870	FOOD TECHNOLOGY SERVICES PTY LTD TRAINING SERVICES	28/02/2013	715.00
EF069674	22913	AUSTRALIAN OFFICE LEADING BRANDS.COM.AU ENVELOPES	28/02/2013	1,613.65
EF069675	22914	LADY LATTE CATERING SERVICES	28/02/2013	164.50
EF069676	23253	KOTT GUNNING LEGAL SERVICES	28/02/2013	8,529.70
EF069677	23258	CARLISLE EVENT HIRE PTY LTD HIRE-PARTY/FUNCTION EQUIPMENT	28/02/2013	957.00
EF069678	23285	SYDNEY DAVEY ENTERTAINMENT SERVICES - CHILDRENS	28/02/2013	550.00
EF069679	23309	FUN IN TRAINING AUSTRALIA PTY LTD FITNESS CLASSES-INSTRUCTIONS	28/02/2013	1,358.50
EF069680	23348	ZUMBA WITH HONEY FITNESS CLASSES	28/02/2013	143.00
EF069681	23442	PRICEWATERHOUSECOOPERS LEGAL PROFESSIONAL/LEGAL SERVICES	28/02/2013	11,132.00
EF069682	23450	CLEVER DESIGNS UNIFORMS	28/02/2013	3,322.00
EF069683	23473	MAX FAIRCLOUGH PHOTOGRAPHY PHOTOGRAPHY SERVICES	28/02/2013	520.00
EF069684	23549	WEST OZ WILDLIFE AMUSEMENT PARK ENTRY FEES	28/02/2013	1,500.00
EF069685	23550	HENRICKS CONSULTING PTY LTD CONSULTANCY SERVICES - HUMAN RESOURCES	28/02/2013	2,811.60
EF069686	23570	A PROUD LANDMARK PTY LTD LANDSCAPE CONTRUCTION SERVICES	28/02/2013	3,888.50
EF069687	23579	DAIMLER TRUCKS PERTH PURCHASE OF NEW TRUCK	28/02/2013	494.45
EF069688	23617	AMLEC HOUSE PTY LTD CONSULTANCY - SERVICES	28/02/2013	4,664.00
EF069689	23678	SKATEBOARDING AUSTRALIA PTY LTD TRAINING-SKATEBOARD COACHING	28/02/2013	5,080.00
EF069690	23683	ASTRON SOIL & WATER PTY LTD CONSULTANCY-ENVIRONMENTAL	28/02/2013	22,043.44
EF069691	23736	THE COCOA CONNECTIONS SUSTAINABILITY GRANT	28/02/2013	110.00
EF069692	23753	DWIGHT S VAN GRAMBERG ENTERTAINMENT SERVICES	28/02/2013	1,500.00
EF069693	23766	COFFEY SPORT AND LEISURE SPORT AND RECREATION CONSULTANCY	28/02/2013	13,785.33
EF069694	23780	VANGUARD PRESS PRINTING SERVICES	28/02/2013	13,552.00
EF069695	23806	PAVY RESOURCES (AUST) PTY LTD CONSULTANCY - COMPUTER	28/02/2013	8,378.68
EF069696	23818	AM & IE MUTCH ENGINEERING CONSULTANTS CONSULTANCY SERVICES	28/02/2013	11,550.00
EF069697	23858	SPECIALISED SECURITY SHREDDING DOCUMENT DESTRUCTION SERVICES	28/02/2013	21.68
EF069698	23971	FIND WISE LOCATION SERVICES LOCATING SERVICES - UNDERGROUND	28/02/2013	1,886.50
EF069699	24036	MULTI SWEEP PTY LTD (WA) SWEEPING SERVICES	28/02/2013	9,486.56

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF069700	24040	SKYTUNE INVESTMENTS PTY LTD ROCK BREAKING	28/02/2013	1,800.00
EF069701	24056	KATHERINE DONEGAN EXERCISE PHYSIOLOGY	28/02/2013	350.00
EF069702	24127	MAD SLUSH PTY LTD SOFT DRINK SUPPLIES	28/02/2013	707.50
EF069703	24131	GLASSRENU WA GLASS CLEANING	28/02/2013	1,446.50
EF069704	24141	PERRY DEGENNARO PHOTOGRAPHY PHOTOGRAPHIC SERVICES	28/02/2013	550.00
EF069705	24156	MASTEC AUSTRALIA PTY LTD PURCHASE OF NEW BINS	28/02/2013	3,960.00
EF069706	24157	PERTH FACE PAINTING COMPANY FACE PAINTING SERVICES	28/02/2013	1,936.00
EF069707	24160	WILDTHINGS ANIMAL CONTROL SOLUTIONS FERAL ANIMAL CONTROL SERVICES	28/02/2013	3,321.00
EF069708	24161	THE HIDDEN PANTRY CATERING SERVICES	28/02/2013	617.40
EF069709	24175	JS ROADSIDE PRODUCTS PTY LTD GUIDE POSTS	28/02/2013	2,967.80
EF069710	24183	WELLARD GLASS GLASS REPAIR SERVICES	28/02/2013	2,639.84
EF069711	24193	AVANTGARDE TECHNOLOGIES PTY LTD CONSULTANCY SERVICES	28/02/2013	1,155.00
EF069712	24195	PAYNE'S WINDOW CLEANING AND SERVICES WINDOW CLEANING SERVICES	28/02/2013	9,384.36
EF069713	24281	ECO LOGICAL AUSTRALIA PTY LTD MAPPING SERVICES	28/02/2013	7,925.27
EF069714	24284	SKILLED DENTS VEHICLE DENT REMOVAL SERVICES	28/02/2013	143.00
EF069715	24334	FORCE TOWERS PTY LIMITED HIRE SERVICES	28/02/2013	330.00
EF069716	24384	LEEMING SPARTAN CRICKET CLUB JUNIORS SPORTS SERVICES	28/02/2013	145.00
EF069717	24385	MINERAL TRANSPORT PTY LTD TRANSPORT SERVICES	28/02/2013	9,130.00
EF069718	24387	REETI BRAR LIBRARY SERVICES	28/02/2013	600.00
EF069719	24424	DATAKOM SYSTEMS (WA) PTY LTD COMPUTER HARDWARE/SOFTWARE	28/02/2013	9,270.80
EF069720	24444	ROSEMARY ALLAN WORKSHOPS	28/02/2013	990.00
EF069721	24508	REBECCA FLANAGAN EDUCATIONAL MUSICAL LESSONS	28/02/2013	700.00
EF069722	24536	FAIR DINKUM ROAD CO. PTY LTD ENTERTAINMENT SERVICES	28/02/2013	35,400.00
EF069723	24539	WORLD OF PLASTER PLASTER SUPPLIES	28/02/2013	220.00
EF069724	24586	SOUTHWEST FIRE SERVICES CONSULTANCY SERVICES	28/02/2013	6,730.00
EF069725	24599	POOLWERX SPEARWOOD ANALYTICAL SERVICES	28/02/2013	465.95
EF069726	24610	ALL FLAGS SOCCER GOALS	28/02/2013	4,246.00

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF069727	24639	SIGNARAMA CANNING VALE SIGN SUPPLIES	28/02/2013	959.20
EF069728	24655	AUTOMASTERS SPEARWOOD VEHICLE SERVICING	28/02/2013	2,764.00
EF069729	14030	KAREN IVES CAT STERILISATION CONTRIBUTION	28/02/2013	50.00
EF069730	22718	DEBBIE TANNER CAT STERILISATION CONTRIBUTION	28/02/2013	50.00
EF069731	24692	JODIE SMITH DOUBLE PAYMENT	28/02/2013	358.00
EF069732	24693	RUSSEL QUINN RATES OVERPAYMENT	28/02/2013	2,225.25
EF069733	24694	BAKUL PATEL CROSSOVER CONTRIBUTION	28/02/2013	300.00
EF069734	24695	LESLEY CHEGWIDDEN & ALAN CLARKE CROSSOVER CONTRIBUTION	28/02/2013	300.00
EF069735	24696	LEIGH BORMANN CROSSOVER CONTRIBUTION	28/02/2013	300.00
EF069736	24697	ADAM BURRIDGE CROSSOVER CONTRIBUTION	28/02/2013	300.00
EF069737	24698	ROHIT PAL SINGH KATAL CROSSOVER CONTRIBUTION	28/02/2013	300.00
EF069738	24699	SELENA WARD CAT STERILISATION CONTRIBUTION	28/02/2013	100.00
EF069739	24700	ANGELINE OPENSHAW CAT STERILISATION CONTRIBUTION	28/02/2013	50.00
EF069740	24701	THERESE PITMAN CAT STERILISATION CONTRIBUTION	28/02/2013	100.00
EF069741	24702	ANGELA CLOSE CAT STERILISATION CONTRIBUTION	28/02/2013	50.00
EF069742	24703	REBECCA HOLT & DANIEL HARDING CAT STERILISATION CONTRIBUTION	28/02/2013	50.00
EF069743	24704	JEANELLE ACKERLY CAT STERILISATION CONTRIBUTION	28/02/2013	50.00
EF069744	24705	CORINNA CHIA CAT STERILISATION CONTRIBUTION	28/02/2013	50.00
EF069745	11794	SYNERGY ELECTRICITY USAGE/SUPPLIES	28/02/2013	471,764.78
EF069746	12025	TELSTRA CORPORATION COMMUNICATIONS SERVICES	28/02/2013	23,530.05
025290	10589	FINES ENFORCEMENT REGISTRY FINES ENFORCEMENT FEES	1/02/2013	3,440.00
025291	13932	ARMAGUARD BANKING SERVICES		3,076.55
025292	11790	WESTERN AUSTRALIAN PLANNING COMMISSION PLANNING APPLICATION	8/02/2013	1,638.00
025293	15402	ZURICH AUSTRALIA MOTOR VEHICLE INSURANCE CLAIM	8/02/2013	1,000.00
025294	99999	MARLENE C DAVID REISSUED CHQ - NAME CHANGE REQUESTED	8/02/2013	278.00
025295	99999	G & C MIGNACCA REISSUED CHQ - NAME CHANGE REQUESTED	8/02/2013	1,078.30
025296	99999	M & C GRIECO REISSUED CHQ - NAME CHANGE REQUESTED	8/02/2013	1,551.70

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
025297	99999	ARTZPLACE INC. REISSUED CHQ - NAME CHANGE REQUESTED	8/02/2013	500.00
025298	99999	VOLUNTEER HOME SUPPORT (INC) HALL BOND REFUND - BEELIAR	8/02/2013	500.00
025299	99999	S HENSHAW PLANNING REFUND - 46 PRESTON DR	8/02/2013	209.00
025300	99999	J BLUM PLANNING REFUND - 10 RENEWABLE DR	8/02/2013	139.00
025301	99999	KALMAR FACTORY DIRECT PLANNING REFUND - 63 JOHNSONIA	8/02/2013	139.00
025302	99999	PAMELA LAMONT HALL BOND REFUND - YANBUP	8/02/2013	150.00
025303	99999	UNITED PETROLEUM PLANNING REFUND - 812 NORTH LAKE RD	8/02/2013	278.00
025304	99999	CIMECO PTY LTD PLANNING REFUND - 25 QUARIMOR	8/02/2013	139.00
025305	99999	A S MAKJANICH DEVELOPER CONTRIBUTION REFUND 12/018	8/02/2013	111,385.95
025306	13932	ARMAGUARD BANKING SERVICES	13/02/2013	1,024.85
025307	13932	ARMAGUARD BANKING SERVICES	20/02/2013	4,213.55
025308	13932	ARMAGUARD BANKING SERVICES	27/02/2013	2,240.35
025309	10040	AIBS WA CHAPTER CONFERENCE REGISTRATION	27/02/2013	1,920.00
025310	10747	IINET LIMITED INTERNET SERVICES	27/02/2013	629.45
025311	11760	WATER CORPORATION SEWER EASEMENT	27/02/2013	3,632.70
025312	13618	CITY OF BELMONT REPLACEMENT OF LOST/DAMAGED BOOKS	27/02/2013	502.34
025313	17343	RAC BUSINESSWISE MEMBERSHIP SUBSCRIPTION	27/02/2013	179.65
025314	21579	AMF BOWLING MORLEY ENTERTAINMENT	27/02/2013	285.00
025315	22903	UNIQUE INTERNATIONAL RECOVERIES LLC DEBT COLLECTORS	27/02/2013	576.00
025316	24667	AUSTRALIA MARINE HOLDINGS PTY LTD RATES REFUND	27/02/2013	789.52
025317	24668	ELENA GREEN PENSION REFUND	27/02/2013	1,600.02
025318	24669	LEIGH BARSDEN PENSION REFUND	27/02/2013	383.11
025319	24670	A & JN ANSELL PENSION REFUND	27/02/2013	347.42
025320	24671	L H BELL PENSION REFUND	27/02/2013	440.37
025321	24673	RUTH EDITH SYM PENSION REFUND	27/02/2013	389.31
025322	24677	NORMAN HOGERMEER PENSION REFUND	27/02/2013	401.04
025323	24678	ROGER KINGDON PENSION REFUND	27/02/2013	216.25

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
025324	24679	GWENYTH SYMONDS PENSION REFUND	27/02/2013	424.64
025325	24680	GA & O FORBES PENSION REFUND	27/02/2013	597.64
025326	24681	KENNETH JONES PENSION REFUND	27/02/2013	156.75
025327	24682	MARKO BARIC PENSION REFUND	27/02/2013	313.50
025328	24683	JOSIP & DINA ODAK PENSION REFUND	27/02/2013	334.79
025329	24684	JOSEPH GUAZZELLI PENSION REFUND	27/02/2013	313.50
025330	24685	M & L NEDIC PENSION REFUND	27/02/2013	442.17
025331	24686	THERESA LORAIN HIGGINS PENSION REFUND	27/02/2013	344.78
025332	24687	PW & LSP CLITHERO PENSION REFUND	27/02/2013	264.65
025333	24688	NORMA CHALMERS PENSION REFUND	27/02/2013	385.32
025334	24689	A HOLLAND & C STEVENSON PENSION REFUND	27/02/2013	341.10
025335	24690	DA & L HENRY PENSION REFUND	27/02/2013	279.16
025336	24691	MERLE JILL BERCH PENSION REFUND	27/02/2013	416.78
025337	10047	ALINTA ENERGY GAS SUPPLIES	27/02/2013	1,593.70
025338	11758	WATER CORP WATER USAGE SUPPLIES ADD RETENTION HELD NIL LESS PRIOR PERIOD CANCELLED CHEQUES/EFTS	27/02/2013	29,846.20
025141	99999	ALAN & MARLENE DAVID	8/02/2013	-278.00
025179	15402	ZURICH AUSTRALIA	14/02/2013	-1,000.00
025230	99999	TERRANOVIS	8/02/2013	-1,078.30
025231	99999	TERRANOVIS	8/02/2013	-1,551.70
025236	99999	EUNICE L MITUSSIS	8/02/2013	-500.00
TOTAL				6,979,726.87
TOTAL AS PER AP SOURCE 13GLACT9991000				6,979,726.87
TOTAL AS PER TR SOURCE 13GLACT9991000				6,979,726.87
ADDITIONAL DIRECT PAYMENTS				
BANK FEES				
MERCHANT FEES COC				9,823.94
MERCHANT FEES SLLC				3,475.19
MERCHANT FEES VARIOUS OUT CENTRES				426.15
NATIONAL BPAY CHARGE				2,632.92
RTGS/ACLR FEE				2.50
NAB TRANSACT FEE				3,989.43
				20,350.13

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
		FAMILY DAY CARE AND IN HOME CARE PAYMENTS		
		FDC PAYMENTS		45,222.33
		IHC PAYMENTS		103,737.89
				148,960.22
		PAYROLL TRANSACTIONS		
		COC 01/02/13 CITY OF COCKBURN 042958		1741.18
		COC 05/02/13 CITY OF COCKBURN 042958		246474.85
		COC 28/01/13 CITY OF COCKBURN 042958		1622.42
		COC 31/01/13 CITY OF COCKBURN 042958		5468.19
		COC 11/02/13 CITY OF COCKBURN 042958		8187.13
		COC 12/02/13 CITY OF COCKBURN 042958		737621.55
		COC 19/02/13 CITY OF COCKBURN 042958		240235.79
		COC 20/02/13 CITY OF COCKBURN 042958		269.92
		COC 22/02/13 CITY OF COCKBURN 042958		4839.75
		COC 26/02/13 CITY OF COCKBURN 042958		726737.27
				1,973,198.05
		CREDIT CARD PAYMENTS		
		CBA CREDIT CARD PAYMENT		-
				-
		TOTAL PAYMENTS FOR FEBRUARY		9,122,235.27

PAYMENT SUMMARY

CHEQUE PAYMENTS

025290 - 025338

CANCELLED PAYMENTS

025141; 025179; 025230; 025231; 025236

ELECTRONIC FUNDS TRANSFER PAYMENT

EF069241 – EF069746

STATEMENT OF FINANCIAL ACTIVITY

for the period ended 28 February 2013

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
	\$	\$	%	\$	\$	\$
Operating Revenue						
Governance	62,500,920	61,166,862	2%	1,334,058 ✓	63,940,162	64,033,597
Financial Services	539,153	415,730	30%	123,423 ✓	581,100	581,100
Information Services	360	2,424	-85%	(2,064)	3,627	3,627
Human Resource Management	137,841	82,352	67%	55,489	145,395	130,340
Library Services	41,655	32,802	27%	8,853	47,601	44,791
Community Services	5,252,342	5,449,215	-4%	(196,873) X	6,638,966	6,295,066
Human Services	5,076,349	4,630,056	10%	446,293 ✓	6,657,489	6,221,506
Corporate Communications	16,300	11,687	39%	4,612	13,007	8,640
Development Services	2,712,509	2,727,472	-1%	(14,963)	3,770,407	3,126,770
Planning Services	884,615	1,043,807	-15%	(159,191) X	1,342,615	1,236,715
Waste Services	28,728,128	26,967,606	7%	1,760,522 ✓	34,135,492	31,994,738
Parks & Environmental Services	255,834	199,907	28%	55,927	202,163	6,760
Engineering Services	316,468	227,686	39%	88,783	286,545	176,560
Infrastructure Services	324,653	260,584	25%	64,069	263,319	8,150
	106,787,128	103,218,190	3%	3,568,938	118,027,888	113,868,360
Less: Restricted Grants & Contributions b/fwd	(2,611,520)	(2,739,963)	-5%	128,443	(2,739,963)	-
Total Operating Revenue	104,175,608	100,478,227	4%	3,697,381	115,287,926	113,868,360
Operating Expenditure						
Governance	(2,334,317)	(2,369,197)	-1%	34,879	(3,641,209)	(3,456,151)
Financial Services	(3,465,340)	(3,559,475)	-3%	94,135	(4,462,879)	(4,471,879)
Information Services	(2,516,766)	(2,645,326)	-5%	128,560 ✓	(3,971,598)	(3,881,598)
Human Resource Management	(1,384,664)	(1,455,916)	-5%	71,252	(2,160,690)	(2,189,739)
Library Services	(1,652,511)	(1,830,054)	-10%	177,543 ✓	(2,831,632)	(2,783,692)
Community Services	(5,397,610)	(5,893,720)	-8%	496,110 ✓	(8,947,362)	(8,317,725)
Human Services	(4,975,116)	(5,107,710)	-3%	132,594 ✓	(7,740,385)	(7,350,808)
Corporate Communications	(1,328,142)	(1,773,473)	-25%	445,331 ✓	(2,519,511)	(2,429,044)
Development Services	(2,742,132)	(2,976,747)	-8%	234,615 ✓	(4,727,439)	(4,232,525)
Planning Services	(889,163)	(1,123,435)	-21%	234,272 ✓	(1,862,616)	(1,774,180)
Waste Services	(13,007,138)	(12,291,556)	6%	(715,582) X	(18,596,176)	(17,902,061)
Parks & Environmental Services	(6,370,569)	(7,136,646)	-11%	766,077 ✓	(10,700,332)	(10,406,522)
Engineering Services	(6,433,617)	(6,553,157)	-2%	119,540 ✓	(9,051,293)	(7,553,872)
Infrastructure Services	(5,233,260)	(5,223,316)	0%	(9,944)	(7,729,661)	(7,448,857)
	(57,730,347)	(59,939,728)	-4%	2,209,381	(88,942,783)	(84,198,652)

OCM 11/4/2013 - Item 15.2

STATEMENT OF FINANCIAL ACTIVITY

for the period ended 28 February 2013

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget		Revised Budget	Adopted Budget
	\$	\$	%	\$		\$	\$
Less: Net Internal Recharging	2,189,668	2,078,360	5%	111,308 ✓		3,117,425	3,115,859
Add: Reverse Impairment Charge - Investments	-	-	0%	-		-	-
Add: Depreciation on Non-Current Assets							
Computer & Electronic Equip	(180,012)	(137,856)	31%	(42,156)		(206,784)	(206,784)
Furniture & Equipment	(120,719)	(120,784)	0%	65		(181,143)	(181,143)
Plant & Machinery	(1,999,754)	(2,170,728)	-8%	170,974 ✓		(3,256,091)	(3,256,091)
Buildings	(2,096,507)	(2,257,352)	-7%	160,845 ✓		(3,386,022)	(3,386,022)
Roads	(5,874,092)	(6,000,000)	-2%	125,908 ✓		(9,000,000)	(10,500,000)
Drainage	(1,424,197)	(1,520,000)	-6%	95,803		(2,280,000)	(2,280,000)
Footpaths	(708,313)	(584,848)	21%	(123,465) X		(877,274)	(877,274)
Parks Equipment	(1,271,444)	(1,126,672)	13%	(144,772) X		(1,900,000)	(1,480,000)
	(13,675,038)	(13,918,240)	-2%	243,202		(21,087,314)	(22,167,314)
Total Operating Expenditure	(69,215,717)	(71,779,607)	-4%	2,563,890		(106,912,672)	(103,250,107)
Change in Net Assets Resulting from Operations	34,959,891	28,698,620	22%	6,261,271		8,375,253	10,618,253
Non-Operating Activities							
Profit/(Loss) on Assets Disposal							
Plant & Machinery	123,879	63,230	96%	60,649		(128,364)	(315,364)
Freehold Land	5,589,962	16,158,342	-65%	(10,568,380) X		17,590,909	1,175,000
Furniture & Office Equipment	(431)	-	0%	(431)		-	-
Buildings	(264,070)	-	0%	(264,070) X		-	15,000
	5,449,341	16,221,572	-66%	(10,772,231)		17,462,545	874,636
Less: Underground Power Infrastructure Contribution	(2,840,034)	(3,417,000)	-17%	576,966		(5,025,000)	(5,025,000)
Asset Acquisitions							
Land and Buildings	(14,684,947)	(26,704,773)	-45%	12,019,826 ✓		(43,834,544)	(35,818,923)
Infrastructure Assets	(10,854,124)	(14,549,357)	-25%	3,695,233 ✓		(24,096,665)	(17,259,411)
Plant and Machinery	(2,496,273)	(4,088,061)	-39%	1,591,788 ✓		(5,543,561)	(3,627,000)
Furniture and Equipment	(270)	(11,736)	-98%	11,466		(11,736)	(40,000)
Computer Equipment	(1,232,161)	(2,546,194)	-52%	1,314,033 ✓		(2,986,727)	(1,167,500)
Note 1.	(29,267,775)	(47,900,120)	-39%	18,632,345		(76,473,233)	(57,912,834)
Add: Transfer to Reserves	(10,089,950)	(23,095,205)	-56%	13,005,255 ✓		(53,604,672)	(31,392,984)
	(1,788,528)	(29,492,134)	-94%	27,703,606		(109,265,107)	(82,837,928)

STATEMENT OF FINANCIAL ACTIVITY

for the period ended 28 February 2013

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget		Revised Budget	Adopted Budget
	\$	\$	%	\$		\$	\$
Add Funding from							
Grants & Contributions - Asset Development	5,014,520	8,745,364	-43%	(3,730,844) X		12,032,331	10,936,929
Less: held in restricted funds from prior years	(236,916)	(418,655)	-43%	181,739 ✓		(439,655)	(219,500)
Proceeds on Sale of Assets	8,385,903	22,173,842	-62%	(13,787,939) X		23,693,909	7,106,000
Reserves	25,123,848	37,635,847	-33%	(12,511,999) X		55,965,662	38,638,204
Loan Funds Raised	-	1,000,000	-100%	(1,000,000) X		4,865,000	4,865,000
Contributed Developer Assets	-	-	0%	-		-	-
	36,498,827	39,644,263	-8%	(3,145,436)		(13,147,861)	(21,511,296)
Less: Transfer from Reserves - Impaired Investments	-	-	0%	-		-	-
Non-Cash/Non-Current Item Adjustments							
Depreciation on Assets	13,675,038	13,918,240	-2%	(243,202) X		21,087,314	22,167,314
Profit/(Loss) on Assets Disposal	(5,449,341)	(16,221,572)	-66%	10,772,231 ✓		(17,462,545)	(874,636)
Non-Current Accrued Debtors	-	-	0%	-		-	-
Non-Current Leave Provisions	477,399	-	0%	477,399 ✓		-	-
Net Change in Restricted/Committed Cash	2,848,436	3,158,618	-10%	(310,182) X		3,179,618	219,500
Deferred Pensioners Adjustment	-	-	0%	-		-	-
	48,050,360	40,499,550	19%	7,550,810		(6,343,474)	882
Opening Funds	6,355,407	6,355,912	0%	(504)		6,355,912	-
Closing Funds	Note 2, 3. 54,405,767	46,855,461	16%	7,550,306		12,438	882
	-	-		-		-	-

Notes to Statement of Financial Activity

Note 1.

Additional information on the capital works program including committed orders at end of month:

Assets Classification	Actuals \$	Commitments at Month End \$	Commitments & Actuals YTD	YTD Revised Budget	Full Year Revised Budget \$	Uncommitted at Month End \$
Land and Buildings	(14,684,947)	(20,083,258)	(34,768,205)	(26,704,773)	(43,834,544)	9,066,339
Infrastructure Assets	(10,854,124)	(2,375,238)	(13,229,362)	(14,549,357)	(24,096,665)	10,867,304
Plant and Machinery	(2,496,273)	(514,665)	(3,010,938)	(4,088,061)	(5,543,561)	2,532,623
Furniture and Equipment	(270)	-	(270)	(11,736)	(11,736)	11,466
Computer Equipment	(1,232,161)	(205,439)	(1,437,600)	(2,546,194)	(2,986,727)	1,549,127
	(29,267,775)	(23,178,600)	(52,446,375)	(47,900,120)	(76,473,233)	24,026,858

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	97,645,665	79,213,404	48,867,453	57,350,978
Rates Outstanding	8,998,288	6,448,458	1	-
Rubbish Charges Outstanding	1,444,598	38,456	(1)	-
Sundry Debtors	5,270,925	2,387,788	1	-
GST Receivable	479,378	-	-	-
Prepayments	57,257	-	-	-
Accrued Debtors	411,206	-	-	-
Stock on Hand	(3,803)	-	-	-
	114,303,515	88,088,106	48,867,454	57,350,978
Current Liabilities				
Creditors	(9,607,342)	(4,536,282)	0	-
Income Received in Advance	(784,545)	-	-	-
GST Payable	(133,568)	-	-	-
Withholding Tax Payable	-	-	-	-
Provision for Annual Leave	(2,422,458)	-	-	-
Provision for Long Service Leave	(1,940,955)	-	-	-
	(14,888,869)	(4,536,282)	0	-
Net Current Assets	99,414,646	83,551,825	48,867,454	57,350,978
Add: Non Current Investments	5,972,125	-	-	-
	105,386,771	83,551,825	48,867,454	57,350,978
Less: Restricted/Committed Assets				
Cash Backed Reserves #	(45,759,081)	(34,354,981)	(46,534,634)	(51,676,294)
Deposits & Bonds Liability *	(2,489,976)	-	-	-
Grants & Contributions Unspent *	(2,731,947)	(2,341,382)	(2,320,382)	(5,280,500)
	54,405,767	46,855,461	12,438	394,184
Closing Funds (as per Financial Activity Statement)	54,405,767	46,855,461	12,438	394,184

See attached Reserve Fund Statement

* See attached Restricted Funds Analysis

Note 3.

Amendments to original budget since budget adoption. Surplus/(Deficit)

Ledger	Project/ Activity	Description	Council Resolution	Classification	Non Change - (Non Cash Items) Adjust. \$	Increase in Available Cash \$	Decrease in Available Cash \$	Amended budget Running Balance \$
		Budget Adoption		Closing Funds Surplus(Deficit)				882
OP	9144	Lease recovery from 13 Kent St property		Operating Income		3,000		3,882
		Community Youth Bus is no longer required, majority of fund was sent						
OP	9165	to various Disability & Inclusion OP's		Operating Expenditure		1,481		5,363
OP	8138	Environmental OP project was loaded incorrectly		Operating Expenditure		10,000		15,363
GL	725	Reduction in Reserve transfer for Naval Base lease revenue		Operating Income		192,765		208,128
OP	9101	Transferring Coogee Caravan Park lease revenue to Reserve		Operating Income			179,013	29,115
GL	202	Rounding adjustments		Operating Income			37	29,079
GL	202	Increase in insurance recoveries due to grant adjustment		Operating Income		4,823		33,902
	161,							
GL	162, 175	Rounding adjustments to FESA budget		Operating Income		53		33,955
OP	8579	Income from developer for private work at Beeliar Drive		Operating Income		100,000		133,955
OP	9193	Sale of Bokashi Bins		Operating Income		720		134,675
	230,							
	275,							
	277,							
	328,							
GL	410, 445	Balancing full grant funded activities		Operating Expenditure			23,385	111,290
GL	410	Depreciation treatment for HACC funded activity		Operating Income			59,668	51,622
OP	9360	New income expected for Human Services Issues		Operating Income		1,500		53,122
Various		Mid-year budget review		Various			37,194	15,928
GL	175	Transferring Plant & Property Insurances		Operating Expenditure		3,510		19,438
OP	6195	Kent St SES Demolition	14-Feb-13	Operating Expenditure			7,000	12,438
				Closing Funds Surplus (Deficit)	0	317,854	306,298	12,438

Statement of Comprehensive Income *by Nature and Type*

for the period ended 28 February 2013

		Actual	Amended YTD Budget	\$ Variance to YTD Budget	Forecast	Amended Budget	Adopted Budget
		\$	\$	\$	\$	\$	\$
OPERATING REVENUE							
01 Rates		54,391,665	53,950,497	441,168	54,606,168	54,165,000	53,645,000
05 Fees and Charges	Note 1	39,944,169	38,050,153	1,894,016	50,257,530	48,363,514	45,760,634
10 Grants and Subsidies		5,510,145	4,600,960	909,185	7,944,422	7,035,237	8,456,698
15 Contributions, Donations and Reimbursements		927,607	498,805	428,801	1,074,836	646,035	431,710
20 Interest Earnings		3,378,758	3,367,167	11,591	5,073,755	5,062,164	5,561,342
25 Other revenue and Income		23,264	10,645	12,619	28,595	15,976	12,976
Total Operating Revenue		104,175,608	100,478,227	3,697,381	118,985,306	115,287,926	113,868,360
OPERATING EXPENDITURE							
50 Employee Costs - Salaries & Direct Oncosts	Note 2	(25,078,445)	(25,343,061)	264,617	(38,104,893)	(38,369,510)	(37,798,025)
51 Employee Costs - Indirect Oncosts		(481,139)	(395,125)	(86,014)	(994,478)	(908,463)	(898,818)
55 Materials and Contracts	Note 3	(20,793,025)	(23,526,099)	2,733,074	(32,245,513)	(34,978,587)	(31,252,130)
65 Utilities		(2,710,106)	(2,930,275)	220,169	(4,139,688)	(4,359,857)	(4,484,950)
70 Interest Expenses		-	-	-	-	-	-
75 Insurances		(1,764,509)	(1,858,698)	94,189	(1,772,511)	(1,866,700)	(1,866,700)
80 Other Expenses		(6,903,627)	(5,886,470)	(1,017,158)	(9,476,824)	(8,459,666)	(7,556,288)
85 Depreciation on Non Current Assets		(13,675,038)	(13,918,240)	243,202	(20,844,112)	(21,087,314)	(22,167,314)
Add Back: Indirect Costs Allocated to Capital Works		2,189,668	2,078,360	111,308	3,228,732	3,117,425	3,167,420
Total Operating Expenditure		(69,216,222)	(71,779,607)	2,563,385	(104,349,287)	(106,912,672)	(102,856,805)
CHANGE IN NET ASSETS RESULTING FROM OPERATING ACTIVITIES							
		34,959,385	28,698,620	6,260,766	14,636,019	8,375,253	11,011,555
NON-OPERATING ACTIVITIES							
11 Capital Grants & Subsidies		3,707,987	6,055,882	(2,347,895)	5,578,700	7,926,595	6,939,454
16 Contributions - Asset Development		1,306,533	2,689,481	(1,382,948)	2,722,788	4,105,736	3,997,475
95 Profit/(Loss) on Sale of Assets		5,449,341	16,221,572	(10,772,231)	6,690,314	17,462,545	874,636
57 Acquisition of Crown Land for Roads		-	-	-	-	-	-
58 Underground Power Scheme		(2,840,034)	(3,417,000)	576,966	(2,840,034)	(5,025,000)	(5,025,000)
Total Non-Operating Activities		7,623,826	21,549,935	(13,926,109)	12,151,767	24,469,877	6,786,565
NET RESULT							
		42,583,212	50,248,555	(7,665,343)	26,787,786	32,845,130	17,798,120

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	301,110	353,975	532,245	532,245
South Lake Leisure Centre	1,896,834	1,933,261	2,765,549	2,765,549
Law and Public Safety	2,489,764	2,528,244	2,586,380	2,570,500
	4,687,707	4,815,480	5,884,174	5,868,294
<u>Waste Services:</u>				
Waste Collection Services	15,872,633	15,834,386	16,000,000	15,288,000
Waste Disposal Services	12,829,660	11,090,656	18,068,909	16,668,909
	28,702,293	26,925,042	34,068,909	31,956,909
	33,390,001	31,740,522	39,953,083	37,825,203

Note 2.

Additional information on Salaries and Direct On-Costs by each Division.

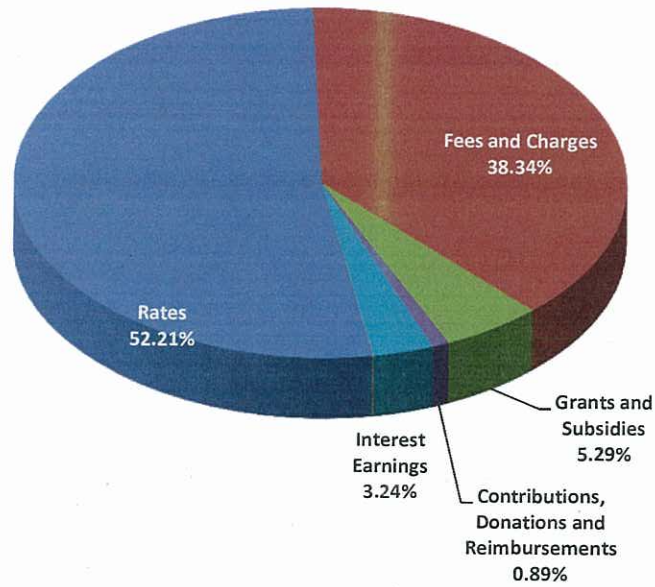
	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
Executive Division	(1,239,187)	(1,129,293)	(1,715,193)	(1,715,193)
Finance & Corporate Services Division	(3,699,330)	(3,781,985)	(5,690,156)	(5,729,205)
Community Services Division	(7,747,470)	(7,813,490)	(11,835,803)	(11,553,496)
Planning & Development Division	(2,981,618)	(2,974,181)	(4,643,827)	(4,315,600)
Engineering & Works Division	(9,410,840)	(9,644,112)	(14,484,530)	(14,484,530)
	(25,078,445)	(25,343,061)	(38,369,510)	(37,798,025)

Note 3

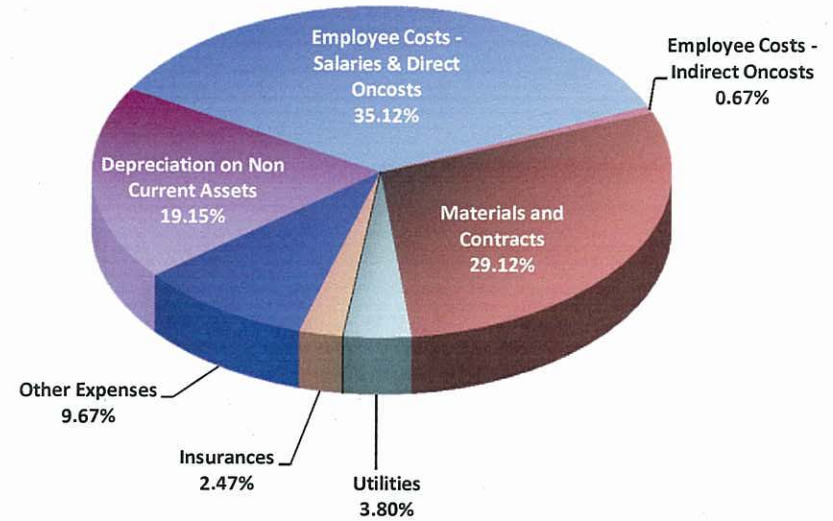
Additional information on Materials and Contracts by each Division.

	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
Executive Division	(961,358)	(862,202)	(1,256,405)	(1,316,192)
Finance & Corporate Services Division	(1,489,783)	(1,785,818)	(2,669,541)	(2,588,541)
Community Services Division	(4,396,420)	(5,299,641)	(7,995,593)	(7,103,674)
Planning & Development Division	(625,232)	(1,093,784)	(1,834,259)	(1,578,255)
Engineering & Works Division	(13,320,232)	(14,484,654)	(21,222,790)	(18,665,468)
Not Applicable	0	0	0	0
	(20,793,025)	(23,526,099)	(34,978,587)	(31,252,130)

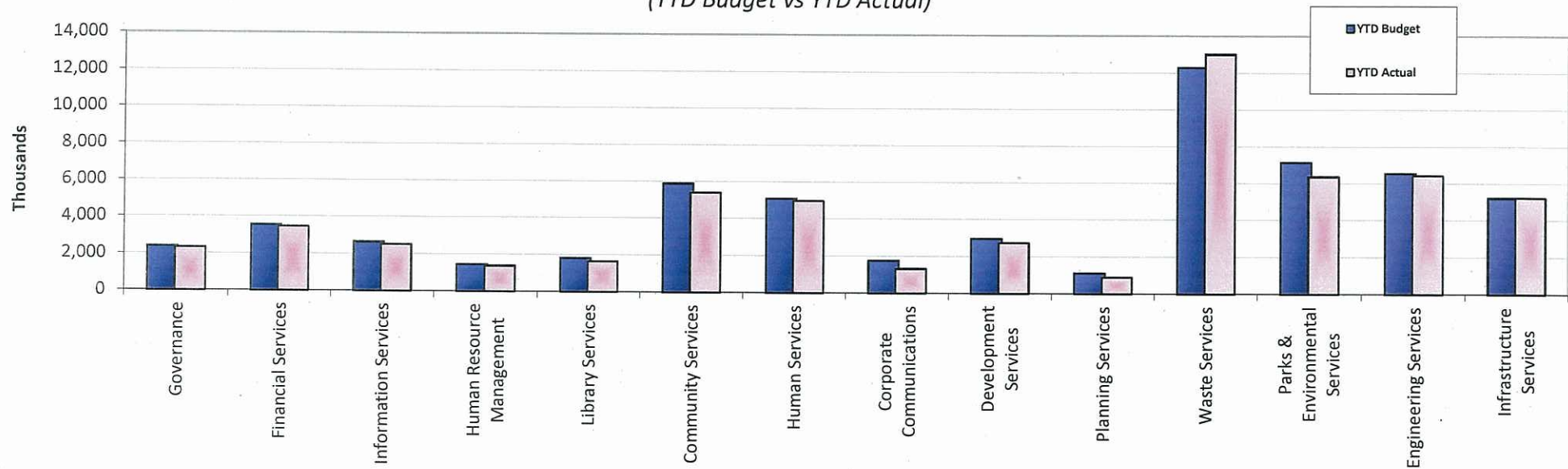
Operating Income by Nature and Type
(YTD Actual)



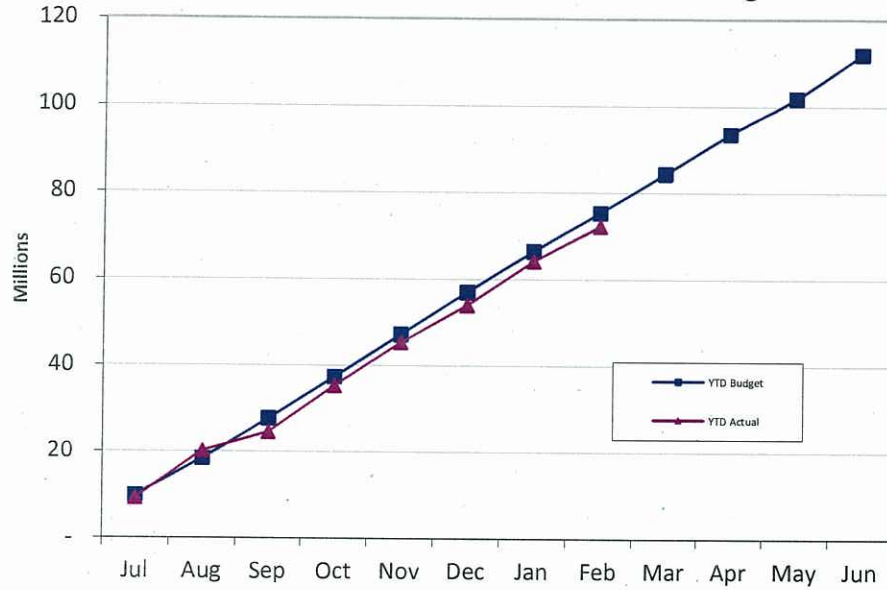
Operating Expenditure by Nature and Type
(YTD Actual)



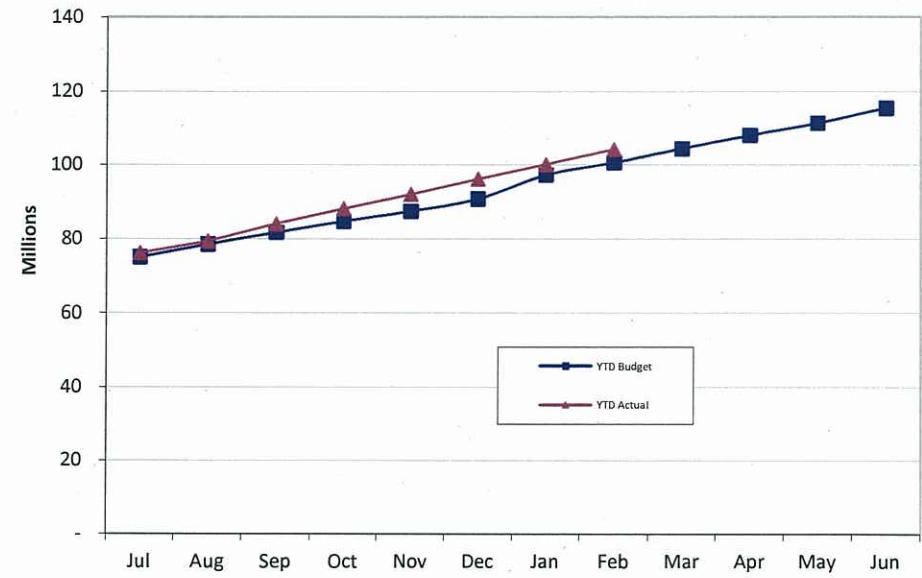
Operating Expenditure by Business Unit
(YTD Budget vs YTD Actual)



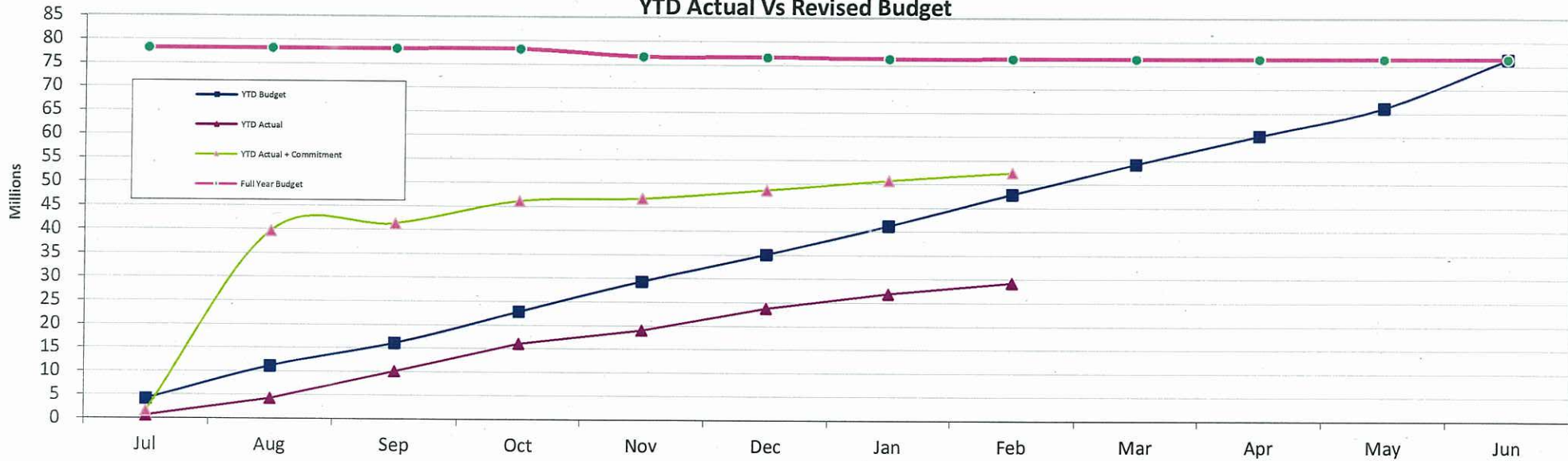
YTD Operating Expenditure Vs YTD Revised Budget



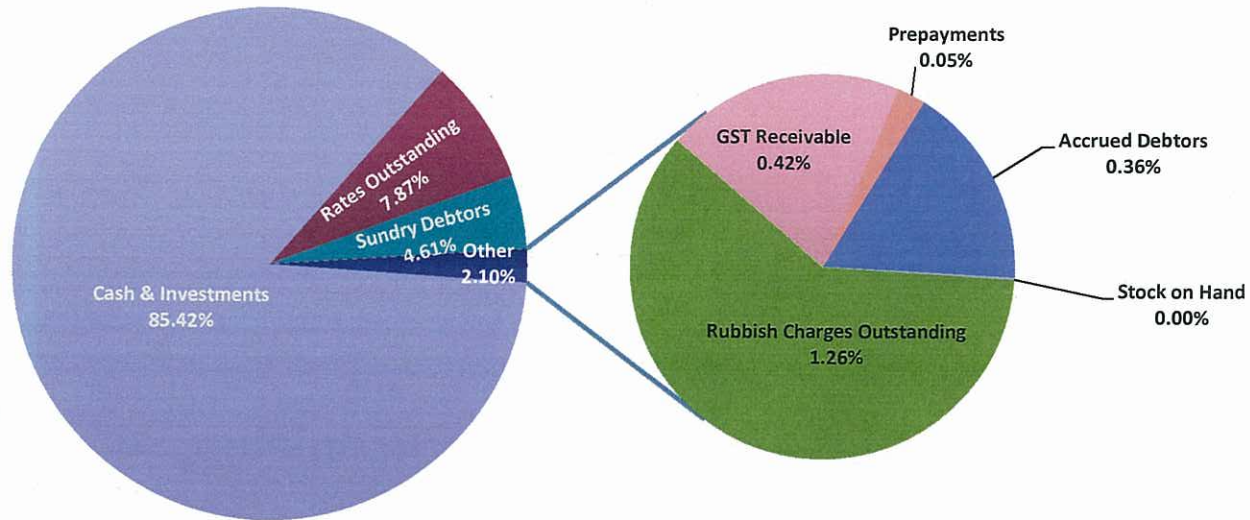
YTD Operating Income Vs YTD Revised Budget



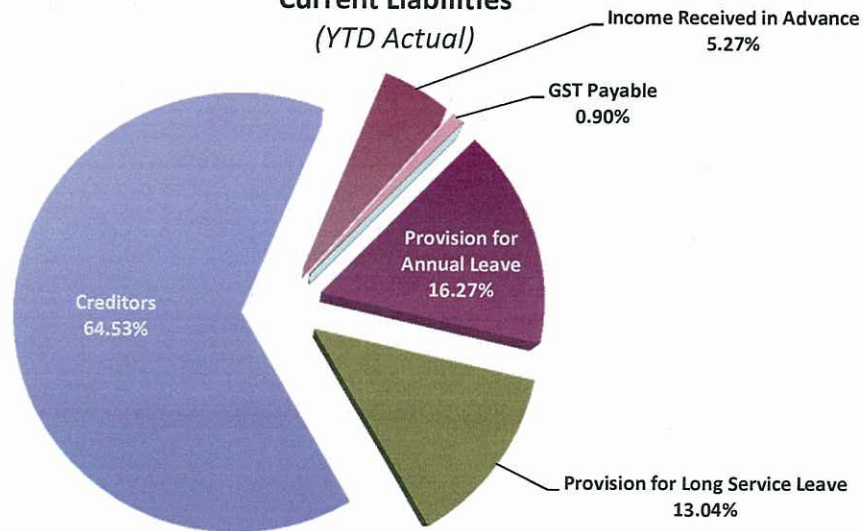
Capital Expenditure YTD Actual Vs Revised Budget



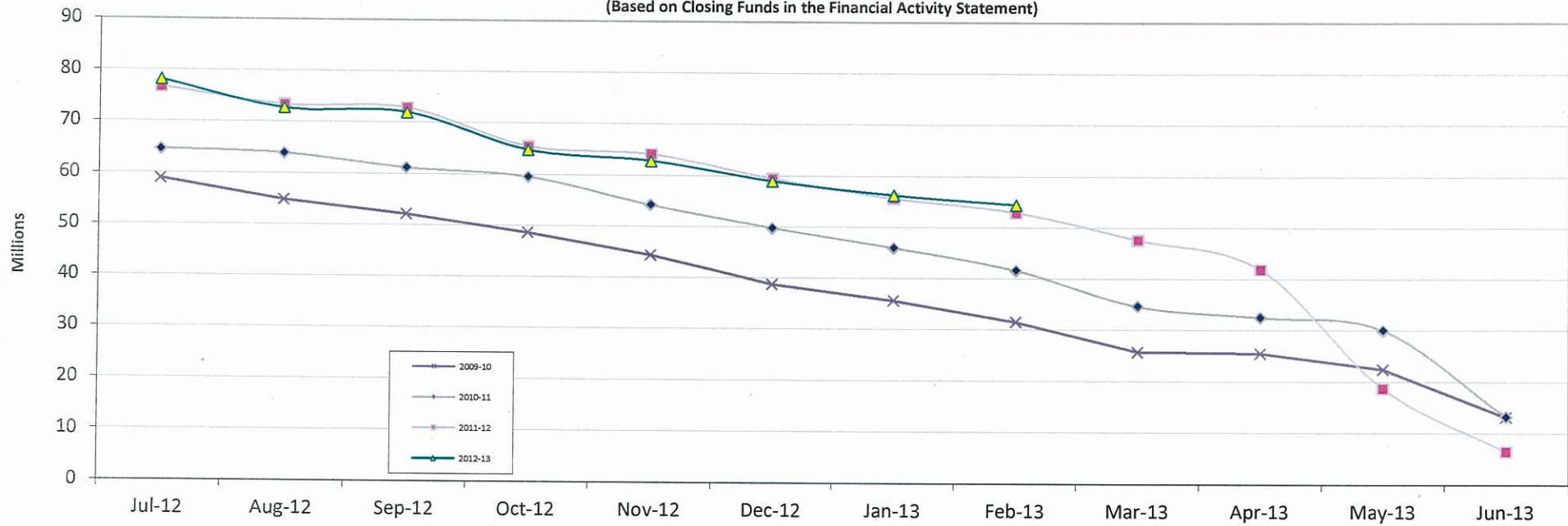
Current Assets (YTD Actual)



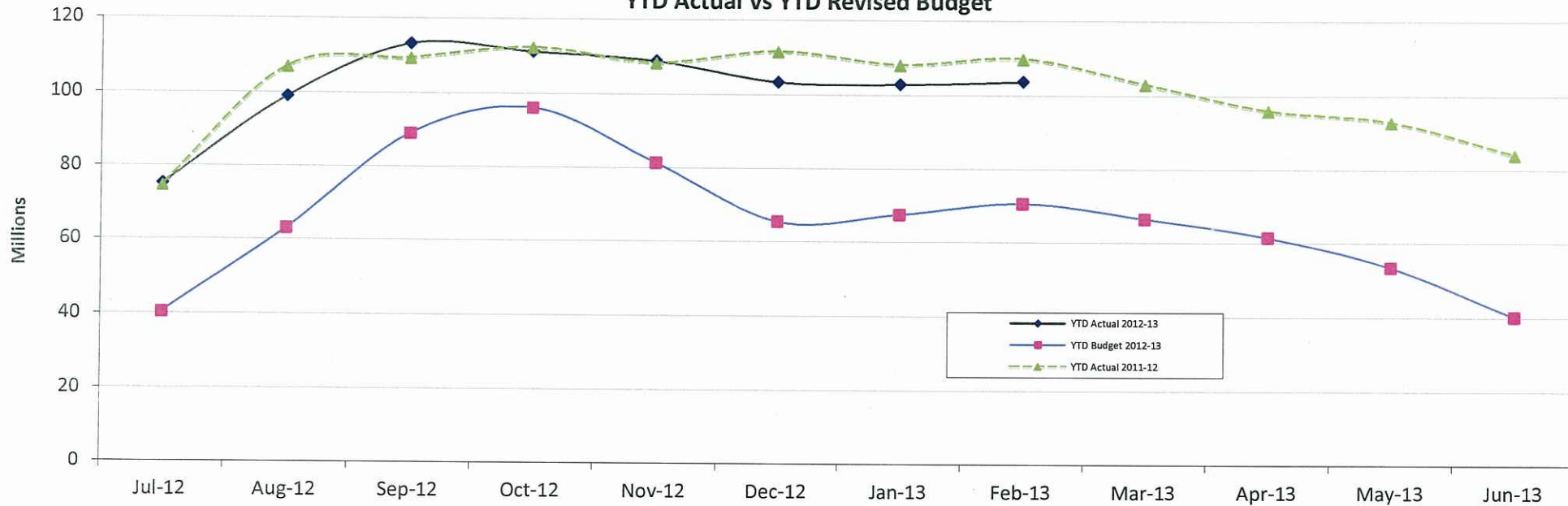
Current Liabilities (YTD Actual)



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 28 February 2013

Particulars		Balance July 1st 2012	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	494,601.52	17,600.08	514,641.27 -	2,439.67
	UNSPENT PROJECT FUNDING C/FWD	2,363,853.79	302,250.00	2,438,559.37	227,544.42
Prog 12	UNSPENT ROAD FUNDING	146,567.14		215,085.40 -	68,518.26
		3,005,022.45	319,850.08	3,168,286.04	156,586.49
TOTAL		5,580,382.52	319,850.08	3,168,286.04	2,731,946.56

NB. Total Receipts and Payments of Contributions/CF Grants is the balance of Restricted Funds Activities (883-890):

Receipts: -	319,850.08
Payments:	3,168,286.04
Balance of Restricted Funds:	2,848,435.96

Variance Analysis						
Municipal Financial Activity Statement for the period ended 28 February 2013						
	YTD Actuals	YTD Revised Budget	Full Year Revised Budget	YTD Variance	√ = Favourable X = Unfavourable	Feb-13
	\$	\$	\$	\$		
OPERATING REVENUE						
Governance	62,500,920	61,166,862	63,940,162	1,334,058	√	Underground power service charges received, Fees & Charges of Rates Revenue (GRV-Part year) received and interest earnings from Municipal are \$244k, \$413k and \$195k over ytd budget respectively. Grant received for General (untied) and Roads (untied) are \$246k and \$143k over ytd budget respectively.
Financial Services	539,153	415,730	581,100	123,423	√	Administration Fees received from Rates are \$100k over ytd budget.
Community Services	5,252,342	5,449,215	6,638,966	(196,873)	X	Community Services Fees & Charges received are \$128k under ytd budget.
Human Services	5,076,349	4,630,056	6,657,489	446,293	√	HACC grant received is \$181k over ytd budget. In-Home Care subsidies received are \$281k over ytd budget. However, fees received for Atwell out of school care are \$103k under ytd budget.
Planning Services	884,615	1,043,807	1,342,615	(159,191)	X	Strategic Planning Administration Fees not received yet, resulting in \$184k unfavourable variance.
Waste Services	28,728,128	26,967,606	34,135,492	1,760,522	√	Landfill fees received are \$1.8m over ytd budget.
OPERATING EXPENDITURE						
Information Services	2,516,766	2,645,326	3,971,598	128,560	√	Expenditure in software support for Information Technology is overspent by \$181k. However, the expenditure in salaries, is underspent by \$105k.
Library Services	1,652,511	1,830,054	2,831,632	177,543	√	Employee Costs - Salaries & Direct Oncosts for Spearwood Library are underspent by \$112k.
Community Services	5,397,610	5,893,720	8,947,362	496,110	√	Expenditure in material & contract in SLLC, expenditure in Cosafe and Council Donations are underspent by \$146k, \$127k and \$152k respectively.
Human Services	4,975,116	5,107,710	7,740,385	132,594	√	Caregiver payments are \$349k over ytd budget. However, materials & contract expenditures in Family Services and salaries expenditures in Child Care Services are \$128k and \$103k under ytd budget.
Development Services	2,742,132	2,976,747	4,727,439	234,615	√	Contract expenses for Health Services are \$264k under ytd budget.
Planning Services	889,163	1,123,435	1,862,616	234,272	√	Development contribution plans expenditure has not come in yet, resulting in \$156k favourable variance.
Waste Services	13,007,138	12,291,556	18,596,176	(715,582)	X	Promotion expenditure in household refuse, expenditure in Entry Fees for RRRC and expenditure in annual junk collection are underspent by \$128k, \$358k, \$145k and \$150k respectively. Landfill levy has been accrued \$1.4m ahead of ytd budget. Expenditure in internal tipping charges are overspent by \$548k.
Parks & Environmental Services	6,370,569	7,136,646	10,700,332	766,077	√	Salaries in Parks are \$129k under ytd budget. Expenditures in Environmental Works operational projects and expenditures in Spearwood avenue offsets are \$257k and \$195k under ytd budget respectively.
Engineering Services	6,433,617	6,553,157	9,051,293	119,540	√	Street lighting power expenses in Roads Maintenance operational projects are underspent by \$119k. Footpath maintenance expenses in roads maintenance operational projects are overspent by \$207k. Salaries expenditures in Engineering Services are \$109k under ytd budget.
ADDITIONAL FUNDING RECEIVED						

Variance Analysis						
Municipal Financial Activity Statement for the period ended 28 February 2013						
	YTD Actuals	YTD Revised Budget	Full Year Revised Budget	YTD Variance	✓ = Favourable ✗ = Unfavourable	Feb-13
	\$	\$	\$	\$		
Grants & Contributions - Asset Development	5,014,520	8,745,364	12,032,331	(3,730,844)	✗	Grants for MRWA, Civic Building Energy Reduction Initiative and Coogee Beach CCTV beach Pilot Program are \$2.7m, \$440k and \$100k under ytd budget. Grants received for DCA, Fawcett Road reconstruction resurfacing are ahead of ytd budget by \$747k and \$160k respectively.
Proceeds on Sale of Assets	8,385,903	22,173,842	23,693,909	(13,787,939)	✗	Lot 9001 Ivankovich Avenue and Sub div Lot 702 Bellier Pl& Lot 65 Erpingham Rd are not yet sold for \$12m and \$1.1m respectively. Sub div Lots 485 and 459 Bourbon Street, L18 Grandpre are not yet sold for \$838k. Lot 61 Gumina Place, Munster Relocate Drainage & Subdivision, Lot 183 Southwell Cres Subdivision sold ahead of it's budget by \$570k. VT605 Sweeper PL7201 Roads is not yet sold for \$130k.

Capital Expenditure

	Actuals	YTD Revised Budget	Full Year Revised Budget	\$ Variance to YTD Budget	V = Favourable X = Unfavourable	Explanation
	\$	\$	\$	\$		
SUMMARY						
Purchase of Land and Buildings	14,684,947	26,704,773	43,834,544	12,019,826	✓	
Acquisition & Development of Infrastructure Assets	10,854,124	14,549,357	24,096,665	3,695,233	✓	
Purchase of Plant and Machinery	2,496,273	4,088,061	5,543,561	1,591,788	✓	
Purchase of Furniture and Equipment	270	11,736	11,736	11,466	✓	
Purchase of Computer Equipment	1,232,161	2,546,194	2,986,727	1,314,033	✓	
	29,267,775	47,900,120	76,473,233	18,632,345		
Material Variances Identified:						
<u>Works in Progress - Roads Infrastructure</u>						
2365 - HAMMOND RD [Russell/Bartram] - Construct 2nd cwy/ upgrade ve	1,976,568	1,334,268	4,341,351	(642,299)	X	Project divided into Stage 1 and Stage 2. Stage 1 works commenced Sep-12 and completed Nov-12. May-13 probable completion for entire project with external contractors to be used. Currently \$1.142 million in committed orders. Project has additional costs due to drainage issues and damaged pipes. Project combined with CW 2447.
3523 - WELLARD ST (Quarimor Rd to 260m south of Quarimor Rd	0	132,720	132,720	132,720	✓	Project completed in advance in the 11-12 resurfacing program
2876 - Fawcett Road reconstruction from West Churchill- Resurfacing	866	160,000	160,000	159,134	✓	Was initially investigated by former Road design manager. New Road manager yet to begin design and awaiting profiling date. Works expected to begin Apr -13
3521 - BARRINGTON ST (Stock Rd to Miguel) - Mill/Resurface	0	331,421	331,421	331,421	✓	Project completed, current expenditure has been charged to budget numbers CW 3476, CW3477, CW3478. Total spend YTD is approx. \$250k.
2356 - BEEELIAR DR [Hammond/Dunraven] - Construct 2nd cwy Stage 1	754,051	1,905,988	1,905,988	1,151,937	✓	Project complete with the exception of a sliplane to be constructed, currently \$68k in committed orders. Sliplane design to be done Feb -13, with works to begin Mar-13. Savings in project to be transferred to CW2291 as per MYBR submission & remainder to be transferred back to road reserve.
Sub Total	2,731,485	3,864,397	6,871,480	1,132,913		
<u>Works in Progress - Drainage</u>						
2932 - 14 Elderberry Dr - Drainage Upgrade	0	115,558	115,558	115,558	✓	Carry Forward of the entire \$115,558 budget. Resources as been accessed as not being enough with more funds required. External Contractors to be used.
2946 - Drainage Upgrade Bullfinch and Skeahan stage 2	7,166	150,000	150,000	142,834	✓	Works scheduled to commence once CW 2940 Phoenix Rd & Bullfinch St - Drainage Upgrade complete. Trees in the surrounding areas to be removed with the final Arboriculturalist report, report to began Feb -13 and to be finalised Mar-13. Currently \$29.4k in committed orders. Expected to spend \$40k more than budgeted.
Sub Total	7,166	265,558	265,558	258,391		
<u>Works in Progress - Footpaths</u>						
2448 - Banjup - Footpath	3,160	350,000	350,000	346,840	✓	Survey being undertaken, with cost and design to be submitted to council in April. Works to begin April/May -13.
Sub Total	3,160	350,000	350,000	346,840		
<u>Works in Progress - Parks Hard Infstruc</u>						
5428 - Park Development-Syndicate POS	0	100,000	100,000	100,000	✓	Started work December -12 with the major works completed. A playground ordered from Europe was delayed. Expected completion for entire project April-13.
Sub Total	0	100,000	100,000	100,000		
<u>Freehold Land</u>						
1554 - Purchase of portion of Koorilla School Site aged persons lan	0	150,000	150,000	150,000	✓	Still awaiting completion of crown survey. Acquisition anticipated May-13
1553 - Subdivision and development of Lot 915 and Reserve 38537	2,400	200,000	400,000	197,600	✓	Currently accessing viability of land acquisition in conjunction with exploring other land options. Expected to go ahead with the project May-13.
1539 - Subdivision Lot 702 Bellier Pl & Lot 65 Erpingham Rd	8,502	328,525	604,700	320,023	✓	Works expected to begin June-13. Tender to be raised May-13. Delay due to disagreement with the department of housing on parts of the contract. Expected \$560k carry forward.

Capital Expenditure

	Actuals	YTD Revised Budget	Full Year Revised Budget	\$ Variance to YTD Budget	v = Favourable x = Unfavourable	Explanation
1556 - Purchase of LOT 341 LAKEFRONT AVENUE, BEELIAR	\$ 0	\$ 360,000	\$ 480,000	\$ 360,000	✓	Approval granted. Appointing surveyors to complete survey document. Works to commence April - 13 and finish May-13.
Sub Total	10,902	1,038,525	1,634,700	1,027,623		
Works in Progress - Buildings						
006 - Coogee Surf Life Saving Club	3,959,799	3,373,179	5,069,765	(586,620)	✗	Project progressing faster than expected. Additional funds (\$70k) approved in the MYBR for rectification works. Practical completion expected May-13. Currently \$53k in Committed orders.
005 - Cockburn Integrated Health Facilities	8,356,144	19,512,975	29,269,466	11,156,831	✓	Project approximately 50% complete. Delay of 5 months due to change of construction methodology. Expected to spend approximately \$ 15 million by end of Financial year, with approximately \$14 million to be carried forward. Project Expected to be completed November -13
Sub Total	12,315,942	22,886,153	34,339,231	10,570,211		
Computers						
010 - CCTV	575,528	788,423	888,423	212,895	✓	CW1374 - Coogee Beach CCTV Pilot Program complete, initial 3 month delay was due to accessing the sustainability of LED lighting. CW1386 - CCTV Expansion Program began Jan-13. However a consultant needs to be hired to assist with developing specifications. Expected to be completed in the 13/14 Financial year with a \$250k carry forward.
1385 - Content Management and Web Design	0	100,000	150,000	100,000	✓	ECM needed to be implemented first before this project began. ECM was delayed resulting in a flow on effect for this project. Expected Carry Forward of the entire \$150,000 budget.
1366 - EDMS	536,906	640,367	773,700	103,460	✓	Currently \$72k in committed orders. Project ongoing and works continuing as planned.
1359 - Fibre Infrastructure	0	333,000	333,000	333,000	✓	An agreement has been reached by Project manager and Finance director to cease the project as it was not needed with the continuous change in technology . The Finance director will transfer the funds into a disaster recovery project.
Sub Total	1,112,435	1,861,790	2,145,123	749,355		
Plant & Machinery						
7618 - Commuter Bus - FESA	155,637	0	0	(155,637)	✗	FESA vehicle was not budgeted. Vehicle delivered Nov-12, paperwork received Jan-13.
7779 - Heavy Fleet Waste Services Landfill Loader 10 Ton (New)	0	320,000	320,000	320,000	✓	Awaiting Invoice. Expected delivery April -13.
7758 - Inter2350E Compactor Waste Collection PL7581 New 2008/9	0	385,000	385,000	385,000	✓	Awaiting Invoice. Expected delivery Mar -13
7759 - Inter2350E Compactor Waste Collection PL7591 New 2008/9	0	385,000	385,000	385,000	✓	Awaiting Invoice. Expected delivery Mar-13
Sub Total	155,637	1,090,000	1,090,000	934,363		

**WESTERN AUSTRALIA
ROAD TRAFFIC CODE 2000
REGULATION 297(2)
INSTRUMENT OF AUTHORISATION**

Pursuant to Regulation 297(2) of the Road Traffic Code 2000 the Commissioner of Main Roads ("the Commissioner") hereby authorises the **City of Cockburn** ("Authorised Body") by itself, its employees, consultants, agents and contractors (together "Representatives") to, from the date indicated below, erect, establish, display, alter or take down such traffic signs and traffic control devices of whatsoever type or class (except for permanent traffic control signals) as may be required for the purpose and duration of any works, survey or inspection, associated with the construction, maintenance or repair on a road (other than a main road or highway), any adjoining land or any portion thereof within its jurisdiction, SUBJECT ALWAYS to the following terms and conditions:

- (a) the Authorised Body shall at all times observe, perform and comply with the provisions of the "Traffic Management for Works on Roads Code of Practice" (as amended or replaced from time to time in consultation with the Traffic Management for Roadworks Advisory Group) issued by Main Roads Western Australia ("the Code") referring to the version which is current at the time of the relevant works, a copy of which can be obtained from Main Roads Western Australia from www.mainroads.wa.gov.au or by contacting Main Roads by phone;
- (b) the Authorised Body shall develop and implement procedures that will satisfy the Commissioner that traffic management implemented by the Authorised Body, its employees, agents and contractors will in all respects conform to and comply with the requirements of the Code; and
- (c) the Authorised Body shall ensure that its Representatives comply with the terms and conditions identified above at paragraphs (a) and (b) as if they were named in those paragraphs in place of the Authorised Body.

By executing and returning the acknowledgment at the foot of this authorisation, the Authorised Body agrees to observe, perform and comply with the above terms and conditions.

This Instrument of Authorisation replaces any prior Instrument of Authorisation under Regulation 297(2) of the Road Traffic Code 2000 between the Commissioner and the Authorised Body. The Commissioner's delegation dated 17 July 1975 to a number of Local Governments outside the Perth metropolitan area, is not affected by this Instrument of Authorisation except that this Instrument of Authorisation prevails wherever roadworks are concerned. That 1975 delegation was made under Regulation 301 of the Road Traffic Code 1975 and related to non-regulatory signage.

Dated:

THE COMMON SEAL OF THE)
COMMISSIONER OF MAIN ROADS)
WAS AFFIXED BY)
)
)
)
)
COMMISSIONER OF MAIN ROADS)
)
FOR THE TIME BEING IN THE PRESENCE OF:)

Signature of Witness

Name of Witness

ACKNOWLEDGMENT BY AUTHORISED BODY

..... agrees to unconditionally observe,
(Insert name of Local Government)
perform and be bound by the above conditions.

THE COMMON SEAL OF THE)
)
)
)
)
)
(Insert name of Local Government))
)
Was affixed pursuant to a resolution)
of the council in the presence of:)
)
)

Signature of Chief Executive Officer

Signature of Witness (please print)

Name of Witness (please print)

**WESTERN AUSTRALIA
ROAD TRAFFIC CODE 2000
REGULATION 297(2)
INSTRUMENT OF AUTHORISATION**

RELATING TO
TRAFFIC MANAGEMENT FOR EVENTS

Pursuant to Regulation 297(2) of the *Road Traffic Code 2000* the Commissioner of Main Roads ("the Commissioner") hereby authorises the **City of Cockburn** (Authorised Body") by itself, its employees, consultants, agents and contractors (together "Representatives") to, from the date indicated below, erect, establish, display, alter or take down such road signs of whatsoever type or class (except for permanent traffic control signals) as may be required for the purpose and duration of any:

- i) "event" subject to an order from the Commissioner of Police pursuant to Part VA of the *Road Traffic Act 1974*;
- ii) race meeting or speed test for which the Minister referred to in section 83 of the *Road Traffic Act 1974* has, under that provision, temporarily suspended the operation of any provisions of the *Road Traffic Act 1974* or regulations made under that Act; or
- iii) public meeting or procession the subject of a permit granted by the Commissioner of Police under the *Public Order in Streets Act 1984*;

or as may be required for the purpose of controlling traffic on a road adjacent to, or in the vicinity of, any event or organised activity approved by the Authorised Body under its local laws, on a road (other than a main road or highway) within its jurisdiction, SUBJECT ALWAYS to the following terms and conditions:

- (a) the Authorised Body shall at all times observe, perform and comply with the provisions of the "Traffic Management for Events Code of Practice" (as amended or replaced from time to time in consultation with the Traffic Management for Events Advisory Group) issued by Main Roads Western Australia ("the Code") referring to the version which is current at the time of the event, a copy of which can be obtained from Main Roads Western Australia from www.mainroads.wa.gov.au or by contacting Main Roads by phone;
- (b) the Authorised Body shall develop and implement procedures that will satisfy the Commissioner that traffic management implemented by the Authorised Body, its employees, agents and contractors will in all respects conform to and comply with the requirements of the Code; and
- (c) the Authorised Body shall ensure that its Representatives comply with the terms and conditions identified above at paragraphs (a) and (b) as if they were named in those paragraphs in place of the Authorised Body.

By executing and returning the acknowledgment at the foot of this authorisation, the Authorised Body agrees to observe, perform and comply with the above terms and conditions.

The powers in this Instrument of Authorisation do not change or replace:

- 1) any prior Instrument of Authorisation from the Commissioner of Main Roads for the purposes of undertaking traffic management for works on roads; and
- 2) any powers and responsibilities of a local government provided in regulation 9 of the *Road Traffic (Events on Roads) Regulations 1991*.

Dated:

THE COMMON SEAL OF THE)
COMMISSIONER OF MAIN ROADS)
)
WAS AFFIXED BY)
)
)
)
COMMISSIONER OF MAIN ROADS)
)
FOR THE TIME BEING IN THE)
PRESENCE OF:)

Signature of Witness

Name of Witness (please print)

ACKNOWLEDGMENT BY AUTHORISED BODY

.....agrees to unconditionally observe,
(insert name of Local Government)
perform and be bound by the above conditions.

THE COMMON SEAL of)
)
)

(Insert name of Local Government))
)
Was affixed pursuant to a resolution of)
the Council in the presence of:)
)
)

Signature of Chief Executive Officer

Signature of Witness

Name of Witness (please print)



City of Cockburn Trails Master Plan

Prepared for



Department of
Sport and Recreation



August 2012

City of Cockburn Trails Master Plan



Original prepared by



TRANSPAN PTY LTD

Planning and Design

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Alterations undertaken to the original by the City of Cockburn and as such the City accepts responsibility for the entire report.

August 2012

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EXECUTIVE SUMMARY AND RECOMMENDATIONS

Setting the Scene

This Trails Master Plan is an update of the 1999 Plan prepared by Maher Brampton Associates. The 1999 Plan set out a range of proposed trails and trail improvements. In the intervening 11 years, a considerable number of those trail projects and other new trails and paths have been established throughout the City of Cockburn.

The 2012 Trails Master Plan seeks to ascertain the progress of implementation of the 1999 plan, and also sets out a new schedule for further improvements and extensions to the already-established trails network.

This plan is not a pathways plan, nor a local bike plan. The purpose of this Trails Master Plan is to set out the range of improvements required on existing trails and proposed future trails, to establish a comprehensive network of recreation facilities available to all residents and visitors to the area.

For the purposes of this Trails Master Plan, a recreation trail is defined as:

"Any corridor, route or pathway for recreational purposes such as walking and cycling, which passes through or has a strong connection with the natural environment, open spaces and cultural heritage."

The City of Cockburn is fortunate in that it has a wide range of attractive and varied landscapes, and a great diversity in wildlife and vegetation. It has many kilometres of coastline, a chain of wetlands and lakes and a limestone ridge – all of which provide excellent natural areas for the development of a trails network.

The area has large tracts of land still well covered in natural vegetation, natural attractions including the lakes and the beaches, an abundance of historic places throughout the municipality, all of which provide ideal opportunities for trails.

There is already a range of opportunities for 'going bush' within the City of Cockburn – particularly around the lakes on numerous established trails and pathways. A number of sealed paths, through and abutting natural areas, exist within the urban areas and are well used.

However, further improvements, extensions and enhancements to the trails network of the City of Cockburn could be undertaken, and having quality trails is seen as one way of providing outstanding leisure and recreational activities for local people as well as a means of attracting visitors. An interesting and varied suite of trails is viewed as an integral component of a multi-faceted tourism package.

The suite of trails therefore must reflect the quintessential character of the City of Cockburn – its coastline, its indigenous history, its pioneers, its farming traditions, its heritage, the magnificent lakes and wetlands, the limestone ridge and the outstanding views.

As a marketing tool, and to capture the essence of the trails network, it is proposed that the City of Cockburn adopt the slogan: **Lakes, Lookouts and Legends – The Trails of Cockburn**. This slogan refers to the fact that many of the existing (and proposed future) trails are located near or around the wetlands and lakes of the Beeliar Regional Park. It also refers to the fact that most, if not all, of the trails will have (or already have) a viewpoint or lookout affording some view of the coastline, the lakes or some other natural area. It also includes bird hides and boardwalks (as lookout points). By including the word *Legends* in the slogan, the City will then be able to include a wide range of stories (interpretive topics) such as indigenous myths and legends, stories of pioneers of the area (early settlers, market gardeners, fettlers, etc) – all of whom make up the cultural history of the City of Cockburn. The alliteration is deliberate and is something that local people and visitors are expected to warm to.

The financial costs involved in implementing the program outlined in this Trails Master Plan need not be borne by the City of Cockburn alone. A number of funding

opportunities are currently available to assist the Council in upgrading and enhancing existing trails and in the development and promotion of new trails. This will enable the Council to embark on a program to progressively upgrade and expand the trail supply, and to promote the trails and natural attractions of the municipality to local residents and visitors.

It is important to note that the Department of Environment and Conservation (DEC) Regional Park Branch and the City of Cockburn's Aboriginal Reference Group (ARF) have been consulted on this plan and were provided with the opportunity to comment. DEC comments and recommendations have already been incorporated into the plan. The ARG provided in-principle support and will be further consulted during the implementation of the projects and actions.

The Existing Trail Supply Situation

In 'setting the scene' for this Trails Master Plan it is important to be cognisant of the fact that numerous trails and pathways already exist in natural areas in the City of Cockburn. The inventory of Existing Trails prepared as part of this project has identified the following core characteristics of 'trail supply':

- ❖ There are already a number of short walk trails and pathways in the City of Cockburn;
- ❖ There are no formally recognised mountain bike trails or horse-riding trails within the City of Cockburn;
- ❖ Trails in the City of Cockburn are currently not well packaged and promoted, there being few, if any, brochures for any existing trails, and existing trails are poorly signposted; and
- ❖ Interpretation along the trails is spasmodic, with interpretation occurring on some of the existing trails while many trails have none.

The Role of Trails

Against this backdrop of physical beauty and natural resources and rich history, and a rapidly growing population, this Trails Master Plan is highly timely. Trails have *much* to offer a local government area such as the City of Cockburn.

Right across Australia the many benefits of well-planned and promoted trails are being recognised by a range of agencies from National Park Services to tourism departments, and from local government authorities to a host of health organisations. It is now well recognised that recreation trails perform a number of highly beneficial roles in the broader community:

- ❖ They provide opportunities for low-key unstructured passive recreation for local residents and visitors alike;
- ❖ They enable users to gain fitness and they foster general well-being;
- ❖ They are a valuable tourism attraction, especially when marketed well;
- ❖ They can help instil a conservation ethic amongst users; and
- ❖ They can be a means of educating users about the attributes of an area, especially when good interpretation is a feature of the trail.

Another important consideration that should be attributed to trails is the role they play in providing access for fire fighting purposes. The chosen routes of many of the trails that have been constructed within Cockburn have been chosen not only because of their usefulness as walking trails but because they also act as firebreaks or fire access

tracks. Many of the paths have also had limestone placed on them for three reasons: to make them more accessible for walking and cycling, to provide better access for fire fighting vehicles and to reduce the likelihood of spreading dieback.

TravelSmart and Trails

In line with the City of Cockburn's sustainability and healthy lifestyles, the TravelSmart program aims to reduce solo car trips by private vehicles made by employees and community members by emphasizing the benefits of active travel alternatives such as cycling, walking, scooting, travel blending and utilising the public transport network. TravelSmart is well placed to encourage behaviour change in local residents, school communities and the City's employees from sedentary style behaviour to more active lifestyles to achieve the minimum suggested amount of physical activity for adults – 30 minutes per day, and children (5 to 18 years) 60 minutes of moderate to vigorous physical activity per day¹.

TravelSmart will support the Trails Master Plan by promoting the opportunities it provides for cyclists and walkers and highlighting its connections to existing path networks. TravelSmart also has capacity to be involved with the provision of wayfinding signage at trail locations.

Commonwealth of Australia, December 2004. Department of Health & Ageing (2004). Australia's Physical Activity Recommendations for 5-12 year olds, 12-18 year olds. Canberra.

Proposed Priority Projects

What then, can trails do for the City of Cockburn? This Trails Master Plan has been based on consultation with stakeholders and many days of field work in the study area. It is shaped *specifically* to fit the City of Cockburn's unique qualities.

It proposes a number of significant trail projects that have the potential to deliver solid and *real* benefits to the local communities. This Trails Master Plan recognises the needs and demands of local residents and visitors, and it takes advantage of the diverse range of attractive landscapes and vistas on offer within the City of Cockburn.

It is worth noting now that the brief for the Project sought several key outcomes:

- ❖ Reviewing the progress of implementation of the 1999 Trails Master Plan.
- ❖ Auditing each existing trail and provision of a detailed costing and development plan of existing and proposed trails including a staged implementation program and a separate map/plan of each trail.
- ❖ Reviewing the urban development growth since preparation of the 1999 Plan, reviewing other land use and transportation projects and recommend changes to the 1999 Plan to accommodate this growth and transport changes where appropriate.
- ❖ Research and proposing possible interpretive subjects for existing and proposed new trails, including the Davilak Trail;
- ❖ Identifying opportunities, costs, constraints and construction needs for these trails and research funding programs that could be used for implementation of the 2012 Trails Master Plan;
- ❖ Reviewing trails planning and projects of other organisations, such as Department of Environment and Conservation, that impact on trail development in the City of Cockburn;

- ❖ Reviewing progress of trails projects in adjoining local governments, and the need for connecting to these other regional trails (eg. The Tramway Trail from Rockingham through Kwinana to Cockburn and the coastal trail from Fremantle to Rockingham);
- ❖ Taking into consideration the input of community and interest groups on trail development, particularly Aboriginal community members where Nyoongar interpretation is required;
- ❖ Identifying needs for signage and promotion of trails;
- ❖ Provide an outline of a heritage interpretation trail for the coastal areas from Fremantle to Rockingham including a boat based trail with reference to the heritage of Cockburn Sound and Garden and Carnac Islands. This sub project to be modelled upon the Golden Quest Discovery Trail; and
- ❖ Developing a new implementation strategy for the 2012 Trails Master Plan.

Principles for Selection of Trail Projects

Candidate trails and sites were assessed against a number of important criteria:

- ❖ Trail demand - the majority of users are seeking short trail opportunities;
- ❖ Value for money (recognising that there will be limited budget). Trail projects should look to provide value for money and a good return on the investment made by the Council and other land managers. High quality, well built, well maintained and well promoted trails highlighting the best features of the City of Cockburn is preferable to a large number of poor quality trails badly constructed and not maintained;
- ❖ Practicalities of trail development – costs, land tenure and access, environmental issues, cultural issues, funding possibilities, possible (on-going) community support and the possibility of opposition, and the safety of users; and
- ❖ User experience. Trails have to provide a high quality user experience or else people will not use them or will not come back – word of mouth is a much stronger advocacy tool than marketing strategies. The trail projects need to ensure a high level user experience.

Combined with the field assessment, consideration of these elements allows the determination of trail projects.

The following trails (and trail upgrading projects) have been identified as needed but are not listed in any particular order. The prioritisation of the trails will be determined each year by staff and will be dependent on available resources, funding opportunities and how they link with other Council projects. It should be noted that it would be possible to develop (or upgrade) more than one trail at any given point in time due to the variance in requirements and implementation.

26 specific projects are recommended in this Trails Master Plan. The 26 projects are as follows:

a) Davilak Heritage Trail

This project involves further upgrading of the existing trail between Manning Lake and the lookouts, and a significant extension to the trail by developing a return loop that takes users past several important historic sites including the ruins of Davilak House. The project budget also allows for interpretive panels.

b) Mt Brown Lookout Trail

This project involves upgrading the existing walk to the summit lookout on Mt Brown – importantly, improvements to the trail surface.

c) Henderson Cliffs Trail (Ancient Coastline Track)

This project involves some minor enhancements to this short coastal walk to make the trail an even better experience.

d) North Lake Circuit

This project involves a number of minor enhancements to the existing crushed limestone trail around North Lake.

The most notable enhancements proposed are a boardwalk and a bird hide, on spurs off the main trail, to enable trail users to get close to the lake's edge to enjoy views of the lake and the bird life.

e) Bibra Lake Circuit

A considerable amount of upgrading of, and extensions to, the existing shared paths around Bibra Lake and a refurbishment of the boardwalk to the bird hide have recently taken place.

This project also involves a number of minor enhancements, the most notable being the installation of promotional, trailhead and directional signage, and the installation of new interpretive signage.

f) Market Gardens Swamp Circuit (North and South)

Minor improvements are recommended for the existing path network, including trailhead, promotional, directional and interpretive signage.

This project also involves the construction of new sections of path, to enable a swamp loop trail and allow users to more fully appreciate the wildlife of the swamps.

g) Lake Mt Brown Trail

This project includes several enhancements to make the trail a more pleasant and user-friendly experience. The minor enhancements include the installation of directional markers, the installation of interpretation along the trail and the construction of a short boardwalk to enable trail users to get close to the edge of the lake to appreciate the birds and other wildlife of the lake.

~~It is also recommended that DEC give consideration to the development of a small crushed limestone trailhead parking area off Rockingham Road close to the lake.~~

h) Yangebup Lake Trail

An asphalt and/or concrete path already encircles Yangebup Lake and outstanding views of the lake can be seen from several locations. Despite this, it is recommended that additional viewpoints be established. Yangebup Lake is one of the few lakes in the Beeliar Lakes chain that holds water for most/all of the summer and providing views of the water will enhance the appeal of the path circuit.

The most notable recommendation for the Lake Yangebup trail circuit is the development of a trailhead parking area.

Other minor improvements are also suggested including the installation of directional markers, the installation of interpretation along the trail and trailhead and promotional signage

i) Little Rush Lake Trail

This project will involve a number of minor improvements to enhance the experience of trail users. These improvements include the installation of directional markers, the installation of interpretation along the trail and trailhead and promotional signage.

It is also recommended that a spur trails and boardwalk be constructed in an already somewhat formalised track to lake area to maximise the experience of trail users, enabling them to gain access to the edge of the lake. An upgrading of existing indigenous artwork is needed.

j) Lake Coogee Trail

The majority of this circuit trail is in place. Completion of the circuit will only be possible upon further residential development in the NE corner of the lake.

In the meantime, a number of improvements and enhancements are recommended for this pathway circuit including replacement of 370m of damaged asphalt path, installation of trail directional markers, interpretive signage and trailhead signage.

k) Kogolup Lake Trail

Although two marked trails are available in the Kogolup Lake locality (involving significant lengths of roadside paths through the adjoining residential area), it is recommended that a bushland circuit entirely within the Regional Park be delineated and signposted.

The project therefore includes fieldwork, in conjunction with DEC, to determine the most appropriate alignment of the proposed new loop trail.

l) Manning Lake Trail

This project involves capitalising on the views that are possible, it is recommended that several minor enhancements be made such as the installation of bench seats where people can sit by the side of the lake and enjoy the views.

Other minor enhancements are recommended including the installation of directional markers, the installation of interpretation along the trail and trailhead and promotional signage.

m) North Coogee Coastal Trail

The coastal pathway between South Beach and C. Y. O'Connor Beach is new and consequently requires little in the way of upgrading. However, it could be enhanced to improve an already high quality experience. The range of suggested improvements includes promotional signage, trailhead signage, directional signage and interpretation.

n) Woodman Point Circuit

The path network in the Woodman Point locality is extensive. Recent construction of two lengthy sections of coastal pathway at Woodman Point by DEC adds considerably to the opportunities for cycling and walking in the coastal environment.

The new paths can now be linked to form a circuit trail. Several small additions to the existing paths are required to actually create the loop, as well as widening of two sections of existing path.

Directional signage will be required to enable users to navigate their way around the circuit. In addition, the usual range of enhancements is required,

specifically promotional signage, trailhead signage and additional interpretive signage.

o) Coastal Pathway

Several significant sections of the Coastal Pathway through the City of Cockburn do not exist at present. This project seeks to identify the best routes for, and construction of, the missing links to enable a continuous pathway from the City's northern boundary (with the City of Fremantle) to its southern boundary (near the Town of Kwinana).

The most significant "missing links" are through the Port Coogee development; between Woodman Point and Lake Coogee; and south from Mt Brown and into the Town of Kwinana.

p) Thomsons Lake Trails

A long lakeside circuit exists already at Thomsons Lake that, although sandy, provides an interesting walk during favourable times of the year.

The project involves fieldwork, in conjunction with DEC, to determine the most appropriate alignment for a new (shorter) loop trail in the NE quadrant of the reserve. It is expected that the loop will involve utilising existing tracks and firebreaks through the bushland area, though sections of purpose built trail will be required to link up existing tracks as well as give consideration to dieback areas.

q) South Lake Trail

South Lake has one of the most undeveloped trail networks of any lake/wetland in the Beeliar Lakes Regional Park. Currently, a well-formed crushed limestone vehicle track exists in the NW quadrant, and along some of the eastern side of the lake.

The project therefore involves fieldwork, in conjunction with DEC, to determine the most appropriate alignment for a trail route, especially in the NE quadrant, that will complete the loop around South Lake. It is expected that the loop will involve utilising existing tracks and firebreaks through the bushland area, though sections of purpose built trail may be required to link up existing tracks.

r) Beeliar Lakes Trail

The 1999 Trails Master Plan envisaged a continuous pathway linking the eastern chain of lakes in the Beeliar Regional Park. Most of the pathway is now in place although there are still some significant missing links.

This project involves constructing the missing links (and road crossings) to create a continuous, uninterrupted pathway from the northern boundary of the City of Cockburn (at North Lake) to join the (proposed) Disused Railway Trail at Yangebup Lake and the (proposed) Tramway Trail at Kogolup Lake.

s) Ridge Trail

The Lakes and Ridges Trail proposed in the 1999 Trails Master Plan has been revised to take account of recent and likely future residential and industrial developments and transport infrastructure changes (road and rail).

It is now proposed to concentrate on a Ridge Trail, with a northern terminus at the existing C.Y. O'Connor Beach (which can form a trailhead for several trails) and a southern terminus at Rotary Lookout. Some of this trail already exists; much will need to be planned and constructed.

t) Tramway Reserve Trail

This project involves the construction of new sections of pathway on, or alongside, the former Tramway Reserve.

Sections of the Tramway Trail already exist, and ultimately it is proposed that the Tramway Trail be a long distance shared path extending from the lakes of Cockburn, through the Town of Kwinana and the City of Rockingham. With detailed (future) planning, it may be possible to have a shared path trail from the Swan River to the Peel Harvey Estuary. The Tramway Trail through the local governments of Cockburn, Kwinana and Rockingham would be a major component of that cross-regional trail.

u) Drive Trail Project

This project involves establishing a heritage drive along the coast of the City of Cockburn that would form an integral component of a much longer heritage drive between Fremantle and Mandurah.

v) Water Trail Project

Water-based trails for kayaking, scuba and snorkelling could be established to capitalise on the wide-ranging history associated with Cockburn Sound and coastal features.

w) Denis De Young Reserve Trail

This reserve has a number of firebreaks that have recently had limestone placed on them. This makes for easy walking within the reserve and there are numerous options in relation to loops that can be traversed. The native vegetation within the reserve is in very good condition and there is a profusion of wildflowers in the area during spring. Linking the trails in the reserve with those of Shirley Bella Swamp (see project x) will also enable a good walking track to be established from the nearby suburb of Atwell.

x) Shirley Bella Swamp Reserve Trail

This reserve abuts Tapper Road and the suburb of Atwell. This reserve has a number of firebreaks that could be also be used as walking trails should limestone to be placed on them. This reserve is in close proximity to Denis De Young Reserve and could be linked. Like Denis De Young Reserve the native vegetation within the reserve is in very good condition and there is a profusion of wildflowers in the area during spring.

y) Banksia Eucalypt Woodland Reserve

The northern portion of the reserve has limestone firebreaks around the perimeter and a central asphalt path that links to asphalt paths in the south. There are also paths leading to two wetland areas. The native vegetation within each reserve is in very good condition and there is a profusion of wildflowers in the area during spring.

In addition to the trails development/upgrading projects listed above, another important task (or trails-related project) for the City of Cockburn is a Marketing and Promotion Program.

A series of trails will be developed or upgraded through the programs set out above, When in place, they will need to be better promoted. This is best achieved through a concerted effort at compiling information, and publishing it in the form of simple but aesthetically pleasing brochures/maps.

This project will focus on collating, producing and disseminating information regarding the range of trail opportunities within the City of Cockburn.

A Program of Delivery

This Trails Master Plan suggests a five-year initial implementation program for the 26 projects, bearing in mind that a number of them will flow on into trail development programs that may extend beyond that time frame.

Estimates in the body of this Report suggest that Year 1 will require \$302,950,23,460, \$310,590,289,205 in Year 2, \$224,1205 in Year 3, \$643,3401,006,340 in Year 4 and \$2,509,760,898,060 in Year 5. This is according to priorities assigned to each project by City of Cockburn staff.

This development program could easily be extended out over a lengthier schedule – ten or fifteen years.

Most of the priority projects will result in the need for substantial implementation and marketing funding – sourcing these funds should be a priority action for the City of Cockburn. A range of grant programs is outlined in the report and appear strong prospects for various elements of the program. It should be noted that the cost estimates also include the cost of enhancing and extending paths/trails in land managed by the ~~DEC~~Department of Environment and Conservation. DEC will need to seek funding for projects contained within the Trails Master Plan as appropriate, whilst considering priorities across the regional parks network.

Though the total budget appears high, several of these projects are already funded and soon to be implemented by DEC, and several other (expensive) path projects should be provided by developers/subdividers in the land development process.

Marketing and Promotion

The brief for the project suggested the need for advice on signage and promotion of the Council's trails network.

Attracting users to trails is a competitive business. Numerous local governments, and not-for-profit organisations, are now beginning to realise the tremendous benefits that trails can bring to a community. Across Western Australia there are well over 500 trails, most of which are poorly built, poorly signposted, poorly maintained and poorly promoted. With this in mind, this Trails Master Plan strongly recommends that the City of Cockburn strive to attain a competitive edge in its supply and marketing of its trails. To this end, the provision of a suite of quality trails should be the primary objective. With the implementation of the trails projects developed in this Trails Master Plan, the City of Cockburn will be able to attract visitors to the area and provide an accessible network of interconnected trails and paths for local communities.

Summary

In summary, the City of Cockburn is fortunate to have an enviable array of physical and geographical attributes – including the coastline, the chain of lakes and wetlands, the limestone ridge, heritage buildings and the indigenous history of the area.

This Trails Master Plan sets out a project-focussed program of activity designed to deliver the maximum benefits to the widest cross-section of the community. It does not focus solely on developing new trails, but recognises the existence of numerous trails and pathways already in the municipality. It will support the upgrading of a number of these, and enshrines the requirement for quality (and carefully targeted) marketing and promotion.

Recommendations

It is recommended that the City of Cockburn:

- Resolve to endorse the City of Cockburn Trails Master Plan and seek to implement the recommendations contained therein;
- Liaise with the ~~DEC epartment of Environment and Conservation~~ and other relevant stakeholders and seek the continued assistance of the DEC with respect to the development of trails within the ~~Beeliar~~ Regional Parks in accordance with this plan;
- Consider an annual allocation to supplement grants from other sources to implement the projects contained within the City of Cockburn Trails Master Plan;
- Form a Project Team to oversee the implementation of this Trails Master Plan;
- Seek funds from other sources and funding programs for the projects contained within the City of Cockburn Trails Master Plan; and
- Ideally, a portion of the work time of an officer of the City of Cockburn should be dedicated to trails and implementation of this Trails Master Plan.

SECTION 1: PROJECT OBJECTIVES AND METHODOLOGY

1.1 Background

This Trails Master Plan for the City of Cockburn has been commissioned by the City of Cockburn, with funding support from Lotterywest (which provides funding for non-motorised trails).

The project is essentially a review of the Trails Master Plan prepared in 1999 by Maher Brampton Associates.

For the purposes of this Trails Master Plan, and because funding came from the Lotterywest Trails Funding Program, it is important to clarify and confirm the definition of a 'trail'. The accepted definition of a 'trail' is "*... any corridor, route or pathway which has as its primary land usage any one of - or combination of - recreational walking, mountain biking or horse riding - and which passes through or has a strong connection to the natural environment.*" Trails, therefore, in this context and within the City of Cockburn refers primarily to cyclists and walkers.

The brief issued by the City of Cockburn sets out the Scope of Works (see Section 1.3).

The development of this (new/updated) Trails Master Plan will provide the framework to direct the planning of trails in the City of Cockburn to ensure they are well planned, managed, resourced, promoted and maintained and, where practical, linked to external trails networks and wider regional trails.

The purpose of this study is the production of a conceptual plan titled the Trails Master Plan that will identify existing trails and assist in forward planning for the provision of new trails throughout the City of Cockburn.

The project includes an overview report detailing existing trails and potential new trails, and management and maintenance of existing trails and the construction and infrastructure development of new trails.

As the population increases, visitation to the area expands and environmental awareness increases, the natural areas of the City will come under increased pressure for use as trails.

The City has a variety of historic sites and heritage assets, and these too could well be linked by trails. Therefore the importance of trails in increasing environmental awareness and heritage conservation, as well as providing recreational and tourist potential to residents and visitors to the City is paramount.

1.2 Purpose and Need for this Trails Master Plan

Trails' planning does not exist in isolation. This Trails Master Plan is part of a broader approach by the City of Cockburn to provide growth that meets community, environmental and economic goals, and encourages a strong, diversified economy that supports local employment and enhances the quality of life for residents of the City.

As set out in the Scope of Works, the City of Cockburn requires an updated Trails Master Plan to provide direction for the management and development of trails across the municipality – given the urban development growth since preparation of the 1999 plan. The new plan needs to take into consideration the urban growth, as well as transport changes (roads and railways, etc).

Recreational trails are not an isolated product – they link with a whole range of other planning processes – tourism, open space planning, "eco corridors", regional planning, economic development, and natural resource management planning. Trails need to be placed in a wider context of other issues.

Experience elsewhere indicates that recreational trails can indeed be a focal point for quality tourism with the right infrastructure and the right packaging. Recreational trails can be a significant component of a sustainable tourism industry capitalising on significant natural assets.

The main target group for trails within the City of Cockburn would be local residents however the City would also need to develop trails that would be of general interest and an attraction to visitors.

The area offers a broad spectrum of possible trail types and standards and the development of a new and updated Trails Master Plan will allow the various governments, private and community organisations to effectively, cooperatively and appropriately plan for the future, with potential in some cases to link with potential future trails in other municipalities (eg the Tramway Trail to and through the Town of Kwinana and the City of Rockingham and the Disused Railway Trail to Armadale).

A series of recreation trails throughout the City of Cockburn would serve the following purposes:

1. Enable convenient and safe access to recreational assets of the City for residents, children and tourists;
2. Cater for east/west and north/south non-motorised transport corridors;
3. Provide an attraction to tourists that would educate them of the ecological, social, and cultural significance of the area to the communities of the City of Cockburn;
4. Provide an opportunity for an integrated community project; i.e. community involvement in all aspects of a trail from alignment determination to design to signage and rehabilitation of the area's vegetation;
5. Provide emergency vehicle access and a firebreak;
6. Incorporate indigenous heritage into the trail system (especially in interpretive signage);
7. Act as 'green corridors' or 'ecological linkages' throughout the urban areas of the City; and
8. Support the historical significance and status of various locations and sites within the City of Cockburn.

1.3 Scope of the Trails Master Plan – the Project Brief

The brief issued by the City of Cockburn sets out the Scope of Works:

- Reviewing the progress of implementation of the 1999 Trails Master Plan;
- Auditing each existing trail and provision of a detailed costing and development plan of existing and proposed trails including a staged implementation program and a separate map/plan of each trail;
- Auditing existing trails from a users safety perspective;
- Reviewing the urban development growth since preparation of the 1999 Plan, reviewing other land use and transportation projects and recommend changes to the 1999 Plan to accommodate this growth and transport changes where appropriate;
- Research and proposing possible interpretive subjects for existing and proposed new trails, including the Davilak Trail;

- Identifying opportunities, costs, constraints and construction needs for these trails and research funding programs that could be used for implementation of the 2012 Trails Master Plan;
- Identifying ‘eco-corridors’ and their ability to provide suitable trail alignments;
- Reviewing trails planning and projects of other organisations, such as Department of Environment and Conservation, that impact on trail development in the City of Cockburn;
- Reviewing progress of trails projects in adjoining local governments, and the need for connecting to these other regional trails (eg. The Tramway Trail from Rockingham through Kwinana to Cockburn and the coastal trail from Fremantle to Rockingham);
- Taking into consideration the input of community and interest groups on trail development, particularly Aboriginal community members where Nyoongar interpretation is required;
- Identifying needs for signage and promotion of trails;
- Provide an outline of a heritage interpretation trail for the coastal areas from Fremantle to Rockingham including a boat based trail with reference to the heritage of Cockburn Sound and Garden and Carnac Islands. This sub project to be modelled upon the Golden Quest Discovery Trail; and
- Developing a new implementation strategy for the 2012 Trails Master Plan.

1.4 Methodology

In common with other Trails Master Plans, this project followed a similar methodology to establish the desired outcomes.

Background Research – the first stage of the preparation of a Trails Master Plan is to review background material that may influence the supply of, or demand for, trails within the City of Cockburn. In particular, any information pertaining to existing trails, or proposed trail projects, within the municipality was collected and reviewed. The intention was to compile a list of existing trails, their user group, condition and as many pertinent facts about those existing trails. During this stage, digital mapping data was obtained in preparation for the fieldwork.

Initial Discussions with client to confirm requirements of brief – it was imperative to establish the desired outcomes sought by the Client, and to clarify the requirements of the Brief. Initial discussions revealed the intentions of the Client, the prevailing attitudes towards trails development, the role of trails within the local communities, and importantly some local insight into the availability of, and scope for, trails within the City of Cockburn.

Meeting with key stakeholders – the input from interested local people and key stakeholders such as the Department of Environment and Conservation is crucial to the successful preparation and implementation of this Trails Master Plan. In any community, such as the City of Cockburn, there are numerous people with a direct interest and involvement in trails development, whether it is from a botanical perspective, a tourism viewpoint, a historical interest or any number of other interests. Each has a vital role to play in shaping the Plan.

Field work – there is no substitute for actually walking (or cycling) existing trails, and assessing areas for possible new trails development. Traversing existing trails enables a comprehensive account of the condition of each existing trail to be compiled, including such matters as signage, trail surface, maintenance requirements,

interpretation needs, etc. The in-the-field assessment of natural areas (such as the extensive lake system, the limestone ridge, the coastline and other natural areas) and other trail opportunities provided ideas about future trail development possibilities.

Report writing – following background research, consultation and in-the-field assessment of existing and future trail opportunities, all relevant information was compiled and distilled down into a report that dealt with all matters set out in the brief. In the case of the City of Cockburn Trails Master Plan, the essential tasks were to compile an account of the nature and condition of all existing trails, make recommendations about the need for additional trails (ie. a 'gap' analysis) and trail projects, and to provide costs and recommended priorities for the enhancement of the trails network within the Council area.

Further discussions and consultation – upon completion of the fieldwork, and during the preparation of the draft plan, it was necessary to follow up with various stakeholders to clarify matters. This often involves additional meetings and/or discussions with key stakeholders, such as DEC, to clarify regulations and requirements or to elicit initial feedback on ideas and draft proposals.

Mapping – an essential element of all Trails Master Plans is the mapping of the trails network. Mapping of the trails network within the City of Cockburn involved the preparation of an individual site plan (on aerial photography) which identified existing and proposed new trails.

Submission of Draft Report to Client for review – upon completion of the draft report and mapping, the report was submitted to the Client for initial review and feedback. During this phase of the Project a presentation was made to the Project Management Group. Comments received on the Draft Report will be incorporated into the final version of the Trails Master Plan.

Stakeholder Engagement – The Department of Environment and Conservation (DEC) Regional Parks [UnitBranch](#) and the City's Aboriginal Reference Group (ARG) have been consulted for initial comments. Comments provided by the DEC have been incorporated into this plan. The City's ARG provided holistic support of the plan and will be further consulted on the interpretation of each trail.

City of Cockburn Council Endorsement – Once all comments have been incorporated and addressed by the Project Management Group the plan will then be presented to Council for endorsement prior to the public review.

Public Review of Draft Report – the community usually has up to four weeks to review the proposals contained within the Draft Report. All comments received on the Draft Plan will be taken into consideration in the preparation of the final Trails Master Plan.

Preparation of final Trails Master Plan – following receipt of comments from the Client, stakeholders and interested community members, the final Trails Master Plan will be prepared and submitted to the Council for adoption. Should the Trails Master Plan be adopted, action should commence soon after, with funding to be sought for the immediate implementation of highest priority tasks identified in the Plan.

1.5 Definitions

From extensive discussions over many years in many states of Australia (and overseas) it is clear that numerous people have differing perspectives of what is – and what isn't – a "trail".

For this project to provide effective results it has been important to clarify the definition of a trail, and then to clarify what this definition included - and excluded - in the specific local context.

In Western Australia the definition of a trail has been as follows:

"A recreation trail is any corridor, route or pathway for recreational purposes such as walking, mountain biking or recreational horse riding - and which passes through or has a strong connection with the natural environment, open spaces and cultural heritage."

Bikewest (Department of Transport) provides the following definition of a "shared path" (formerly called a dual use path):

"A path signed for shared use by pedestrians and all classes of bicycle traffic using a common area."

1.6 Some Underlying Philosophies

Constructing and maintaining trails can be an expensive undertaking. The history of the development of trails in Western Australia has demonstrated that there is limited funding available for the construction of trails – and few, if any, funding programs provide money for the maintenance of trails.

The lack of maintenance has plagued the trails world in Western Australia. All too often the maintenance of a trail is left in the hands of some willing, enthusiastic and generally capable volunteer group but over time personnel in the volunteer group change or leave, enthusiasm wanes and focus may change. When this happens the trail surface deteriorates badly through erosion, vegetation becomes overgrown, trail signage disappears and brochures/leaflets become non-existent. The trail is no longer suitable for use. The expense and effort in developing the trail has been wasted.

It is imperative therefore that the proponents of trail projects be aware that over-ambitious trail development programs may fail due to limited availability of funds and other resources.

Care must therefore be taken to ensure the proposed trails network be thoughtfully put together.

In this regard, it is makes more sense to have a few QUALITY trails rather than a vast QUANTITY of poorly constructed, poorly maintained and little used trails.

When proposing a trails network, there fundamental questions must be answered:

1. *Where is the money going to come from?*
2. *Who is going to use the trail?*
3. *Who is going to maintain the trail?*

Proposing a long list of trails projects can be counter-productive. When faced with a daunting and expensive list of trail development or upgrading) projects, a community can often abandon plans for the trails network as it all becomes too hard.

It is therefore far more preferable to embark on a well-reasoned suite of trails – a program that can be accomplished over a 5-year or perhaps 10-year implementation period.

This Trails Master Plan therefore proposes a number of specific projects that have the potential to deliver solid and *real* benefits to the City of Cockburn. It recognises the

needs and demands of local residents in particular and visitors and it takes advantage of the diverse range of attractive landscapes and natural areas on offer.

This Trails Master Plan gives due regard to the financial capacity of the Council. It is more appropriate to embark upon a restricted program of activity – but one that is *achievable* – rather than overly ambitious and therefore not achievable.

1.7 The Benefits of Trails

Right across Australia the many benefits of well-planned and promoted trails are being recognised by a range of agencies such as those responsible for the management of parks, tourism departments, Local Governments and health organisations. It is now well recognised that recreation trails perform a number of highly beneficial roles in the broader community:

- ❖ They provide opportunities for low-key unstructured passive recreation for local residents and visitors alike;
- ❖ They are a valuable tourism attraction, especially when marketed well;
- ❖ They provide a significant economic benefit to communities where they are located. Users of the Bibbulmun Track, Western Australia's long distance walk trail, inject \$21 million/year into the Western Australian economy, a very good return on an initial one-off \$5 million investment for construction by the WA Government (Colmar Brunton 2004). The Riesling Trail (a 27 kilometre shared use rail-trail in South Australia) injects \$1.08 million per year into the Clare region (Market Equity 2004). Visiting trail users on the Mundaring trails network inject a total of \$10.39 million annually into the local economy (Jessop and Bruce 2001);
- ❖ They enable users to gain fitness and they foster general well-being;
- ❖ They can prompt the community to recognise and record its human and natural heritage;
- ❖ They can help bring together disparate groups within the community by providing non-threatening common ground;
- ❖ They can contribute to a sense of pride by highlighting what is good and rich and of value to the community;
- ❖ They yield significant health benefits both to the individual and society. In the USA a comprehensive health economics study showed every \$US1.00 invested in recreational trails for physical activity yielded a direct medical benefit of \$US2.94 (Wang et al 2005);
- ❖ They can help instil a conservation ethic amongst users;
- ❖ They can be a means of educating users about the attributes of an area, especially when good interpretation is a feature of the trail. High quality trailside interpretation can showcase the attributes of an area; and
- ❖ Trails can provide additional areas for recreational cyclists and walkers that link in with the existing shared paths that can be promoted via the TravelSmart Program at the City of Cockburn via the TravelSmart East and West Guides and TravelSmart programs.

1.8 Demand for Trails

The Australian Bureau of Statistics reports on the propensity of Australians to participate in leisure activities:

- 28.8% of survey respondents across Australia participated in walking (making it the most popular form of activity across the country); and
- 5.3% of survey respondents Australia participated in bushwalking (making it the 8th most popular form of activity across the country).

The difference between 'walking' and 'bushwalking' is interesting, and of some importance in the City of Cockburn. Trails are now seen to be a resource for the larger group (walkers), as much or more than they are for the smaller, more traditional bushwalking set. This usage by people who would not have considered themselves 'bushwalkers' drives much of today's trail development across Australia.

A number of survey-based studies are available which together give a consistent indication of participation levels relevant to trails-related outdoor recreation activities. These studies come from South East Queensland (SEQ) (1998, 2001 and 2006), South Australia (Adelaide and Adelaide Hills, and *Market Equity 2004*), and the ACT (*Lanyon Valley Community Needs and Facility Study*). These studies clearly establish that walking is the most popular trail-related activity, and is one of the most popular outdoor activities amongst all Australians. The surveys (taken together) show that walking is the activity undertaken by around 60% of respondents who undertook outdoor activities. It is likely to remain so as the population ages. Walking is the most popular activity for older people. Walking is also a popular activity for young parents.

In May 2004, the City of Geelong released its report on the City's activity profile. Entitled "Walking More: Walking Safely", the project focussed on walking generally rather than trail walking; its findings however add a significant dimension to the figures discussed above. Whilst it is not suggested that the recreation patterns for people in the City of Cockburn is identical to Geelong, it is worth noting the key findings (which add to the other studies noted above):

- Over 70% of respondents to the survey reported that they had walked in the previous two-week period. Geelong residents are more likely to walk than take part in any other sport, recreation or fitness activity. A quarter of those who had walked do so on a daily basis.
- Nearly 60% of those walking did so for fitness, exercise or health, with another 20% walking for enjoyment or leisure.

It is worth noting that cycling (on and off-road) is also very popular and is growing in popularity. The SEQ Regional Trails Strategy (2006) noted a strong demand for cycling in younger age groups (less than 30 years). This activity has grown dramatically in the last 20 years and now regularly accounts for between 15 and 30% of outdoor activities in the range of surveys undertaken.

Both walking and cycling have a core of participants who engage in their activity very frequently e.g. at least once or more per week.

The City of Cockburn has grown rapidly in the last few decades with significant residential development occurring. This growth, combined with the national trend of an aging population, will result in walking and cycling continuing to be in significant demand within the City from both residents and visitors.

How long do people spend on trails? A Victorian study (prepared for the Victorian Trails Strategy 2005 - 2010) found that there is a clear preference for shorter walk trails (up

to 6 kilometres and taking between 30 minutes and 2 hours to walk), on both metropolitan and 'remote' trails. The Market Equity work in South Australia supports this conclusion with 76% of walkers using trails for less than 2 hours. The Geelong project found that the average duration of a walk is 50 minutes (with the highest numbers walking between 21-30 minutes and 51-60 minutes).

Summarizing the known research data indicates the need to develop a trails network based on 'short' walk trails. This provision will respond to a continuing demand for such facilities from both residents and new residents and will importantly add a new element to the attractiveness of the region for visitors.

SECTION 2: THE 1999 COCKBURN TRAILS MASTER PLAN

2.1 Overview

The 1999 City of Cockburn Trails Master Plan (prepared by Maher Brampton Associates) provided a review of existing trails and the works required to upgrade them to a satisfactory standard. The 1999 plan also proposed a suite of new trails.

One task of this 2012 Trails Master Plan is to review the progress of implementation of the 1999 Trails Master Plan.

At that time (1999) the existing trails considered in the Trails Master Plan were:

- o The Coastal Dual Use Path
- o Kwinana Freeway Dual Use Path
- o Davilak Heritage Trail
- o The paths around Bibra Lake
- o Paths around Market Garden Swamps
- o The path around a portion of Lake Coogee
- o The path around a portion of Yangebup Lake
- o Parts of paths and trails built on the disused railway reserve, or alongside the operating freight railway line.

The proposed new trails, as set out in the 1999 plan, were:

- o Armadale-Fremantle Disused Railway Reserve
- o Ridge and Lakes Trail
- o Beeliar Lakes Trail (Eastern chain)
- o Tramway Reserve Trail
- o Kogolup Trail
- o Banjup Bridle Trail

Several new trails are recommended in this 2012 Trails Master Plan:

- o Denis De Young Reserve Trail
- o Shirley Bella Swamp Reserve Trail
- o Lyon Reserve & Eucalypt Banksia Woodland Reserve Trail

2.2 Progress of Implementation

2.2.1 The Coastal Dual Use Path

At the time of the writing of the 1999 Trails Master Plan a shared path extended along the coast through Coogee from South Beach, following the alignment of a former railway. The path terminated at Woodman Point.

Since 1999 several changes have occurred to the coastal path. The most dramatic is the development occurring at Port Coogee. This development has severed the coastal path, making the route discontinuous. The developers, by means of signboards, have indicated their timeframe for progressive completion of the development and the gradual re-instatement of the coastal pathway. Until full completion of the development, the coastal pathway will remain discontinuous or – at best – quite circuitous.

The re-alignment of Cockburn Road in Coogee – in conjunction with the Port Coogee development - has also had an impact on the coastal path.

Other, positive, improvements have taken place since 1999. A new red asphalt shared path has been constructed between South Beach and C Y O'Connor Beach. This standalone path is assessed in this suite of existing trails (and is called the North Coogee Coastal Trail).

In addition to that path, the Department of Environment and Conservation has also recently completed construction of new shared paths in the Woodman Point locality, paralleling the coastline and completing a loop/circuit around Woodman Point.

Further south, new shared paths have been constructed on the west side of Lake Coogee and through bushland as far south as Mt Brown. These paths have been constructed some distance away from the coast to avoid the Henderson Industrial Area.

The only discontinuities remaining are the area between C Y O'Connor Beach and Coogee Beach (through the Port Coogee development), a connection between Woodman Point and Lake Coogee and a connection south of Mt Brown (into the Town of Kwinana).

2.2.2 Kwinana Freeway Dual Use Path

Since the completion of the 1999 Trails Master Plan various improvements to the path alongside the Kwinana freeway have occurred. These include new grade separated crossings (mostly underpasses under on/off ramps), minor surface improvements, localised widening and a significant extension to the path in areas outside of the City of Cockburn.

The freeway shared path has not been audited in this project as its nature is such that it could not be described as a trail in terms of the definition included within this 2012 Trails Master Plan.

2.2.3 Davilak Heritage Trail

The Davilak Heritage Trail was constructed around 1988 as the City of Cockburn's contribution to commemoration of Australia's Bicentennial. It is located to the west of Manning Lake and is situated around and along the coastal limestone ridge. It was officially opened in April 1988. By 1999, due to neglect and vandalism it had become overgrown and eroded. The 1999 Trails Master Plan (TMP) recommended a major overhaul of the trail, including the following works:

- Upgrading existing trail re-surfacing with crushed limestone (2000 metres) including limestone fill, water bars (20), steps (40)
- A connecting path between the car park at Manning Lake and the trailhead (100m)
- Fencing
- Removal of old seats and installation of 5 new seats
- Installation of directional signs and track markers
- Installation of interpretive signage (5 panels)

The City of Cockburn committed \$40,000 to the repair of the Davilak Trail and the Australian Conservation Volunteers completed the works in February 2004.

Of the works set out in the 1999 TMP, the following appear to have been undertaken:

- Trail surface has been upgraded (new crushed limestone trail surface, water barriers to prevent erosion and limestone block steps).

- o Some renovation of the old bench seats
- o Some fencing and installation of management access gates

In 2011 further work was undertaken on the trail and some of this work will carry over into 2012. Works include: resurfacing the trail, building retaining walls, seat upgrades, construction of an entry statement, installation of signage and construction of a path linking the trail with the car park at Manning Lake to improve accessibility. This work was supported by funding from Lotterywest and the City of Cockburn.

Whilst these works have certainly improved the trail, it still requires the installation of directional signage, interpretive signage and some other aesthetic improvements. These are detailed in the 'action plan' for the trail.

This trail has outstanding potential, with sweeping views from the three lookouts. However, the absence of any interpretation along the trail, particularly at the lookouts, undermines this potential. One of the main improvements for this trail is the installation of interpretive panels long the trail and at the lookouts.

A return loop taking users past the ruins of Davilak House and other significant sites is strongly recommended.

Interpretation suggested for this trail is set out in Section 5.

2.2.4 Paths around Bibra Lake

At the time of the writing of the 1999 TMP, a concrete path completely encircled Bibra Lake. The TMP stated that *"as most of these are dual use paths built of either concrete or asphalt it is considered inappropriate to individually report on each of them in a recreation Trail Master Plan."* The TMP also stated that *"a Management Plan for the Beeliar Regional Park is currently being prepared, and the proposals for recreation trails throughout the park should be incorporated into that planning process"*.

The intention of the 1999 TMP was that the existing pathway on the western side of the lake be incorporated into a linear north-south trail alongside several of the lakes and that it be called the Beeliar Lakes Trail. 1999 TMP did not envisage the circuit around Bibra Lake being designated as a stand-alone trail.

Accordingly, the 1999 TMP recommended the following works:

- o Installation of distance/direction signs (between Northern boundary of City of Rockingham) to Osprey Drive (near Yangebup Lake); and
- o Installation of interpretive signage for this section (4 panels).

No additional trail/path construction in this section was required.

Recently, the City of Cockburn has constructed hundreds of metres of new shared path around Bibra Lake. This 2012 TMP proposes that the loop path around Bibra Lake be promoted as a stand-alone trail and several enhancements (including installation of interpretation) are recommended.

Interpretation suggested for this trail is set out in Section 5.

2.2.5 Path around Market Garden Swamps

As with the paths around Bibra Lake, the 1999 TMP envisaged some of the existing paths around the Market Garden Swamps to be linked together to become part of a broader trail: the *Ridge and Lakes Trail*.

The 1999 TMP noted: *"A number of dual use paths exist in the vicinity of the lakes and swamps, though the network is not continuous. There are a number of small missing links that require construction, as well as significant trail construction on the west and north sides of Lake Coogee."*

The intention of the 1999 TMP was that existing paths and trails along the limestone ridge (including the Davilak Heritage Trail) and alongside the western chain of lakes and swamps be incorporated into a linear north-south trail and that it be called the *Ridge and Lakes Trail*. 1999 TMP did not envisage the paths around the Market Garden Swamps being designated as a stand-alone trail circuit.

Accordingly, the 1999 TMP recommended the following works:

- 1800 metres of new trail construction between Troode St and West Churchill Ave (east side of Lake Coogee)
- The installation of seats in various locations along this entire trail
- Installation of distance/direction signs in various locations along this entire trail
- Installation of interpretive signage in various locations along this entire trail

Since the preparation of the 1999 TMP, the Cable Water Ski Park has gone and new residential development has occurred. Additional paths around the Market Garden Swamps have been constructed.

This 2012 TMP proposes that the loop paths around the Market Garden Swamps be promoted as a stand-alone trail, and several enhancements (including installation of interpretation) and some new segments of path are recommended.

Interpretation suggested for this trail is set out in Section 5.

2.2.6 Path around Lake Coogee

Similarly to the paths alongside the Market Garden Swamps, the intention of the 1999 TMP was that existing paths and trails along the limestone ridge (including the Davilak Heritage Trail) and alongside the western chain of lakes and swamps be incorporated into a linear north-south trail and that it be called the *Ridge and Lakes Trail*. 1999 TMP did not envisage the paths around Lake Coogee being designated as a stand-alone trail circuit.

As with the Market Garden Swamps paths, the 1999 TMP recommended the following works:

- 1800 metres of new trail construction between Troode St and West Churchill Ave (east side of Lake Coogee)
- The installation of seats in various locations along this entire trail
- Installation of distance/direction signs in various locations along this entire trail
- Installation of interpretive signage in various locations along this entire trail

Since the preparation of the 1999 TMP, new paths around Lake Coogee have been constructed and a loop trail around the lake is nearly complete.

This 2012 TMP proposes that a circuit trail around Lake Coogee be promoted as a stand-alone trail, and several enhancements (including installation of interpretation) and some new segments of path are recommended.

Interpretation suggested for this trail is set out in Section 5.

2.2.7 Path around portion of Yangebup Lake

In 1999 there was no complete circuit trail or pathway around Yangebup Lake. At that time a path existed along the northern boundary (Osprey Drive) and along the southern boundary (along the Yangebup Road alignment).

The 1999 plan recommended the following works:

- Trail construction (west side) Yangebup Lake (spreading crushed limestone and spreading and rolling asphalt onto existing fire access trail: 1200m)
- Installation of distance/direction signs
- Installation of interpretive signage

Now, in 2012, a sealed pathway completely encircles Lake Yangebup. In fact, two designated trails have been mapped indicating routes that local people can follow if exercising.

Interpretation suggested for this trail is set out in Section 5.

2.2.8 Armadale-Fremantle Disused Railway Reserve

At the time of the preparation of the 1999 Trails Master Plan some segments of pathway already existed within or alongside the disused railway reserve. Unfortunately some sections of the reserve have now been developed which makes a contiguous trail difficult to develop.

It is recommended that this trail be removed from this plan and be re-visited in the future when the need for trails and ecological corridors take preference over development.

2.2.9 Ridge and Lakes Trail

The 1999 Trails Master Plan envisaged a walk trail along the limestone ridge and western chain of lakes (and wetlands and swamps) from Rockingham Road in the north as far south as the City of Cockburn's southern boundary in Henderson.

Sections of this trail recommended in 1999 have been constructed – notably the path along the western side of Lake Coogee and the path south of Lake Coogee as far as Mt Brown. The connecting path between the Market Garden Swamps and Lake Coogee has also been completed.

However, given the major roads and road realignments that have occurred since 1999, the growth of residential development and the numerous other trail opportunities that are now available, a much abbreviated Ridge Trail is now recommended.

Given the range of new trail projects suggested in this 2012 Trails Master Plan, the intent of the 1999 Ridge and Lakes Trail has now been surpassed by other trail projects. The 2012 Plan recommends a more contained Ridge Trail focussing on the limestone ridge north and south of Manning Lake.

Interpretation suggested for this trail is set out in Section 5.

2.2.10 Beeliar Lakes Trail (Eastern Chain)

The 1999 Trails Master Plan envisaged a shared path (catering for cyclists and walkers) following alongside the (eastern) chain of lakes that included North Lake, Bibra Lake, South Lake, Little Rush Lake, Yangebup Lake and Kogolup Lake.

At the time of preparation of the 1999 Plan, some sections of the trail were already in place. Missing were paths/trails alongside Little Rush Lake, Yangebup Lake and around Kogolup Lake.

Since 1999 some additional sections of path have been completed, older paths have been replaced and limestone trails constructed to provide added length to the route. Several missing sections are yet to be completed. These are:

- Connection between the southern end of Bibra Lake and South Lake (across North Lake Rd).
- Path along the eastern side of South Lake.
- Connection across railway between South Lake and Little Rush Lake.

- o Connection between southern end of Yangebup Lake and Kogolup Road (across Beeliar Drive).

This trail is still relevant, as it provides a lengthy walk or cycle along the chain of lakes, and the various circuit trails that already exist (or are proposed) for each of the lakes in the chain.

Interpretation suggested for this trail is set out in Section 5.

2.2.11 Tramway Reserve Trail

The idea for the development of a recreation trail along the Tramway Reserve has been around since at least 1987 when the then State Planning Commission carried out an extensive research project into the land tenure and potential for a trail.

Since that time several short sections of trail/path within the Tramway Reserve have been constructed. Sections of the trail have been built within the City of Rockingham (in Baldivis) and in the Town of Kwinana (through the Spectacles). The Town of Kwinana has a recently prepared trail development plan guiding the future development of the Tramway Trail within its boundaries.

Currently, the City of Rockingham is giving focus to the extension of the recreation trail within its section of the Tramway Reserve.

Within the City of Cockburn a 1.3km section of path/trail has been constructed alongside Branch Circus, from "Wedge Rd" to Willerin Loop (in the Boronia Estate).

Though only a comparatively short section of path/trail exists within the City of Cockburn, the completion of the long-proposed Tramway Trail should be regraded as a regional priority project, and that will involve ongoing consultation and collaboration with the Town of Kwinana and the City of Rockingham.

This 2012 Trails Master Plan provides detail on what remains to be constructed within the City of Cockburn.

2.2.12 Kogolup Trails

The 1999 Trails Master Plan recommended the development of two trails in the Kogolup Lake area: a Kogolup Lake Bridle Trail (servicing the large horse riding population that existed in the area at that time) and a Kogolup Dual Use Trail which was to become a component of the proposed Beeliar Lakes Trail.

Since the preparation of the 1999 plan, trails and paths have been developed in the vicinity of the area. The proposed bridle trail has not been developed and it is certain that it will not be as the area around the lake is now part of the Beeliar Regional Park.

Two 'walk trails' have been developed which include routes through the Regional Park in the western section of the Kogolup Lake reserve: the Preissiana Walk Trail and the Marginata Walk Trail. Both these trails involve a substantial length through the adjoining residential area of Beeliar.

Interpretation suggested for this trail is set out in Section 5.

2.2.13 Banjup Bridle Trail

There appears to have been no progress of implementation of the proposed Banjup Bridle Trail. In fact, the potential for development of a bridle trail in this location is now more difficult, given the gazettal of the Jandakot Regional Park, the intensification of development in the area and the ongoing development of the road system and increasing traffic levels on roads. It is suggested that this trail be removed from the master plan.

2.3 Audit/Assessment of Existing (Recognised) Trails

Only trails that are regarded as being 'recognised' have been assessed during the preparation of this Trails Master Plan. 'Recognised' means that the trail has some or all of the following characteristics:

- Recognised by the land manager (eg. DEC, City of Cockburn);
- Signposting (trail directional markers; trailhead signage; interpretive signage); and
- Mapping (such as a map contained within a management plan, trail brochure or fire response plan).

The list of existing trails is based on information from a number of sources:

- ❖ Information supplied by various stakeholders;
- ❖ Information brochures and trail maps;
- ❖ Trails/paths observed during field work;
- ❖ Information provided by members of the community; and
- ❖ Input from City of Cockburn staff.

The assessments and audits were undertaken in the period December 2009 to February 2010. Each existing trail was walked or cycled and comprehensive notes and distance measurements taken during those assessments. The improvements and enhancements determined as a result of the assessments form the basis of the recommended works lists set out in this Trails Master Plan.

The existing trails of the City of Cockburn are as follows:

Table 2.2.1 – Existing Trails – City of Cockburn

	Trail Name	Location	User group	Land tenure	Trail Manager	Comments (brochure, interpretation, etc)	Condition (standard of construction, level of maintenance)	Length	Difficulty (grades, etc)
1	Mt Brown Lookout Trail	Beeliar Regional Park, Cockburn Rd	Walkers and cyclists	Beeliar Regional Park	DEC	Good information at trailhead. No brochure. Some old interpretation at summit. No interpretation along trail.	All uphill to summit. Loose sand and limestone. Is soon to be sealed to be suitable for cyclists.	2.22km return	Grade 2/3. Moderately difficult.
Interpretive panels: none along trail. Some general information about Beeliar Regional Park (and walks in the area) at trailhead. At lookout, interpretation of general development in the region; and the nearby Kwinana Industrial Area.									
2	Ancient Coastline Track	Henderson Cliffs, Cockburn Road	Walkers	Beeliar Regional Park	DEC	Very short walk, but interesting. Some basic interpretation at trailhead. Good lookout platform.	New and well constructed. Perhaps could be made longer.	270m loop	Easy – Grade 2 (not all wheelchair friendly. Grade 1 to lookout).
Interpretive panels: One at trailhead (about the trail and other trails in the area). No information about the cliffs. Very small amount about Nyoongars.									
3	Davilak Heritage Trail	Manning Park, Hamilton Hill	Walkers	Beeliar Regional Park	City of Cockburn	Very old brochure. No interpretation along trail. Recently upgraded, but still needs enhancement. Return loop from viewpoints required.	Well constructed trail surface, with limestone block steps and water bars. Needs regular maintenance.	1.08km each way	Moderately steep climb to lookouts. Grade 2.
Interpretive panels: No on-site interpretation along this trail.									
4	North Lake Circuit	Progress Drive, North Lake	Walkers and cyclists	Beeliar Regional Park	DEC	No brochure. No on-trail interpretation. Pleasant experience that could be enhanced. Better access to lake is needed (boardwalk and/or bird hide) and interpretation needed.	Trail is wide (like a road) in places. Good trail surface.	2.4km loop	Easy, flat. Grade 2.
Interpretive panels: No on-site interpretation along this trail.									

5	Bibra Lake Circuit	Progress Drive, Bibra Lake	Walkers and cyclists	Beeliar Regional Park	City of Cockburn	No brochure. No on-trail interpretation. Circuit is very well used by cyclists, joggers, walkers and parents with strollers.	High quality (and wide) path – much of it very new. Recently refurbished boardwalk and bird hide.	6.25km loop	Easy, flat, Grade 1 (suitable for disabled use).
Interpretive panels: No on-site interpretation along this trail. Some general bird signage at trailhead.									
6	Market Garden Swamp Circuit (North)	Troode St, Spearwood	Walkers and cyclists	Beeliar Regional Park	City of Cockburn	No brochure. Some interpretation. DUP and concrete paths form a circuit around swamps. Limited views of lake/swamp. Experience could be enhanced.	Good quality paths. Well maintained grassed and picnic areas.	3.01km loop	Easy. Grade 1 (suitable for disabled use).
Interpretive panels: Interpretive panel on frog life cycle.									
7	Market Garden Swamps Circuit (South)	Troode St, Spearwood	Walkers and cyclists	Beeliar Regional Park	City of Cockburn	No brochure. Some interpretation. Map panel of 'be active' walk. DUP and concrete paths form a circuit around swamps. Limited views of lake/swamp. Experience could be enhanced by completion of southern-most circuit.	Good quality paths. Well maintained grassed and picnic areas.	2.0km	Easy and flat. Grade 1.
Interpretive panels: 1. Salt water meets fresh water. 2. About not feeding birds. 3. History of Market Garden Swamps.									
8	Lake Mt Brown Circuit	Cockburn Rd, Henderson	Walkers and cyclists	Beeliar Regional Park	DEC	Good information at trailhead. No brochure. No interpretation along trail. Lake is some distance from trailhead.	High quality path to lake, then rough limestone trail around lake, with limited views of lake.	5.16km total	Part Grade 1 – Part Grade 2.
Interpretive panels: No on-site interpretation along this trail. Some general information about Beeliar Regional Park (and walks in the area) at trailhead.									

9	Yangebup Lake Trail No. 2 (Blue)	North Lake Rd, Yangebup	Walkers and cyclists	Beeliar Regional Park	City of Cockburn	No brochure. Some trailhead signage, though no actual trailhead (parking area). Several interpretive signs along trail.	Paths in good condition. Well maintained paths.	4.23km loop	Grade 2. One steep section is not disabled friendly.
Interpretive panels: 1. Panel about local birds (birds of prey). 2. Lake of Life (turtles and biodiversity). 3. Effecting change (reducing pollution of lake). Also, three "Beeliar Wetlands Heritage Trail" artworks. Panel with general information about the lakes and use by aboriginal people.									
10	Yangebup Lake Trail No. 1 (Yellow)	Osprey Rd, Yangebup	Walkers and cyclists	Beeliar Regional Park	City of Cockburn	No brochure. Some trailhead signage, though no actual trailhead (parking area). Several interpretive signs along trail.	Path section in good condition. Much of trail uses perimeter firebreaks.	2.95km loop	Some of trail is Grade 1 (wide flat path); and Grade 3 – sandy firebreak.
Interpretive panels: 1. Man's Best Friend (about dogs and impact on local wildlife).									
11	Little Rush Lake Circuit	Grassbird Loop, Yangebup	Walkers and cyclists	Beeliar Regional Park	City of Cockburn	No brochure. Some trailhead signage, though no actual trailhead (parking area). Several interpretive signs along trail.	Path section in good condition. Some trails running parallel to North Lake road are still crushed limestone.	1.68km loop	Easy – Grade 2. Not all sealed.
Interpretive panels: 1. Busy Bills and Fancy Feet (water birds and bush birds). 2. Snakes of the area. 3. Bats. 4. Local Heroes (waterbirds). 5. Long Way Round (migratory birds). 6. Life on the Fringe (fringing vegetation). Three "Beeliar Wetlands heritage Trail" artworks (The Guardians; Waugal; Time Poles).									
12	Lake Coogee Circuit	Fawcett Rd, Coogee	Walkers and cyclists	Beeliar Regional Park	City of Cockburn	No brochure. Coogee Heritage Marker is only interpretation along trail. Bird hide with no ID panels or interpretation.	Circuit currently uses road for several hundred metres. Parts of existing path in poor condition and needs replacing.	4.67km loop	Grade 2 – several steep sections not suitable for wheelchair use.
Interpretive panels: Coogee Heritage Marker (Pensioner Guards). Memorial wall with Enrolled Pensioner Guard mosaic. Sign at well used by Enrolled Pensioner Guard.									

13	Kogolup Lake (Preissiana and Marginata Walk Trails)	Branch Circus (near Hammond Rd), Beeliar	Walkers (mainly)	Beeliar Regional Park and public roads	DEC	No brochure. Some 'trailhead' map panels. Parking areas available. On-path directional signage. Some interpretive signage.	Paths and trails are well constructed and maintained, but much of trails are through residential areas, utilising roadside paths.	Preissiana Walk Trail is 6.9km; Marginata Walk Trail is 4.1km	A mix of grades, Grade 1 through to Grade 5.
Interpretive panels: 1. Panel about birds (suggesting dogs stay on leads). 2. "Biological bulldozer" interpretive panel (dieback/weeds).									
14	Manning Lake Circuit	Azelia Drive, Hamilton Hill	Walkers	Beeliar Regional Park	City of Cockburn	No brochure. Some interpretive signage. Circumferential path needs to be completed to maximise use of the area. Well used area which is full of history. More interpretation needed.	Paths and adjoining picnic areas well maintained.	1.68km loop	Grade 2. Would be Grade 1 if there was a sealed path all the way around the lake.
Interpretive panels: 1. Panel about (not feeding) birds.									
15	North Coogee Coastal Trail	CY O'Connor Beach to South Beach, North Coogee	Walkers and cyclists	Public reserve	City of Cockburn	No brochure or signage to pathway. Coastal path is poorly promoted. Extensive views over beach and Cockburn Sound. Sculptures, but no interpretive panels.	New path in excellent condition. Not suitable for wheelchairs in some locations due to steepness.	1.74km one-way	Grade 2. Path is hilly and steep in a few locations.
Interpretive panels: No on-site interpretation along this trail. However, "Human Race" sculpture. CY O'Connor "Horse and Rider" statue in water.									
16	Woodman Point Circuit	Nyirbup Circ le us (off Cockburn Rd), Munster.	Walkers and cyclists	Woodman Point Regional Park	DEC (Note: City of Cockburn is responsible for paths within Coogee Beach)	No brochure, or promotional signage. New paths now almost create a loop trail (that will require signage) and promotion. Area is very popular. Some interpretation.	Some very new paths in excellent condition, as well as some older paths.	7.72km loop	Grade 2 (due to several hilly sections and steepness of path in some locations).
Interpretive panels: 1. Revegetation; 2. Coastal bushland; 3. Clarence townsite.									

17	Coastal Pathway	South Beach to Mt Brown	Walkers and cyclists	Public reserve; Woodman Point Regional Park; and Beeliar Regional Park	DEC; and City of Cockburn	No brochure. Poor directional signage. Path is discontinuous (and now severed by ongoing residential development). Completion of path is required, and promotion and signage required. Some interpretation on some segments of path.	Condition of path varies according to time of construction. Some old segments; some new segments.	Discontinuous	Varies – Generally Grade 1 and 2.
Interpretive panels: No on-site interpretation along this trail (other than those on other stand-along segments of the pathway).									
18	Thomsons Lake Circuit	Russell Rd, Success	Walkers	Beeliar Regional Park	DEC	No brochure or known promotion. Good trailhead facilities off Russell Rd (at southern end). Most attractive part of Nature Reserve is NE quadrant, well away from Russell Rd trailhead.	Very sandy tracks, passing through some uninteresting topography devoid of much vegetation. Known dieback in reserve.	6.35km	Grade 3 - sandy tracks
Interpretive panels: No on-site interpretation along Lakeside Circuit. Interpretive shelter at Russell Rd trailhead about lake habitat (frogs; reptiles; mammals; birds; plants). Panel about "Fences and Ferals". There is a map of the various 'tracks'.									
19	South Lake	Bushland Ridge,	Walkers	Beeliar Regional Park	DEC	No brochure. Some excellent indigenous interpretation near Bushland Ridge at western side of reserve.	Some crushed limestone tracks; but mostly deep sandy firebreaks (at present).		Grade 2 and 4.
Interpretive panels: (6). Connections of Our Spiritual Dreaming (x2); The Footprints of the First People, Our Ancestors; Living with the Land (x2); The Rainbow Serpent.									
20	Denis De Young	Liddelow Road, Banjup	Walkers	Jandakot Regional Park	City of Cockburn	No brochure. Some signage warning of dieback, dogs on leash etc.	Many crushed limestone tracks.	6.4 km	Grade 2
Interpretive panels: No on-site interpretation along this trail.									

21	Shirley Bella Swamp	Tapper Road, Atwell	Walkers	Jandakot Regional Park	DEC	No brochure. Limited signage	Some crushed limestone tracks; but mostly deep sandy firebreaks (at present).	2.6 km	Grade 2 and 4.
22	Banksia Eucalypt Woodland Reserve	Lyon Road Aubin Grove	Walkers	Public Reserve	City of Cockburn	No brochure. Some signage in Eucalypt Banksia Woodland Reserve	Crushed limestone on perimeter firebreaks in northern areas, asphalt on main paths.		

Note: Trails have been graded using the Australian Standard 2156.1 - 2001 Walking Tracks and Classification.

2.4 Mountain Biking Opportunities in the City of Cockburn

There is a growing call in the Community for the provision of mountain biking trails. In considering mountain biking opportunities, it was observed that the City of Cockburn does offer scope for mountain biking however the limitations of the budget did not permit investigation of suitable places for the trails to be located.

In seeking suitable (future) locations for mountain biking trails, there are several locational requirements that should be born in mind:

- Variety of topography (including scope for cross-country and perhaps downhill).
- Well vegetated.
- Tracts of publicly owned land.
- Close proximity to residential areas (to enable young riders without access to cars to easily ride to the MTB park).
- Close to public transport (ideally, close to a railway station).

Generally speaking, mountain biking trails should be planned as a regional resource. There are many types of mountain biking trails (from easy to difficult) to cater for the wide range in the skills of people cycling in off-road situations.

The advantage of a cluster of MTB trails of varying difficulty is that inexperienced mountain bikers can start on the easiest trails and graduate to more and more difficult trails as their skills and confidence improves. IMBA (the International Mountain Bicycling Association) states that trail systems must serve the needs of multiple user groups and take environmental and geographic factors into account, as well as creating good experiences for diverse visitors.

There are several of these mountain biking parks throughout Australia including the Goat Farm in Perth (Greenmount), Mount Stromlo in Canberra, Eagle Mountain Bike Park Nest in Adelaide and the Forrest Mountain Bike Park in Victoria. Building one single-track or one mountain biking trail in the City of Cockburn would not cater for the wide range in demand. It would serve a very limited market and would in a short time become unused. For example, the Eagle Mountain Bike Park in the Adelaide Hills provides a network of trails that cater for a variety of mountain bike disciplines and abilities.

- Approximately 21kms of cross country trails
- A specifically designed downhill trail
- A skills development park
- A jumps park
- A trials area

A suitable location for such a facility would need to be found in the South West Corridor that would cater for enthusiasts from the City of Cockburn and, potentially, mountain bikers from the Town of Kwinana, City of Rockingham, City of Mandurah and right across



The Forrest Mountain Bike Park in the Otway Ranges in Victoria features 15 mountain bike trails – ranging from "Easy" to "Very Difficult" thereby catering for the diverse range of skills and experience of cyclists who desire an off-road experience.

the metropolitan region. Proximity to a railway station will increase usage from riders from distant locations.

What would be ideal is for a group of like-minded local governments (and land managers) in the south west corridor to work together to determine the most appropriate area for a 'cluster' or 'nest' of mountain biking trails: a "mountain biking park". The study would identify demand for the facility and then to investigate options for the location of such infrastructure, the feasibility of developing the facility and how it would be managed. The City is advised to also liaise with DEC's Recreation and Trails Unit in relation to regional mountain biking opportunities.

2.5 Mapping Existing & Future Trails

The accompanying plans (see Appendix 2) illustrate the range of existing and proposed non-motorised trails in the City of Cockburn.

SECTION 3: PROPOSED TRAILS AND COSTS

3.1 Review of Key Outcomes

This Trails Master Plan sought a number of outcomes, including:

- An inventory of existing non-motorised recreation trails;
- Identification of future trail opportunities; and
- Determination of a costed, prioritised and staged series of trail projects.

3.2 Assessment Criteria

The key elements considered in the determination of trail opportunities were:

- Trail demand - the majority of users are seeking short trail opportunities (as discussed earlier). Though they are very difficult to quantify, the health benefits to be gained by increasing the propensity of local people to exercise and get fit on local trails and pathways should not be underestimated as part of the demand consideration;
- Stakeholder and Project Management Committee input;
- Value for money (recognising that there will be limited budget). Trail projects should look to provide value for money and a good return on the investment made by the Council and other land managers. High quality, well built, well maintained and well promoted trails highlighting the best features of the City of Cockburn is preferable to a large number of poor quality trails badly constructed and not maintained. Where appropriate, trail projects should build on existing trails, and broader recreation and other community facility investments;
- Opportunity for linkages with other trails within the City of Cockburn (and opportunities to link with trail projects in neighbouring local governments);
- Practicalities of trail development – costs, land tenure and access, environmental issues, cultural issues, funding possibilities, possible (on-going) community support and the possibility of opposition, and the safety of users;
- User experience. Trails have to provide a high quality user experience or else people will not use them or will not come back – word of mouth is a much stronger advocacy tool than marketing strategies. The trail projects need to ensure a high-level user experience; and
- Key background documents and already adopted strategies of the City of Cockburn.

Assessment of each of the existing trails was done in a broad sense against all these criteria as well as against a number of specific individual criteria. (See Trail Audit Sheets in Appendix 1). Combined with the field assessment, consideration of these elements allows the determination of trail projects.

3.3 The Trail Projects

A number of projects present themselves as capable of matching the outcomes sought by the City, and making the most of the opportunities that are available in the City of Cockburn. These projects build on known success-stories (well-packaged short walk trails), seize opportunities (heritage; wetlands and lakes; high points with views) and offer outcomes for both locals and visitors to the municipality. It is noted that proposed new trails will need to consider land tenure.

Project a) – Davilak Heritage Trail

The Davilak Heritage Trail has undergone recent upgrading and the trail from Manning Lake up to the two highest lookouts is now in good condition. However, despite the relatively recent upgrading the trail is in need of further enhancement. At present the trail is an 'out and back' experience, with users having to retrace their steps back to the commencement point. (A return loop has been identified in the "Walking in the City of Cockburn" booklet but this return loop is in poor condition, uninteresting and probably subject to being disrupted by future road projects). [See Plan a].

A new return loop which takes users past the ruins of Davilak House and its outbuildings is recommended, giving weight to the actual name of the trail. The accompanying trail map illustrates the recommended trail route.

Interpretive subjects for this trail are set out in Section 5.

The project budget includes an allowance for:

- Construction of a crushed limestone trail following existing sandy tracks.
- The cutting of a new trail through bushland to avoid the busy access road in to Manning Lake parklands. This would be subject to a detailed vegetation site assessment.
- Construction of limestone block steps along the trail.
- Various upgrading and improvement works at the existing lookouts.
- Construction of a small viewing platform overlooking the ruins of Davilak House.
- Installation of directional markers and trailhead signage.
- Installation of trailside interpretive panels (involving research, consultation, writing, design, manufacture and installation of panels).

The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.

Cost Estimates for Project a): Davilak Heritage Trail

Tasks	Costs
1. Install <i>Lakes, Lookouts and Legends</i> trailhead signage at location of old Heritage Trail sign.	3,000
2. Install promotional signage (double-sided) at corner of Hamilton Road/Azelia Rd and Davilak Ave/Rockingham Road.	500
3. Install special sign at trail junction pointing to "Eastern Lookout 140m" with arrow, and arrow and sign pointing to "Western Lookout 100m" with arrow.	500
4. Install interpretive panels (see separate list). (Allow for 10 panels: 600mm x 350mm). <ul style="list-style-type: none"> • Research and writing • Design and manufacture • Graphics (photos and drawings) • Installation 	18,000
5. Install 'cladding' on safety railing (16m) at "Cultural Council Lookout".	2,000
6. Install "directional dial" on Eastern Lookout (see topics in Section 5).	4,000
7. Install "directional dial" on Western lookout (see topics in Section 5).	4,000
8. Repair wall of seating area at Western Lookout.	500

9. Repair seating (9m x 0.5m) at Western Lookout.	800
10. Install 5m safety railing on western steps platform at Western Lookout.	1,000
11. Install shade shelter or steel shade shelter over Western Lookout.	5,000
12. Replace 3 missing bricks on steps at Western Lookout.	100
13. Construct 2 steps on south side of platform at Western Lookout.	1,500
14. Construct 6 limestone block steps.	1,200
15. Construct 4 limestone block steps.	1,200
16. Construct 12 limestone block steps over rocky track.	800
17. Stabilise and construct 320m stabilised limestone trail surface	7,400
18. Construct 160m stabilised limestone trail surface past ruins.	3,200
19. Clear and level ground and construct viewing platform (3m x 2m) overlooking ruins of Davilak House.	5,000
20. Construct pedestrian crossing and 50m new trail to east of access road.	3,000
21. Install trail directional markers (with arrows) on posts (17).	2,250
22. Construct wooden steps from access road up to Eastern Lookout	140,000
Sub-Total	\$204,950
Contingency allowance (10%)	\$20,495
Sub-Total	\$225,445
10% GST	\$22,545
Total (including GST)	\$247,990

Project b): Mt Brown Lookout Trail

The walk to the summit of Mt Brown is reasonably long and arduous, following a wide crushed limestone vehicle track. Once at the summit the views are outstanding.

This project involves a number of smaller improvements to make the uphill walk a more pleasant and rewarding experience. [See Plan b].

It is understood that the Department of Environment and Conservation is planning to seal the track with an asphalt surface enabling it to be also used by cyclists. The asphalt surface will make walking to the summit easier and more pleasant.

The project budget includes an allowance for:

- Minor improvements (seating; directional signposting, etc).
- Installation of trailside interpretive panels (involving research, consultation, writing, design, manufacture and installation of panels) and trailhead signage.

The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.

Cost Estimates for Project b): Mt Brown Lookout Trail

Tasks	Costs
1. Install <i>Lakes, Lookouts and Legends</i> trailhead signage in car park.	3,000
2. Clear vegetation from in front of "Advance Warning" sign on north side.	50
3. Install "advance warning" (ie. promotional sign) on Cockburn Rd – south side.	500
4. Install trail directional markers with arrows (and distance plates). (8)	1,200
5. Install 2 bench seats along trail.	1,200
6. Install interpretive panels (see separate list). (Allow for 6 panels: 600mm x 350mm). <ul style="list-style-type: none"> • Research and writing • Design and manufacture • Graphics (photos and drawings) • Installation 	10,800
Sub-Total	\$16,750
Contingency allowance (10%)	\$1,675
Sub-Total	\$18,425
10% GST	\$1,842
Total (including GST)	\$20,270

Project c): Henderson Cliffs Trail (Ancient Coastline Track)

The short walk to and along the cliffs at Henderson is suitable for most people. Given the spectacular nature of the cliffs, and excellent views up and down the coastline, it is proposed that the short trail be enhanced by placement of a seat to enable users to sit and relax and take in the view. Additional interpretation is also recommended.

The proposed interpretive panel should provide detailed information on the formation of the cliff. [See Plan c].

The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.

Cost Estimates for Project c): Henderson Cliffs Trail (Ancient Coastline Track)

Tasks	Costs
1. Install <i>Lakes, Lookouts and Legends</i> trailhead signage in car park near commencement of path to lookout (alongside existing DEC panel).	3,000
2. Install 1 bench seat along trail (at most northerly point of trail).	700
3. Install "advance warning" (ie. promotional sign) on Cockburn Rd – south side.	300
4. Install interpretive panel (subject: detailed information on the formation of the cliffs, etc). <ul style="list-style-type: none"> • Research and writing • Design and manufacture • Graphics (photos and drawings) • Installation 	1,800
5. Install 2 trail direction markers with arrows.	300
Sub-Total	\$6,100
Contingency allowance (10%)	\$610
Sub-Total	\$6,710
10% GST	\$671
Total (including GST)	\$7,380

Project d): North Lake Circuit

This project involves a number of minor enhancements to the existing crushed limestone trail around North Lake. [See Plan d].

The most notable enhancements proposed are a boardwalk and a bird hide, on spurs off the main trail, to enable trail users to get close to the lake's edge to enjoy views of the lake and the bird life.

As is the case for all the recommended trails in the City of Cockburn, it is proposed that trailhead and directional signage along the trail be consistent.

The project will include the following elements:

- Construction of boardwalks and bird hide.
- Installation of promotional, trailhead and directional signage.
- New interpretive signage.

Interpretive subjects for this trail are set out in Section 5.

The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.

Cost Estimate for Project d): North Lake Circuit

Tasks	Costs
1. Install <i>Lakes, Lookouts and Legends</i> trailhead signage at trailhead car park on Progress Drive.	3,000
2. Install trail directional markers on posts with arrows (11).	1,650
3. Install promotional signage (double-sided) at corner Farrington Road / Progress Drive; North Lake Rd/ Farrington Rd; North Lake Rd / Bibra Dr; Bibra Dr / Progress Dr and double-sided fingerboard at entrance to trailhead.	2,200
4. Construct 8m shared path connecting car park and existing path.	1,200
5. Construct 35 metres embankment or boardwalk (on east side of lake).	3,500
6. Construct bird hide at end of proposed embankment/boardwalk.	3,000
7. Install interpretive panels (see separate list). (Allow for 8 panels: 600mm x 350mm). <ul style="list-style-type: none"> • Research and writing • Design and manufacture • Graphics (photos and drawings) • Installation 	14,400
Sub-Total	\$28,950
Contingency allowance (10%)	\$2,900
Sub-Total	\$31,850
10% GST	\$3,190
Total (including GST)	\$35,040

Project e): Bibra Lake Circuit

A considerable amount of upgrading of, and extensions to, the existing shared paths around Bibra Lake and a refurbishment of the boardwalk and bird hide has recently taken place.

This project also involves a number of minor enhancements, the most notable being the installation of promotional, trailhead and directional signage, and the installation of new interpretive signage. An interpretation signage strategy is also being developed by the City of Cockburn and should incorporate some of the suggestions detailed below.

A short section of path is required to ensure connectivity between two sections of new shared path. [See plan e].

Interpretive subjects for this trail are set out in Section 5.

The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.

Cost Estimate for Project e): Bibra Lake Circuit

Tasks	Costs
1. Install <i>Lakes, Lookouts and Legends</i> trailhead signage at 4 locations: at trailhead on Progress Drive; at parking area near corner of Progress Drive and Bibra Drive; at Cockburn Wetlands Education Centre and at parking area on Bibra Drive (north of Parkway Road).	12,000
2. Install promotional signage (double-sided) at corner Farrington Road / Progress Drive; North Lake Road / Farrington Road; Bibra Drive / Progress Drive; North Lake Road / Bibra Drive and double sided fingerboard at entrance to trailhead on Progress Drive.	2,200
3. Install trail directional markers on posts with arrows with distance plates. (12)	1,800
4. Construct 25m shared path to provide a connection between existing (recently constructed) paths.	3,750
5 5. Install additional "Please Share" signage (x3).	600
6 6. Install interpretive panels (see separate list) including panels on existing (old) bird hide. (Allow for 12 panels: 600mm x 350mm). <ul style="list-style-type: none"> • Research and writing • Design and manufacture • Graphics (photos and drawings) • Installation 	21,600
Sub-Total	\$38,200 \$41,950
Contingency allowance (10%)	\$3,820 \$4,195
Sub-Total	\$42,020 \$46,145
10% GST	\$4,200 \$4,614
Total (including GST)	\$50,760 \$50,759

Project f) – Market Gardens Swamp Circuit (North and South)

The recent residential development around the Market Garden Swamps has facilitated the construction of several kilometres of concrete and bitumen shared paths alongside the swamps/lakes. Currently some small loops are possible. It is expected that with further residential development, particularly at the southern end, further opportunities will become available for extensions to the existing path network.

Minor improvements are recommended for the existing path network, including trailhead, promotional, directional and interpretive signage. [See Plan f].

This project also involves the construction of bird hides to enable trail users to more fully appreciate the wildlife of the swamps that, from many parts of the existing pathway network, are currently obscured.

Connection of the path networks of Market Garden Swamp North and Market Garden Swamp South by a safe crossing of Troode Street is also recommended. Connecting the two path networks will provide a much larger circuit and provide opportunities for trailhead parking (which is absent from the Market Garden Swamp North area).

The trail should also link with the trail around Lake Coogee which is further south. This may be facilitated by the new development occurring in this area. A small connecting path to Mayor Road has already been constructed from Lake Coogee close to Hamilton Road.

Interpretive subjects for this trail are set out in Section 5.

The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.

Cost Estimates for Project f): Market Gardens Swamp Circuit (North and South)

Tasks	Costs
1. Install <i>Lakes, Lookouts and Legends</i> trailhead signage at (recommended) trailhead on Leschenault Bvd.	3,000
2. Install promotional signage (double-sided) at corner Rockingham Road / Troode Street, Troode Street / Leschenault Bvd and single sided fingerboard on Leschenault Bvd (opposite trailhead).	1,200
3. Install trail directional markers on posts with arrows. (Allowance for 40)	6,000
4. Construct 2 new kerb ramps across Troode Street, at junction of Troode St and Leschenault Bvd.	800
5. Construct 2 new kerb ramps across Troode Street, opposite Watercress Gardens.	800
6. Install "Trail Crossing" warning signs on Troode St either side of trail crossings.	400
7. Paint "Give Way" symbols on path either side of road crossings of Troode St.	200
8. Construct 550m new shared path at southern end (between Musulin Rise and Atwell Close.	Developers
9. Install interpretive panels (see separate list). (Allow for 12 panels: 600mm x 350mm). <ul style="list-style-type: none"> • Research and writing • Design and manufacture • Graphics (photos and drawings) • Installation 	21,600
Sub-Total	\$34,000
Contingency allowance (10%)	\$3400
Sub-Total	\$37,400
10% GST	\$3740
Total (including GST)	\$41,140

Project g) – Lake Mt Brown Trail

This project includes several enhancements to make the trail a more pleasant and user-friendly experience.

The minor enhancements include the installation of directional markers, the installation of interpretation along the trail and the construction of a short boardwalk to enable trail users to get close to the edge of the lake to appreciate the birds and other wildlife of the lake. [See Plan g].

It is also recommended that DEC give consideration to the development of a small crushed limestone trailhead parking area off Rockingham Road – close to the lake. This should be done after discussions with Landcorp given that there may be some modifications to the area due to the area becoming an industrial subdivision in the near future. The project budget includes an allowance for:

- Construction of a trailhead parking area off Rockingham Road.
- Management access gates.
- Construction of an 80m boardwalk and viewing platform.
- Installation of several bench seats.
- Installation of trailside interpretive panels (involving research, consultation, writing, design, manufacture and installation of panels) and trailhead signage.

The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.

Cost Estimates for Project g): Lake Mt Brown Trail

Tasks	Costs
1. Install <i>Lakes, Lookouts and Legends</i> trailhead signage at existing trailhead off Cockburn Road.	3,000
2. Install promotional signage (double-sided) on Cockburn Road (opposite entrance to trailhead parking area).	500
3. Build 20m new crushed / compacted limestone trail at end of asphalt path.	500
4. Install trail directional markers on posts with directional arrows (14).	2,100
5. Install interpretive panels (see separate list). (Allow for 5 panels: 600mm x 350mm). <ul style="list-style-type: none"> • Research and writing • Design and manufacture • Graphics (photos and drawings) • Installation 	9,000
6. Install 3 bench seats (or sleeper seats) around trail.	2,100
7. Construct barriers (rocks / logs) to prevent access by 4WD (5).	3,000
8. Install management access gates.	1,000
Sub-Total	\$21,200
Contingency allowance (10%)	\$2,120
Sub-Total	\$23,320
10% GST	\$2,332

Total (including GST)	\$25,652

Project h) – Yangebup Lake Trail 2 (Long Circuit)

An asphalt and/or concrete path already encircles Yangebup Lake and outstanding views of the lake can be seen from several locations. Limestone has also recently been placed on the paths/firebreaks adjacent to Mudlark Way, Pelican Ramble and Pioneer Drive. Despite this, it is recommended that additional viewpoints be established. Yangebup Lake is one of the few lakes in the Beeliar Lakes chain that holds water during summer and views of the water will enhance the appeal of the path circuit.

The most notable recommendation for the Lake Yangebup trail circuit is the development of a trailhead parking area. Currently, people wishing to drive to the lake must park either in a side street or in the cul-de-sac turning circle at the northern end of Parkes Street (near Tamara Drive). Given the availability of land in the south-east corner of the Lake Yangebup reserve (near Parkes Street) it is recommended that a formal trailhead be established within the Regional Park in this location. [See Plan h].

Other minor improvements are also suggested including the installation of directional markers, the installation of interpretation along the trail and trailhead and promotional signage.

Interpretive subjects for this trail are set out in Section 5.

The project budget includes an allowance for:

- Trailhead construction;
- Additional viewpoints and associated furniture;
- Installation of trailside interpretive panels (involving research, consultation, writing, design, manufacture and installation of panels) and trailhead signage.

The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.

Cost Estimates for Project h): Yangebup Lake Trail 2 (Long Circuit)

Tasks	Costs
1. Install <i>Lakes, Lookouts and Legends</i> trailhead signage at 3 locations: Proposed new trailhead parking area at northern end of Parkes Street; Osprey Drive and playground entrance.	9,000
2. Install promotional signage (double-sided) at corner North Lake Road and Hammond Road and directional fingerboard at corner Hammond Road and Parkes Street.	700
3. Install trail directional markers on posts with directional arrows (12)	1,800
4. Construct trailhead parking area at northern end of Parkes Street (reconfigure existing asphalt turning circle and install bollards, etc) – or, alternatively, construct parking area off Parkes Street further north.	30,000
5. Construct 15m asphalt path at lookout/viewpoint.	2,500
6. Install bench seat at lookout/viewpoint	\$700
7. Install interpretive panels (see separate list). (Allow for 3 panels: 600mm x 350mm). <ul style="list-style-type: none"> • Research and writing • Design and manufacture • Graphics (photos and drawings) • Installation 	5,400
Sub-Total	<i>\$50,100</i>
Contingency allowance (10%)	<i>\$5,010</i>
Sub-Total	<i>\$55,110</i>
10% GST	<i>\$5,511</i>
Total (including GST)	<i>\$60,620</i>

Project i) – Little Rush Lake Trail

As with Lake Yangebup, an asphalt trail encircles Little Rush Lake. An asphalt path also runs parallel to Osprey Drive and terminates at an exit to North Lake Road. Limestone has been placed on the firebreak that runs parallel to North Lake Road and this links back into the asphalt path in the north east. There is no trailhead parking available.

This project will involve a number of minor improvements to enhance the experience of trail users. These improvements include the installation of directional markers, the installation of interpretation along the trail and trailhead and promotional signage.

It is also recommended that spur trails and boardwalks be constructed to maximise the experience of trail users, enabling them to gain access to the edge of the lake.

Existing artworks should also be refurbished, as they are showing signs of age and neglect. [Recommended improvements are shown on Plan i].

Interpretive subjects for this trail are set out in Section 5.

The project budget includes an allowance for:

- Upgrading of the existing trail surface.
- Construction of spur trails, boardwalks and bird hides.
- Installation of trailside interpretive panels (involving research, consultation, writing, design, manufacture and installation of panels) and trailhead signage.

The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.

Cost Estimates for Project i): Little Rush Lake Trail

Tasks	Costs
1. Install <i>Lakes, Lookouts and Legends</i> trailhead signage at 3 locations: Proposed Parkes St trailhead; Osprey Drive entrance; and playground entrance (Grassland Loop).	9,000
2. Install promotional signage (double-sided) on North Lake Road (opposite entrance to trailhead).	500
3. Construct 10m asphalt path from proposed trailhead (at northern end of Parkes St) to existing path along North Lake Road.	2,000
4. Construct 20m asphalt path from existing concrete path along North Lake Rd to existing crushed limestone trail.	4,000
5. Install trail directional markers on posts with directional arrows (11).	1,650
6. Install road crossing warning signage (on trail both sides of road and on Osprey Dr both sides of trail crossing).	700
7. Construct 50m crushed limestone spur trail.	1,500
8. Construct 10m viewing platform	10,000
9. Revamp existing Beeliar Wetlands Heritage Trail artworks.	5,000
10. Re-construct 30 crushed limestone trail	1000
11. Construct 15m boardwalk	20,000
12. Construct bird hide at end of boardwalk	5,000
13. Install interpretive panels (see separate list). (Allow for 1 panel: 600mm x 350mm). <ul style="list-style-type: none"> • Research and writing • Design and manufacture • Graphics (photos and drawings) • Installation 	1,800
Sub-Total	\$62,150
Contingency allowance (10%)	\$6,215
Sub-Total	\$68,370 65
10% GST	\$6,840 37
Total (including GST)	\$75,2002

Project j) – Lake Coogee Trail

It is possible to walk/cycle around Lake Coogee, although a relatively short section in the NE corner is currently on-road. Until further subdivision occurs, this section will have to remain on-road, but as and when development occurs the City of Cockburn should obtain public open space alongside the lake to enable the eventual completion of the pathway circuit. The trail should also link with the Market Garden Swamp trail and this will likely be facilitated due to new developments occurring slightly north east of Lake Coogee.

As with all other existing trails, a number of improvements and enhancements are recommended for this pathway circuit including replacement of 370m of damaged asphalt path, installation of trail directional markers, interpretive signage and trailhead signage. It is also recommended that new trailside furniture be installed at strategic locations to enable trail users to stop and enjoy the scenery afforded for the trail.

Interpretive subjects for this trail are set out in Section 5. [Recommended improvements are shown on Plan j].

The project budget includes an allowance for:

- Replacement of defective path (370m).
- Installation of promotional, trailhead and directional signage.
- Additional trailside furniture.
- Re-enhancement of the existing bird hide.
- Repairs to broken pieces of the concrete path.
- Installation of interpretive panels (involving research, consultation, writing, design, manufacture and installation of panels).

The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.

Cost Estimates for Project j): Lake Coogee Trail

Tasks	Costs
1. Install <i>Lakes, Lookouts and Legends</i> trailhead signage at trailhead on Fawcett Road.	3,000
2. Install promotional signage (single-sided) at corner Rockingham Road / Mayor Road and Rockingham Road / Russell Road, and double-sided promotional signage at Russell Road / Coogee Road and Mayor Road / Fawcett Road and single-sided fingerboard at corner Coogee Road / Fawcett Road.	2,200
3. Install trail directional markers on posts with directional arrows (allowance for 15).	2,250
4. Repair/replace 370m damaged (grass invasion) asphalt path.	55,500
5. Repair broken concrete path near junction of Coogee Road and Gardiner Ave.	1,000
6. Install picnic shelter under trees on NE corner of lake.	3,000
7. Construct 650m new asphalt path on NE quadrant of lake (between West Churchill Ave and existing path across wetland). (Note: will require land to be subdivided to provide foreshore reserve).	Developer
8. Install interpretive panels (see separate list). (Allow for 8 panels: 600mm	14,400

x 350mm).	
<ul style="list-style-type: none"> • Research and writing • Design and manufacture • Graphics (photos and drawings) • Installation 	
Sub-Total	\$81,350
Contingency allowance (10%)	\$8,13 <u>05</u>
Sub-Total	\$89,48 <u>05</u>
10% GST	\$8,9 <u>5048</u>
Total (including GST)	\$98,43<u>03</u>

Project k) – Kogolup Lake Trail

Although two marked trails are available in the Kogolup Lake locality (involving significant lengths of roadside paths through the adjoining residential area), it is recommended that a bushland circuit (and new lakeside trails) entirely within the Regional Park be delineated and signposted. [Recommended improvements are shown on Plan k].

The project therefore involves fieldwork to determine the most appropriate alignment of the proposed new loop trail. It is expected that the loops will involve utilising existing tracks and firebreaks through the bushland area, though sections of purpose built trail may be required to link up existing tracks (and to avoid unsightly and uninteresting firebreaks and residential areas).

The project budget includes an allowance for:

- An allowance for new trail construction.
- An allowance for (crushed limestone) surfacing of sections of existing tracks and firebreaks.
- Installation of promotional, trailhead and directional signage.

The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.

Cost Estimates for Project k): Kogolup Lake Trail

Tasks	Costs
1. Install <i>Lakes, Lookouts and Legends</i> trailhead signage at trailhead on Branch Circus.	3,000
2. Install promotional signage (double-sided) at corner Beeliar Drive / Hammond Road, Hammond Road / Russell Road and Hammond Road / Branch Circus and single-sided fingerboard at "Wedge Road" opposite trailhead parking area.	1,700
3. Preparation of simple Trail Development Plan (including mapping; sign plans; sign designs; interpretive topics/sites)	2,400
4. Allowance for installation of trail directional markers on posts with directional arrows (allow for 15).	2,250
5. Allowance for basic trail construction and trail surfacing (600 metres).	24,000
6. Allowance for installation of interpretive panels (see separate list). (Allow for 7 panels: 600mm x 350mm). <ul style="list-style-type: none"> • Research and writing • Design and manufacture • Graphics (photos and drawings) • Installation 	12,600
Project management (no allowance made)	0
Sub-Total	\$45,950
Contingency allowance (10%)	\$4,590 5
Sub-Total	\$50,540 5
10% GST	\$5,050 5
Total (including GST)	\$55,5905,600

Project I) – Manning Lake Trail

There is a complete asphalt trail around the lake. To capitalise on the views that are possible, it is recommended that several minor enhancements be made such as the installation of bench seats where people can sit by the side of the lake and enjoy the views. [Improvements are shown on Plan I].

Other minor enhancements are recommended including the installation of directional markers, the installation of interpretation along the trail and trailhead and promotional signage

The project budget includes an allowance for:

- Installation of various signage, notably interpretive panels.
- Installation of bench seats at viewpoints.

The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.

Cost Estimates for Project I): Manning Lake Trail

Tasks	Costs
1. Install <i>Lakes, Lookouts and Legends</i> trailhead signage in main car park opposite museum. (Existing old information shelter to be replaced with new structure).	3,000
2. Install promotional signage (double-sided) at corner of Hamilton Road/Azelia Rd and Davilak Ave/Rockingham Road.	1,000
3. Install trail directional markers on posts with directional arrows (8).	1,200
4. Install bench seat.	700
5. Install bench seat.	700
6. Install interpretive panels (see separate list). (Allow for 5 panels: 600mm x 350mm). <ul style="list-style-type: none"> • Research and writing • Design and manufacture • Graphics (photos and drawings) • Installation 	9,000
Sub-Total	\$15,600
Contingency allowance (10%)	\$1,560
Sub-Total	\$17,160
10% GST	\$171 06
Total (including GST)	\$18,870⁸⁰

Project m) – North Coogee Coastal Trail

The coastal pathway between South Beach and C.Y. O'Connor Beach can be considered as a stand-alone trail experience (although it will form a component of the much longer Coastal Pathway).

The path is new and consequently requires little in the way of upgrading. However, it too could be enhanced to improve what is otherwise a high quality experience. The range of suggested improvements include promotional signage, trailhead signage, directional signage and interpretation. [See Plan m].

The range of improvements required on the trail includes:

- Interpretation (both at trailhead, and along the trail) – see Section 5.
- On-trail directional signage
- Promotional signage

The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.

Cost Estimates for Project m): North Coogee Coastal Trail

Tasks	Costs
1. Install <i>Lakes, Lookouts and Legends</i> trailhead signage at C.Y. O'Connor Beach car park.	3,000
2. Install map panel at the following locations: South Beach car park; Rollinson Rd car park.	4,000
3. Install promotional signage (double-sided) at corner Cockburn Road / McTaggart Cove.	500
4. Install trail directional markers on posts with directional arrows (13).	1,950
5. Install interpretive panels (see separate list). (Allow for 4 panels: 600mm x 350mm). <ul style="list-style-type: none"> • Research and writing • Design and manufacture • Graphics (photos and drawings) • Installation 	7,200
Sub-Total	\$16,650
Contingency allowance (10%)	\$1,670
Sub-Total	\$18,320
10% GST	\$1,830
Total (including GST)	\$20,150

Project n) – Woodman Point Circuit

The path network in the Woodman Point locality is extensive. Recent construction of two lengthy sections of coastal pathway at Woodman Point by DEC adds considerably to the opportunities for cycling and walking in the coastal environment.

The new paths can now be linked to form a circuit trail. Several small additions to the existing paths are required to actually create the loop, as well as widening of two sections of existing path. [Recommended improvements are shown on Plan n].

Directional signage is required to enable users to navigate their way around the circuit.

In addition, the usual range of enhancements is required, specifically promotional signage and trailhead signage.

The project budget includes an allowance for:

- Widening 350m of existing pathway.
- Construction of 40m of new asphalt path (to connect two existing segments of path).
- Installation of signage (promotional, directional and trailhead).
- Minor improvements at a number of locations.
- Installation of safety signage at road crossings.

The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.

Cost Estimates for Project n): Woodman Point Circuit

Tasks	Costs
1. Install <i>Lakes, Lookouts and Legends</i> trailhead signage at trailhead at John Graham Recreation Reserve.	3,000
2. Install map panel at the following locations: parking area at Woodman Point (near groyne); at Poore Gr parking area and at path entry off Cockburn Road (south of Fairbairn Rd).	6,000
3. Install promotional signage (double-sided) on Cockburn Road at entrance to John Graham Recreation Reserve.	500
4. Install trail directional markers on posts with directional arrows (18).	2,700
5. Widen existing red asphalt path by 0.7m (from 1.8m to 2.5m) over 350 metres.	15,000
6. Install "Road Ahead" and "Give Way" signage at road crossing (Woodman Point View).	500
7. Install "Trail Crossing" signs on Woodman Point View either side of trail crossing.	400
8. Widen existing red asphalt path by 0.7m (from 1.8m to 2.5m) over 70 metres.	3,000
9. Install "Road Ahead" and "Give Way" signage at road crossing (Jervoise Bay Cove).	500
10. Install "Trail Crossing" signs on O'Kane Ct either side of trail crossing.	400
11. Install "Trail Crossing" signs on Jervoise Bay Cove either side of trail crossing.	400
Sub-Total	\$32,400
Contingency allowance (10%)	\$3,240
Sub-Total	\$35,640
10% GST	\$3,564
Total (including GST)	\$39,200

Project o) – Coastal Pathway

Several significant sections of the Coastal Pathway through the City of Cockburn do not exist at present. This project seeks to identify the best routes for, and construction of, the missing links to enable a continuous pathway from the City's northern boundary (with the City of Fremantle) to its southern boundary (near the Town of Kwinana).

The most significant "missing links" are:

- through the Port Coogee development;
- between Woodman Point and Lake Coogee; and
- south from Mt Brown and into the Town of Kwinana.

The responsibility for the re-instatement of the coastal pathway through the Port Coogee development rests with the developer.

The other two sections are issues that the City of Cockburn, in conjunction with DEC, can attend to. DEC has proposals for connecting Woodman Point with Lake Coogee, the

details of which have not been finalised. A road reserve (for the Beeliar Drive extension) between Fawcett Road and Cockburn Road provides opportunities.

The extension of the pathway beyond the Mt Brown area (or Lake Mt Brown) and into the Town of Kwinana is a complicated and complex issue. The scope of this Trails Master Plan review has precluded a comprehensive and detailed investigation of the potential routes available. It is probable that the most convenient route will be one that connects with the proposed Tramway Trail. [See Plan o for details of the route].

The project budget includes an allowance for:

- Fieldwork, to determine the possible routes for the two missing links and a detailed plan for the construction of each.
- Consultation with stakeholders (including DEC; Main Roads WA; Water Corporation; Town of Kwinana).
- Preparation of a trail development plan (indicating construction requirements).
- An allowance for several significant sections of new pathway.
- An allowance for trail directional markers.
- An allowance for dealing with road crossings.

The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.

Cost Estimates for Project o): Coastal Pathway

Tasks	Costs
1. Install <i>Lakes, Lookouts and Legends</i> trailhead signage at 3 locations: South Beach car park; Coogee Café car park and Mt Brown car park.	9,000
2. Install promotional signage (double-sided) at cnr Cockburn Road / McTaggart Cove; opposite entrance to Coogee café and opposite entrance to Mt Brown car park (on Cockburn Road).	1,500
3. Fieldwork to confirm preferred pathway route; interpretive sites; location of signs	4,800
4. Consultation (with Council staff, DEC, other stakeholders; etc)	2,400
5. Preparation of simple Trail Development Plan (including mapping; sign plans; sign designs; interpretive topics/sites)	4,800
6. Allowance for installation of trail directional markers on posts with directional arrows (allow for 30).	4,500
7. Allowance for 330m asphalt path (2.5m wide) – from path in Woodman Point locality (near caravan park) to Cockburn Road.	59,400
8. Road crossing treatment of Cockburn Road (ramps, signage, etc).	2,000
9. Allowance for 720m asphalt path (2.5m wide) - Cockburn Road to existing Lake Coogee path.	129,600
10. Allowance for 5,400m asphalt path (2.5m wide) – from Lake Mt Brown to Tramway Trail (Tramway Reserve near Harry Waring Reserve).	972,000
11. Allowance for installation of trail directional markers on posts with directional arrows (allow for 50).	7,500
12. Allowance for road crossing treatments (signage, etc) at other road crossings (eg. Russell Road; Success Way; Jessie Lee St; Rockingham Road)	10,000

13. Allowance for maze crossing of freight railway.	20,000
14. Install interpretive panels (see separate list). (Allow for 13 panels: 600mm x 350mm). <ul style="list-style-type: none"> • Research and writing • Design and manufacture • Graphics (photos and drawings) • Installation 	23,400
Sub-Total	\$1,250,900
Contingency allowance (10%)	\$125,090
Sub-Total	\$1,375,990
10% GST	\$137,600
Total (including GST)	\$1,513,590

Project p) – Thomsons Lake Trails

A long lakeside circuit exists already at Thomsons Lake which, although sandy, provides an interesting walk during favourable times of the year.

However, the long walk on a sandy surface would not be well utilised. Due to the size of the reserve and its variety of vegetation, a smaller loop trail is possible – particularly in the NE corner of the reserve which is relatively close to residential development. The existing formed car parking area on Branch Circus is the ideal trailhead for this proposed new loop trail, given its distance from the Russell Road trailhead. The Russell Road trailhead should remain in place for those walkers attracted to the reserve for the longer (existing) Lakeside Circuit.

The project therefore involves using the existing asphalt path (through the Tramway Reserve as far as the Boronia residential estate), a new (short trail) within the Tramway Reserve, a trail following the existing drain and then linking up with the existing Lakeside Circuit to return to the trailhead. [See Plan p].

The project budget includes an allowance for:

- Fieldwork, to determine the most appropriate alignment for the proposed new loop trail.
- An allowance for new trail construction.
- An allowance for (crushed limestone) surfacing of sections of existing tracks and firebreaks.
- Installation of promotional, trailhead and directional signage.

The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.

Cost Estimates for Project p): Thomsons Lake Trails

Tasks	Costs
1. Install <i>Lakes, Lookouts and Legends</i> trailhead signage at trailhead on Branch Circus.	3,000
2. Install promotional signage (double-sided) at corner Beeliar Drive / Hammond Road, Hammond Road / Russell Road and Hammond Road / Branch Circus and single-sided fingerboard at "Wedge Road" opposite trailhead parking area.	1,700
3. Fieldwork to confirm preferred trail route; interpretive sites; location of signs.	2,400
4. Consultation (with Council staff, DEC, other stakeholders; etc)	1,200
5. Preparation of simple Trail Development Plan (including mapping; sign plans; sign designs; interpretive topics/sites)	2,400
6. Allowance for basic trail construction and trail surfacing (500 metres).	10,000
7. Allowance for installation of trail directional markers on posts with directional arrows (allow for 10).	1,500
8. Install interpretive panels (see separate list). (Allow for 10 panels: 600mm x 350mm). <ul style="list-style-type: none"> • Research and writing • Design and manufacture • Graphics (photos and drawings) • Installation 	18,000
Sub-Total	\$40,200
Contingency allowance (10%)	\$4,020
Sub-Total	\$44,220
10% GST	\$4,420
Total (including GST)	\$48,640

Project q) – South Lake Trail

South Lake has one of the most undeveloped trail networks of any lake/wetland in the Beeliar Lakes Regional Park. Currently, a well-formed crushed limestone vehicle track exists in the NW quadrant, and along some of the eastern side of the lake. DEC advises that further upgrading of existing sandy firebreaks on the western and southern side of the lake (to a crushed limestone standard) is to be undertaken.

Excellent indigenous interpretation has recently been installed at the western entrance to this part of the Regional Park off Bushland Ridge.

A circumferential trail of South Lake is warranted, given its attractiveness.

The project therefore involves fieldwork to determine the most appropriate alignment for a trail route, especially in the NE quadrant, that will complete the loop around South Lake. It is expected that the loop will involve utilising existing tracks and firebreaks through the bushland area, though sections of purpose built trail may be required to link up existing tracks. [See Plan q].

The project budget includes an allowance for:

- Fieldwork, to determine the most appropriate alignment for the proposed new sections of the loop trail.
- An allowance for new trail construction.
- Allowance for development of new trailhead off North Lake Road (to be determined in consultation with DEC);
- An allowance for (crushed limestone) surfacing of sections of existing tracks and firebreaks.
- Installation of promotional, trailhead and directional signage.

The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.

Cost Estimates for Project q): South Lake Trail

Tasks	Costs
1. Install <i>Lakes, Lookouts and Legends</i> trailhead signage at 2 locations: near interpretive shelter off Bushland Ridge, and on western side near proposed access point from North Lake Road.	6,000
2. Install promotional signage at cnr North Lake Rd / Discovery Dr (double-sided); cnr Discovery Drive / Sustainable Ave (single-sided); cnr Sustainable Ave / Bushland Ridge (single-sided) and fingerboard opposite entrance to trail; and opposite proposed new trailhead off North Lake Road.	2,200
3. Fieldwork to confirm preferred trail route; interpretive sites; location of signs	1,200
4. Consultation (with Council staff, DEC, other stakeholders; etc)	1,200
5. Preparation of simple Trail Development Plan (including mapping; sign plans; sign designs; interpretive topics/sites)	2,400
6. Allowance for installation of trail directional markers on posts with directional arrows (allow for 10).	1,500
7. Allowance for trail construction and trail surfacing (750 metres). Note: path on western side of lake has been costed in Beeliar Lakes Trail improvements.	15,000
8. Allowance for development of new trailhead off North Lake Road using existing access (management access gate) and limestone road.	20,000
9. Install interpretive panels (see separate list). (Allow for 4 panels: 600mm x 350mm). <ul style="list-style-type: none"> • Research and writing • Design and manufacture • Graphics (photos and drawings) • Installation 	7,200
Sub-Total	\$56,700
Contingency allowance (10%)	\$5,670
Sub-Total	\$62,370
10% GST	\$6,240
Total (including GST)	\$68,610

Project r) – Beeliar Lakes Trail

The 1999 Trails Master Plan envisaged a continuous pathway linking the eastern chain of lakes in the Beeliar Regional Park. Most of the pathway is now in place although there are still some significant missing links.

This project involves constructing the missing links (and road crossings) to create a continuous, uninterrupted pathway from the northern boundary of the City of Cockburn (at North Lake) to join the (proposed) Disused Railway Trail at Yangebup Lake and the (proposed) Tramway Trail at Kogolup Lake. [See Plan r].

The project budget includes an allowance for:

- Construction of new paths.
- Road crossing treatments.
- Installation of promotional, trailhead and directional signage.

The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.

Cost Estimates for Project r): Beeliar Lakes Trail

Tasks	Costs
1. Install <i>Lakes, Lookouts and Legends</i> trailhead signage at 4 locations: car park on Progress Drive at near Farrington Road; at Bibra Lake (main car park on Progress Drive; at proposed trailhead at Yangebup Lake and at car park off Branch Circus).	12,000
2. Install promotional signage (double-sided) at cnr Farrington Rd / Progress Dr; opposite entrance to Bibra Lake car park (trailhead); cnr North Lake Road/Hammond Rd; and (single-sided) fingerboard at cnr Hammond Rd/Parkes St.	1,700
3. Install trail directional markers on posts with directional arrows (allowance for 60).	9,000
4. Road crossing treatment of Hope Road.	600
5. Construct 25m new shared path (2.5m wide) between two existing segments of recently constructed new path (opposite Forrest Rd). (Costed in Bibra Lake Circuit project).	n/a
6. Construct 110m new shared path (2.5m wide) between path junction and Progress Drive.	19,800
7. Road crossing treatment of Progress Drive.	1,200
8. Road crossing treatment of North Lake Road.	8,000
9. Construct 95m new shared path (2.5m wide) between North Lake Road and existing crushed limestone vehicle track within Regional park (South Lake).	17,100
10. Install gate to permit pedestrians and cyclists.	1,000
11. Construct 400m new shared path (2.5m wide) on existing crushed limestone vehicle track.	72,000
12. Construct 90m new shared path (2.5m wide) between southern end of existing crushed limestone vehicle track and (proposed) maze crossing of freight railway.	16,200
13. Install gate to permit pedestrians and cyclists.	1,000

14. Construct maze across freight railway (also forms component of Disused Railway Trail).	20,000
15. Construct 190m shared path (2.5m wide) from freight railway to Little Rush Lake Circuit (trail) (also forms component of Disused Railway Trail)	34,200
16. Construct 570m new shared path on east side of Little Rush Lake - from opposite Omeo St to Osprey Drive (also forms component of Disused Railway Trail)	102,600
17. Construct 650m shared path (2.5m wide) from Yangebup Rd to Beeliar Dr and along Beeliar Dr (north side) to Hammond Rd. (Note: costed in Tramway Trail proposal).	n/a
18. Complete construction of road crossing of Beeliar Dr (ramps, median refuge, signage, etc). (Note: costed in Tramway Trail proposal).	n/a
19. Beeliar Dr to Hammond Road (completed – past college. (Note: costed in Tramway Trail proposal).	n/a
20. Construct 1,300m shared path (2.5m wide) from Hammond Road to Wedge Rd. (Note: costed in Tramway Trail proposal).	n/a
21. Install interpretive panels (see separate list). (Allow for 1 panel: 600mm x 350mm). <ul style="list-style-type: none"> • Research and writing • Design and manufacture • Graphics (photos and drawings) • Installation 	1,800
Sub-Total	\$318,200
Contingency allowance (10%)	\$31,820
Sub-Total	\$350,020
10% GST	\$35,002
Total (including GST)	\$385,020

Project s) – Ridge Trail

The Lakes and Ridges Trail proposed in the 1999 Trails Master Plan has been revised to take account of recent and likely future residential and industrial developments and transport infrastructure changes (road and rail).

It is now proposed to concentrate on a Ridge Trail, with a northern terminus at the existing C.Y. O'Connor Beach (which can form a trailhead for several trails) and a southern terminus at Rotary Lookout. Some of the proposed Ridge Trail already exists; much will need to be planned and constructed. [See Plan t].

A pinch point occurs where the trail must cross the freight railway, although sufficient width does exist for pedestrians to cross the railway on the road bridge, between the wire fence and the concrete barriers. An improved surface will be required and the wire fence should be relocated to maximise width for trail users.

The project budget includes an allowance for:

- Fieldwork, to determine the precise location of the proposed new sections of trail.
- Allowance for construction of new trail.

- Various types of signage (promotional; directional; trailhead; interpretive, etc)
- Preparation of a trail development plan (indicating construction requirements).

The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.

Cost Estimates for Project s): Ridge Trail

Tasks	Costs
1. Install <i>Lakes, Lookouts and Legends</i> trailhead signage 2 locations: at CY O'Connor Beach and Rotary Lookout.	6,000
2. Install promotional signage (double-sided) at cnr Cockburn Road / McTaggart Cove; cnr Cockburn Rd / Beach Rd; cnr Beach Rd / Fairview St; and (single-sided) fingerboard opposite trailhead at Rotary Park.	1,700
3. Fieldwork to confirm preferred trail route; interpretive sites; location of signs.	2,400
4. Consultation (with Council staff, DEC, other stakeholders; etc)	1,200
5. Preparation of simple Trail Development Plan (including mapping; sign plans; sign designs; interpretive topics/sites)	2,400
6. Allowance for trail directional markers on posts with directional arrows (allow for 30).	4,500
7. C.Y. O'Connor Beach Trailhead to Cockburn Road (path already in place along McTaggart Cove).	n/a
8. Road crossing of Cockburn Road (partly in place).	1,000
9. Construct 25m shared path (2.5m wide) along Cockburn Road (to existing crushed limestone trail).	4,500
10. Trail from Cockburn Road to Manning Park already in place (715m).	n/a
11. Trail from Manning Park to western lookout already in place - Davilak Heritage Trail (690m).	n/a
12. Allowance for construction of 90m crushed limestone trail (2.0m wide) from western lookout to trail junction (costed as part of Davilak Heritage Trail extension).	n/a
13. Allowance for construction of 740m crushed limestone trail (2.0m wide) from trail junction to Spearwood Avenue.	14,800
14. Road crossing of Spearwood Avenue.	2,000
15. Allowance for construction of 230m crushed limestone trail (2.0m wide) from Spearwood Avenue to path on north side of freight railway.	4,600
16. Allowance for construction of 80m asphalt path alongside road across railway.	14,400
17. Relocate fencing on abutment to maximise width for walkers.	3,000
18. Allowance for construction of 850m crushed limestone trail (2.0m wide) from railway to Ocean Road.	17,000
19. Road crossing of Ocean Road.	2,000
20. Allowance for construction of 720m crushed limestone trail (2.0m wide) from Ocean Road to Rotary Lookout.	14,400
21. Install sheltered bench seats at locations along trail (allow for 5).	15,000

22. Install interpretive panels (see separate list). (Allow for 3 panels: 600mm x 350mm). <ul style="list-style-type: none"> • Research and writing • Design and manufacture • Graphics (photos and drawings) • Installation 	5,400
Sub-Total	\$116,300
Contingency allowance (10%)	\$11,630
Sub-Total	\$127,930
10% GST	\$12,790
Total (including GST)	\$140,720

Project t – Tramway Reserve Trail

This project involves the construction of new sections of pathway on or alongside the former Tramway Reserve. Sections of the Tramway Trail already exist and ultimately it is proposed that the Tramway Trail be a long distance shared path extending from the lakes of Cockburn, through the Town of Kwinana and the City of Rockingham. With detailed future planning it may be possible to have a shared path/trail from the Swan River to the Peel Harvey Estuary. The Tramway Trail through the local governments of Cockburn, Kwinana and Rockingham would be a major component of that cross-regional trail. [See Plan t].

It is important to note that the Beeliar Regional Park Management Plan and the Metropolitan Region Scheme both make provision for the Tramway Trail as a major north-south greenway.

The project budget includes an allowance for:

- Construction of several lengthy sections of new trail/pathway.
- Signage.
- Road crossing treatments.

The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.

Cost Estimates for Project t): Tramway Reserve Trail

Tasks	Costs
1. Install <i>Lakes, Lookouts and Legends</i> trailhead signage at 3 locations: proposed trailhead at Yangebup Lake; Branch Circus trailhead; and the southern end (within City of Cockburn).	9,000
2. Install promotional signage (double-sided) at cnr Beeliar Drive / Hammond Rd; cnr Hammond Rd / Branch Circus; and (single-sided) fingerboard opposite trailhead on Branch Circus.	1,200
3. Install trail directional markers on posts with directional arrows (allow for 30).	4,500
4. Construct 650m shared path (2.5m wide) from Yangebup Rd to Beeliar Dr and along Beeliar Dr (north side) to Hammond Rd (also part of Beeliar Lakes Trail enhancement).	n/a
5. Complete construction of road crossing of Beeliar Dr (ramps, median refuge, signage, etc). (Also part of Beeliar Lakes Trail enhancement).	n/a

6. Beeliar Dr to Hammond Road (completed – past college) (also part of Beeliar Lakes Trail enhancement).	n/a
7. Construct 1,300m shared path (2.5m wide) from Hammond Road to Wedge Rd (also part of Beeliar Lakes Trail enhancement).	n/a
8. Wedge Rd to Boronia Estate (completed).	n/a
9. Construct 1,560m shared path (2.5m wide) from Boronia Estate to Russell Road.	280,800
10. Construct road crossing of Russell Rd (ramps, median refuge, signage, etc).	3,000
11. Construct 1,440m shared path (2.5m wide) from Russell Road to Frankland Avenue.	259,200
12. Construct 820m shared path (2.5m wide) from Frankland Avenue to Rowley Road (City of Cockburn southern boundary).	147,600
13. Install interpretive panels (see separate list). (Allow for 4 panels: 600mm x 350mm). <ul style="list-style-type: none"> • Research and writing • Design and manufacture • Graphics (photos and drawings) • Installation 	7,200
Sub-Total	\$712,500
Contingency allowance (10%)	\$71,250
Sub-Total	\$783,750
10% GST	\$78,375
Total (including GST)	\$862,130

Project u) – Heritage Drive Trail Project

Given that some preliminary investigations and planning has been undertaken by the South West Group, it is recommended that the City of Cockburn continue to liaise with that organisation to develop the proposed Catalpa Coast Tourist Drive.

In order to ensure that the completed project is every bit as good as other iconic drive trails of Western Australia, such as the Golden Quest Discovery Trail, the City of Cockburn should actively involve itself in the detailed planning and development.

Careful selection of sites within the City of Cockburn should be the responsibility of the City of Cockburn. Council will want to showcase the best and most historic sites and stories of its area.

Developing a world class drive is a specialised task, and the City of Cockburn should make a budget allowance to cover the engagement of an expert to provide ongoing advice and detailed information to the proponents of the Catalpa Coast Tourist Drive.

The range of potential sites for inclusion on the drive trail include:

- Fremantle smelting works
- Robb Jetty abattoir
- South Beach Horse Exercise Area
- South Fremantle Power Station

- Newmarket Hotel
- Pensioner guards
- Market gardens
- Manning Lake / Davilak Homestead / Azelia Ley Homestead (Museum)
- Lime kilns
- Powell's dairy
- Horse Racing Industry - Randwick Stable and house
- Gun emplacement
- C O'Connor Statue
- Coogee Beach and boathouses
- Coogee Hotel and Coogee Post Office
- Clarence townsite
- Explosives magazines
- Woodman Point and quarantine station
- Railway to Woodman Point
- Lighthouse and lighthouse keepers' cottages
- Boat building industry
- Henderson Cliffs
- Mt Brown

The major cost components of this project are the writing and installation of interpretive signage, audio interpretation, directional signposting and the map/trail guide. It is assumed that car parking at many/most of the proposed and potential sites already exist, although this would not be known until a detailed trail development plan is prepared.

The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.

Cost Estimates for Project u): Heritage Drive Trail Project

Tasks	Costs
Consultation (with Council staff, local groups, DEC, South West Group, other stakeholders; etc)	\$3,600
Fieldwork to confirm preferred drive trail route and sites; location of signs; preparation of sign log	\$6,000
Preparation of Drive Trail Development Plan (including mapping; sign plans; sign designs; interpretive topics/sites)	\$12,000
Design of Directional Sign shields	\$1,500
Allowance for supply of directional signage (shields) / posts / brackets (allow for 80 signs)	\$60,000
Installation of directional signage (allow for 80 signs)	\$12,000
Interpretive panels – research, writing, design, manufacture <ul style="list-style-type: none"> ○ 2 @ 800mm x 600mm (trailhead) ○ 30 @ 600mm x 350mm 	\$60,000

Allowance for installation of Interpretive Panels	\$5,000
Allowance for preparation of Trail Guide Book	\$10,000
Allowance for printing of Trail Guide Book	\$10,000
Allowance for preparation of audio interpretation	\$10,000
Allowance for site infrastructure (tables, etc)	\$50,000
Allowance for project management	\$20,000
Sub-Total	\$260,100
Contingency allowance (10%)	\$26,010
Sub-Total	\$286,110
10% GST	\$28,611
Total (including GST)	\$314,720

Project v) – Water Trail Project

Cockburn Sound, and the coastline of Cockburn Sound, contains innumerable historic sites, shipwrecks and history.

Many of the sites and interpretive topics set out in the various land-based trails capture much of this history. Nonetheless, a water based trail catering for canoeists, kayakers and those in bigger vessels can cater for those wishing to discover other elements of the history of the area (and natural features) that can only be observed (or stories that can only be told) on the water.

The major cost components of this project are the fieldwork (on the water) to determine suitable sites for interpretation, writing and installation of interpretive signage, audio interpretation, way finding and the map/trail guide. It is assumed that car parking at water craft launching areas is already available, although this would not be known until a detailed trail development plan is prepared.

The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.

Cost Estimates for Project v): Water Trail Project

Tasks	Costs
Consultation (with Council staff, local groups, DEC, other stakeholders; etc)	\$3,600
Fieldwork to confirm preferred sites	\$6,000
Preparation of Water Trail Development Plan (including mapping; sign plans; sign designs; interpretive topics/sites)	\$8,400
Interpretive panels – research, writing, design, manufacture <ul style="list-style-type: none"> 2 @ 800mm x 600mm (trailhead) 20 @ 600mm x 350mm 	\$42,000
Allowance for installation of (floating) Interpretive Panels	\$5,000
Allowance for preparation of Guide Book	\$10,000
Allowance for printing of Trail Guide Book	\$10,000
Allowance for preparation of audio interpretation	\$10,000

Allowance for site infrastructure (tables, etc)	\$20,000
Allowance for project management	\$20,000
Sub-Total	\$115,000
Contingency allowance (10%)	\$11,500
Sub-Total	\$126,500
10% GST	\$12,650
Total (including GST)	\$139,150

Project w) – Denis De Young Reserve Trail

This project will involve a number of minor improvements to enhance the experience of trail users. These improvements include the installation of directional markers, the installation of interpretation along the trail and trailhead and promotional signage.

Interpretive subjects for this trail are set out in Section 5.

The project budget includes an allowance for:

- Installation of trailside interpretive panels (involving research, consultation, writing, design, manufacture and installation of panels) and trailhead signage.

The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.

Cost Estimates for Project w): Denis De Young Reserve Trail

Tasks	Costs
1. Install Lakes, Lookouts and Legends Trailhead signage near hall	\$3000
2. Install promotional signage (double sided) on Liddelow Road	\$500
3. Install interpretive panels (see separate list)(Allow for 5 panels – 600mm x 350mm): <ul style="list-style-type: none"> • Research and writing • Design and Manufacture • Graphics (photos and drawings) • Installation 	\$11,400
Sub-Total	\$14,900
Contingency allowance (10%)	\$1,490
Sub-Total	\$16,390

10% GST	\$1,639
Total (including GST)	\$18,030

Project x) – Shirley Bella Swamp Reserve Trail

This project will involve a number of improvements to enhance the experience of trail users. These improvements include, limestone being placed on some existing firebreaks, the installation of directional markers, the installation of interpretation along the trail and trailhead and promotional signage.

Interpretive subjects for this trail are set out in Section 5.

The project budget includes an allowance for:

- Installation of limestone on some existing firebreaks.
- Construction of pedestrian access ways.
- Installation of trailside interpretive panels (involving research, consultation, writing, design, manufacture and installation of panels) and trailhead signage.

The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.

Cost Estimates for Project x): Shirley Bella Swamp Reserve Trail

Tasks	Costs
1. Install Lakes, Lookouts and Legends Trailhead signage (Tapper Rd)	\$3000
2. Install promotional signage (double sided) on Liddelow Road	\$500
3. Crushed limestone placed on highlighted trail	\$35,000
4. Install interpretive panels (see separate list)(Allow for 5 panels – 600mm x 350mm): <ul style="list-style-type: none"> • Research and writing • Design and Manufacture • Graphics (photos and drawings) • Installation 	\$11,400
Sub-Total	\$49,900
Contingency allowance (10%)	\$4,990
Sub-Total	\$54,890
10% GST	\$5,489
Total (including GST)	\$60,380

Project y) –Banksia Eucalypt Woodland Park Trail

This project will involve a number of improvements to enhance the experience of trail users. The provision of some additional pedestrian access ways in Lyon Reserve, installation of directional signage markers, trail head and provision of additional signage in Lyon Reserve to compliment that which exists in Banksia Eucalypt Woodland Reserve. This latter reserve may also require some trail head signage.

Interpretive subjects for this trail are set out in Section 5.

The project budget includes an allowance for:

- Construction of pedestrian access ways.
- Installation of trailside interpretive panels (involving research, consultation, writing, design, manufacture and installation of panels) and trailhead signage.

The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.

Cost Estimates for Project y): Banksia Eucalypt Woodland Park Trail

Tasks	Costs
1. Install Lakes, Lookouts and Legends Trailhead signage near Lyon Road/Twilight Mews; and Blue Mountain Circuit.	\$3000
2. Install promotional signage (double sided) near Aubin Grove Link (between Nornalup Close and Vitality Mews);and Cape Le Grand Avenue/Aubin Grove Link.	\$500
3. Install interpretive panels (see separate list)(Allow for 5 panels – 600mm x 350mm): <ul style="list-style-type: none"> • Research and writing • Design and Manufacture • Graphics (photos and drawings) • Installation 	\$11,400
4. Installation of 4 pedestrian access ways incorporating chicanes to prevent motorbike access.	\$24,000
Sub-Total	\$38,900
Contingency allowance (10%)	\$3,890
Sub-Total	\$42,790
10% GST	\$4,279
Total (including GST)	\$47,070

3.4 Summary of Project Costs

In considering all of the cost estimates provided in this Section it must be recognised that these have been provided on the basis that the whole of each job is undertaken.

The cost estimates that follow are broad estimates only and are subject to confirmation. They are provided here as indicative costs only.

The figures have been calculated at expected consultancy and contractors' rates, with no allowances made for volunteer input from partner agencies or other sources.

Project	Project Description	Cost (excluding GST)
a	Davilak Heritage Trail	\$ 225,450 73,700
b	Mt Brown Lookout Trail	\$18,4 30 25
c	Henderson Cliffs Trail (Ancient Coastline Track)	\$6,710
d	North Lake Circuit	\$31,850
e	Bibra Lake Circuit	\$4 2,020 5,550
f	Market Gardens Swamp Circuit (North and South)	\$ 37,400 62,150
g	Lake Mt Brown Trail	\$2 3,320 7,720
h	Yangebup Lake Trail 2 (Long Circuit)	\$5 5,110 6,540
i	Little Rush Lake Trail	\$ 68,370 34,265
j	Lake Coogee Trail	\$ 89,480 95,975
k	Kogolup Lake Trail	\$50,54 0 5
l	Manning Lake Trail	\$ 17,160 27,060
m	North Coogee Coastal Trail	\$18,320
n	Woodman Point Circuit	\$35,640
o	Coastal Pathway	\$1,375,990
p	Thomsons Lake Trails	\$44,220
q	South Lake Trail	\$62,370
r	Beeliar Lakes Trail	\$ 350,020 410,410
s	Ridge Trail	\$127,930
t	Tramway Reserve Trail	\$783,750
u	Heritage Drive Trail Project	\$286,110
v	Water Trail Project	\$126,500
w	Denis De Young Reserve Trail	\$ 16,390 20,900
x	Shirley Baella Swamp Reserve Trail	\$5 4,890 9,400
y	Lyon Reserve & Banksia Eucalypt Woodland Reserve	\$4 2,790 7,300
Total Cost (not including GST)		\$3,990,7604,255,715

SECTION 4: IMPLEMENTATION PROGRAM

4.1 Timeframe for Implementation

While an effort has been made to keep this Trails Master Plan straightforward, there are many worthwhile and deserving projects – mainly as a result of a desire to provide facilities for local people.

This Trails Master Plan is project-focussed, as this targeted approach appears the most likely to actually deliver outcomes 'on the ground'. A range of substantial benefits could be garnered by simply proceeding with any of the projects – these are all simple, stand-alone projects that would deliver tangible benefits to the City of Cockburn – particularly local people.

However, the entire set of trails projects, including the proposed 'water trail', should be regarded as a complete package. It is unlikely that any one trail project would be sufficient to attract substantial numbers of new visitors to the City of Cockburn – not that this is the main driver of this project. The provision of a complete package of trail opportunities is far more likely to deliver benefits to the City of Cockburn and its residents. For this reason the Council is recommended to proceed with implementation of all trail projects in a timely manner.

The implementation program is set out over a five-year period. With sufficient funding, all these projects could be brought to fruition in a shorter timeframe, providing skilled and experienced project management is available. On the other hand, the program could be spread out over a longer timeframe (say, 10 -15 years), depending on the availability of funding.

The suggested implementation program is a guide only and would / could be variable given current resources, funding and community interest in any given year. It should be noted that the recommendations for existing trails can be done at anytime in conjunction with new trails, works programs and in-house compilation of brochures.

The good news is that there is an ever-increasing propensity for State and Federal government departments to provide funding for non-motorised transport and tourism projects. Consequently, the total project costs that are included within this Trails Master Plan should ~~ought~~ not be considered overwhelming. There is generally funding available.

It is noted that DEC also needs to consider regional parks across both the metropolitan area and the state when prioritising projects and funding.

The highest priority project is considered to be further upgrading and an extension to the Davilak Heritage Trail.

Project	Project Costs (excluding GST)				
	Year 1	Year 2	Year 3	Year 4	Year 5
Project a) Davilak Heritage Trail	\$225,445				
Project b) Mt Brown Lookout Trail (DEC)				\$18,425	
Project c) Henderson Cliffs Trail (Ancient Coastline Track) (DEC)			\$6,710		
Project d) North Lake Circuit				\$31,850	

(DEC)					
Project e) Bibra Lake Circuit	\$46,145				
Project f) Market Gardens Swamp Circuit (North and South)		\$37,400			
Project g) Lake Mt Brown Trail (DEC)				\$23,320	
Project h) Yangebup Lake Trail 2 (Long Circuit)		\$55,110			
Project i) Little Rush Lake Trail		\$68,365			
Project j) Lake Coogee Trail			\$89,485		
Project k) Kogolup Lake Trail (DEC)				\$50,545	
Project l) Manning Lake Trail	\$17,160				
Project m) North Coogee Coastal Trail	\$18,320				
Project n) Woodman Point Circuit (DEC)		\$35,640			
Project o) Coastal Pathway (DEC & COC)					\$1,375,990
Project p) Thomsons Lake Trails (DEC)				\$44,220	
Project q) South Lake Trail (DEC)				\$62,370	
Project r) Beeliar Lakes Trail (DEC & COC)					\$350,020
Project s) Ridge Trail			\$127,930		
Project t) Tramway Reserve Trail (DEC & COC)					\$783,750
Project u) Heritage Drive Trail Project				\$286,110	
Project v) Water Trail Project				\$126,500	
Project w) Denis De Young Reserve Trail		\$16,390			
Project x) Shirley Bella Swamp Reserve Trail (DEC)		\$49,900			
Project y) Lyon Reserve & Banksia Woodland Reserve Trail		\$42,790			

Totals (not including GST)	\$307,070	\$305,595	\$224,125	\$593,065	\$2,509,760
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Note: Depending on the success or otherwise of attracting funding for the Trails Program, this development program could be extended over a longer period.

4.2 Trails Marketing and Promotion Plan

One of the best mechanisms for ensuring the sustainability of the trails is to have lots of people using them, including local residents and visitors to the area from elsewhere in the Perth metropolitan region. Four key steps need to be taken to build usage of the trails:

1. Undertake the trail upgrading and construction program outlined in this report, to develop the trails as a high-quality experience for potential users;
2. Install high quality interpretive material as set out in this report;
3. Prepare a clear, concise, informative brochure(s) or booklet, including an easy to read map;
4. Inform potential trail users of the existence of the trails, and their recent development.

An important task for this project is defining just how to best utilise the City of Cockburn's natural and built assets to create a series of walk and cycle trails (and the proposed coastal Drive Trail and Water Trail) which will be of lasting benefit to the community.

The City of Cockburn is a place rich in European history, indigenous history and natural heritage. The integrity of the heritage places must be maintained (and interpreted), and doing so will ensure the quality of experience expected by those who visit. For a project such as this to succeed it is crucial that the very sites chosen to support the trails are not degraded (in fact, they should rather be upgraded, as a consequence of this project), and that quality of experience becomes the primary focus of the trails.

Therefore, a trail potentially provides a visitor with a community-based interactive means of experiencing aspects of the settlement history from the perspective of the community, and the indigenous population. The essence of the trails product is to provide visitors with an opportunity to learn more about the local or regional area they are visiting and an opportunity to provide an economic and social base for regional tourism development.

In order to maximise usage of the City of Cockburn Trails Network (when completed) it is necessary to ensure that tourists (visitors to the area and those passing through en route to some other destination) and local people know of their existence. To facilitate this usage, a marketing and promotional campaign is proposed.

The purpose of the marketing and promotional campaign is to create awareness of the attractions of the City of Cockburn, and the means of accessing them via the trails. It will generate local support and enthusiasm for the project, as well as generating state-wide promotional coverage of the project through local and state media and the formation of partnership opportunities through networking.

As outlined earlier, it is recommended that some catchy slogan be developed and to this end it is recommended that the slogan **Lakes, Lookouts and Legends – The Trails of Cockburn** be adopted to 'position' the trails in the market place.

Several components are included within the Marketing Plan.

Develop logo and design standards - Develop comprehensive brief, select designers - produce colour and mono output versions of logo plus style manual

Market Planning and Target Marketing - Engage marketing consultants to provide phone linked mentoring assistance (40 hrs @ \$100 hr). Engage marketing consultant to

work with local implementation group / tourism operators to review existing tourism products and market test trails concepts (20 hrs @ \$150 hr). Develop a 12-month promotional program to promote trails and other facilities, including targeted advertising, listing of websites, briefing and information distribution to information to linked visitor information outlets, publicity program to niche and mainstream print and radio media.

Membership Fees - Establish links with visitors centres and WA Tourism Network through payment of appropriate memberships

Industry Familiarisation Program - Develop familiarisation program for tourism industry network eg local visitor centres, WATC, RAC, media

Postcard Promotion - design, print and distribute postcards promoting the trails to local residents targeting visiting friends and relatives market

Brochure Distribution - contract specialist brochure distribution firm/s for targeted brochure delivery to key information outlets throughout WA.

Cost Estimates for Marketing and Promotion Plan

Tasks	Costs
Develop logo and design standards	\$6,000
Market Planning and Target Marketing	
o Marketing consultants – phone mentoring assistance	\$4,000
o Marketing consultants – review existing products; market test trails	\$3,000
o Promotional program	\$12,000
Membership Fees	\$3,000
Industry Familiarisation Program	\$5,000
Postcard Promotion	\$3,000
Brochure / Trail Guide Distribution	\$5,000
Trails "Guide Book": research, write and design; cartography; preparation (DL size; 20 pages including fold out map and cover pages)	\$6,000
Printing of Trail Guide Book	\$8,000
Sub-Total	\$55,000
10% GST	\$5,500
Total (including GST)	\$60,500

4.3 Information Brochure / Booklet

All trail users require information, to safely access and enjoy the trails in question. Delivering that information is often a challenge for trail providers, and is commonly one poorly met.

Ideally all trails should have a brochure that will contain an accurate and informative map, showing clearly the various routes that are possible, defined access and egress points, appropriate trail behaviour information and interpretive material. In addition such a map/brochure should show distances between points, and could provide basic 'trail notes' where appropriate.

Preparing such a brochure or booklet involves choosing a vital (but sometimes tricky) point on a spectrum between a glossy advertising product and a dreary and/or amateurish give-away. Information must be clear, concise, accurate, interesting and enjoyable. Good design can help produce a visually pleasing and educational product that will still fulfil its primary role of providing essential route-related information. Aesthetics should never be allowed to overwhelm the provision of vital information such as distances, warnings (road crossings, other users, etc) and directions.

Distributing such a product can be difficult. Visitors to the trailhead may not even be aware that a brochure exists. Consideration should be given to distributing brochures from many locations in the region such as the Council offices, the Council's libraries and community centres, café's, and other shops, DEC's offices, tourist bureaux and - possibly - from dispensers at the trailheads.

Several other mechanisms exist for wider distribution (or just to raise awareness of the brochure/trail) via stories in local newspapers circulating in the region and the wider Perth metropolitan region, tourist bureaux and equipment suppliers.

When trails are developed and available for use, the recommended approach is to devise a 'package' of trail information – a small booklet that contains maps and other information about the complete set of trails (walk and drive) that are available in the City of Cockburn.

A brochure(s) or booklet should be professionally prepared and designed, and should be printed in an attractive format, pleasing to the eye yet still simple to read. It should have the following features:

- A clear concise map, with distances, scale bar, north point and other annotations;
- Trail notes, describing key points along the way and relating them to distances and directions;
- Background information about the City of Cockburn, the history of farming in the area, aboriginal history and early European exploration and settlement, other features of the region, the heritage buildings, and the trails themselves;
- Educational information about trail usage, safety and etiquette;
- Some interpretive information about culture, history, geography and environmental matters;
- Information about management and maintenance, including phone numbers for reporting any trail related matters;
- Emergency contact details and directions;
- Clear indication of routes to and from the trail head and parking areas, and guidance on do's and don'ts regarding usage;

In summary, the brochure or booklet MUST be professional. It should be articulate, enjoyable to read, easy to follow, informative, educational and should inspire confidence in being able to follow each trail route. It is the primary point of contact with trail users and should be at least as good as the trail itself. There is no more certain way of condemning the trail to an uncertain future than by producing a sub-standard brochure/map.

There are many fine examples of trails booklets available, and the booklet prepared for the suite of trails to be developed in the City of Cockburn should be modelled on the best of those available.

4.4 Availability of Trail Information and Promotion

Access to information describing the location of existing trails is surprisingly difficult in many places in Australia. In most locations, a multitude of organisations, both government and local government, and community groups that manage the natural

areas and parks within a local government (and surrounding local government areas) makes the accessibility of pertinent information complex.

For most people, land management boundaries are meaningless and irrelevant. One area of open space appears much the same (from a user perspective) as the next. The community does not discern any difference between management agencies. Therefore, when attempting to acquire information, the community would assume that whatever trails information is available would be readily accessible at many outlets. Usually, information about trails is difficult to obtain.

It was noted with interest that there were no trail brochures for any existing trail within the City of Cockburn (apart from a very old Davilak Heritage Trail brochure) - and no promotional signage for any of the trails.

A priority action would be to establish a centralised location for the distribution and dissemination of trail information for the City of Cockburn. All trails related brochures and leaflets (when prepared) should be made available at least in one location – preferably more. Potential trail users should not be expected to travel all over the City of Cockburn seeking the information they desire – just because different management agencies look after different areas of the natural environment and the trails therein.

4.5 Mapping of Trails

An essential requirement of any trail is appropriate and adequate mapping – for use both on trailhead signs and promotional material (including brochures and web sites).

Maps provide a quick visual representation of the trail route – indicating primarily the route of the trail, the destination, whether it is out and back, or a loop.

Good mapping will contain an array of information, including:

- access roads from nearby towns (and distances)
- north point and scale bar
- trailhead location
- trailhead facilities (eg. parking, picnic tables, toilets, barbecues, etc)
- difficulty level (easy; moderate; difficult; disabled)
- length and duration (and direction of travel if one-way loop)
- points of interest along the trail, including geographical features
- symbols indicating location of interpretive panels (if any)
- other information if relevant and appropriate, such as crossroads, cross tracks, trailside furniture (seats, shelters, lookouts), viewpoints, emergency (fire) escape routes, etc.

SECTION 5: INTERPRETATION AND INTERPRETIVE SIGNAGE

5.1 Interpretation Signage on Trails

Interpretation is the key to the success or failure of many trails. Trails can be regarded as merely the vehicle for telling stories - for educating and entertaining people. For the business of delivering 'edu-tainment'.

On-trail interpretation is becoming more and more of a feature of trails built in recent times. When well done, interpretive signage can add significantly to the richness and depth of the user's experience. It can also generate a sizeable cost, and can be subject to ongoing vandalism in rural and remote areas. Care will need to be taken in a base-line decision about what on-trail interpretation is provided, and in choosing a style of signage with a reputation for withstanding both graffiti and vandalism. Anodised aluminium may be a good option, as it is sturdy and enables easy graffiti removal. All interpretation signage within any of the Regional Parks must also be in keeping with the [DEC Perth's Regional Parks Sign System and Brand Images Manual and be considerate of Disability Access and Inclusion Principles, Department of Environment and Conservation style guide.](#)

The unique and varied flora, fauna and landscape of the City of Cockburn, its indigenous history, its settlement history, historic and contemporary agricultural enterprises, and characters of the area (past and present) are just a few of the themes that could be developed along the trails.

The quality of interpretation is often the key to the success - or failure - of trail projects. While some trails can rely upon the natural beauty for attracting visitors, most trails rely heavily on good quality interpretation to be successful and well used.

Interpretation reveals the meanings and relationships of our cultural and natural heritage to visitors, through first hand experiences with objects, artefacts, landscapes, and sites. Every aspect of our heritage has a story to be told. Heritage interpretation tells the tales of the land, past activities and land uses, its people, animals and plants, and in the telling, helps people form connections with our heritage. The history of various agricultural pursuits (market gardening, etc) in the City of Cockburn, and the successive waves of people who have lived and/or worked in the area, have a vast multitude of stories waiting to be told.

Visitors want to learn, see, and do! They travel to heritage sites and tourist areas for a mix of memorable educational experiences that are at the same time fun or entertaining - in short, they want "edu-tainment".

What will make the trails of City of Cockburn popular attractions will be the quality of the interpretive material, and the manner in which that interpretive material is presented and delivered. The trail interpretive material will encourage interaction and immersion, thus providing a far more rewarding learning experience.

Specialist interpretation consultants can be engaged to undertake the necessary research, consultation, writing and design of the panels, and to arrange manufacturing and delivery.

5.2 Recommended Interpretation

[A range of stakeholders will be consulted in relation to the interpretive signage for each trail. Stakeholders may include, but not necessarily be limited to, the following groups: DEC, Department of Sport and Recreation, Department of Transport, Regional Park Community Advisory Groups, Heritage Council and Aboriginal Reference Groups.](#)

The following are just some ideas of subjects that could be interpreted along each of the recommended trails. The proposed budget for each trail project has an allowance for the necessary research and consultation to arrive at an agreed set of topics for interpretation along each trail. The following are merely 'thought starters'.

5.2.1 Davilak Heritage Trail

Lucius Manning, in the transcripts of two interviews which are held in the Fremantle library, describes the following (any of which could form the basis of numerous interpretive panels along the trail and/or around Manning Lake):

- Bush fire destroying Davilak in the 60's;
- Ship wrecks: Orizaba, Carlisle Castle
- Explanation of the name Davilak
- Owen Anchorage during the gold rush
- Tent Town
- Horses, "the only way to get about"
- The Davilak phaeton
- The Darac car
- Building a road from the gate to Davilak House
- Breeding horses for the army in India (Indian Remounts)
- Squatters on Manning land
- The cellars and observatory at Manning Hall
- Explanation of the name Mannings Folly
- Division of fathers estate
- Bricks as ballast
- Bushfires at Davilak
- Aborigines camp near Devils Lake (Davilak)
- The gardens at Davilak
- Fate of Davilak
- The well
- The Old Farm
- The building of Davilak Road
- Death of father
- Owen Anchorage
- Shipwrecks on the beach
- Escaped prisoners
- Convicts
- Staff at Davilak
- Issuing rations to the Aborigines
- Description of Davilak
- Chain gangs

Western lookout:

- Islands and their early exploration: Dutch ships Leeuwin 1622, Gulden Zeepaerdt 1627. French ships Gros Ventre 1772, Astrolabe 1826.
- Early Dutch and French names for sites. Garden Island – Ile Buache, Carnac Island – Ile Berthellet
- Garden Island chosen by Stirling as site of temporary settlement

- Town of Clarence (Woodman Point)- 169 settlers on the Gilmore commanded by Thomas Peel arrived at Cockburn Sound
- Ship, the Leda- 1830 commanded by George Robb. (His representative Sidney Smith) Established Robb's Farm in Hamilton Hill
- Current land usage/industry of area in view
- Directional dial: Current buildings in view; prominent landmarks (including islands)

Eastern lookout:

- Manning Family / Davilak Lake / Davilak Homestead / Azelia Ley Homestead / subdivision of original property into smaller lots
- Hamilton Hill - the first successful settlement
- Directional dial: prominent landmarks
- The lake system (including Manning Lake and others in the Beeliar Regional Park)
- Indigenous interpretation: Beeliar district – name of the district between the Canning River and the northern extremity of the Murray River Aborigines lands. Beeliar Aborigines were the local sub-group of the Whadjug dialect group.

5.2.2 Mt Brown Lookout Trail

- Unexploded ordnance and military history of the region
- Flora and fauna of the area (x2)
- Birds of the area: bird identification panels (x2)
- Indigenous interpretation: Creation of Garden Island (Meandip) - "The crocodile Meandip came here and the Nyoongar said, "This is the Nyoongar land and we don't want you here – you are a bad man- you've got to go back to your land". But the crocodile said, "I'm not leaving." And so the Nyoongar decided they would call on the Waugal to help them. The Waugal said he would fight Meandip and the winner would keep the land. And so they fought all the way round the mouth of the Swan River to Cockburn Sound where Garden Island is. Now the Waugal got the better of Meandip, put a foot on him, pulled a whisker out of his face and tied him up. And when you look at the island from up high to the SE, you can see the white cliffs (his teeth), the knob (his crown) and then there's the rest of Meandip's shape. That's how garden Island got its aboriginal name – Meandip."

5.2.3 Henderson Cliffs Trail (Ancient Coastline Track)

- Formation of the cliffs; coastline advance and recession; formation of offshore islands.

5.2.4 North Lake Circuit

- Flora and fauna of area/lake (x3)
- Indigenous interpretation: Aboriginal mythology and beliefs: inhabited by Waugal who maintains the flow of the springs that feed them.
- Indigenous interpretation: Semi-permanent camping ground and source of turtle and wildfowl. (NE edge and S shore of Bibra Lake)
- Indigenous interpretation: Used for ceremonial activities and firestick stories.
- Indigenous interpretation: Some parts of Bibra and North lake were for men only (including for initiation).
- Birds of the lake: bird identification panels (particularly at proposed bird hide).

5.2.5 Bibra Lake Circuit

- Previous name - Walliabup. Then named after Von Bibra who had a market garden in 1843.
- Chinese market gardens bordering the lake.
- Origins of the Norfolk Island Pine trees (1900 John Dixon planted 2) – on Municipal Inventory.
- Other early residents of the area.
- Meller House near Bibra Lake (on Municipal Inventory)
- Indigenous interpretation: Aboriginal Fringe Camps - associated with working on farms and cutting timber bean poles for market gardeners
- Indigenous interpretation: limestone pinnacles near Adventure World - rainmaking site
- Birds of the lake: bird identification panels (in old bird hide and at hide on refurbished boardwalk and bird hide) (x4).

5.2.6 Market Gardens Swamp Circuit

- Market gardens – vegetables and fruit. Olive oil. South Coogee (1890's), Spearwood, Hamilton Hill (by 1930). Chinese and European.
- Various panels outlining the history of the more significant families/names associated with market gardening of the region (as evidenced by the street names).
- Birds of the swamps: bird identification panels (at proposed bird hides and viewing platforms) (x4).

5.2.7 Lake Mt Brown Trail

- Birds of the lake: bird identification panels (in proposed new bird hide on boardwalk)
- Aboriginal mythology and beliefs.

5.2.8 Yangebup Lake Trail 2

- Note: some interpretation already exists around trail.
- Flora and fauna of area/lake (x2).
- Aboriginal mythology and beliefs.

5.2.9 Little Rush Lake Trail

- Note: some interpretation already exists around trail.
- Aboriginal mythology and beliefs

5.2.10 Lake Coogee Trail

- Pensioner Guards (In the 1880's they established a community around Lake Coogee. Village did not survive)
- Limestone Well, Stone Ruins – Lake Coogee (on Municipal Inventory)
- Adjoining industry
- Birds of the lake: bird identification panels (in bird hide) (x2)
- Fringing vegetation of the lake
- Tuart trees (on Municipal Inventory)
- Indigenous interpretation: Creation Myth for Lake Coogee and Western Chain of Cockburn Wetlands and Limestone Ridge – "A Sparrow and a Hawk flew into the round hole in the earth where the moon rested during the day. This hole is located in the vicinity of North lake. The two birds stole fire from the moon in the form of a fire stick. They flew along the limestone ridge near the ocean. The bush

caught fire. The moon called his uncle, the ocean to help. The ocean rose and extinguished the fire. Nyungars were drowned and the lakes in the area were formed, including Lake Coogee."

5.2.11 Kogolup Lake Trail

- Flora and fauna of area/lake (x2)
- Birds of the lake: bird identification panels (x2)
- Indigenous interpretation: Fishing and Hunting in the lakes - Aborigines watched the pelicans to see how they line up and swim to drive the fish in front of them. Nyoongars did the same thing to drive the fish into shallow water and then spear them.
- Indigenous interpretation: Building of traps in the reeds to catch ducks.
- Indigenous interpretation: Using hollow reeds as snorkels and swim under water towards the duck and then grab it.

5.2.12 Manning Lake Trail

- The Aboriginal name for the lake was Dgilgie's.
- The word 'Davilak' is believed to be a combination of 'Devil's Lake' and 'Davies Lake'. Devil's Lake refers to the local Aboriginal people's belief that devils haunted the lake after dark, and Davies was a hermit who frequented the area around the lake.
- Duck shooting on the swamps and lakes around Davilak
- Birds of the lake: bird identification panels (x2).

5.2.13 North Coogee Coastal Trail

- Life and times of CY O'Connor – his greatest achievements (x 3).
- The suicide of CY O'Connor C.Y. O'Connor statue (on Municipal Inventory).

5.2.14 Woodman Point Circuit

- None recommended (upon advice of DEC).

5.2.15 Coastal Pathway

- Fremantle Smelting Works 1901 - beginning of industrial age of Cockburn
- Explosives manufacture for mining - Near Robb Jetty in sand hills
- Moreton Bay Fig trees – near Robb Jetty Abattoir (on Municipal Inventory)
- South Beach Horse Exercise Area - since 1833
- Robb Jetty abattoir - "The Kimberley Ring" – companies that held large pastoral properties
- Horse Racing Industry - Randwick Stable and house; est 1923 by the Marks family. Blacksmiths, saddlers hundreds of horses and stables throughout the area
- Cattle Plague: 1922-1923
- Robb Jetty Chimney (on Municipal Inventory)
- South Fremantle Power Station
- Coogee Hotel and Post Office
- Lime kilns along the coast
- Lighthouse and lighthouse keepers' cottages.
- Indigenous interpretation: Robb Jetty Camp - in the sand hills to the south of South Beach.

5.2.16 Thomsons Lake Trails

- Flora and fauna of area/lake (x4).
- Aboriginal mythology and beliefs.
- Birds of the lake: bird identification panels (x2)
- Panels identifying the variety of vegetation types (especially in NE quadrant, including paperbarks).

5.2.17 South Lake Trail

- Note: significant Indigenous interpretation already.
- Flora and fauna of area/lake (x2)
- Birds of the lake: bird identification panels (x2).

5.2.18 Beeliar Lakes Trail

- Indigenous interpretation: Beeliar Pad – joined chains of wetlands and waterways. Part of an Aboriginal track or pad from the Swan River to the Murray River, which passed from Fremantle, through North Lake and Bibra Lake and the chain of freshwater lakes leading to Mandurah. A pad led also from this N/S track west to the present Rockingham area. Used for travelling and camping.
- Note: Trail will encompass segments of other trails, and therefore interpretation associated with other trails.

5.2.19 Ridge Trail

- Indigenous interpretation: Creation of Cockburn Sound and Rottnest, Carnac and Garden Islands - 2 stories:
- 1. "These once formed part of the mainland, however the Waugal caused the ground to split asunder with great noise and the sea rushed in between, leaving the islands as they are today."
- 2. "The islands once formed part of the mainland and the intervening ground was thickly covered with trees, which took fire in some unaccountable way, and burned with such intensity that the ground split asunder with a great noise and the sea rushed in between, cutting off the islands from the mainland."
- Indigenous interpretation: The Sea - The Aborigines along the whole line of western coast believe that when the body dies, the spirit goes away westward through the sea to some country far away, and that there the spirit lives in much the same manner as it has lived when in the flesh.

5.2.20 Tramway Reserve Trail

- The Peel Estate.
- The extent and duration of the tramway.
- The reasons for the development of the tramway.
- Earliest pioneers of the area and early settlers.
- Note: Trail will encompass segments of other trails, and therefore interpretation associated with other trails.

5.2.21 Drive Trail and Water Trail

- See section 7.

5.2.22 Denis De Young Trail

- Flora and fauna of area/lake.
- Reserve name detail.
- Trotting and Pony Club Complex.

5.2.23 Shirley Bella Swamp Reserve Trail

- Flora and fauna of area/lake.
- Reserve name detail.

5.2.24 Banksia Eucalypt Woodland Reserve Trail

- Flora and fauna of area and wetlands.
- Reserve name detail.
- Birds of the wetland.

SECTION 6: TRAIL DEVELOPMENT CONSIDERATIONS

6.1 General Considerations

The following information is provided as a backdrop for the trails construction and upgrading program described elsewhere in this Trails Master Plan. It is intended to give a framework against which to measure recommendations made regarding the construction / upgrading of the trails. Each section addresses a key area, and provides information relating to the parameters used in assessing requirements.

6.1.1 General Considerations for Sustainable Trails

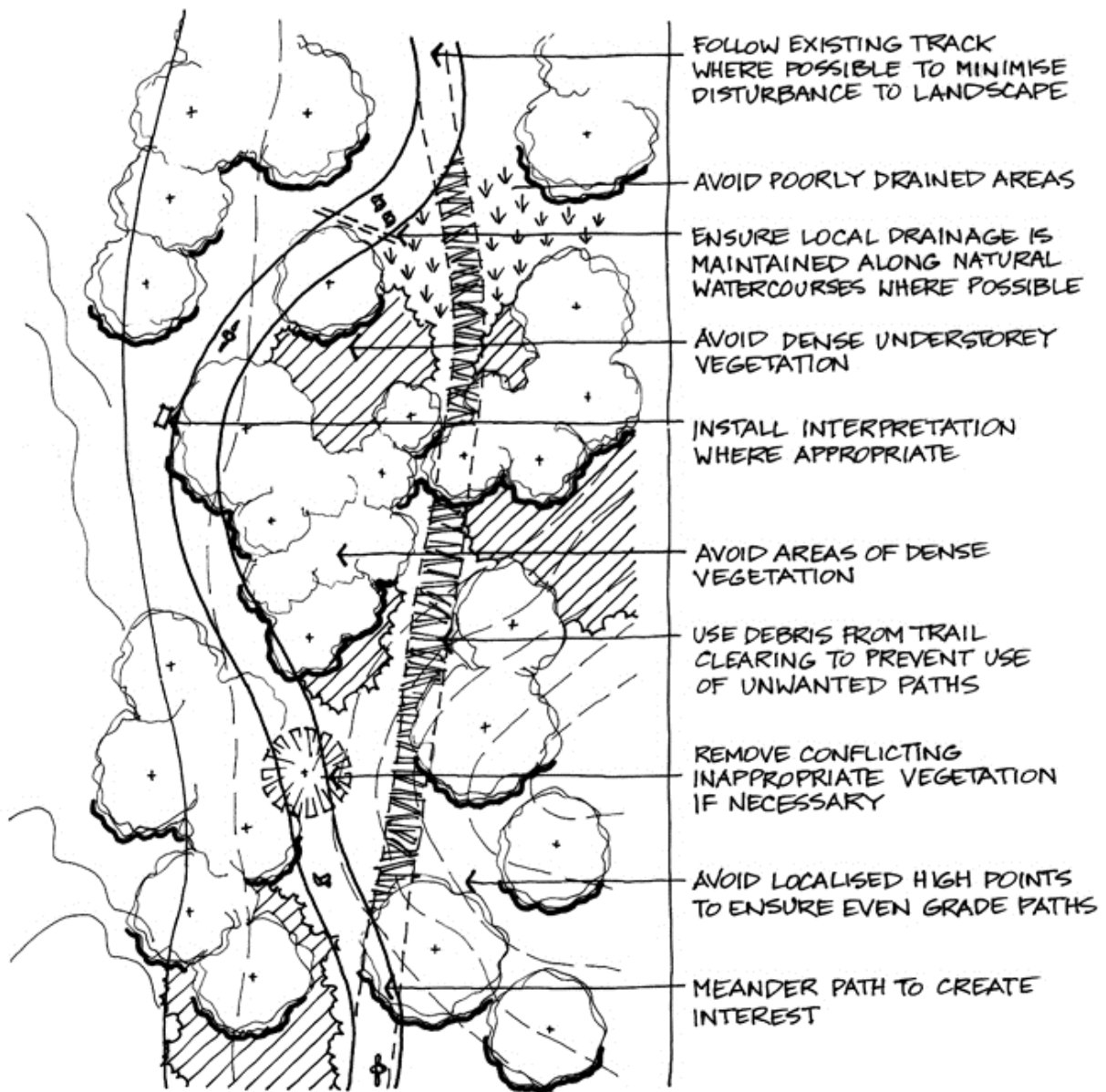
This section of the Report addresses a series of matters relating to trail design and development – to achieve trails (and paths) that are constructed with minimal disturbance to the natural environment, are sustainable and that require minimal maintenance.

In general, the following general design and location considerations should be taken into account before and during construction of any trail or path:

- ❖ Following existing tracks/trails where possible to minimise disturbance to the landscape.
- ❖ Avoiding poorly drained areas.
- ❖ Ensuring local drainage is maintained along natural watercourses where possible.
- ❖ Avoiding dense understorey where possible.
- ❖ Avoiding areas of dense vegetation that may require heavy clearing.
- ❖ Avoiding environmentally sensitive areas (eg. areas of endangered flora).
- ❖ Using debris from trail clearing to prevent use of unwanted paths.
- ❖ Removing conflicting inappropriate vegetation if necessary and as approved.
- ❖ Avoiding localised high points to ensure even path grades.
- ❖ Avoiding long straight sections with long steady grades. Trail to meander to take advantage of natural and man made features and to create interest.
- ❖ Avoiding areas with high erosion potential.
- ❖ Locating path near to points of interest.
- ❖ Taking note of safety hazards and avoiding where possible.

Careful examination of aerial photography, supported by extensive on-the-ground verification, will enable the best possible routes of proposed trails to be selected that maximises use of already-disturbed locations and that minimises the need for clearing of vegetation. The budget for proposed trails (or extensions to existing trails) includes an allowance for additional fieldwork to confirm trail routes, and selection of suitable sites for interpretive panels and trailside furniture (and road crossings).

Effective drainage will be essential along the proposed trails. Nothing is more devastating to a trail surface than extensive use in wet, boggy conditions. Such use in wet periods on unstable areas may loosen the trail subsurface and will create an ongoing maintenance problem.



TRAIL ALIGNMENT GUIDELINES

Similarly, allowing water to flow down a trail without creating 'run-off' opportunities is quite clearly going to produce erosion problems. Siting of the (proposed) trail routes on higher (level) ground has been an aim.

Choosing appropriate materials for the trail's sub-base and topping (surface layer) is critical to the longevity and suitability of the trail for the intended user groups.

Culverts and other drainage controls (steps and water bars) should be used to direct run-off away from the trails where needed. It should be noted that some slope is desirable on shared-use trails. A perfectly level trail will hold water (ponding), creating mud holes which then become maintenance problems.

6.1.2 Trail Width and Height

Walk trails in the locations proposed should have a maximum trail width of 1.5 metres on those sections where purpose-built trail is required. In some sections however, the surface will be wider, as it will follow existing vehicle tracks.

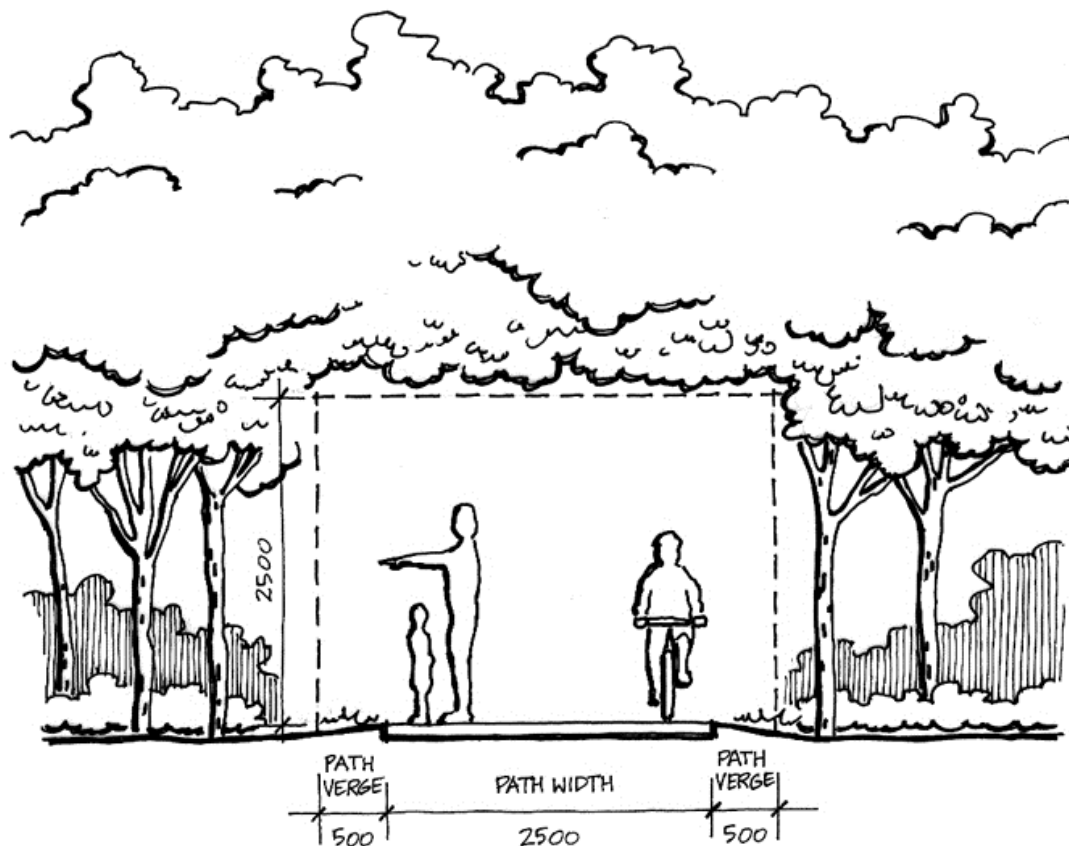
On some sections of new purpose-built walk trail, there is an opportunity to provide a more intimate experience by reducing the trail width to around 1.0 to 1.2 metres. The expected lower usage levels will mean fewer opportunities for conflicts to occur between users.

On trails only to be used only for walking (where cycling and mountain biking are to be excluded) height clearance should be around 2.5 metres. Pruning of overhanging branches should occur where necessary to enable safe passage without the need for stooping under branches.

To function effectively, shared-use trails should have a minimum trail width of 2.5 metres – this is the recommended minimum width for shared use paths as set out in Austroads' *Guide to Traffic Engineering Practice – Part 14 – Bicycles*.



Quality construction, such as these rock steps on the Golden View Trail in Kalamunda, is the hallmark of a quality trail.



Maintaining consistency of width is important – particularly when cyclists are likely to be the main user group using a trail or pathway.

It is important to ensure that the entire trail is available for a wide range of users (including people with disabilities, parents with prams, etc) rather than having the trail solely for able-bodied walkers.

People in wheelchairs, and cyclists, need ample space to pass each other without having to divert off a path or trail.

6.1.3 Trail Surface Material

A smooth natural earth surface (or crushed limestone) is most appropriate for the proposed walk trails in the City of Cockburn. In some cases, the existing earth surface should be firm enough in locations to provide pleasant walking conditions, and should be pleasing to the eye of walkers.

Some short sections of existing trails require additional fill material, especially where the trail alignment is steep and is subject to erosion. These areas are not extensive.

A smooth compacted surface is most appropriate for shared-use trails. The surface should be firm enough to provide cyclists with a relatively smooth ride, and free of potholes and undulations.

It is noted that the preferred surface material for existing trails is crushed limestone. For many of the proposed trails, the preferred trail surfacing material is crushed limestone.

6.1.4 Erosion Control and Water Crossings

Proper drainage is of considerable importance in constructing a lasting, maintenance-free facility. Water should be removed from trail surfaces as fast as possible, wherever possible. The steepness of some of the trails and the type of soil dictate individual site requirements for the frequency of draining water from the trail.

6.2 Safety Considerations

The most significant safety issue is that which relates to possible conflicts between different types of trail users – legal and illegal - for example, walkers and trail bikes or 4WD's, or cyclists and walkers. Effective signage will greatly limit this potential problem. An allowance has been made in the budget for some of the trails for additional signage to minimise conflict between user groups.

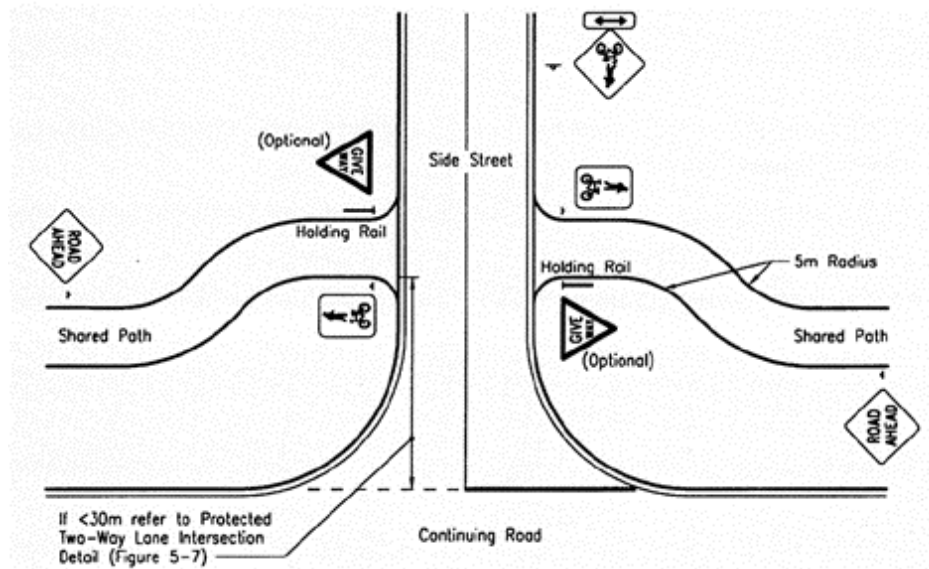
6.2.1 Road Crossings

Road / trail crossings always present a special hazard which must be addressed carefully. A crossing should have enough space cleared and levelled on both sides of the road to allow trail users travelling together to gather in a group and cross *en masse*.

One-at-a-time crossing greatly increases the overall time in the roadway and therefore increases the likelihood of encountering a vehicle. The crossing should ideally be at a straight, level area allowing both trail user and vehicle driver good visibility and the driver ample stopping distance (if possible).

Signs required to create safe road crossing are outlined in the next section of this report. The trail should be clearly marked on each side of the road for easy recognition and the crossing be designed to move the trail user away from the road reserve as quickly as possible. If at all possible the trail should not slope down - or up - to the road. Such slopes elevate danger levels considerably.

Conformity with road crossing detail as specified in *Austroads Guide to Traffic Engineering Practice - Pt 14 - Bicycles* is essential. (See diagrams).



Intersection of Shared Path and Road – Preferred Treatment (Minor Crossing)

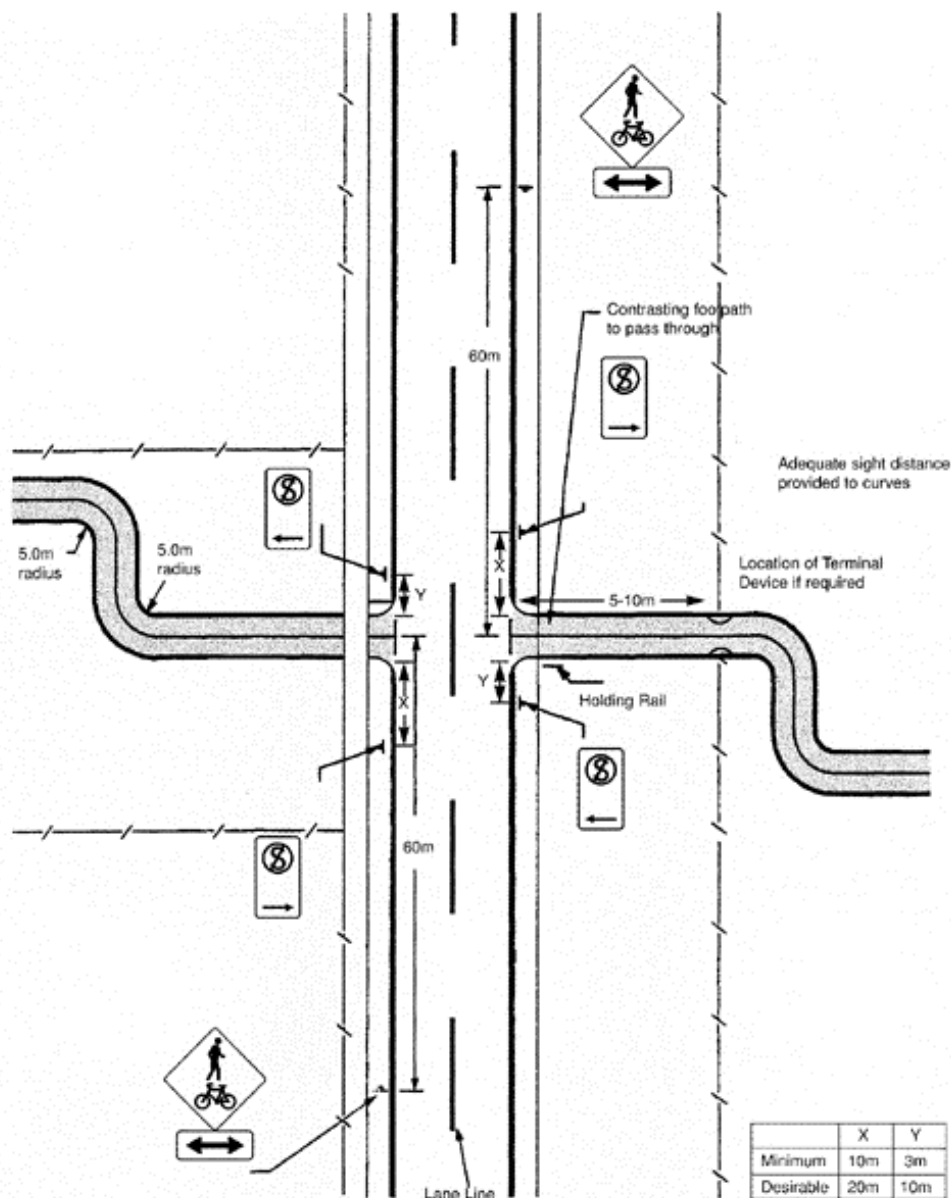
Source: *Austroads Guide to Traffic Engineering Practice - Pt 14 - Bicycles: Figure 6-35 Page 97*

6.3 Signage

Signage is another important facet of the City of Cockburn trails network where improvements could occur. During fieldwork it was noted that few directional markers exist along trails, and trailhead signage was basic – if present at all. No 'promotional' signs exist.

Several kinds of signage are required on trails including distance, directional, warning, promotional, etiquette and interpretive signs. All signage installed within the regional parks will be in accordance with the relevant DEC Sign System and Brand Images Manual. Ideally trail signage should be standardised across the City of Cockburn, regardless of management agency however this can be impractical if different agencies decide to upgrade signage. The City is fortunate as both the DEC and the City's signage styles are very similar and complement each other. Signage should also accord with relevant local or Australian 'standards' or practices.

It is noted however that excess signage may not compliment the natural surroundings and may detract trails users from noting the natural surroundings. The City will endeavour to reach a balance between the numbers of signs while maintaining a natural experience for trail users.



Preferred Treatment of Road/Path Intersection (*Major Crossing*)

Source: Austroads Guide to Traffic Engineering Practice – Pt 14 – Bicycles: Figure 6-29 Page 93

It is recommended that trails in the City of Cockburn have a consistent colour scheme and consistent and uniform suite of logos (with a logo unique to each trail). The use of distinctive trail markers and colour scheme is important throughout the City of Cockburn, to engender a sense of uniqueness.

The extent of directional signage will depend on the target market – the more 'rugged' the trail, the less the need for trail markers, but the more important it is to have clear information at the trail-head (warning of trail conditions, length, duration, etc).

Trail markers need to be placed at regular intervals along each route – and particularly at corners and junctions. The spacing and location of these markers will depend on the local

factors, and intended user groups. A unique colour scheme could/should be considered. The trail markers should have a distinguishing symbol or logo.

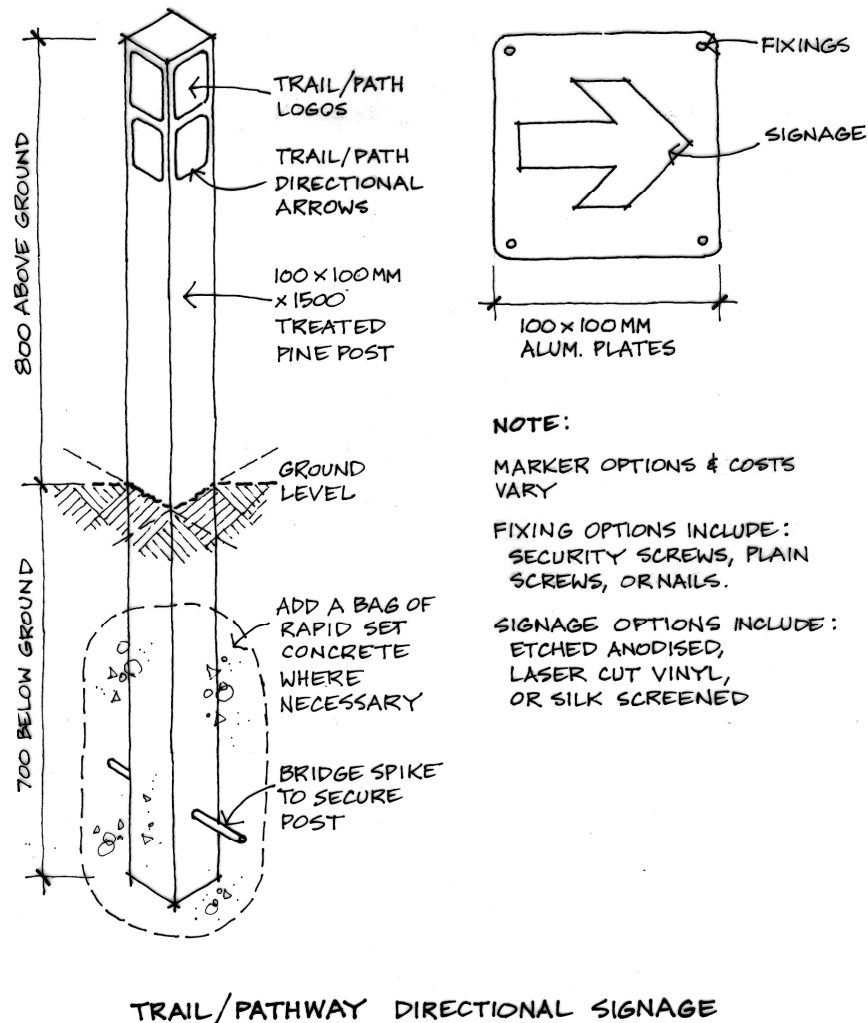
6.3.1 Directional Signage

Trail markers need to be placed at regular intervals along all trails – particularly at corners and junctions. As the proposed trails within the City of Cockburn will attract a large number of novice (inexperienced) walkers and visitors unfamiliar with the area, it is considered appropriate to install markers at closer intervals than would normally be the case. It is recommended that directional markers be placed on treated pine post totems every 200-400 metres. The pine posts should be 125-150mm diameter, 1.5 metres in length, and buried 600mm in the ground. At these recommended spacings they should be clearly visible in the near distance and minimise confusion and uncertainty. The standard colour scheme is black on a yellow triangle, but given the uniqueness of some of the localities a situation-specific colour scheme should be considered. The trail markers should have a distinguishing symbol.

Markers are usually not required along straight sections of trail as the trail is usually clear and obvious, but given the fact that the Cockburn trails will attract entry-level trail users, it is recommended that additional trail and directional markers be used to assist these users. The use of a higher number of directional trail markers will result in even the most inexperienced of users feeling confident that they can remain on track. Markers should be either vertical (straight ahead) or horizontal (turn here). They must be affixed with at least 2 nails (on pine posts) to prevent them being turned or removed by vandals. Alternatively, the direction markers could be affixed with glue/silastic. Direction markers should be a triangle, made of aluminium, not less than 1.6mm thick, 80mm wide at the base, and 110mm high.



The Guildford Heritage Trails are an excellent model for how walk trails should be developed. They feature interpretive panels (left photo) for each 'site' along the trails, and excellent directional markers (right photo) for each of the trails.



6.3.2 Promotional Signage

Though the location of some of the trail locations are quite likely familiar to local people and regular or frequent visitors to the area, it is recommended that a 'promotional' sign be erected at nearby (major) intersections to give prominence to the trails. The installation of "Davilak Heritage Trail" (for example) signs on Rockingham Road and Hamilton Rd will make motorists and other road users more aware of the trail, hopefully inducing greater attention and enquiry when driving through the area. This style of promotional signage has been used to great effect on the Bibbulmun Track and the Railway Reserve Heritage Trail. The proposed signage should be constructed as a 1200mm x 250mm x 3mm aluminium panel (painted both sides).

The aluminium panel should be constructed with a 10mm 'lip' to provide greater strength. The sign should bear the name of the trail - and have the recommended logo - on both sides.

It should be mounted on 100mm - 150mm treated pine posts approx. 1 metre out of the ground. The actual posts would be either 1.5 or 1.8 metre long, thus having 600 - 800 mm in the ground. The sign would be placed in a slot cut in the top of the posts, and security bolted through the post.

An alternative is to have a Tourist Attraction type sign (white lettering on brown sign, with chevron arrow) – see example sign below.



Promotional signage should be installed to alert road users to the presence of a trail. The Railway Reserve Heritage Trail (left photo) in Mundaring illustrates best practice. The use of 'chevron' signs (right photo) is another well recognised way of informing road users of the presence of a historic or scenic site.

6.3.3 Interpretive Signage

A wide range of materials are used for interpretive panels across Australia. These vary substantially in terms of longevity/hardiness and price. Simply put, the cheaper the panel the more prone it is likely to be to vandalism and the shorter the period that it will retain its full original 'colour' and therefore its aesthetic appeal. Experience in many locations has shown that vandals and the weather can combine to make life difficult for interpretive panels, and can quickly erode the investment made by the host organisation.

If interpretive panels are to last – and are to still be looking good in 5 – 10 years time, they will necessarily be from the more expensive end of the spectrum.

One particular panel material (and manufacturing process) is recommended – especially in locations such as the City of Cockburn that are going to be exposed to a high potential for vandalism because of the isolated and remote nature of some of the existing and proposed trails.

Architectural-grade etched anodised aluminium panels retain their high-quality aesthetics into the 10 year (and beyond) time-frame – regardless of weather. Further, this material / process has the greatest resistance to vandalism (paint, ink, pen, felt pens, scratching, impact damage etc) of any known option on the Australian market.

Not surprisingly, this grade of etched anodised aluminium is at the more expensive end of the range, and can cost up to double some of the cheaper options. Further, only one manufacturer (Armsign Pty Ltd, Lismore, NSW) produces these panels. It is important to note that other manufacturers produce 'photo-anodised aluminium' panels (generally at a cheaper rate) – but this is NOT the same process and does not produce the same quality or longevity.

While this 'monopoly' may lead to concerns about inflated prices, it has been found that Armsign are genuinely committed to a competitive approach, knowing that their panels are always being compared with cheaper processes. This ensures that their quotes give good value-for-money, despite the lack of direct competition. Many clients do not understand the (significant) differences between various aluminium-based panels and therefore apply continuing pressure to Armsign's costing regime.

6.4 Trailheads and Parking

Given that the much of the usage of the trails is likely to come from visitors to the region from elsewhere in the City of Cockburn and elsewhere in the Perth metropolitan region, a formal 'trailhead' is vitally important to give trail users a defined starting and ending point. It is valuable to have a defined location for a large interpretive / information / mapping display, from which all directions and distances are taken, and to which users from further away can be directed.

Trailheads should generally have ample places for parking of cars (and tour buses if desirable), picnic tables, and trailhead signage.

An excellent model for the City of Cockburn to follow is that from the *Great Short Walks* program of Tasmania. All 60 trails included have been selected on the basis of their scenic appeal, quality construction, interpretation and other signage. Each of the 60 trails feature a standard eye-catching trailhead sign, which has information about the trail, as well as a map of the trail route. The map panel also gives basic information about the trail including distance and difficulty rating.



All trails included within the Great Short Walks of Tasmania have a unique and eye catching trailhead signage system. Upon arriving at the trailhead, trail users have the knowledge that they are in for a quality experience, as these trails have been selected because they meet some stringent qualification criteria to be included in the program. Something similar is envisaged for the trails of the City of Cockburn

SECTION 7: LINKS BETWEEN TRAILS – DRIVE TRAILS

7.1 Drive Trails and Heritage Tourism

The research and investigations carried out in the preparation of this Trails Master Plan reveals that a heritage drive trail along the coast of the City of Cockburn is a feasible proposition and justified, given the wealth of heritage (both natural and built) that exists throughout the area.

The brief for this project asked for:

"An outline of a heritage interpretation trail for the coastal areas from Fremantle to Rockingham including a boat based trail with reference to the heritage of Cockburn Sound and Garden and Carnac Islands. This sub project to be modelled upon the Golden Quest Discovery Trail".

The Golden Quest Discovery Trail is a heritage based drive trail in the eastern goldfields of Western Australia. The trail is 965 kilometres long. Features of the trail are:

- 25 'sites' featuring an important place or natural area of the region (gold mine, hotel, cemetery, lone grave, transport infrastructure, woodlines, creeks, etc);
- Provision of interpretive panels at each of the 25 sites;
- "Map" panels at selected locations enabling trail users to easily navigate their way around the trail;
- Directional signposting, again enabling trail users to easily navigate their way around the trail;
- A 161 page full-colour guidebook, with additional stories and photographs to enhance the experience, as well as trail maps for each section of the trail (indicating places of interest and interpretive sites);
- 2 CD's included within the guidebook, with audio tracks to be played between sites providing historical information and entertainment with a humorous slant; and
- A web site, providing information about the trail.

Given the City of Cockburn's rich and colourful history, its importance in the tanning, power production, market gardening, boat building and numerous other industries of Western Australia, the development of additional trail (and outdoor) activities in City of Cockburn will serve to attract and keep tourists longer.

This Trails Master Plan has concluded that a heritage drive trail, linking existing and proposed trails and other attractions and heritage sites of the City, can be designed to deliver significant economic and social benefits to the communities of the City of Cockburn – as well as delivering additional tourist attractions for visitors.

It is recommended that the City of Cockburn work with adjoining local governments to plan and develop a heritage drive trail, similar in concept to the Golden Quest Discovery Trail, thereby showcasing what the City (and its neighbouring local governments) has to offer in the way of built and natural heritage.

The range of possible sites (or subjects of interpretation) on the drive trail would include:

- Fremantle smelting works
- Robb Jetty abattoir
- South Beach Horse Exercise Area
- South Fremantle Power Station

- Newmarket Hotel
- Pensioner guards
- Market gardens
- Manning Lake / Davilak Homestead / Azelia Ley Homestead (museum)
- Lime kilns
- Powell's dairy
- Horse Racing Industry - Randwick Stable and house
- Gun emplacement
- C O'Connor Statue
- Coogee Beach and boathouses
- Coogee Hotel and Coogee Post Office
- Clarence townsite
- Explosives magazines
- Woodman Point and quarantine station
- Railway to Woodman Point
- Lighthouse and lighthouse keeper's cottages
- Boat building industry
- Henderson Cliffs
- Mt Brown

During the course of preparing this Trails Master Plan, it was discovered that the some work had been done by the South West Group to develop a South West Corridor Coastal Drive – the Catalpa Coast Tourist Drive. That project envisages a drive trail between Fremantle and Mandurah.

Sites listed in the document (within the City of Cockburn) are:

- Newmarket Hotel
- Port Coogee
- Coogee Beach, Post Office and hotel
- Woodman Point
- Jervoise Bay Boat Harbour
- Beeliar Regional Park
- Henderson limestone cliffs and lookout
- Challenger Beach

If properly and thoroughly planned, the drive trail will cater for the majority of visitors – as it would provide a quality experience.

If motorists chose to stop at each of the designated sites along the drive trail, read the interpretation which should be provided, and experience walk trails (where available), visitors could easily fill in a complete day with interesting activities, thereby keeping visitors in the region longer.



The suggested heritage drive trail along the coast between Fremantle and Rockingham should include interpretive panels at selected sites (similar to those on the Golden Quest Discovery Trail – left photo). Directional signage will also be required – such as along the Golden Quest Discovery Trail (right photo).

The drive trail, if implemented, would enable visitors to the City of Cockburn (and the neighbouring local governments) to discover the natural and human history of the region. The project should also focus on the natural environment.

As is the case with the Golden Quest Discovery Trail, the proposed drive trail is an excellent the perfect 'vehicle' for delivering interpretation of the many facets of life and industry in the region. Each of the stopping places along the drive trail route should have an interpretive panel, and all panels should include information relevant to, and consistent with, an overall theme.

The task ahead is for the City of Cockburn to work with the South West Group to develop a detailed project plan, similar in style to the Golden Quest Discovery Trail. The trail, when complete, should consist of:

- A series of well presented stopping places (ie. 'sites');
- Interpretive panels (or interpretation – not necessarily a static panel, could be rusty steel cut-outs);
- A trail guide (brochure or guide book);
- Audio interpretation (CD's or audio files downloadable onto MP3 player);
- Directional signage; and
- A web site.

7.2 Water Trail

Given the tremendous history that exists on the land along the coast and on and under the water, between Fremantle and Mandurah, it should be possible to develop a water-based heritage trail – similar in concept to a drive trail.

A water trail is similar to a land-based trail in that it has a route with access points. The overall philosophy taken in planning a water trail is to take users on a “treasure hunt”, rather than just a list of places to stop and look at things of interest. Navigating on a water body (a lake, a creek or along a coastline) and “finding all the treasures” can bring a sense of achievement.

A water trail will likely attract attention from canoeists, kayakers, as well as motorised fishing and pleasure craft.

As Cockburn Sound contains a number of islands, and wrecks, the type and number of sites available to users of a water trail will vary from those to be experienced on the drive trail.

There are a number of design elements common to drive trails and water trails – these are:

- signage – directional, promotional, and interpretive (at landing points and trailheads);
- trail furniture (at landing points); and
- trailheads and parking.

The budget limitations of this project has not enabled a comprehensive and detailed examination of the potential for a water trail to be undertaken.

It is recommended therefore that the City of Cockburn give consideration to the preparation of a detailed water trail development plan, which would include:

- Feasibility of the water trail;
- Assessment of potential users;
- Research into history of the Cockburn Sound area;
- Selection of potential sites;
- Development of potential interpretive information;
- Consideration of wayfinding and navigational issues; and
- Assessment of likely ‘trailheads’ and landing areas.

SECTION 8: RESOURCES AND FUNDING OPPORTUNITIES

8.1 Introduction

This Section provides a detailed list of potential funding sources – from all level of Government, corporate sponsors, community-government programs such as Green Corps and the use of community volunteers such as Conservation Volunteers Australia.

Resourcing trail construction and promotion programs can be challenging, as can resourcing ongoing maintenance requirements. It must be recognised that a Trails Master Plan such as this, and the individual projects it contains, are an investment in the future. Well planned and built, well interpreted and appropriately promoted, the trail projects will bring tourists and money into the City of Cockburn. They will stimulate the creation of jobs, and will significantly assist in the conservation and preservation of heritage (natural and cultural) throughout this area. The trail projects outlined will also benefit local communities in a range of ways already elucidated.

Trail projects should be seen to be a valid and valuable investment for the City of Cockburn. They will deliver a wide range of tangible benefits, many of which service areas of great and obvious need.

A range of sources of funds and other resources are currently available, and some of the better known are summarised below. This list should NOT be taken to be full and final, as there are no doubt other sources not shown.

8.2 Funding Programs

8.2.1 TQAL (formerly known as the Australian Tourism Development Program)

TQUAL Grants is a competitive merit-based funding program aimed at stimulating sustainable growth in the Australian tourism industry. It will do this by supporting innovative, high-quality tourism products that contribute to the long-term economic development of Australia. Through TQUAL Grants, the Australian Government has redesigned the program formerly known as the Australian Tourism Development Program to better position the Australian tourism industry in a highly competitive market.

There are three categories of funding, each with separate eligibility requirements, evaluation criteria and funding requirements.

Category 1 \$5,000 - \$100,000

Category 1 grants of between \$5,000 and \$100,000 for Innovative Tourism Projects. Category 1 projects should aim to stimulate the development of innovative tourism product, service(s) or system(s).

Category 2 \$100,000 - \$500,000

Category 2 grants of between \$100,000 and \$500,000 for Integrated Tourism Development Projects. Category 2 projects should aim to enhance the overall tourism appeal of a large area by encouraging inter-regional collaboration to achieve greater tourism benefits. Projects funded under this category will be large scale, collaborative, multi-faceted activities that involve a number of regions.

Category 3 \$25,000 - \$500,000.

Category 3—grants of between \$25,000 and \$500,000 for National or Sectoral Tourism Initiatives.

TQUAL Grants will be delivered by AusIndustry in the Department of Innovation, Industry, Science and Research on behalf of the Department of Resources, Energy and Tourism.

Contact details:

www.ret.gov.au/tourism or at www.ausindustry.gov.au/tourism and follow the links to TQUAL Grants. Alternatively, contact the AusIndustry Hotline on 13 28 46

Applications for TQUAL Grants opened on 15 April 2009 and closed on 11 June 2009. It is not clear when future rounds will open/close.

TQUAL Grants at a Glance

	Category 1 Innovative tourism projects	Category 2 Integrated tourism development projects	Category 3 National or sectoral tourism initiatives
Applicants	<ul style="list-style-type: none"> private sector business non-profit organisation regional tourism or regional economic development organisation local government agency (LGA) 	<ul style="list-style-type: none"> regional tourism or regional economic development organisation local government agency (LGA) non-profit organisation 	<ul style="list-style-type: none"> national tourism peak bodies national tourism industry associations national tourism sectoral industry associations.
Applicant eligibility	<ul style="list-style-type: none"> be incorporated be registered for GST have matching cash <p>LGAs must demonstrate additionality</p>	<ul style="list-style-type: none"> be incorporated be registered for GST have a compulsory cash contribution of 10% of the value of the grant requested include collaborative partnerships with private sector businesses who contribute directly to the project (cash or in-kind – evidence must be provided) <p>LGAs must demonstrate additionality</p>	<ul style="list-style-type: none"> be incorporated be registered for GST have a compulsory cash contribution of 10% of the value of the grant requested
Funding	\$5,000 to \$100,000	\$100,000 to \$500,000	\$25,000 to \$500,000
Aims / focus of category	<ul style="list-style-type: none"> stimulate the development of an innovative tourism product, service or system. 	<ul style="list-style-type: none"> enhance the overall tourism appeal of a large area by encouraging inter-regional collaboration to achieve greater tourism benefits. 	<ul style="list-style-type: none"> provide strategic support to the Australian tourism industry by funding national or sectoral peak bodies to develop national projects that offer leadership to industry.
Project requirements	<ul style="list-style-type: none"> provide visitors with high quality services and experiences lead to an increase in visitation and yield that contributes to long-term economic development in the host region 	<ul style="list-style-type: none"> large scale collaborative include multi-faceted activities involve a number of regions. 	<ul style="list-style-type: none"> showcase innovation encourage productivity gains support world's best practice across all elements of the tourism supply chain. have national benefit or application

	Category 1 Innovative tourism projects	Category 2 Integrated tourism development projects	Category 3 National or sectoral tourism initiatives
Project examples	<p>NOTE: Only one option can be applied for and funded per project.</p> <p>Option 1—Project initiation - funding ranges from \$5,000 to a maximum of \$25,000 to undertake:</p> <ul style="list-style-type: none"> • research • market testing • feasibility studies <p>Option 2—Project planning - funding ranges from \$40,000 to a maximum of \$75,000 to undertake:</p> <ul style="list-style-type: none"> • preparation of drawings / design specifications • development of a project implementation strategy • facilitating community consultations • meeting compliance requirements • preparing investment proposals <p>Option 3—Project implementation - funding ranges from \$50,000 to a max of \$100,000 to undertake:</p> <ul style="list-style-type: none"> • enhancing the tourism experience • re-investment in existing infrastructure • enhancing the quality of visitor experiences by developing and/or implementing innovative approaches to visitor services/facilities • any other innovative project that has the potential to increase tourism 	<ul style="list-style-type: none"> • Develop distinctive regional or inter-regional product • Provide tourism support infrastructure • Develop industry quality processes, and/or industry planning or management processes • Product and/or market development • Assist communities / regions to plan for and manage increased tourism • Re-brand or refresh existing brands 	<ul style="list-style-type: none"> • advance the tourism industry as a whole • national or sectoral tourism industry policy development needs • development of 'whole of industry' systems and processes • development and implementation of national or sectoral skills development programs • development and implementation of sectoral industry quality programs • development of industry or sectoral programs which address economic performance, improved efficiency and increased productivity.

8.2.2 Indigenous Heritage Programme

Australian Government support of more than \$3.5 million in 2008-09 will help identify, protect and share Australia's Indigenous heritage.

The Indigenous Heritage Programme provides Indigenous organisations or not-for-profit bodies with grants for projects up to \$100,000 (GST inclusive). Individual Indigenous applicants are generally eligible for funding up to \$5,000 (GST inclusive).

To be eligible, a project must relate to one or more of the following five activities:

- Conservation of a place or places of Indigenous heritage significance.
- Identification of Indigenous place(s), and/or the Indigenous heritage values of a place or places, for heritage protection, heritage listing or conservation planning.
- Heritage Planning, including projects which will develop plans to assist with the identification, conservation and/or promotion of the Indigenous heritage values of a place or places.
- Sharing Australia's Indigenous Heritage, including projects that interpret or explain a significant Indigenous heritage place or places, promote the knowledge and understanding of Indigenous heritage, or facilitate the active teaching of traditional knowledge and understanding of customary responsibilities (where appropriate) to future generations.
- Construction of Keeping Places: A maximum of \$30 000 may be provided for small-scale keeping places to house remains and objects that require restricted access, where exceptional circumstances can be demonstrated.

For more information:

www.environment.gov.au/heritage/programs/ihp

Freecall: 1800 982 280

Email: ihp_grants@environment.gov.au

8.2.3 Trailswest (Department of Sport and Recreation) – Lotterywest Funding

Trailswest is program of the Department of Sport and Recreation established in October 1997 to oversee recreation trail development in Western Australia. Its mission is to develop an integrated network of recreation trails throughout WA for recreation, conservation, education and tourism, and to preserve trail/transport corridors for the future.

Trailswest provides an integrated consultative link between State and local government agencies and the community to develop a Statewide recreational trail network. Trailswest is the leading advocate in Western Australia for the following key recreation trail users:

- Mountain bikers
- Bush Walkers
- Horse riders.

The scope of interest of Trailswest does not extend to trails for motorised users.

Grants up to \$100,000 will be offered through the Trails Funding Program. Priority will be given to those projects which satisfy the selection criteria and to those organisations which demonstrate there is a matching component. Applications for projects up to the

value of \$15,000 may be allocated up to 100% of the project cost with local contributions highly regarded.

Organisations applying for a grant in excess of \$15,000 are required to provide a matching contribution - on a \$1 for \$1 basis. This matching component may be:

- financial (a direct \$1 for \$1 contribution)
- in staff time (calculated at an hourly rate) and/or through voluntary contributions (with voluntary labour calculated at \$20/hr - and no more than 25% of the total project value)
- through sponsorship provided by other organisations.

Recipients of grants of less than \$15,000 will be provided with 100% of the grant at the commencement of the project (ie. upon completion and submission of Grant Agreement). Recipients of grants of \$15,000 and over will only receive 85 - 90% of the grant at the project commencement, the remaining 10 - 15% being retained until satisfactory completion of the project and submission of a final project evaluation report. The application form asks that future trails projects be described on the application form, together with an indication of funds to be sought in future years.

Conditions/Criteria

Trailswest will determine trails projects suitable for grants from the Lotteries Commission according to an assessment based on a range of selection criteria. The selection criteria will generally cover the following broad areas:

- Project justification
- Planning process
- Community input and support
- Management planning and maintenance commitment
- Trail access and trail sharing opportunities
- Design considerations
- Connections
- Cultural, heritage and environmental considerations
- Trail user education
- Partnerships and volunteers.

Funding may be sought under the following categories only:

- Trail Construction (generally gravel, crushed limestone or natural earth)
- Upgrade of existing trails
- Trail Promotion and Marketing
- Trail Planning (feasibility, consultant work)

Trail Maintenance is not eligible for funding under this program.

The following examples of trails projects may be considered for grants:

- Proposals that demonstrate inclusion in local, regional or state trail plans or in a local government recreation plan.
- The conversion of disused railways into multiuse recreational trails.
- Trail construction and development for non-motorised uses, such as walking, hiking, mountain biking, canoeing and horse riding.
- Trails catering for the disabled.

- Preparation of individual, local and regional plans.
- Interpretive signposting.
- Signposting for distances and direction, general information (trailhead signs), trail rules and trail etiquette, traffic safety and road crossings.
- Publicity brochures, trail guides and maps.
- Hosting of special trail events (e.g. trail openings) and general promotional activities.
- Other worthwhile projects.

Grants will not be available for:

- Construction of trails for motorised uses such as 4WD or ORV uses.
- Property acquisition.
- Payment for goods or services purchased prior to a grant being approved.
- Dual use paths, cycle ways or footpaths in urban areas with bitumen or concrete surfaces. Alternate funding is available from other departments and local government for such projects.

Application forms and funding guidelines are available online at <http://www.dsr.wa.gov.au/programs/trailswest/funding.asp> on CD-Rom or as hardcopies.

Further Information

Trailswest

Tel: (08) 9387 9700.

E-mail: trails@dsr.wa.gov.au

Website: <http://www.dsr.wa.gov.au/programs/trailswest/funding.asp>

8.2.4 Lotterywest - Cultural Heritage - Interpretation Grants

Cultural Heritage - Interpretation Grants support projects which assist communities to understand and communicate the significance of their cultural heritage places and objects. It is envisaged that projects will help communities to maintain their sense of identity and heritage.

In providing these grants Lotterywest recognises and acknowledges the importance of the State's diverse communities and their role in the care of Western Australia's cultural heritage for the future. The Program will aim to:

- interpret and make clear the cultural heritage significance of objects/places;
- encourage organisations of all types to develop initiatives which engage communities in active and creative ways with their cultural heritage;
- enhance community identity and sense of place; and
- enhance social and economic development of communities.

For the purpose of these grants, 'place' can include a building or other structure, group of buildings or other structures, or a landscaped area.

Examples of the type of project that may be considered for funding include:

- the development of interpretation plans;
- the creation and installation of interpretive materials;

- the improvement of collection management practices;
- assistance with the employment of consultants for a project or the contracting of specialist services;
- the assessment of significance of moveable heritage objects in accordance with the Heritage Collections Council guidelines ('significance': A Guide to Assessing the Significance of Cultural Heritage Objects and Collections is available on www.amol.org.au/craft/publications);
- the development of on-going public education and information programs;
- improving the documentation, research and/or display environment(s) of the object(s) or place;
- training in relation to interpretative projects;
- publication regarding the heritage object(s)/place;
- public programs and the use of innovative strategies such as music and theatre; and
- interpretative signage which discovers and celebrates the community's heritage.

The total funding available for the program is limited. A maximum of \$15,000 for any one project has therefore been set. Projects that exceed this amount and are a joint initiative discussed with the Program Coordinator prior to an application being developed.

Contact Details:

Lotteries Commission Program Coordinator,
Cultural Heritage - Interpretation
Phone: (08) 9340 5270
Toll Free: 1800 655 270
Fax: (08) 9340 5274
Email: grants@lottery.wa.gov.au
Website: www.lotterywest.wa.gov.au

Lotterywest (Community Funding)
74 Walters Drive
Osborne Park WA 6017
PO Box 1113
Osborne Park WA 6917

8.2.5 ArtsWA

ArtsWA runs several grant programs, including an Indigenous Arts Program.

The Indigenous Arts program aims to promote a greater understanding of Indigenous culture amongst both Aboriginal peoples and the wider community. Support for traditional and contemporary Aboriginal and Torres Strait Islander arts and culture is a priority for the State of Western Australia.

The Indigenous Arts panel has adopted the program principles developed by the Australia Council's Aboriginal and Torres Strait Islander Arts Board. These principles fall within five key areas: Respect, Authority, Rights, Responsibilities and Diversity. The panel is comprised of Indigenous artists and representatives from around Western Australia who

assess applications from Aboriginal and Torres Strait Islander artists, groups and organisations.

Applications are invited across all artforms, excluding film, television and radio.

Categories

Indigenous Arts applications are invited in the following funding categories:

- Project Development
- Distribution;
- Annual or Multi-Year Program; and
- Creative Development Fellowships.

The program supports applications that:

- demonstrate artistic merit and innovation and encourage creativity;
- encourage the expression of spirituality, integrity and authority of Aboriginal and Torres Strait Islanders through the arts;
- provide a direct benefit to Indigenous artists;
- utilise regional resources, especially Indigenous organisations;
- demonstrate long-term benefits that promote cultural maintenance and skills development of Indigenous arts in Western Australia;
- acknowledge and respect the rights of Indigenous communities in determining cultural priorities;
- ensure that cultural integrity is observed and maintained in all areas of the arts, arts practice and arts advocacy;
- support the needs and aspirations of Indigenous peoples through the arts;
- encourage and support exchanges with other Indigenous peoples of Australia and the world; and
- demonstrate sound financial and project management.

Application must be discussed with the relevant Indigenous Arts Project Officer prior to an application being submitting.

Further information and assistance:

ArtsWA
PO Box 8349
Perth Business Centre
PERTH WA 6849

08 9224 7310 or Freecall 1800 199 090

Web: <http://www.artswa.wa.gov.au/ArtsWAGrants.asp>

8.2.6 City of Cockburn Contributions

Many of the grant programs available for trail projects require matching contributions, and it is recommended that the City of Cockburn make an annual budget allocation each year to support cash and/or in-kind contributions for the trail initiatives set out in this Trails Master Plan.

8.2.7 Corporate Sponsors

Sponsorship is big business – and very competitive. Two main options exist: either negotiate with local corporate entities which have a geographical and social connection with the area, or go after the ‘big’ players for big projects. Many large companies have formalised sponsorship programs.

Funding for trail development has been received from a number of major (and minor, local) companies. Sums of up to \$100,000 can be gained, if benefits can be proven. Any company with an operation within the region would appear to be a potential sponsor.

For example, within the City of Cockburn there exist several potential corporate sponsors (such as Cockburn Cement and various major boatbuilders).

8.2.8 Green Corps

Federally funded “Young Australians for the Environment” program. A ‘major project’ provides a host partner agency with 10 ‘trainees’ and a supervisor for 14 weeks within a 26-week program. All materials, tools and technical supervision to be provided, as is accommodation and some other basic requirements.

8.2.9 Volunteers

Often the last thought-of resource – but often the most effective. Many trails are only built – and then kept alive – by volunteer input. Either establish a specific local ‘Trail Volunteers’ or ‘Friends of...’ group, or tap into existing community organisations such as service clubs, progress associations, schools, scouts etc.

8.2.10 Conservation Volunteers Australia (CVA)

The Trust provides small crews of volunteers, with a supervisor, to undertake environmental activities. Teams of between five and eight people work for one to two weeks. CVA imposes an administration fee. Materials, tools and technical supervision need to be provided by the host agency. CVA have been involved in trails project elsewhere in Australia.

8.2.11 Prison crews

Crews of minimum-security inmates have worked extensively in trail construction in Western Australia in the last ten years. This has proven a hugely beneficial program - to host agencies, to the Ministry of Justice and to the inmates themselves. A prison officer and transport is usually provided, but materials, tools, and technical supervision are required. In addition the Ministry may require host agencies to cover the Ministry’s costs (staff etc).

8.2.12 Department of Environment and Conservation

DEC is an obvious potential partner for trails within the City of Cockburn that are located within, or pass through the Beeliar Regional Park. While outright sums of cash may not be available, DEC staff are likely to offer in-kind assistance in the determination of trails routes, etc. DEC should be intimately involved in the detailed planning for trails within the Regional Park, as well as the proposed interpretation that will be installed at trailheads and along trails in that area.

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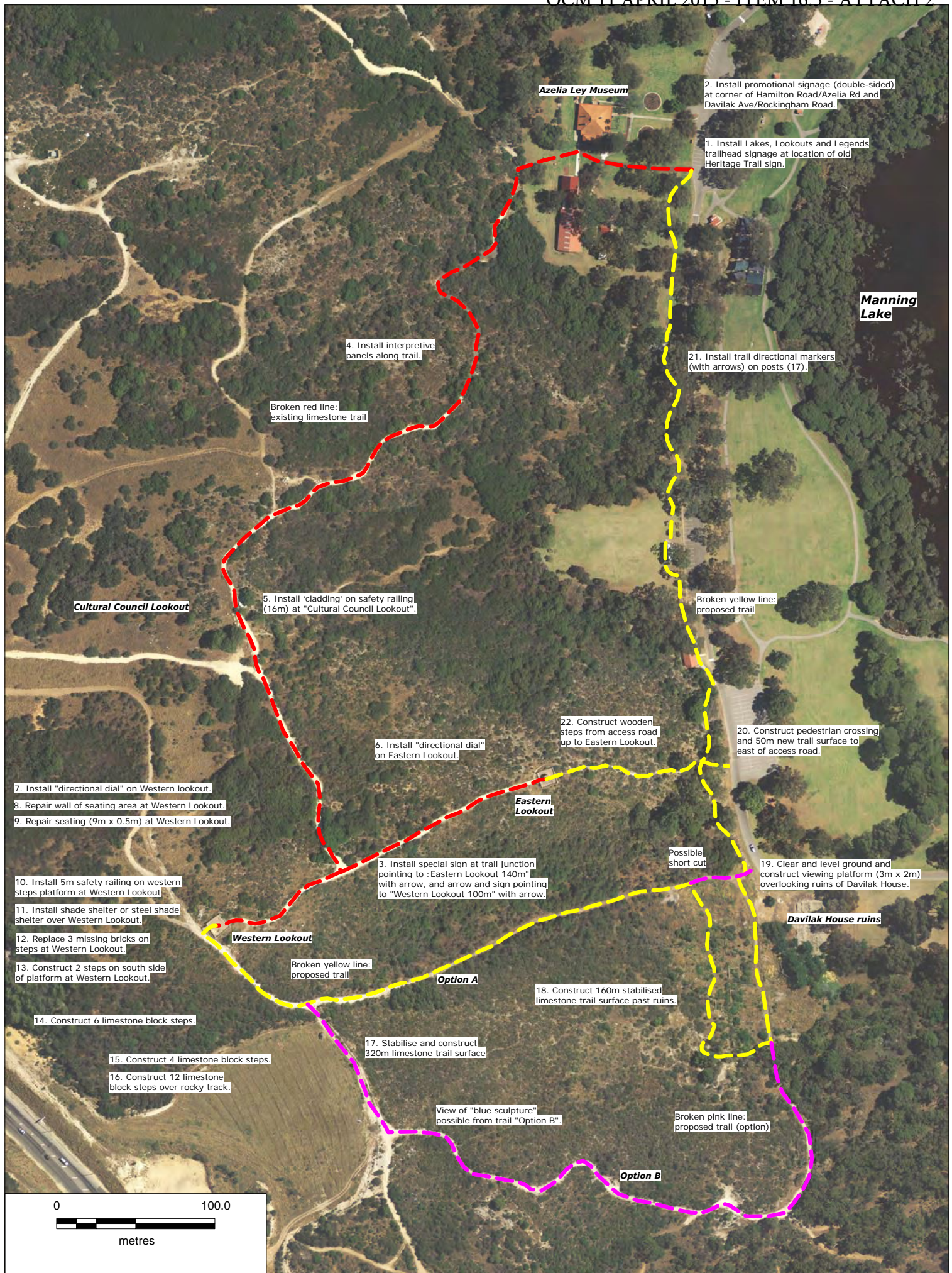
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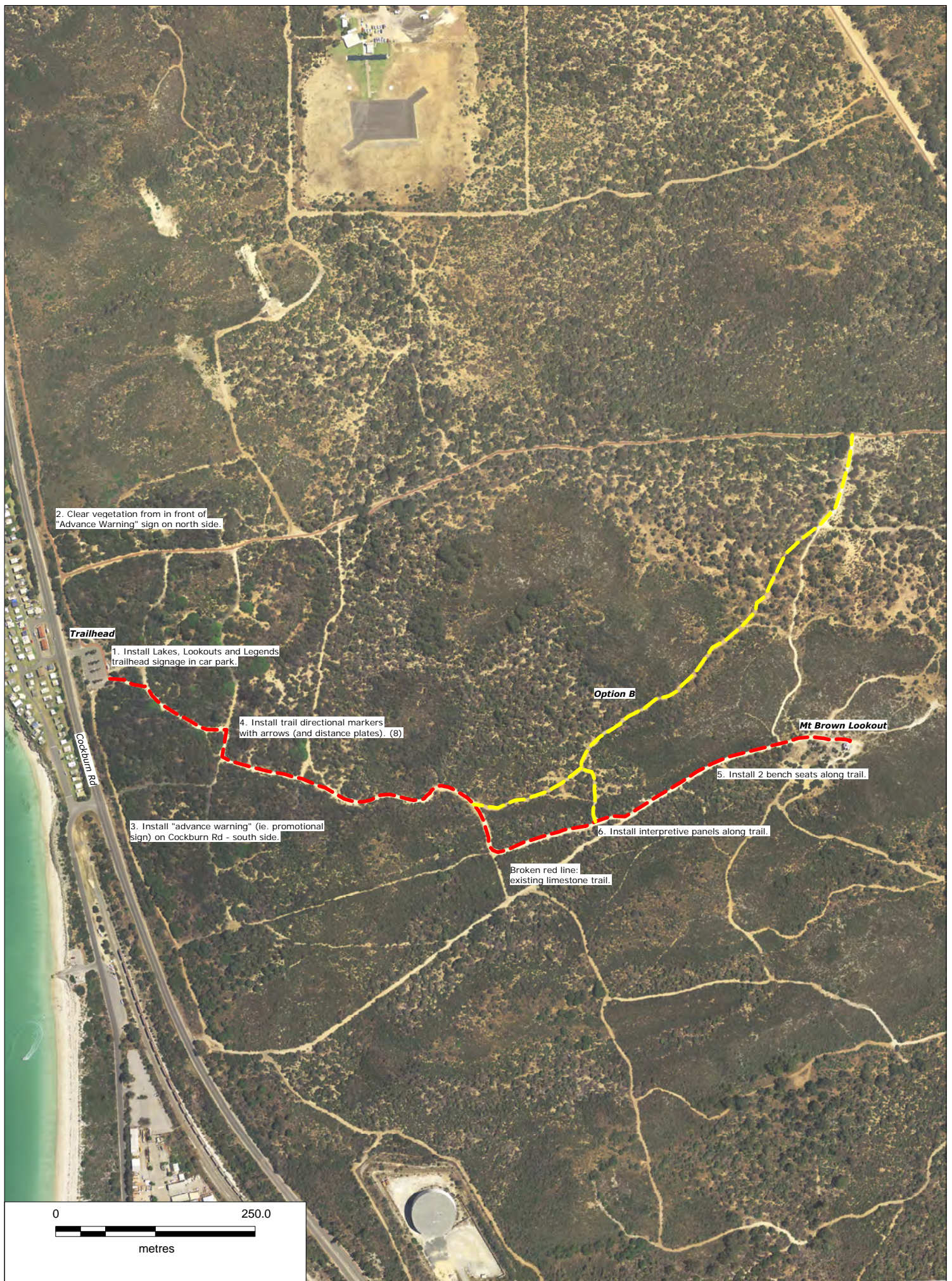
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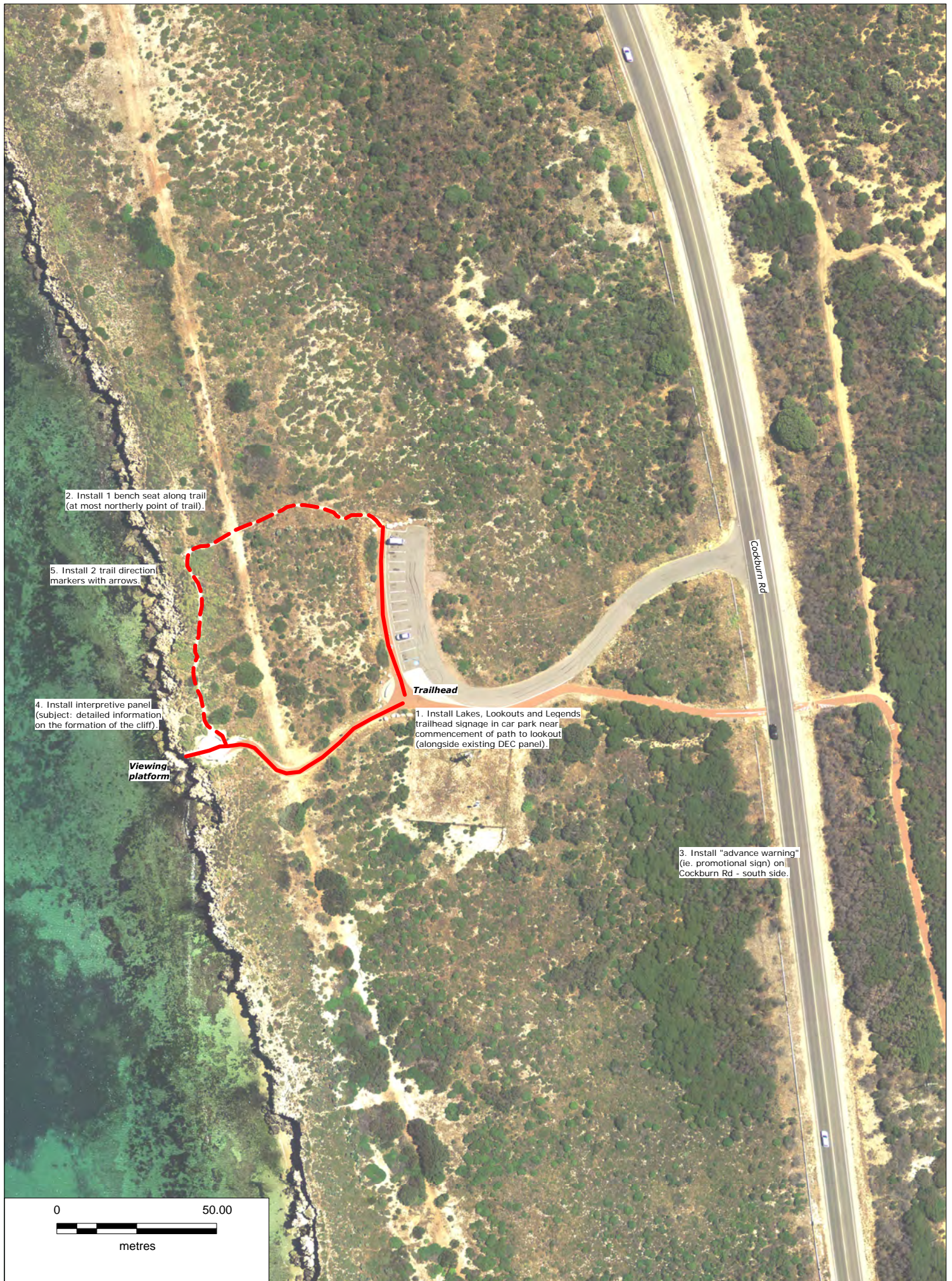
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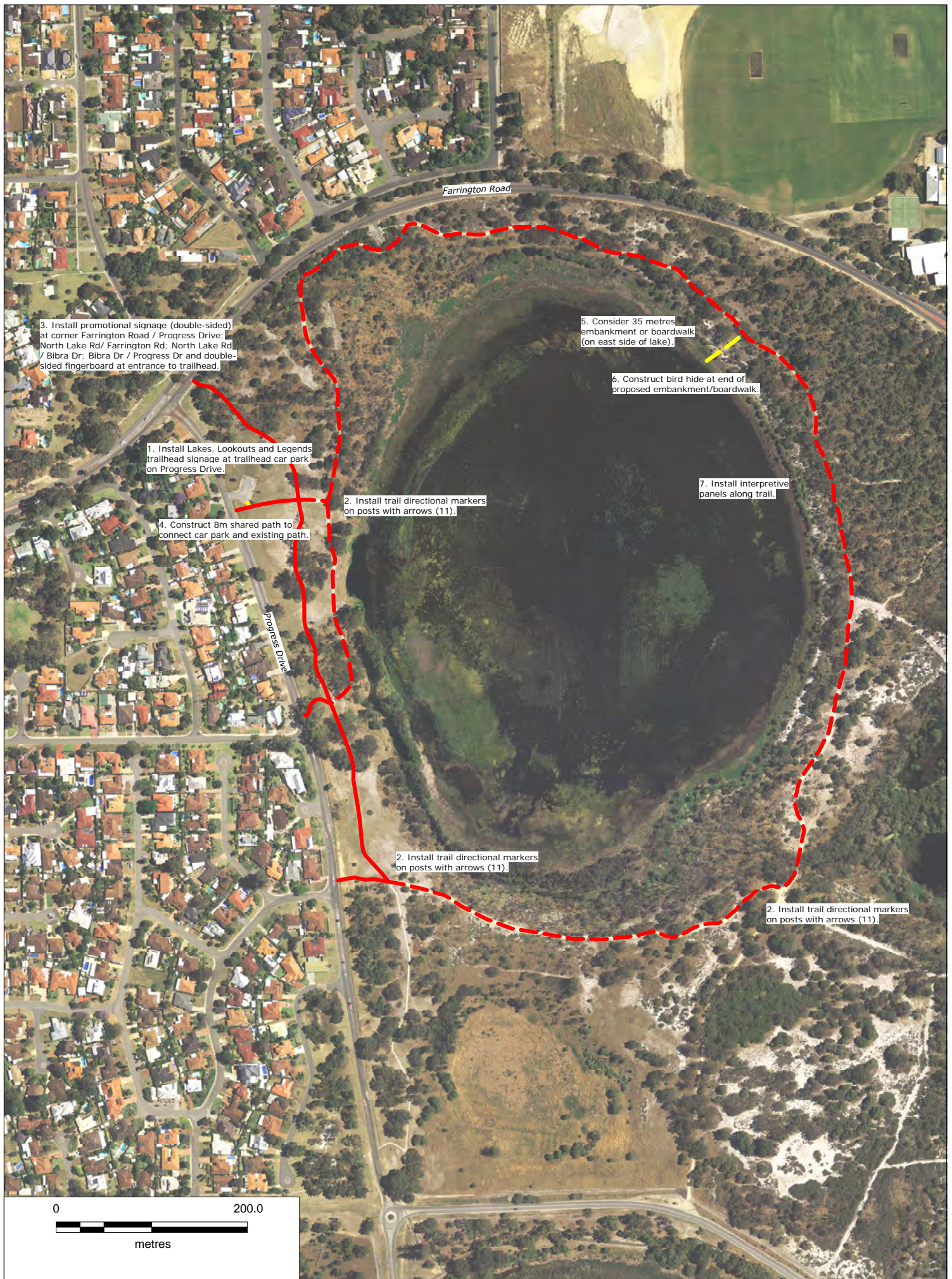
APPENDIX 1 – PLANS ~~TRAILS AUDITS~~

~~APPENDIX 2 — PLANS~~

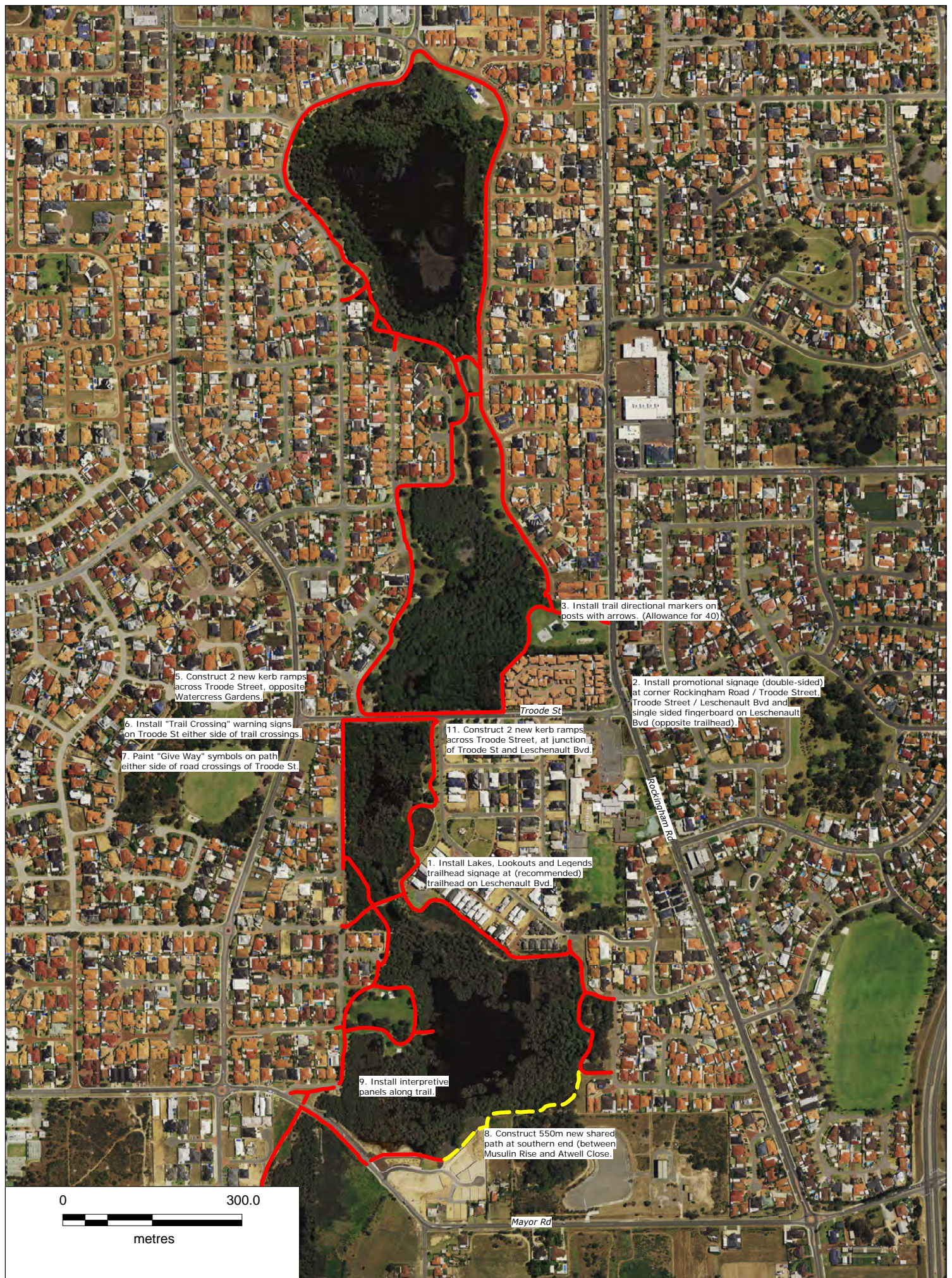


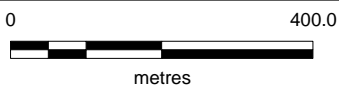
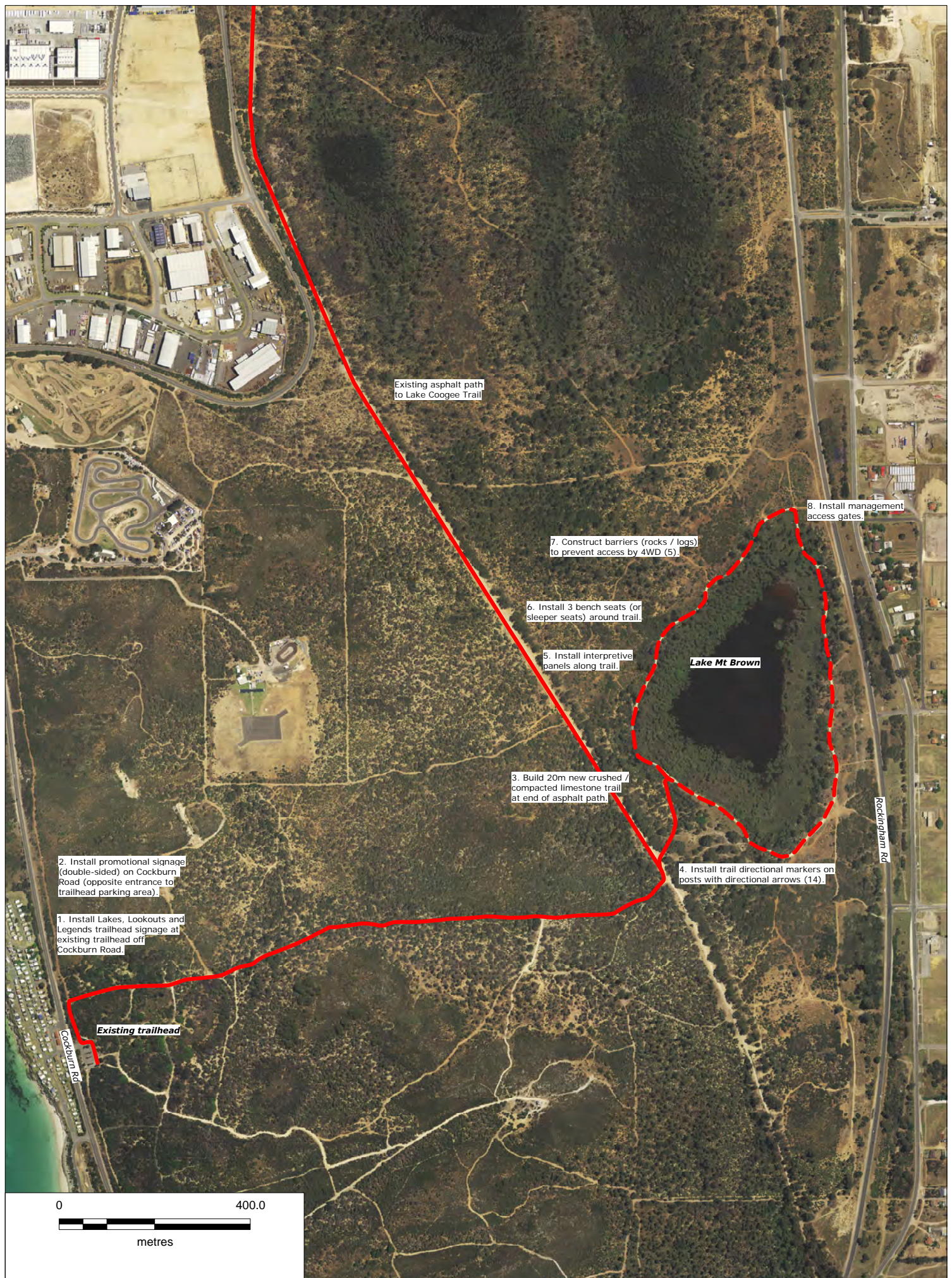














- 1. Install Lakes, Lookouts and Legends trailhead signage at 3 locations: Proposed new trailhead parking area at northern end of Parkes Street; Osprey Drive and playground entrance.
- 2. Install promotional signage (double-sided) at corner North Lake Rd and Hammond Rd and directional fingerboard at cnr Hammond Rd and Parkes St.

3. Install trail directional markers on posts with directional arrows (12)

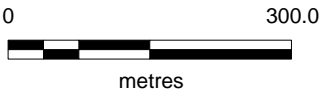
4. Construct trailhead parking area at northern end of Parkes Street (reconfigure existing asphalt turning circle and install bollards, etc). Alternatively, construct parking area off Parkes St further north.

5. Construct 15m asphalt path at lookout/viewpoint.

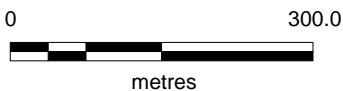
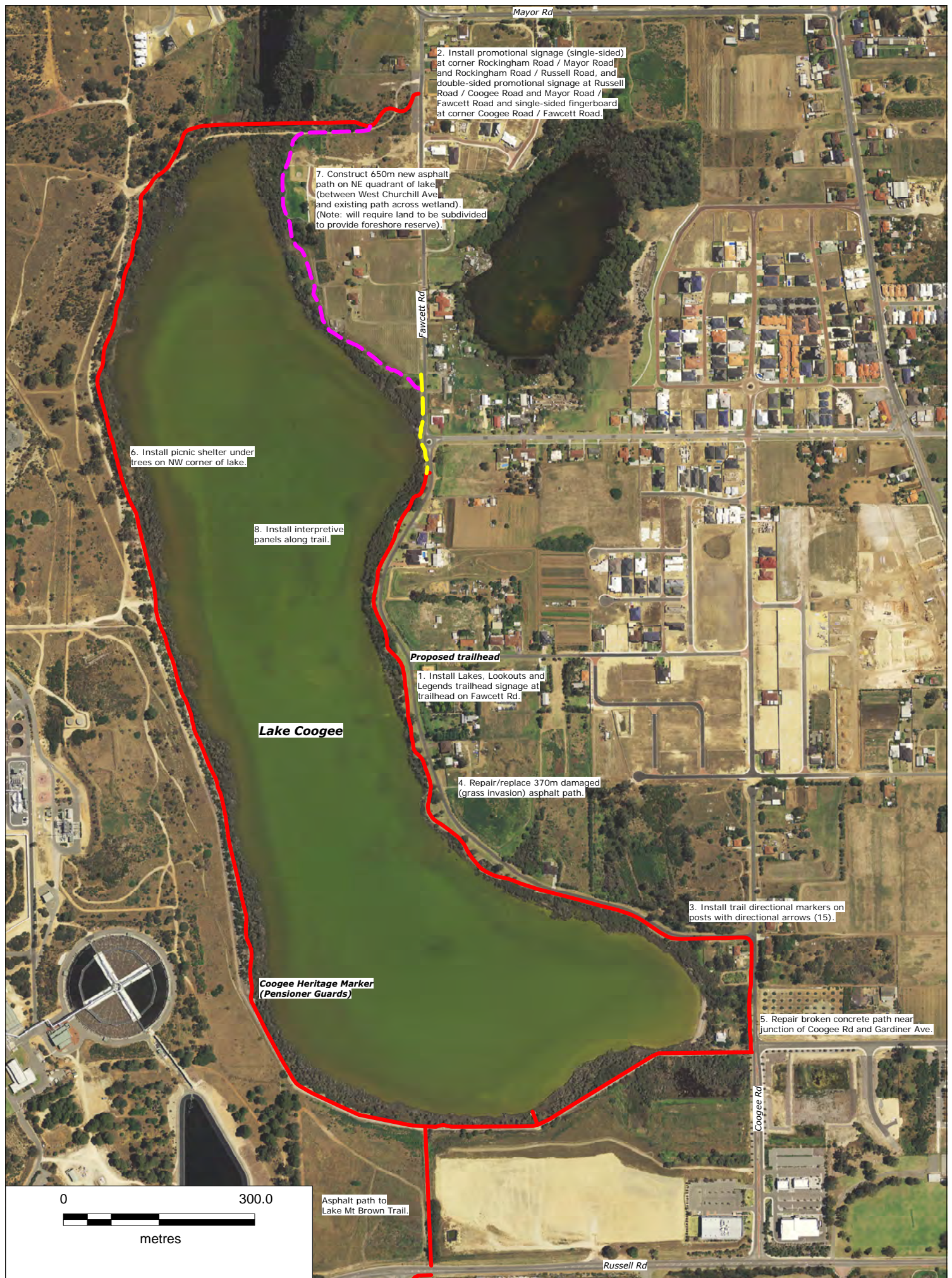
6. Install bench seat at viewpoint.

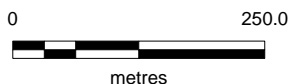
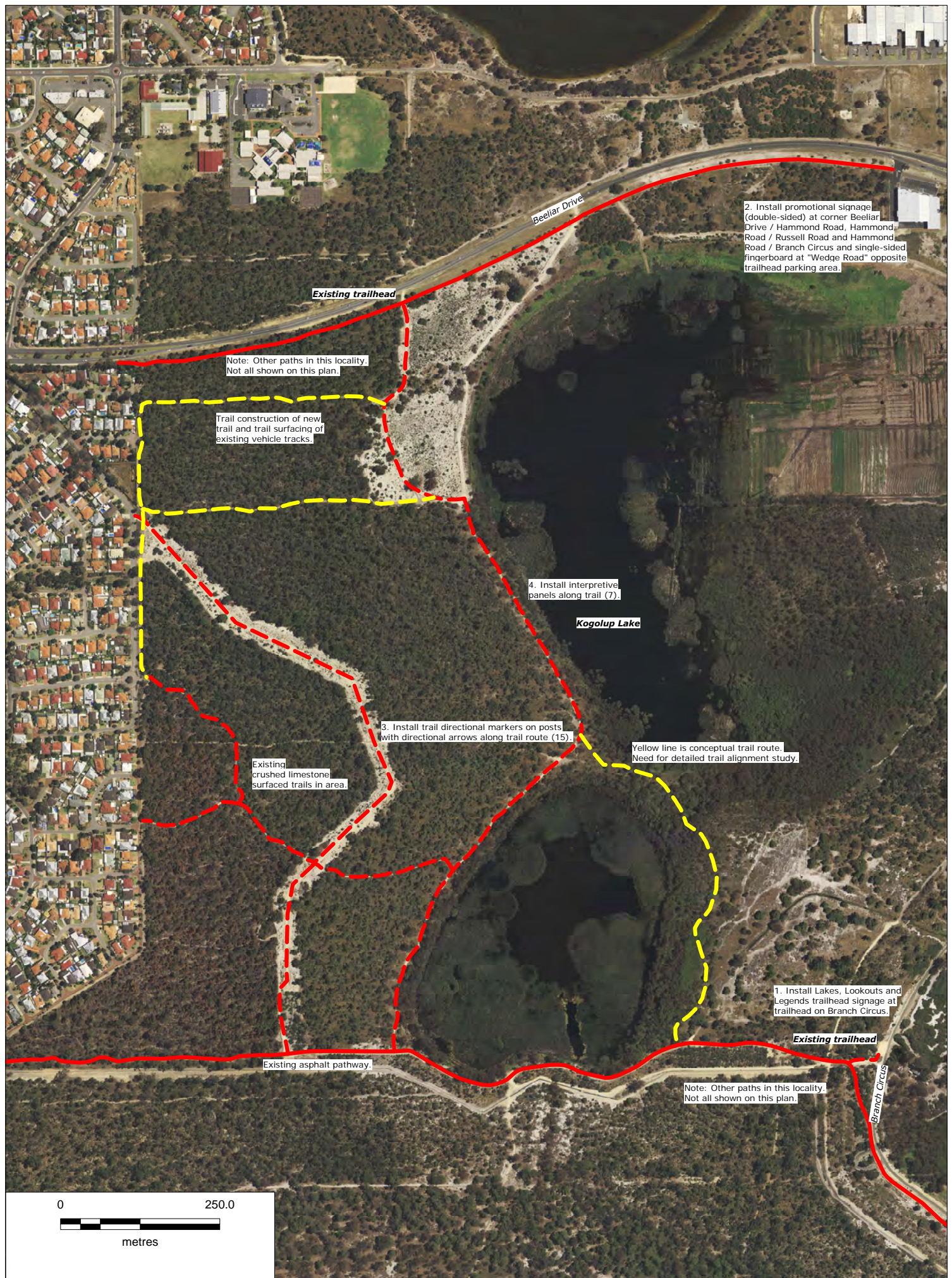
Yangebup Lake

7. Install interpretive panels along trail.













South Beach Trailhead

2. Install map panel at the following locations: South Beach car park; Rollinson Rd car park.

Rollinson Road

4. Install trail directional markers on posts with directional arrows (13).

5. Install interpretive panels along trail (4).

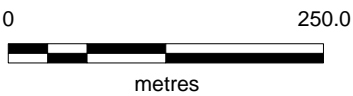
3. Install promotional signage (double-sided) at corner Cockburn Road / McTaggart Cove.

Cockburn Road

McTaggart Cove

1. Install Lakes, Lookouts and Legends trailhead signage at C Y O'Connor Beach car park.

CY O'Connor Beach Trailhead





2. Install map panel at the following locations: parking area at Woodman Point (near groyne); at Poore Gr parking area and at path entry off Cockburn Road (south of Fairbairn Rd).

5. Widen existing red asphalt path by 0.7m (from 1.8m to 2.5m) over 350 metres.

9. Widen existing red asphalt path by 0.7m (from 1.8m to 2.5m) over 70 metres.

1. Install Lakes, Lookouts and Legends trailhead signage at trailhead at John Graham Recreation Reserve.

3. Install promotional signage (double-sided) on Cockburn Road at entrance to John Graham Recreation Reserve.

4. Install trail directional markers on posts with directional arrows (18).

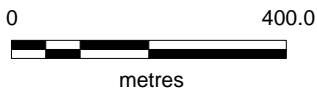
6. Install "Road Ahead" and "Give Way" signage at road crossing (Woodman Point View).

10. Install "Trail Crossing" signs on O'Kane Ct either side of trail crossing.

7. Install "Trail Crossing" signs on Woodman Point View either side of trail crossing.

9. Install "Road Ahead" and "Give Way" signage at road crossing (Jervoise Bay Cove).

11. Install "Trail Crossing" signs on Jervoise Bay Cove either side of trail crossing.



1. Install Lakes, Lookouts and Legends trailhead signage at 3 locations: South Beach car park; Coogee Cafe car park and Mt Brown car park.

2. Install promotional signage (double-sided) at cnr Cockburn Road / McTaggart Cove; opposite entrance to Coogee cafe and opposite entrance to Mt Brown car park (on Cockburn Road).

3. Confirm preferred pathway route; interpretive sites; location of signs.

5. Construct 330m asphalt path (2.5m wide) - from path in Woodman Point locality (near caravan park) to Cockburn Road

6. Road crossing treatment of Cockburn Road (ramps, signage, etc).

7. Construct 720m asphalt path (2.5m wide) - Cockburn Road to existing Lake Coogee path.

Option A

**Broken yellow lines:
conceptual alignments only**

Option B
(depends on future road proposals)

4. Install directional markers on posts with directional arrows (allow for 30).

10. Allowance for road crossing treatments (signage, etc) at other road crossings; (eg. Russell Road; Success Way; Jessie Lee St; Rockingham Road).

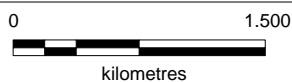
9. Install trail directional markers on posts with directional arrows (allow for 50).

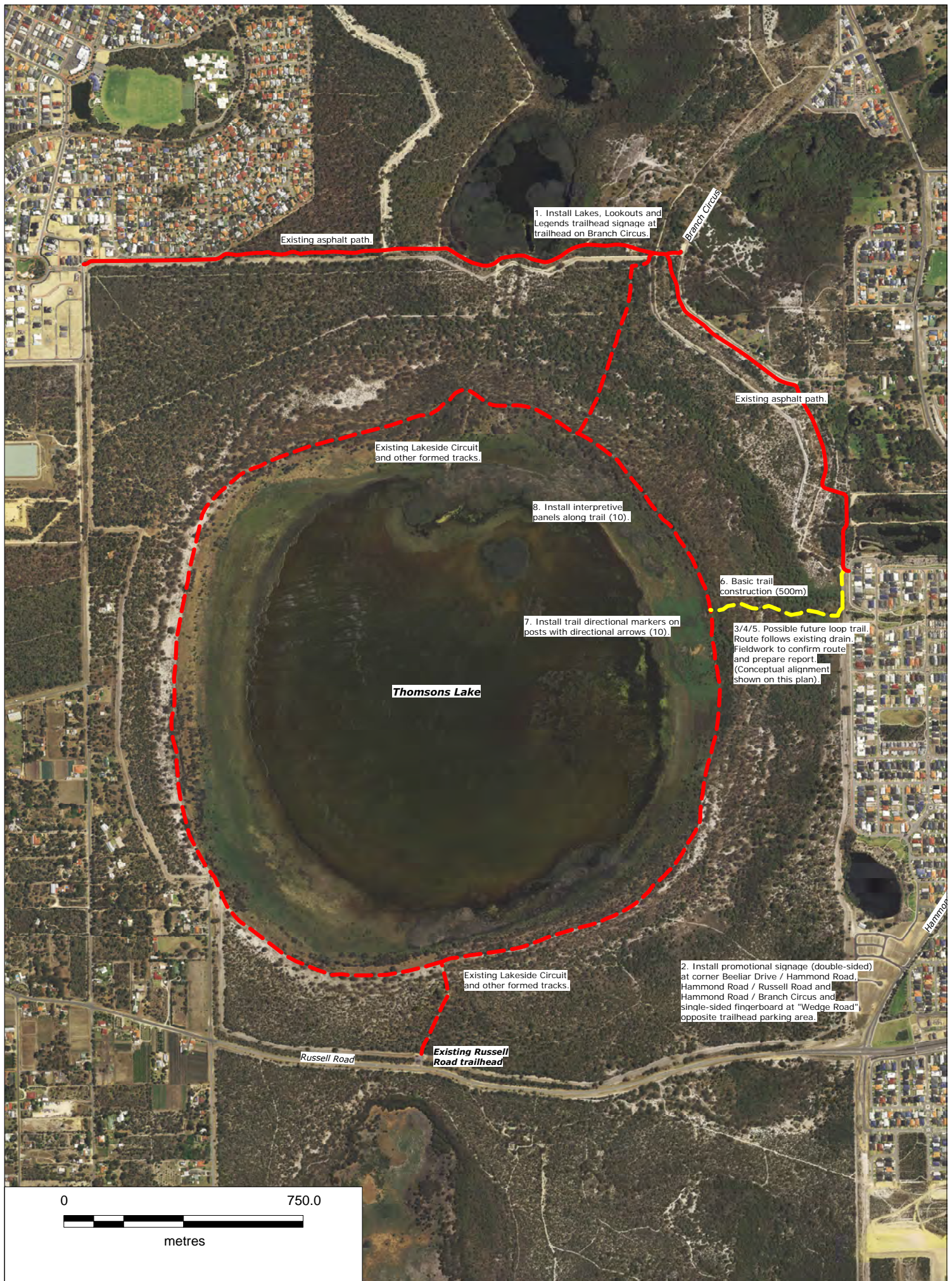
12. Install interpretive panels along trail.

8. Allowance for 5,400m asphalt path (2.5m wide) - from Lake Mt Brown to Tramway Trail (Tramway Reserve near Harry Waring Reserve).

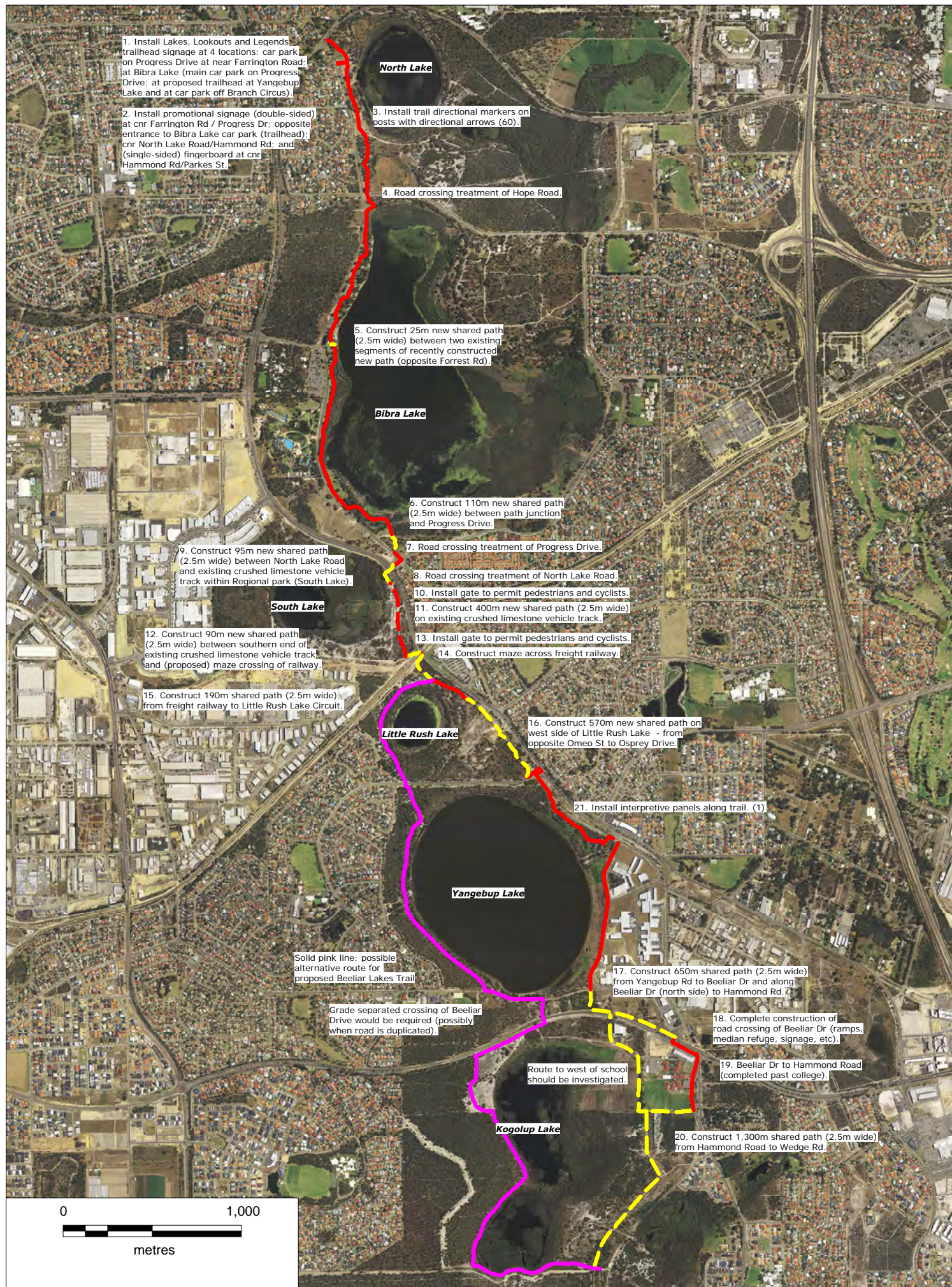
11. Allowance for maze crossing of freight railway.

**Broken yellow line:
conceptual alignment only**





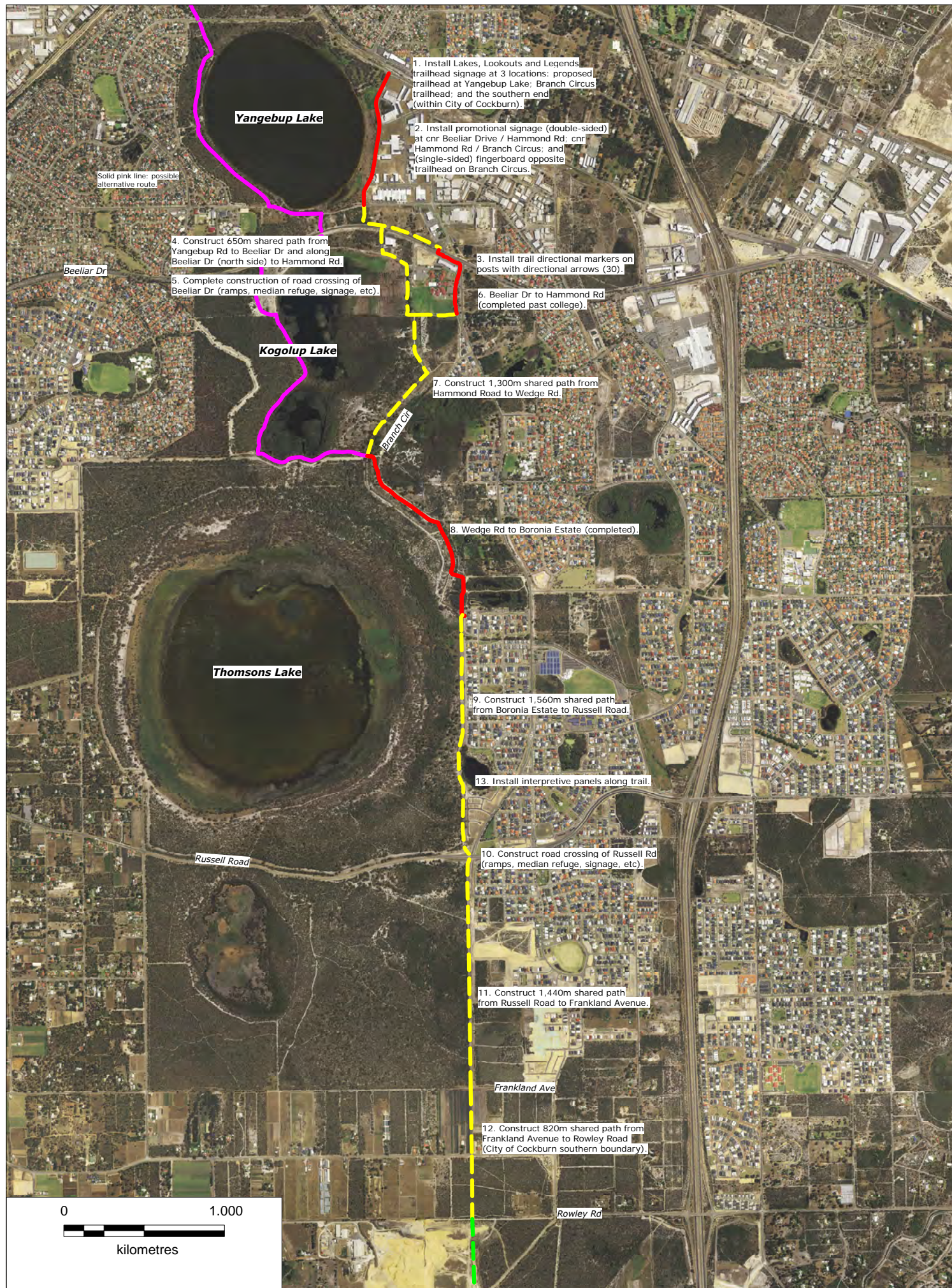


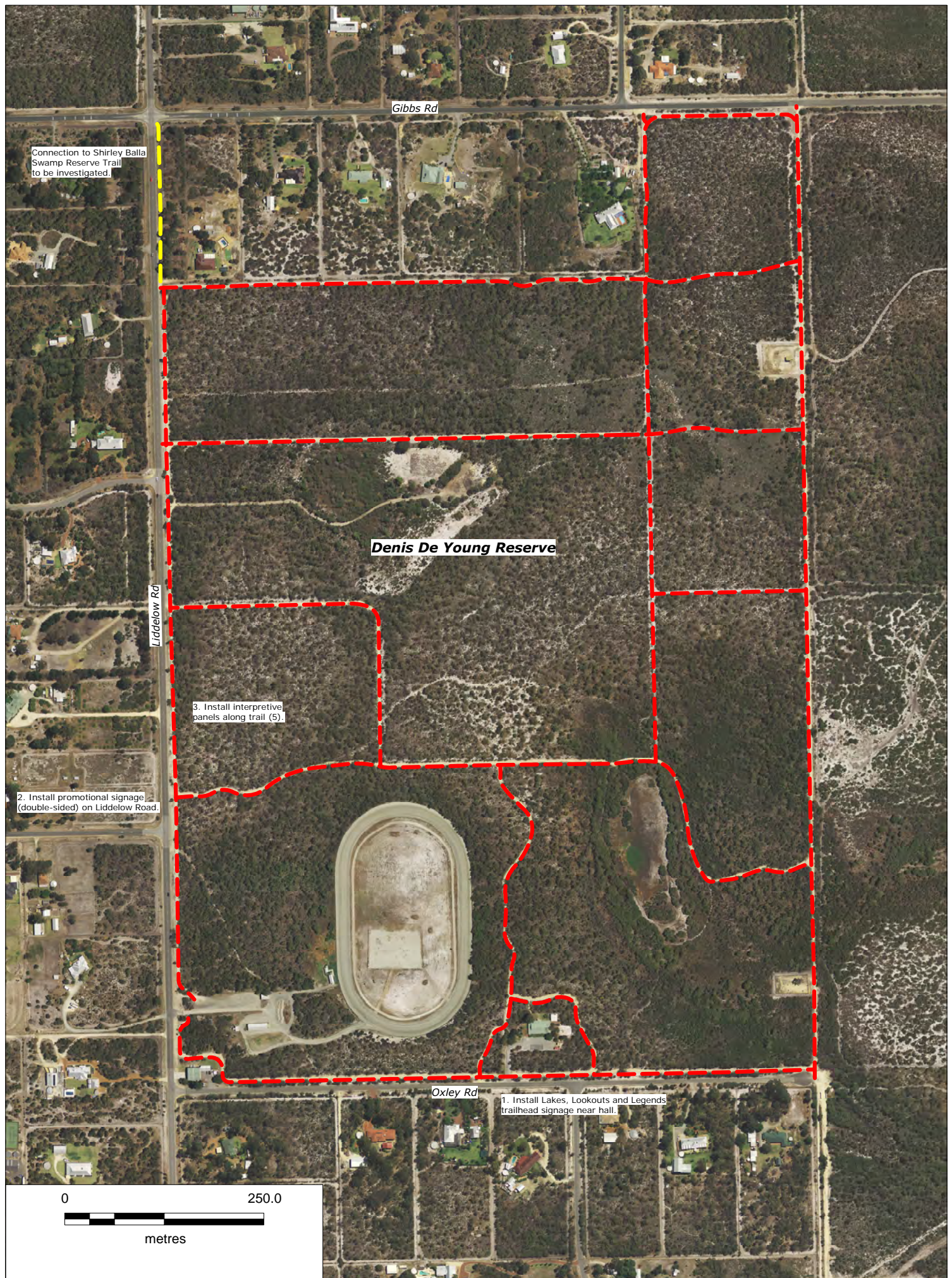




City of Cockburn Trails Master Plan

Plan s - Ridge Trail

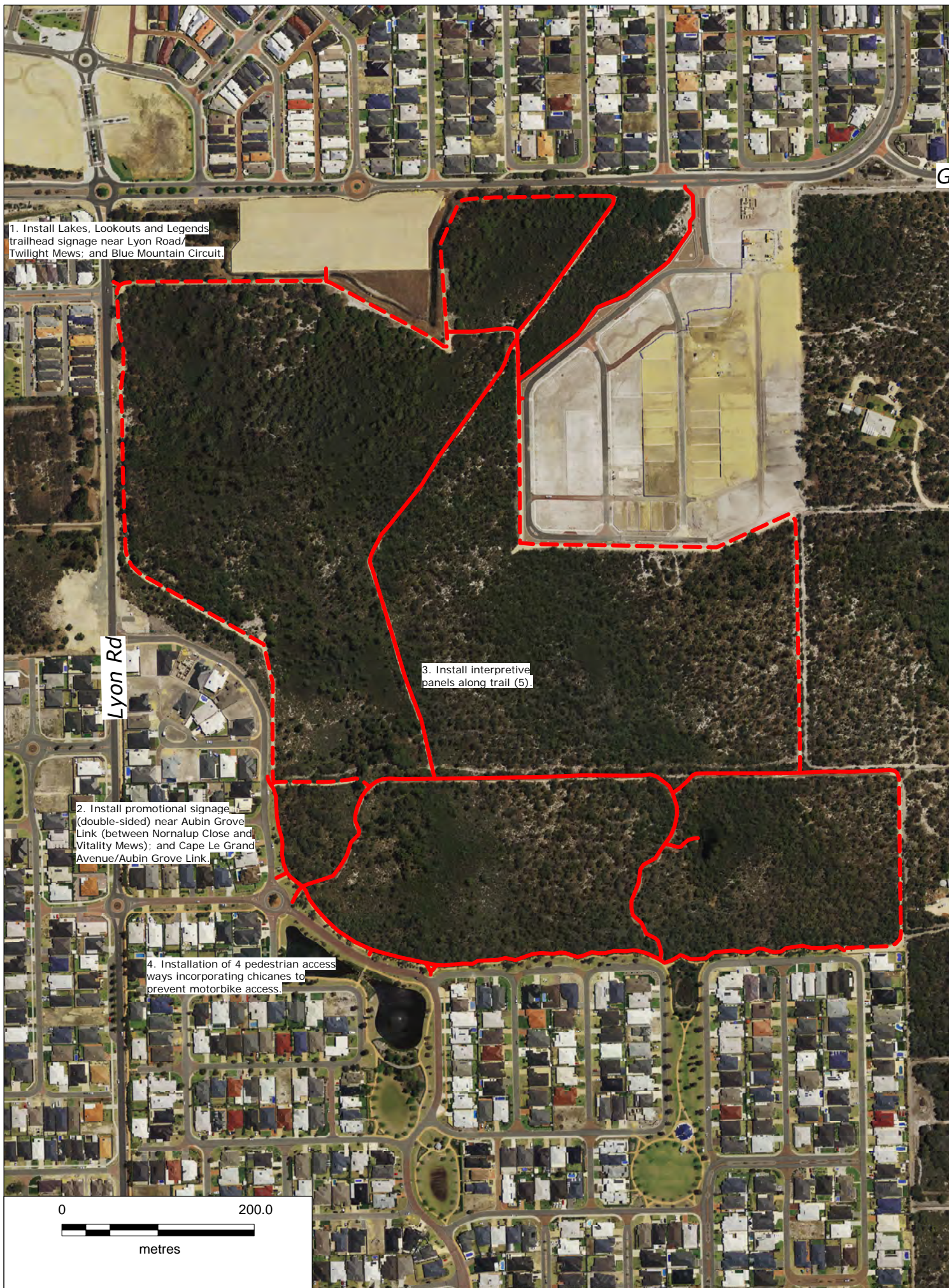




City of Cockburn Trails Master Plan

Plan w - Denis De Young
Reserve Trail





City of Cockburn - Draft Trails Master Plan Submissions						
Name	Agency	Support	Confidential	Reference	Submission	Response
Christine Elaine	Historical Society of Cockburn	Yes	No	General	The Historical Society of Cockburn all perused the plan, individually, and thought it a very good document, but commented that it was difficult to work out the distance of trails and the scale used was not clear to them.	Scales to be added to maps. Trail distances will be indicated on trail head signage.
		Yes	No	General	The Historical Society were quite excited about a lookout platform planned for the Davilak Ruins, and would like to be kept very informed of that development as we are currently working on a conservation Treatment Plan of the ruins, The ruins are already a Heritage listed site, so developments there need to be passed through the Heritage Council.with the Heritage Council, so that will be a working site in the near future.	The City will consult with the relevant stakeholders prior to the construction of any new trails and the installation of any proposed infrastructure including lookouts and signage.
Renee Evans	Department of Environment and Conservation	Yes	No	Page 7: Reference to Regional Parks Branch	Amend all references to the Regional Parks Branch to Regional Parks Unit	Changes made to document.
				Page 8: Travel Smart and Trails	DEC linkages to TravelSmart. TravelSmart initiatives were successfully implemented in Yellagonga Regional Park.	Noted.
				Page 10 & 32: Mt Brown Lookout Trail	DEC is currently reviewing the alignment of trails at Mt Brown in the context of recreation, visitor safety and unauthorised access. DEC acknowledges that an upgrade of the limestone walk trail to asphalt would assist in minimising ongoing erosion issues associated with the current trail to the lookout. DEC will liaise with the City regarding proposed works. DEC to prepare an interpretation plan for the Beeliar Regional Park. The plan will provide guidance for the development and implementation of interpretive facilities and services within the regional park. DEC to liaise with the City during preparation of the plan to ensure consistency of management approaches in relation to interpretation and visitor management.	Section 6.3 Signage amended to note the existing and future Regional Park Sign System and Brand Images Manual and interpretation plans.
				Page 10 & 43: Henderson Cliffs Trail (Ancient Coastline Track)	DEC supports the development of interpretive information in relation to the formation of the cliff. DEC and the City to determine appropriate locations for signage, seating and interpretation on site.	Document amended to note ongoing consultation with relevant stakeholders about infrastructure and signage installation.

				Page 10 & 44: North Lake Circuit	DEC supports the installation of trailhead, directional and interpretive signage. DEC and the City to determine appropriate locations for seating and interpretation on site. DEC to consider construction of a boardwalk and birdhide in the context of visitor experience and ongoing maintenance.	Document amended to note ongoing consultation with relevant stakeholders about infrastructure and signage installation.
				Page 10 & 48: Lake Mt Brown Trail	DEC does not support the construction of a trail head and car park on Rockingham Road. The trailhead located off Cockburn Road is considered the most appropriate visitor entry point to the trail. DEC is currently reviewing the alignment of trails at Mt Brown and Lake Mt Brown in the context of recreation, visitor safety, and unauthorised access. DEC will liaise with the City regarding proposed works. DEC acknowledges that signage and interpretation is required to enhance the current walk trail. DEC to consider construction of a boardwalk in the context of visitor experience and ongoing maintenance.	Reference to construction a trail head and car park on Rockingham Road has been deleted. See Page 10.
				Page 11 & 53: Kogalup Trail	DEC supports ongoing liaison with the City in relation to the alignment of the trails utilising existing fire access tracks and signage requirements.	Document amended to note ongoing consultation with relevant stakeholders about new trail construction and infrastructure and signage installation.
				Page 11, 12 & 56: Woodman Point Circuit	Completion of the trails circuit at Woodman Point will be considered in the context of priorities across the regional parks network. DEC acknowledges opportunities to install directional signage and interpretive material along the existing trail network. DEC supports ongoing liaison between the City, Department of Sport and Recreation and Department of Transport in relation to signage and interpretation in the regional park consistent with the themes outlined in the Woodman Point Regional Park interpretation Plan 2010.	Document amended to note ongoing consultation with relevant stakeholders about infrastructure and signage installation. Section 6.3 Signage amended to note existing and future Regional Park Sign System and Brand Images Manual and interpretation plans.
				Page 12, 59 -60: Thompsons Lake Trail	DEC acknowledges that the current lakeside trail is used predominantly by walkers seeking recreation opportunities within the natural landscape. DEC supports ongoing liaison with the City in relation to trail alignment and signage requirements in the north east of the park.	Document amended to note ongoing consultation with relevant stakeholders about new trail construction and infrastructure and signage installation. Section 6.3, Signage amended to note existing and future Regional Park Sign System and Brand Images Manual and interpretation plans.

				Page 12 & 60-61: South Lake Trail	DEC supports ongoing liaison with the City in relation to the alignment of the trails to complete the walk trail circuit and signage requirements.	Document amended to note ongoing consultation with relevant stakeholders about new trail construction and infrastructure and signage installation. Section 6.3, Signage amended to note existing and future Regional Park Sign System and Brand Images Manual.
				Page 13 & 70: Shirley Bella Swamp Reserve Trail	DEC supports ongoing liaison with the City in relation to the alignment of the trails utilising existing fire access tracks and signage and interpretation requirements.	Document amended to note ongoing consultation with relevant stakeholders about new trail construction and infrastructure and signage installation. Section 6.3, Signage amended to note existing and future Regional Park Sign System and Brand Images Manual and interpretation plans.
				Page 14; Program Delivery	DEC acknowledges that cost estimates are broad and indicative only. DEC will seek funding for projects contained within the Trails Master Plan as appropriate, whilst considering priorities across the regional parks network.	This section of document amended to note requirement of DEC to prioritise projects throughout the regional park network.
				Page 16: Recommendations	DEC supports ongoing liaison with the City with respect to the development of trails within the Beeliar, Woodman Point and Jandakot Regional Parks. DEC will seek funding for projects contained within the Trails Master Plan, whilst considering priorities across the regional parks network.	Document amended to note requirement of DEC to prioritise projects throughout the regional park network.
				Page 35: Table 2.2.1 - Existing Trails - City of Cockburn (Item 16- Woodman Point Circuit.)	Amend Nyerbup Circus to read Nyerbup Circle.	Document amended.
				Page 38-39: Mountain Biking Opportunities in the City of Cockburn	DEC's Regional Parks Unit recommends that the City liaise with DEC's Recreation and Trails Unit in relation to regional mountain biking opportunities.	This section of the document amended.
				Page 73; Timeframe for Implementation	DEC acknowledges that the proposed implementation timeframe is indicative only and subject to funding availability and resources. DEC will continue to seek State Government funding for pathway and trails development in regional parks. It is important to note that capital works proposed by regional parks will be considered in the context of DEC projects within the Swan Region and across the state. Maintenance budgets should be considered when developing signage and interpretive material and visitor facilities (e.g. boardwalks, birdhides and lookout platforms).	Document amended to note DEC's requirement to consider regional parks across the state when prioritising projects. The requirement for ongoing maintenance has been noted within this section of the document.

				Page 79: Interpretation Signage on Trails	All signage in the regional parks must be consistent with Perth's Regional Parks Sign System and Brand Images Manual. DEC will liaise with the City in relation to a trial of new manufacturing techniques for regional parks signage, aimed at reducing replacement and maintenance costs.	Document changed to note requirement to comply with the Regional Parks Sign System and Brand Images Manual.
				Page 79-85: Recommended Interpretation	An interpretation plan has been prepared for the Woodman Point Regional Park. A similar plan is required for Beeliar Regional Park and Jandakot Regional Park and will provide guidance on appropriate interpretive themes to be used on signage and in marketing and promotional material.	Section 6.3, Signage amended to note existing and future Regional Park Sign System and Brand Images Manual and interpretation plans.
				Page 86-95: Trail Development Considerations	DEC supports ongoing liaison with the City in Relation to trail development to ensure a consistent approach is applied in accordance with relevant Australian standards.	Noted.
				Page 100-108: Funding opportunities	DEC supports ongoing liaison with the City in relation to the Trails Master Plan and the development of trails within regional parks. DEC will support the City in sourcing funding for trails projects in regional parks where appropriate, whilst considering priorities across the regional parks network. DEC supports ongoing involvement in the detailed planning for trails identified in this plan.	Document amended to note DEC's requirement to consider regional parks across the state when prioritising projects and the need for ongoing consultation with relevant stakeholders about new trail construction and infrastructure and signage installation.
				Appendix 2: Overall- comments	1). Text in Section 3 needs to be accurately represented in plans. For example Lake Mt Brown text/plan is not consistent. 2) Lakes, Lookouts and Legends trailhead signage is developed in consultation with DEC to compliment existing interpretive signage. 3) Potential trails need to be considered in the context of land tenure arrangements.	1) Changes made to plans and text as noted. 2) Document amended to note the need for ongoing consultation with relevant stakeholders about new trail construction and infrastructure and signage installation. 3) Section 3.3 amended to note consideration of land tenure.
				Appendix 2: Plan b - Mt Brown Lookout Trail	DEC requests that the plan includes Option B (Attachement 2). DEC is currently considering Option B in order to address issues associated with drainage, unauthorised access, visitor safety and experience. Final trail alignment to be determined following DEC site assessment.	Map adjusted
				Appendix 2: Plan d - North Lake Circuit	DEC requests that the plan includes the existing informal walk trail on the western side of the lake as it provides the opportunity to separate walkers from dual use path users, in particular cyclists (Attachment 3).	Map adjusted

				Appendix 2; Plan k - Kogalup Lake Trail.	Include existing trail head on Beeliar Drive (Attachment 4).	Map adjusted
Matt Hayes	Department of Sport and Recreation	Yes	No	The City of Cockburn's current Trails Master Plan details strategies and actions that relate to and impact on the Woodman Point Camp. In particular the trail projects listed below have direct impacts on the camps security, visitation or operations. Trail(n) - Woodman Point Circuit	This trail circles the camp but the plan does not provide for interpretation of local historical significance without referencing the existence of the former Quarantine Station. It also considers signage for trail users without acknowledging current sign design uniformity within the regional park or the impact increased visitation to the trail without providing strategies to reduce antisocial behavior along the trail as has been documented to the City, DEC and the Woodman point Regional Park Community Advisory Committee. During the planning and implementation of these trails, we ask that Woodman Point Camp Management is approached for stakeholder engagement, to address the comments identified in this submission. Our Camp is also interested in collaboration. Woodman Point Recreation Camp is otherwise supportive of the City of Cockburn's 'Trails Master Plan', and we are happy to provide ongoing collaborative support during the implementation of the plan.	DEC is responsible for trails construction and signage installation within the Woodman Point Regional Park apart from Coogee Beach. DEC have acknowledged the need for consultation with relevant stakeholders when undertaking trails work. Document amended to note ongoing consultation with relevant stakeholders about new trail construction and infrastructure and signage installation. Section 6.3, Signage amended to note existing and future Regional Park Sign System and Brand Images Manual and interpretation plans.

				Trail (o) – Coastal Pathway	<p>The proposed future recreational cycling programs offered by Woodman Point Recreation Camp intend to utilise this trail to promote the local environment and municipality to visiting camp guests (children). Stakeholder consultation with Woodman Point Camp is requested when determining the alignment of the proposed link paths between the coastal trails and Lake Coogee circuit. Woodman Point Recreation Camp is otherwise supportive of the City of Cockburn's 'Trails Master Plan', and we are happy to provide ongoing collaborative support during the implementation of the plan. During the planning and implementation of these trails, we ask that Woodman Point Camp Management is approached for stakeholder engagement, to address the comments identified in this submission. Our Camp is also interested in collaboration. Woodman Point Recreation Camp is otherwise supportive of the City of Cockburn's 'Trails Master Plan', and we are happy to provide ongoing collaborative support during the implementation of the plan.</p>	DEC is responsible for trails construction and signage installation within the Woodman Point Regional Park apart from Coogee Beach. DEC and the City acknowledge the need for consultation with relevant stakeholders when undertaking trails work. Document amended to note ongoing consultation with relevant stakeholders about new trail construction and infrastructure and signage installation.
Denise Crosby	Cockburn Wetlands Education Centre & Private Citizen	Yes	No	General	<p>Some of the existing trails within the Beeliar Regional Park are promoted through a joint partnership program between the City of Cockburn and the not-for-profit organisation, Cockburn Wetlands Education Centre (CWEC) through a family school holiday program 'Get Wild About Wetlands: a series of eco talks, walks and night stalks'. One of the programs is called 'Beeliar Walk and Cuppa' series. A different area with the Regional Park is promoted each school holiday. The CWEC would be happy to promote the trails through this program.</p>	

				General	<p>It would be appropriate to keep signage/interpretative material in keeping with the areas they move through. For eg they should be more discrete in conservation areas to blend in with the natural environment and not overshadow/draw attention away from the natural surroundings that people have come to appreciate. Large, colourful and/or man-made items compete with the natural surroundings. If they are also too frequent the users begin to look ahead for these items rather than appreciating the bushland/wetland around them. Larger interpretative pieces are more in keeping with the grassed and picnic areas. Discrete directional signage could be considered eg such as used on the Bibbulmun Track.</p>	<p>It is noted that excess signage may not compliment the natural surroundings and may distract trail users from noting the natural surroundings. The City will endeavour to reach a balance between the numbers of signs while maintaining a natural experience for trail users. Section 6.3 Signage has been amended to note this.</p>
				General	<p>3. The possible link between the boardwalk and the birdhide suggested for the eastern side of Bibra Lake is best left as a soft track. A soft track currently exists and is frequently used for landcare and educational tours by the CWEC. The area is underlaid by hydric soils associated with the wetland and whilst the climate is becoming drier the underlying soils still form part of the wetland and should not be hardened. a current 'unofficial' track is used, is narrow in parts and provides single file access in many areas. This allows the participants to sometimes be touched by their surroundings, ie brushed by plants, discover spider webs across the paths. The direct interaction causes them to focus on what is beside them rather than competing to be at the front of the group (particularly noticed with groups of school children). Instead, a consideration could be given to discrete directional signage to support the night stalks provided by the CWEC eg small reflective signage such as found at Busselton to support guides or people keen to return by themselves.</p>	<p>The City notes the concerns raised and agrees that the path between the birdhide and boardwalk should remain as an informal pathway. The Bibra Lake Circuit Trail plan has been modified to reflect this. The City will liaise with the Cockburn Wetlands Education Centre in relation to signage in this area.</p>
				General	<p>4. There is also a soft track used by the CWEC to support visits to the south eastern boardwalk not shown on the maps.</p>	<p>Trail plans only show main trails that are either bitumen or limestone. Smaller unofficial trails are not indicated on the maps.</p>

				General	<p>5. I support the use of limestone as a path material in natural areas as it reflects the local soils. I also support narrower, meandering paths in sensitive areas (eg similar to eastern side of North Lake) where fire access tracks are not required. This should be done in conjunction with fire management plans. The narrower, meandering paths are preferred as previously mentioned in point 3. Where limestone is used a follow-up weed control program should be implemented for several years as it often introduces weeds eg Carnation Weed.</p>	<p>Agreed. Limestone paths are a suitable material for natural areas but where paths are identified as dual use paths and likely to be utilised by pedestrians, cyclists, prams, wheelchairs and gophers, bituman is considered a more appropriate material. The City endeavours to construct paths or utilise existing paths as firebreaks and refers to Fire Management Plans where they are available. The City's Fire Response Plans identify many trails as firebreaks. The Trails Master Plan focuses on major trails and trail circuits and does not consider smaller meandering trails. The City has an intensive weed control program and allocates funds to control weeds on limestone trails managed by the City. Reference is made within the document of the need to allocate suitable funding for ongoing trails maintenance.</p>
				General	<p>6. I support the improvement of directional signage and maps in Mt Brown carpark. The current directional signage is confusing. Erosion is an issue on many of the existing trails too.</p>	<p>DEC is currently reviewing the alignment of trails at Mt Brown and Lake Mt Brown in the context of recreation, visitor safety, and unauthorised access. DEC will liaise with the City regarding proposed works. DEC acknowledges that signage and interpretation is required to enhance the current walk trail.</p>
					<p>7. I would like to see an east-west link to support the 'Wetlands to Waves' logo. This could be incorporated in the Roe 8 route. There is also no proposed linkage of the bushland recently fenced that lies on the western side of Bibra Lake. The old pioneer park that used to be located on the western side of Progress Drive used to attract recreational users from the picnic area to take a bushwalk.</p>	<p>Main Roads has identified the need for a dual use path along the Roe 8 alignment. Should the highway to be constructed, so to would a dual use path. The City cannot commit to the future construction of a dual use path on the existing Roe 8 alignment until the uncertainty surround the construction of the highway is resolved thus an east west link along this alignment has not been included within this version of the Trails Master Plan. Consideration will be given to a link trail to Lot 800 Progress Drive once the trails network within Lot 800 Progress Drive has been finalised and the uncertainty surrounding Roe 8 has been resolved.</p>
				General	<p>8. I would like to see some of the finer detail for proposed linkages in other areas of the Beeliar Regional Park eg the route of the eastern access proposed for South Lake which is a very low lying area etc. I believe each area should involve consultation with stakeholders that use and are familiar with these sites.</p>	<p>The eastern link from South Lake to Bibra Lake shown on the Beeliar Lakes Trail Map is indicative only. Both the City and DEC acknowledge that further consultation will be required with an array of stakeholders to determine the routes that offer the best outcome, including minimal impact, for some of the new trails proposed.</p>

Nandi Chinna	Private Citizen	Yes	No	General	1. The focus on chain of lakes and coastal paths is excellent. Coastal and wetland walks reflect the nature of Cockburn and its logo 'wetlands to waves'.	Noted.
				General	2. Where possible it would be good to maintain the crushed limestone nature of existing trails. Limestone paths blend in with the environment and allow the users to feel more connected to the natural environment. They are also softer to walk on than tarmac and have less impact on the body.	Agreed. Limestone paths are a suitable material for natural areas but where paths are identified as dual use paths and likely to be utilised by pedestrians, cyclists, prams, wheelchairs and gophers, bituman is considered a more appropriate material.
				General	3. The slogan: Lakes, Lookouts and Legends – The Trails of Cockburn could be improved. For example in consultation with local Noongar people, perhaps a name reflecting the fact that many of the existing paths and roads follow alignments that were laid down by the feet of Noongar people before colonisation in 1829. For example the Noongar word for track is Bidi, and the Noongar word for lake or water hole is Ngamar. If some of these words could be incorporated into the trails slogan it would show respect for the original custodians of Cockburn and reference its long pre-colonial history. Even using Cockburn's city slogan Wetlands to Waves I think would be more appropriate. Lakes Lookouts and Legends sounds a little bit Disneylandish.	Lakes, Lookouts and Legends - The Trails of Cockburn is thought to encapsulate both European and Aboriginal Heritage. Trails signage will be used to highlight the significance of each trail from both of these perspectives. The City and DEC recognise the need to consult with a range of stakeholders including local Aboriginal people and groups when developing signage.
				General	4. More interpretive signage with stories about Noongar and colonial history, and cultural and scientific information about plants and animals would enhance the walk trail experience.	Agreed. Trail signage will incorporate a range of historical (European and Aboriginal) history and be educational. The content of trail signage will be developed in conjunction with a range of stakeholders.
				North Lake Circuit	5. North Lake Circuit. The existing crushed limestone trail around North Lake is a great trail and many people have expressed that they love the fact that it is not bituminised. The addition of a boardwalk and a bird hide, on spurs off the main trail would be a wonderful addition to this walk. The North Lake reserve also contains other fire breaks through banksia woodland and the smaller wetlands of Frog Swamp and Roe Swamp. A trail could be developed that takes walkers through this woodland along existing fire breaks.	DEC is responsible for the construction and maintenance of trails and have acknowledged the need for consultation with stakeholders in relation to the construction of new trails and future upgrades. The Trails Master Plan focuses on major trails and circuits and does not consider smaller trails.

				General	6. Lake loops such as the one at Market Garden Swamp and Manning Lake should be mindful of the migratory habits of some wildlife such as turtles. If trails go too close to the lakes they may interfere with turtles and ducks moving back and forth in breeding season. Trails which circumnavigate the lakes could perhaps have selected points with which they intersect with the actual body of the lake, and should include substantial lake verges which are not accessible to people to provide safe habitat for wildlife.	The City and DEC are conscious of the need to minimise the impact that trails have on the natural environment and habitat. Many of the wetlands including Market Garden Swamp already have existing trail circuits. The construction of any new trails will also consider the natural environment and habitat values and be designed in consultation with relevant stakeholders.
				Coastal Pathway	7. Coastal Pathway. I love the idea of a continuous pathway from the City's northern boundary (with the City of Fremantle) to its southern boundary (near the Town of Kwinana). It would be a wonderful experience to be able to walk the whole coastal boundary of Cockburn.	Noted.
				Beeliar Lakes Trail	8. Beeliar Lakes Trail. A continuous pathway linking the eastern chain of lakes in the Beeliar Regional Park is a really worthwhile trail link. A walk trail such as this, with appropriate interpretive signage would enhance the community's knowledge and understanding of our precious wetland lakes and could also provide a world class walk trail that attracts tourists, school groups and others wishing to study and observe the wetlands as a connected system.	Interpretive signage will be developed in conjunction with relevant stakeholders and be informative and educational.
				Tramway Trail	9. Tramway Reserve Trail. A long distance shared path extending from the lakes of Cockburn, through the Town of Kwinana and the City of Rockingham is also I feel a great trail idea, and with the extension of the trail from the Swan River to the Peel Harvey Estuary would form a very attractive cross-regional walking experience.	The extension of a trail from the Swan River to link Peel Harvey Estuary is outside the scope of this plan however the trails within Cockburn would provide the Cockburn component of such a trail.
				Shirley Bella Swamp Trail	10. Shirley Bella Swamp Reserve Trail. This reserve is actually named Shirley Balla Swamp.	Changes have been made to the document.

				General	<p>11. Promoting the Trails. As stated in the Trails Master Plan, many of Cockburn's trails are under utilised mainly because people do not know about them. Along with a web link to the city's website and a trails maps brochure, other ways to promote the trails could be used, such as organised walks with talks, bird watching walks, adventure walks using gps coordinates, schools programs, volunteer work on trail maintenance, and adopt a trail programs could all help to get people involved in using and caring for their walk trails.</p>	<p>The Final Trails Master Plan will be available to view on Councils website. The City often hosts walks and information sessions within reserves mentioned in the plan. Trails are also promoted as part of the City's TravelSmart and Schools Education Programs.</p>
				General	<p>12. Horses and mountain bikes. Horses are becoming more and more marginalised within the city of Cockburn with fewer places available to ride and agist horses. A trails plan could and should include trails for horse riders. The city could also create some access trails for mountain bikes providing that they do not damage trail areas.</p>	<p>Horses: Many of the trails identified within the Trails Master Plan are within regional parks or conservation reserves. As outlined in the Beeliar, Jandakot and Woodman Point Regional Park Management Plans prepared by DEC and endorsed by Council domestic animals are but normally permitted in conservation parks and nature reserves. The presence of domesticated animals in regional parks may impact on the natural environment within the park. Exceptions are made for animals such as dogs as long as they are on leads and under control.</p> <p>Mountain Bikes: The Trails Master Plan acknowledges the need for mountain bike trails but suggests that a trail needs to be developed that would cater for a broad range of users from beginners to experienced. The plan recommends a regional trail be considered. The City supports this approach and will begin to liaise with other local governments within the region when resources permit.</p>

				General	<p>13. GREENWAY. WETLANDS TO WAVES. One trail that has not been mentioned but which would be an absolute boon to the city of Cockburn is an east-west continuous walk trail/bike track/greenway extending from North Lake down to South Beach. Greenways are vegetated, linear, and multi-purpose parks which can incorporate a footpath or cycle lane within their design trajectory. In urban design they are a component of planning for bicycle commuting and walkability, and in environmental terms they provide contiguous habitat for wildlife and promote the regeneration of plant species. Greenways are ecological corridors with trails that can:</p> <ul style="list-style-type: none"> • Maintain and preserve ecological corridors • Contribute towards a connected and cohesive community; • Value the diversity of people and places; and • Build community capacity to participate as engaged citizens. <p>Greenways promote community health by encouraging walking, cycling, and outdoor activities. Because they provide dedicated cycle paths, Greenways are safer for cyclists who do not have to compete for space on crowded roads. As transportation corridors through urban</p>	<p>There is limited scope to establish an east west continuous walking and cycling trail through the City due to the development that has occurred. Main Roads has committed to the establishment of a dual use path along the Roe 8 alignment. Should the highway to be constructed, so to would a dual use path. Should the construction of Roe 8 not proceed the City would certainly consider the establishment of an east west trail along this alignment should funding and land tenure permit. The City's Natural Area Management Plan has identified a number of east west ecological linkages throughout the City. A number of these are road reserves which have adjacent footpaths or dedicated bicycle lanes. The Natural Area Management Plan can be viewed on Councils website.</p>
Paul Hogan	Community Member			General	<p>I think that Shared Use paths are a second rate option that are dangerous and inconvenient for cyclists and pedestrians. For example I was cycling around two women pushing a pram and a group of cyclists expressed anger and needing to slow down. I have rarely used a busy shared use path without encountering this sort of conflict. A friend of mine had her teeth knocked out by a cyclist on a shared use path. I cycled in Germany in July. Most of the trails are separate use. When they are shared they are divided - one side for cycling and one side for pedestrians. I appreciate that this level of amenity is more expensive but would be well worth the expense in high use areas such as along the Coast. Bike lanes on the road are excellent traffic calmers and suit cyclists who are using their bikes for travel or serious fitness. Bike lanes would keep serious cyclists off the trails in areas such as Bibra Lake (a route I used to travel when I commuted by bike to the City of Cockburn Admin building). I realise that the Trails Master Plan is not a Cycle Plan but I do not believe that the City of Cockburn is committed to the needs of serious cyclists such as commuters. For example the level of amenity for cyclists is far behind The City of Melville and planning does not seem to take in the short comings of shared use paths and the usefulness of on-road lanes for cyclists.</p>	<p>The City encourages path users to be polite and courteous when using shared paths. At this particular time the City does not believe that there is a need for dedicated paths for both pedestrians and cyclists except where paths are identified along roads. The duplication of existing trails within conservation reserves would require the removal of native vegetation and destruction of habitat. The City has a Bike Plan which is likely to be reviewed in the near future.</p>

Phil Jennings	Private Citizen	Yes	No	General	I applaud the initiative of the City of Cockburn in putting forward this comprehensive 5 year plan for the development of a network of trails. I support all of these proposals in principle but I think that they need detailed assessment by stakeholders before they are constructed. This would include consultation about the specific projects with relevant committees such as the Community Advisory Committees for Woodman Point, Jandakot and Beeliar Regional Parks and the Aboriginal Advisory Committee	The City will consult with the relevant stakeholders prior to the construction of any new trails and the installation of any proposed infrastructure including lookouts and signage.
				General	The concepts and details on the route maps are all worthwhile but there are many minor features of signage, design and access that need to be resolved on a case by case basis. For example, I strongly support the Davilak Heritage Trail upgrade but I would like to see it connected to the proposed Coastal Pathway to provide a trail along the western chain of the Cockburn Wetlands. Furthermore, I strongly support the concept of the Beeliar Lakes Trail and would like to see it run from Point Heathcote in Applecross to Bollard Bulrush Swamp in Betram, with a link to the Rockingham Lakes. Where this trail crosses North Lake Road, I would like to see a pedestrian underpass connecting Bibra and South Lakes, to provide a safe crossing for humans and wildlife.	The City will consult with the relevant stakeholders prior to the installation of signage on individual trails. There is currently a trail that links to the coast from the start of the Davilak Trail. Trails connecting to areas outside the City of Cockburn are not within the scope of this plan. However the City is supportive of the concept of trails linking across municipalities and will work with other Councils once the proposed Local Government amalgamations have been finalised. The concept of a pedestrian underpass across North Lake Road has been noted.
				General	I would also like to see some east-west connections between the Beeliar wetlands. Part of the Roe 8 reserve through Hamilton Hill could be used to provide a link between Bibra Lake and Clontarf Hill and Manning Lake. If Rowley Road is extended to the coast, part of the road reserve could be used to provide a link between Lake Banganup and Mt Brown, thus providing a circular route from Bibra Lake back to the starting point.	Ecological linkages within the City have been identified and listed within the City's Natural Area Management Strategy. The linkages mentioned here are detailed within the strategy. A copy of the Natural Area Management Strategy can be found on the City's website.
				General	I strongly support the educational content of the proposed signage. I would like to see the history and heritage of each of these reserves explained by the interpretive signage located at the trail head or the main parking area. The current signage at the Spectacles is a good example of this.	Noted. The City will consult with the relevant stakeholders prior to the construction of any new trails. The intent is to include information on both heritage and history within trail signage. See Section 5.1.

				General	I would like to see most of the trails constructed with crushed limestone as this material blends in well with the landscape and it is low cost and easily maintained. The trail on the eastern side of North Lake is a good example of this.	Crushed limestone is used in more isolated areas while bitumen paths are installed in others. The City is mindful that it needs to cater for a wide range of users, including cyclists and limestone paths are not always appropriate particularly where paths form part of a continuous network of linked trails and used as a throughfare for a range of users.
				General	I congratulate the City of Cockburn on this initiative and look forward to further consultations as the trail network is planned and developed in detail over the next 5 years.	Noted.
Sonia Abbott	Private Citizen	Yes	No	Bibra Lake	5-10 km trails are great for family fitness, we love the Bibra Lake walk.	Noted.
				General	Would love to see an advisory group established to help the Council promote, maintain and provide feedback on trail use in the City.	The majority of the trails identified within the Trails Master Plan are within either the Beeliar, Jandakot or Woodman Point Regional Parks. Each of these Regional Parks has a Community Advisory Group. These groups are considered relevant stakeholders and are consulted and regularly provide feedback.
				Interpretive signage	When interpretive signage is created, it would be great to see Disability Access and Inclusion principles applied. Particularly ensuring those who are wheelchair bound and children can easily read them.	Agreed and noted. See section 5.1.
				General	Very supportive of trails development to retain beautiful natural areas of bush/vegetation for all to enjoy. It is critical for maintaining the amenity and value of the area.	Agreed.
				General	Congratulations to Cockburn for funding this opportunity for future generations.	Noted. DEC will also be funding many of the trails.
Heather Lamont	Private Citizen	Yes	No	General	In general I very much like the suggested slogan, Lakes, Lookouts & Legends - the Trails of Cockburn. It encapsulates very well the range of interesting locations that await the visitor on Cockburn's trails.	Noted.

				General	<p>I have personally enjoyed many of Cockburn's existing trails, but there are still quite a few that I have not yet had the pleasure of traversing. During my walks I often chat to passersby, and have discovered that many responsible dog-owners who say they always remove their dog droppings from suburban paths, fail to do so on bushland paths. The reason is, they assume that the faeces will break down and add to the nutrients in the soil. They are absolutely correct in believing this, but what they don't understand is that the added nutrients encourage the growth of weeds more than native plants. They are quite unaware that native vegetation has evolved over thousands of years to cope with impoverished soils and does not require the extra fertiliser. The weeds, however, love it. It would be educational to erect several signs on each bushland trail to remind dog owners to pick up after their dogs and to explain why this should be done. I think giving a reason why something should be done is more helpful to people than just asking them to be responsible and to pick up after their dog.</p>	<p>The main concern with dog faeces is associated with the spread of disease rather than nutrients. Signage relating to dog faeces will likely focus on disease which will also address the issue of nutrients.</p>
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18 March 2013

Mayor Logan Howlett
City of Cockburn
Coleville Crescent
Spearwood
WA

Dear Logan

FIRE BREAK PERIOD

First, thank you, councillors, and staff for taking the time on Wednesday to discuss the City's Fire Break Period proposals with representatives of the Banjup Residents Group. Although we were dissatisfied with the outcome, at least we had a meaningful dialogue and a chance for all of us to understand each other's concerns. We contrast this with previous meetings on this and other matters where we have been asked to present our position, a few questions are asked, and then council's processes become opaque.

We understand from the meeting that the City of Cockburn intends to take these actions:

1. Repeal local laws concerning fire breaks.
2. Adopt 'procedures', as provided under the Bush Fires Act, that define what an occupier must do to maintain fire breaks.
3. Advertise for public comment any changes to the 'procedures' at least 6 weeks prior to them being considered by Council.
4. Continue the practice of enclosing with the annual Rates Notice a 'Fire Control Order' for the coming summer.
5. The wording of the Fire Control Order will be substantially the same as that used in previous years under Cockburn's local laws.
6. Extend the Fire Break Period to mean the time between 1 November and 31 May.
7. Insist on fire breaks being cleared to 'mineral earth' throughout the whole Period.

Banjup residents had few concerns about the first 5 of these actions. However, detailed comparison of the local laws and the Bush Fires Act suggests that the penalty for non-compliant fire breaks will rise from \$100 to \$5,000 (see Section 33 (3)). Such a penalty is unacceptable. We now ask that Council to resolve to limit any penalty to no more than \$100 per instance.

Residents are very concerned about extending the Fire Break Period from 4 months to 7 months, especially if the City insists on mineral earth. This was the focus of our discussions on Wednesday.

Visit our web site at: <http://www.banjup.webs.com/>

We understand that the City has these reasons for extending the Period:

1. Requiring compliance from 1 November will allow sufficient time for the City to ensure recalcitrant property owners clear non-compliant fire breaks by the start of the 'fire season', 1 December.
2. The City wishes to align the dates of residential and rural properties in fire control orders so as to avoid 'confusion'.
3. An 'Indian Ocean Climate Initiative' (IOCI) fact sheet asserts that: "*In south-west WA, a drying trend has been observed. The rainfall decline has been most apparent in late autumn and early winter*". The City infers from this that the risk of bush fire will increase in April and May and so fire breaks should remain clear for those extra months.
4. Council is concerned that it should be seen to be cautious in its administration of fire breaks and that it minimises risks to fire fighters.
5. 'Mineral earth' is the only measureable criterion to which fire breaks should be maintained.

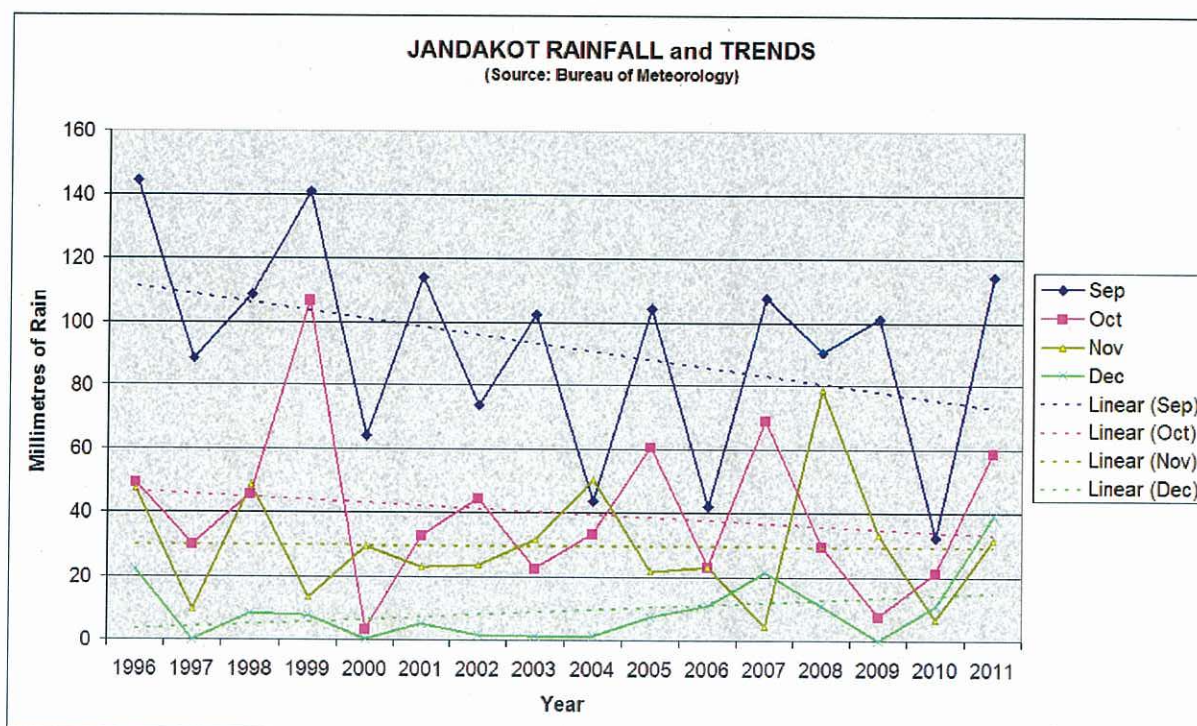
Banjup residents' position on the Fire Break Period has been consistent:

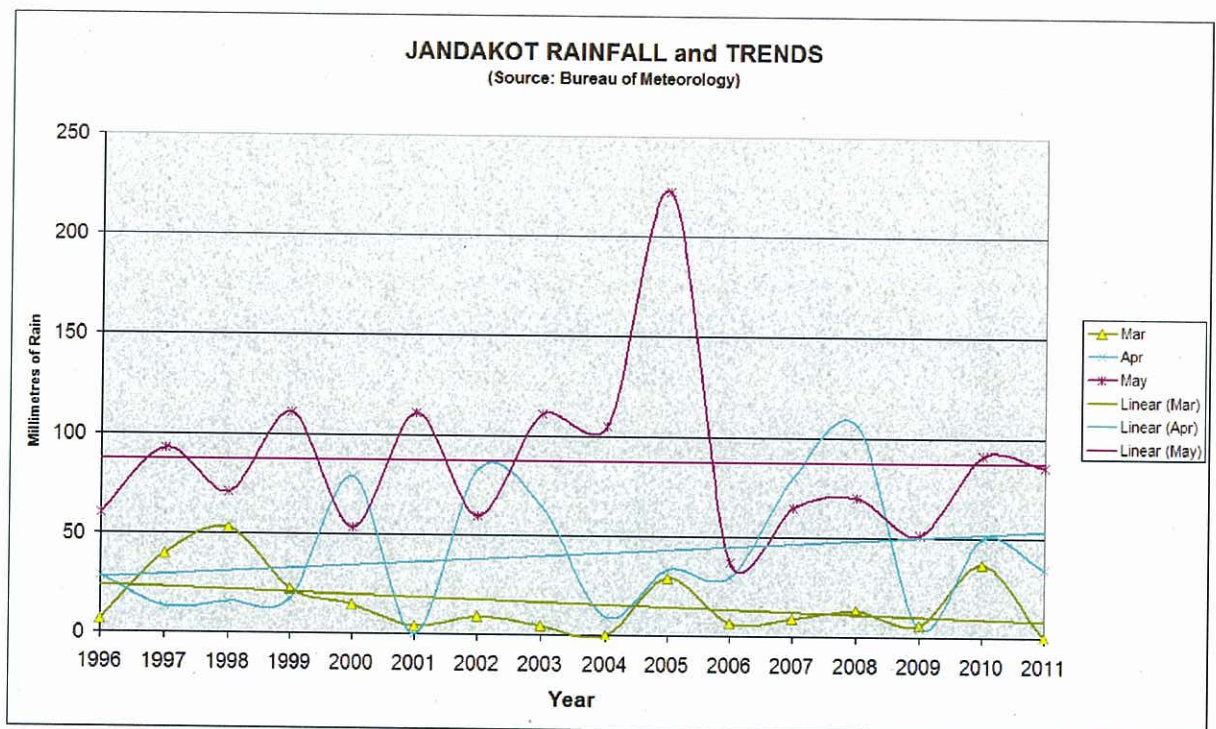
1. No Banjup resident is 'confused' by the different dates for residential and rural properties in fire control orders. The City is unable to quantify how many people are confused. The City is surely well used to motorists who are 'confused' when parking illegally.
2. Some Banjup properties remain water-logged in November and impassable to contractors' vehicles for the clearance of fire breaks. The City of Cockburn has agreed to grant exemptions to land owners in such circumstances.
3. Banjup residents maintain that the City of Cockburn has not shown enough diligence in requiring that fire breaks be cleared by the current start date of 1 December. In recent years, only 20 or so infringements were issued for the 730 rural properties – about 3% of all. In 2011, the City was more diligent and issued 52 infringements – about 7% of all. We contend that issuing penalties with no warning grace from 1 December would incentivise the recalcitrants to clear their fire breaks by the required time. Indeed, such an approach was seen as practical at our meeting with councillors and staff on 4 October 2012.
4. Banjup residents maintain that before using the start date of 1 November as the sledgehammer that hurts everyone in Banjup, the City should press the recalcitrants harder with immediate penalties.
5. The City's assertion that only 'mineral earth' is measureable is inconsistent with its own Fire Control Order for 'residential' land, where a standard of 50mm is mandated. With a little imagination, a form of words for the Fire Control Order can be drafted. Banjup residents provided this suggestion to the City in October:

*All **Firebreaks** must be cleared by the owner or occupier of the land on or before the first day of the **Firebreak Period** in any year, and thereafter be maintained by the owner or occupier clear of obstructions such that they remain **Trafficable** with no flammable material higher than 50 millimetres or below 4 metres until the last day of the **Firebreak Period** in the following year.*

6. The City's officers assure Banjup residents that they would not be over zealous in ensuring compliance to a mineral earth standard. Councillors say that they would want to know if property owners were penalised for minor infringements. While this may be true today, no-one can assure us of this for the long term. Further, the City cannot show us the guidance that they give to Rangers in their exercise of discretion. The City merely says that 'common sense' will prevail. How can residents be assured of this?

7. Banjup residents acknowledge that the south west's climate is gradually becoming drier and warmer. The assertion by the IOCI cited by the City is unambiguous. However, closer reading of the IOCI's reports reveals that the focus of that assertion is winter rain in an area stretching from Capel to Manjimup to Albany and to Kalgoorlie - see The Indian Ocean Climate Initiative Stage 3: Summary for Policymakers report (http://www.ioci.org.au/publications/io-ci-stage-3/cat_view/17-io-ci-stage-3/23-reports.html table S1 on page 7.) As we pointed out at our meeting, it is not appropriate for the City of Cockburn to use Manjimup data as basis for policy making in Cockburn.
8. The Summary for Policymakers report goes on to give these conclusions on pages 7 and 8:
 - **Early winter rainfall:** Early winter rainfall [June and July] has undergone the most marked reductions of any season.
 - **Spring rainfall:** Rainfall trends for the latter half of the cool season (August, September and October) are weak. October rainfall decreased but August and September rainfall increased over the period 1950 to 2007.
 - **Summer rainfall:** Rainfall during the summer half-year (November to April) has seen minimal trend since 1950.
 - **Autumn rainfall:** Since the year 2000 autumn rainfall has declined by 15%, largely due to a 25% decrease in May rainfall. May rainfall made up 58% of the total autumn (March to May) rainfall over the period 1900 to 2010... In contrast to the May trend, April rainfall has increased.
9. It is clear from the IOCI's conclusions that the 'drying trend' cited by the City refers mainly to rain in winter, when there are no bush fires. Between November and April IOCI finds little change in rainfall patterns has occurred, although in south west WA they note a decrease in May rains. It is inappropriate to use a generalised, sweeping statement from an IOCI overview pamphlet to justify policy change.
10. As Banjup residents have stated several times, there is little evidence to support the City's assertion that much drier springs and autumns warrant a near doubling of the Fire Break Period. We reproduce below our graphs of 16 years of Jandakot rainfall data from our June 2012 submission that supports this view:





11. The Jandakot data is consistent with the IOCI's conclusions that November rainfall has shown minimal trend and that April rainfall has increased. Banjup residents are concerned that extending the Fire Break Period to 7 months will require them to clear late and early sprouting weeds from their fire breaks while the risk of bush fire has hardly changed. Indeed, more frequent ploughing can soften the fire breaks and make them impassable to fire fighting trucks, increasing the risks to properties and the lives of fire fighters and residents.

Far from the "*compelling case*" promised by councillors, the City has yet to provide solid evidence to support a near doubling of the Fire Break Period. Banjup residents call on the City to rethink its position before it makes a decision based on faulty information.

Yours sincerely

Ian Thurston
Vice President

GENERAL INFORMATION

RESPONSIBILITY

Section 28 of the Bush Fire Act provides that where a bush fire is burning during the prohibited or restricted burning period, the occupier of the land shall take all possible measures to extinguish the fire whether he has caused the fire to be lit or not.

KEEPING YOUR HOME AND PROPERTY SAFE

The biggest danger is not always the raging bush fire but the rubbish in your own backyard.

DON'T FUEL FIRES!

- Don't have thick vegetation up to the walls of your home.
- Clear all flammable material from around houses, sheds and fences.
- Store firewood, timber, petrol and kerosene well away from fences.
- Don't have flammable trees such as conifers near buildings.
- Remove dead trees and branches.
- Rake up leaves, twigs and dead material regularly.
- Burn off dry grass and vegetation at the approved times and in the approved manner.
- Keep all gutters clean of vegetation or other debris

HINTS FOR BURNING

- Ensure you have a PERMIT. The City usually issues up to 3 three fire permits per year for up to 14 days each, but if there is vegetation that cannot be reasonably burnt within a one square metre pile further permits may be issued.
- Don't fuel a fire on a hot or windy day.
- Don't try to burn more than you can control.
- Inform your neighbours.
- Make sure smoke and sparks will not affect neighbour's washing or open windows.
- Cut or rake long grass around trees, buildings and fences before burning.
- Burn against the wind.
- On a sloping block burn from the top down.
- Have a hose or spray pack to dampen down fierce fires.

IN
THE EVENT
OF A FIRE
Please
Telephone
000

Fire Law

Properties are inspected to ensure they comply with all fire laws.

If a person fails to comply they will be subject to legal action. This means either an on-the-spot \$250.00 fine or court prosecution.

Where properties do not meet fire prevention requirements the required work will be done by a Council contractor and you will receive an account for the work carried out. Payment of this account is YOUR responsibility.

These requirements can be enforced under the Bush Fire Act, which is State law.

FIRE CONTROL REGULATIONS



**Council Offices are located at
9 Coleville Cres
SPEARWOOD WA 6163**

**Postal Address
PO Box 1215
BIBRA LAKE DC 6965**

**PHONE 9411 3444
FAX 9411 3333**



CITY OF COCKBURN FIRE CONTROL ORDER 2013 - 2014

Pursuant to the powers contained in Section 33 of the *Bushfires Act 1954* you are hereby required to comply with the requirements set out in this notice. The works outlined in the following as applicable must be completed by the 1 November

Interpretation

“Act” means the *Bush Fires Act 1954*;

“Flammable Matter” includes all form of vegetation both living and dead, and any other flammable materials and combustible matter;

“Firebreak” means ground which is cleared to a mineral earth standard in which all flammable material (which includes vegetation and with all overhanging branches, trees, limbs, etc to be trimmed back clear of the Firebreak area) has been removed and on which no flammable material (which includes vegetation) is permitted during the Firebreak period and the Firebreak must be the required width from the ground up in a vertical line with no restrictions;

“Firebreak Period” means the time between 1 November in any year until 31 May in the year following;

“Trafficable” means able to be driven around, unhindered, in a standard four-wheel drive vehicle.

Construction of Firebreaks

All owners and occupiers of land within the district shall clear flammable matter from the land in accordance with the following requirements—

(1) As to land which is 2032m² or less in area, or which is zoned “Residential” under the town planning scheme, the owner or occupier is to remove all the flammable matter from the whole of the property, except living trees, shrubs, plants under cultivation and lawns, by slashing or mowing the matter to a height of not more than 50 millimetres, or otherwise to the satisfaction of Council or an authorised person, and the property is to be maintained to the standard so stated in this subsection for the duration of the period 1 November to 31 May each year.

(2) As to land, which is greater than 2032m² in area, shall have a trafficable firebreak three (3) metres in width cleared to mineral earth subject to the following requirements—

- (a) immediately inside all external boundaries of the land; and
- (b) immediately surrounding all buildings (if any) situated on the land; and
- (c) immediately surrounding all fuel dumps and ramps (if any) on the land; and
- (d) in any event, clear the firebreaks to the satisfaction of Council or an authorised person.

(3) In reference to subsection (2) all firebreaks must be cleared by the owner or occupier of land by the 1 November in

any year, and thereafter be maintained by the owner or occupier clear of flammable matter up to and including 31 May in the following year.

(4) Where an owner or occupier of land fails or neglects to comply within the time specified, an authorised person may with such employees and/or contractors, vehicles and machinery as the authorised person deems necessary enter upon the land and do all such things as necessary to comply and may recover costs and expenses of doing so as a due debt from the owner or occupier of the pursuant to the Act, in addition to any penalty which might be imposed.

Variation to Fire prevention Measures

If for any reason an owner or occupier considers it impractical to clear firebreaks in accordance with this notice, the owner or occupier may apply in writing to Council or an authorised person no later than 30 September in any year for approval to construct a firebreak in an alternative position on his or her land.

(2) If permission is not granted in writing by Council or an authorised person, the owner or occupier must comply with the requirements of this notice..

(3) An exemption or partial exemption granted by Council or an authorised person shall only remain in force until a change of ownership of the land immediately following the date of grant of the exemption or partial exemption.

(4) In reference to subsection (3) Council reserves the right, at any time, to revoke, alter or add to the provisions of a variation order.

Change of Land Ownership

. If a person becomes an owner or occupier of land within the firebreak period the owner or occupier must within fourteen (14) days of becoming the owner or occupier comply with this notice.

Enforcement of this Notice

. A person who fails to comply with any provisions of this notice commits an offence and any fine or penalty shall be as prescribed by the *Bush Fires Act 1954*.

NO FURTHER WARNINGS OR EXTENSION OF TIME TO COMPLY WITH THIS FIRE CONTROL ORDER WILL BE GIVEN. THIS PROCEDURE WILL APPLY REGARDLESS OF WHETHER YOUR CONTRACTOR HAS BEEN ENGAGED OR NOT.

PERMITS

ALL AREAS either RESIDENTIAL, COMMERCIAL OR INDUSTRIAL

NO BURNING ALLOWED

AREAS ZONED RURAL AND OTHER AREAS

PROHIBITED BURNING PERIOD

**1 December to 31 March
(No burning permitted)**

RESTRICTED BURNING PERIOD

1st April – 30th November (permit required)

**PERMITS TO BURN MUST BE OBTAINED
PRIOR TO any BURNING**

NOTE: These periods can be varied at the discretion of Council because of weather conditions. Permit holders are responsible to verify the current dates with the Council.

WITHOUT ANY EXCEPTION, NO FIRE may be lit on a day when the fire danger is declared as VERY HIGH, SEVERE, EXTREME or CATASTROPHIC

To determine what the fire danger level is, a person should ring 1196 for information. If there is any doubt of your responsibility in lighting a fire, of any type, the City of Cockburn should be contacted **before lighting**.

**PERSONS WISHING TO OBTAIN MORE
INFORMATION ON COUNCIL'S FIRE CONTROL
ORDER OR TO OBTAIN A PERMIT SHOULD
CONTACT RANGERS ON:**

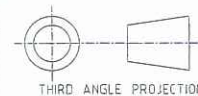
9411 3444



COLEVILLE CRESCENT

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Full Size 1:500 - Half Reduction 1:1000
SCALE (mm)

ALL DIMENSIONS ARE
IN MILLIMETRES
DRAWN IN ACCORDANCE
WITH AS1100-1992
DO NOT SCALE

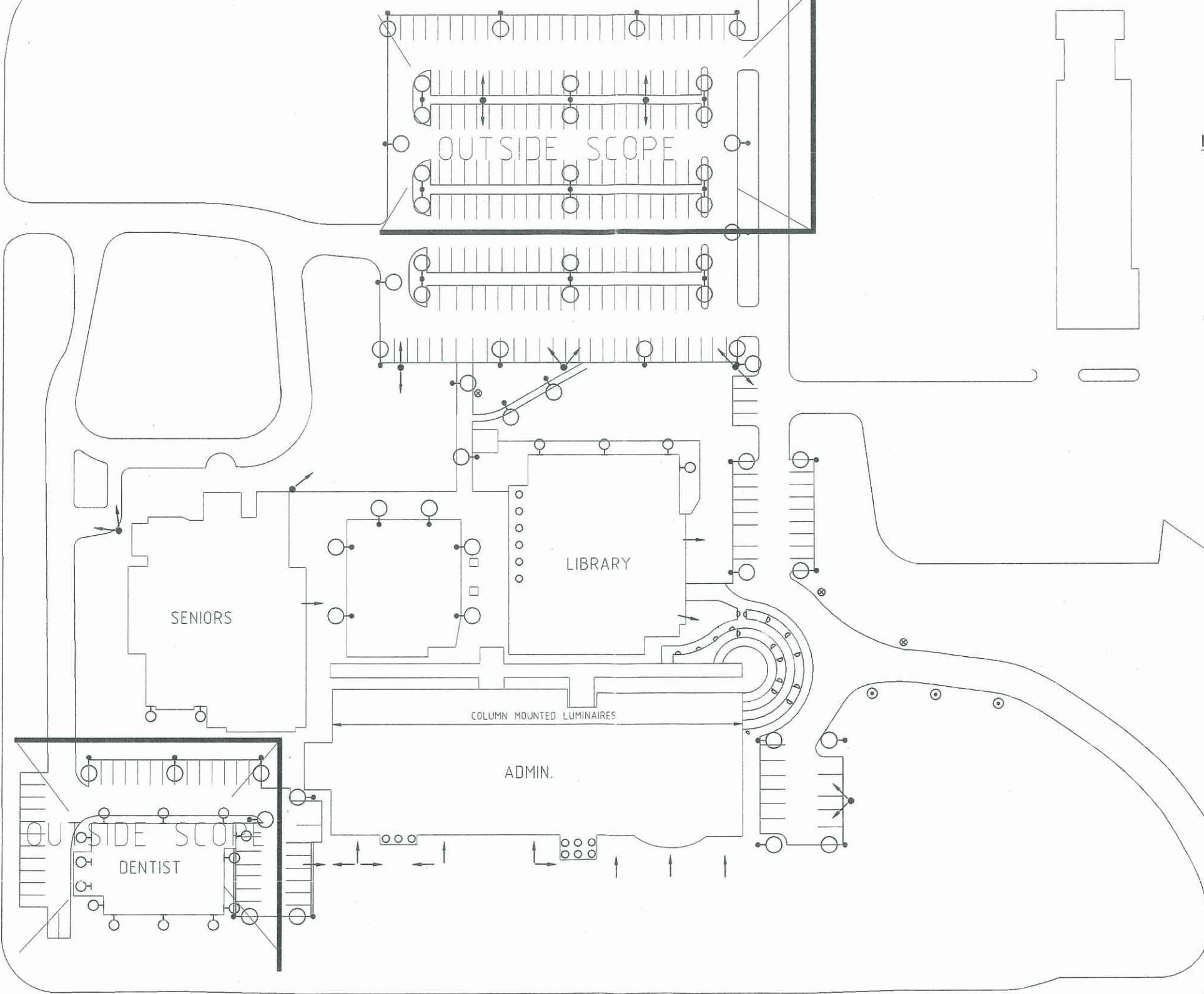


OCM 11/4/2013 - Item 17.2 Atach 1

LEGEND

- POLE
- FLOODLIGHT (EXISTING TO BE REMOVED)
- ⊙ POST TOP LANTERN
- ⊖ WALL MOUNTED LUMINAIRE
- CEILING MOUNTED LUMINAIRE
- ⊗ BOLLARD LUMINAIRE
- ⬢ RECESSED WALL LIGHT
- ⊙ LED LUMINAIRE 3000K CRI ≥80 ON A 7.5m POLE
- SCOPE LIMIT

COLEVILLE CRESCENT



LIBRARY

SENIORS

COLUMN MOUNTED LUMINAIRES

ADMIN.

DENTIST

NOTE:
THIS DRAWING WAS PRODUCED FROM AN
AERIAL PHOTOGRAPH.
THERE MAY INACCURACIES

ROCKINGHAM ROAD

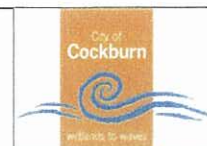
A1

ISSUE	REVISION	DATE	CHECKED	ISSUE	REVISION	DATE	CHECKED

SAGE CONSULTING ENGINEERS Pty. Ltd.

333 RAILWAY FORD
SUBIACO W.A. 6008
TEL: (08) 9388 9745
FAX: (08) 9388 9256
Email: info@sagece.com.au
ACN: 662 955 217

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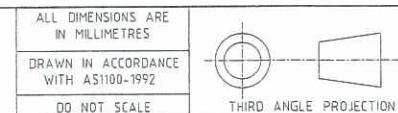


City of Cockburn

Cnr. Rockingham Road & Coleville Crescent
PO Box 1215 Bibra Lake WA 6065
SPEARWOOD WA 6163
Tel: 9411 3444 Fax: 9411 3333
email: customer@cockburn.wa.gov.au
Web: www.cockburn.wa.gov.au

ELECTRICAL SERVICES
COCKBURN LIGHTING LAYOUT
ADMINISTRATION OFFICES CAR PARKS

DESIGNED	M.D.S.	DRAWN	A.G.R.	CHECKED	M.SAGE
DATE	12/3/13	SCALE	1:500@A1		
AS/NZS ISO 9001:2008		PROJECT No.		DRAWING	
Certificate No. 9000 254		2210		LL1A	
SHEET 1 OF 1					



LEGEND

- FLAT G
- POLE 10
- ⊙ INDIRECT
- ⊞ WIND G
- LED LU
- POLE
- SCOPE UN

NOTES:

1. REMOVE EX. LUMINAIRES
2. TYPE OF L. S.L.S.C. UN



- FLAT GLASS LUMINAIRE
- POLE 10m APPROX
- ⦿ INDIRECT POST TOP LANTERN
- ⌘ WIND GENERATOR & LED LUMINAIRE/ARTWORK
- LED LUMINAIRE 3000K CRI ≥80 ON A 7.5m POLE

SCOPE LIMIT

NOTES:

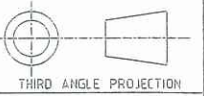
1. REMOVE EXISTING POLES AND LUMINAIRES IN CAR PARK.
2. TYPE OF LIGHTING ON EXTERIOR OF S.L.S.C. UNKNOWN.

NOTE:
THIS DRAWING WAS PRODUCED FROM AN
AERIAL PHOTOGRAPH.
THERE MAY INACCURACIES

A1	REVISION	DATE	SIGNED	19/3/13	M.D.S.
	REVISION	DATE	SIGNED	19/3/13	M.D.S.
 SAGE CONSULTING ENGINEERS Pty. Ltd. 303 PAILLWAY ROAD, SUBIACO W.A. 6008 TEL: 08 941 9533 FAX: 08 941 9535 FAX: 08 941 9535 Email: mcs@cseng.net.au ACN 082 955 217				Copyright of the drawing is vested in SAGE CONSULTING ENGINEERS Pty. Ltd. and the contents are solely for the use of the client and Project identified on this drawing.	
 City of Cockburn City of Cockburn artistry to nature				City of Cockburn Cnr. Rockingham Road & Coleville Crescent PO Box 1215 Bibra Lake WA 6965 SPEARWOOD WA 6103 Tel: 9411 3444 Fax: 9411 3333 email: customer@cockburn.wa.gov.au Web: www.cockburn.wa.gov.au	
ELECTRICAL SERVICES COCKBURN LIGHTING LAYOUT COOGEE BEACH S.L.S.C. CAR PARK				DESIGNED M.D.S. DRAWN A.G.R. CHECKED M.SAGE DATE 12/3/13 SCALE 1:500 @ A1 PROJECT No. DRAWING 2210 LL3A AS/NZS ISO 9001:2008 Certificate No. 9000 254 SHEET 3 OF 3	

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Full Size 1:500 ; Half Reduction 1:1000
SCALE (mm)

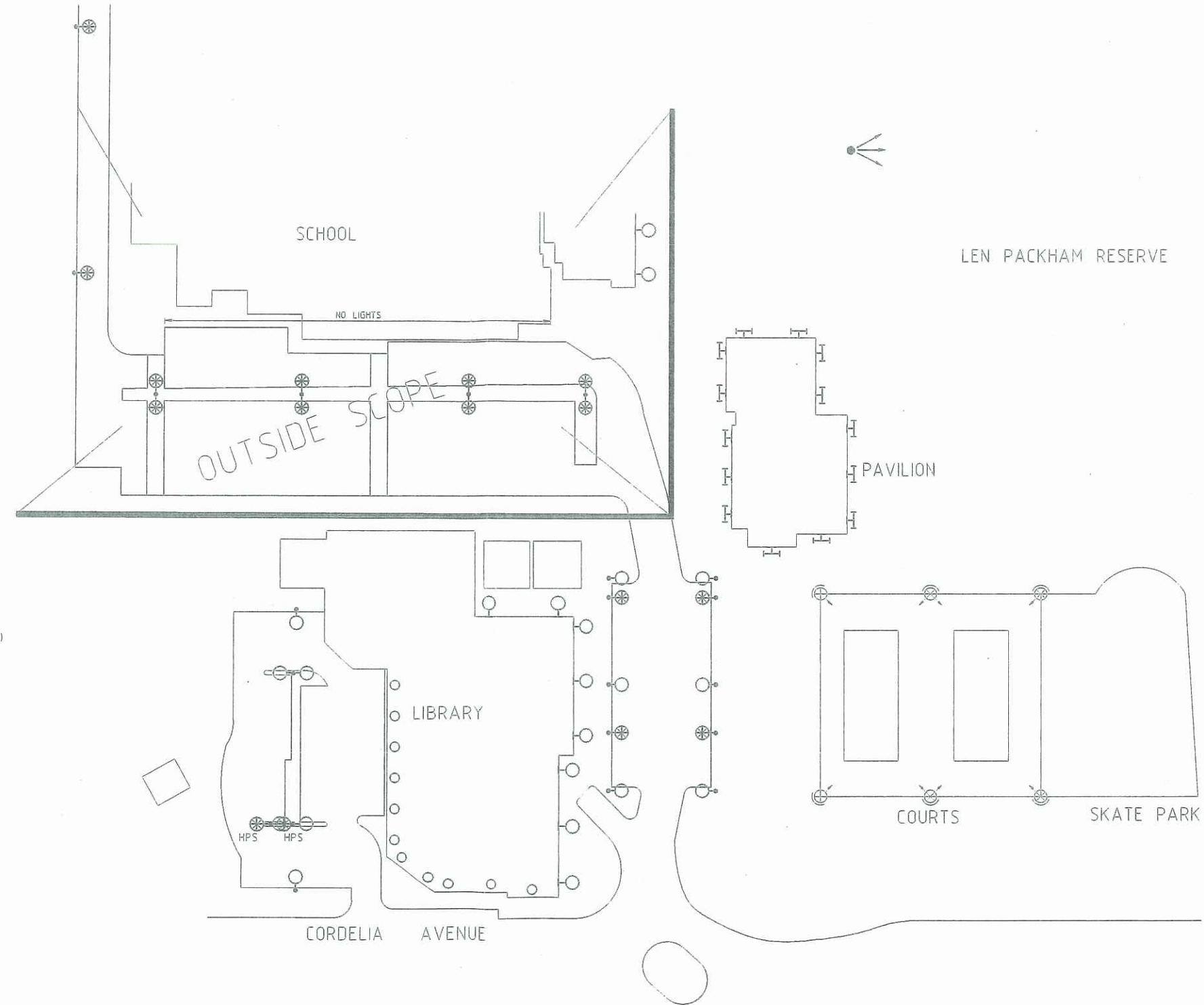
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Atach 3

LEGEND

- SYLVANIA NIGHTSTAR ON A 6m POLE (EXISTING)
- FLOODLIGHT(S) TRACKFLOOD ON A 12m POLE (EXISTING)
- RESERVE FLOODLIGHT & POLE (EXISTING)
- CFL WALL MOUNTED LUMINAIRE @ 2m A.F.L.
- 2 x 18W VANDAGUARD LUMINAIRES IN H.D.G. CAGES @ 2m A.F.L.
- DOWNLIGHT UNDER VERANDAH
- LED LUMINAIRE 3000K CRI >80 ON A 7.5m POLE
- SCOPE LIMIT



NOTE:
THIS DRAWING WAS PRODUCED FROM AN
AERIAL PHOTOGRAPH.
THERE MAY INACCURACIES

SAGE CONSULTING ENGINEERS Pty. Ltd.
205 PULWA ROAD
SUBIACO WA 6008
TEL: 08 9448 6745
FAX: 08 9448 6746
Email: sage@engineers.com.au
08 9448 6747

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City of Cockburn
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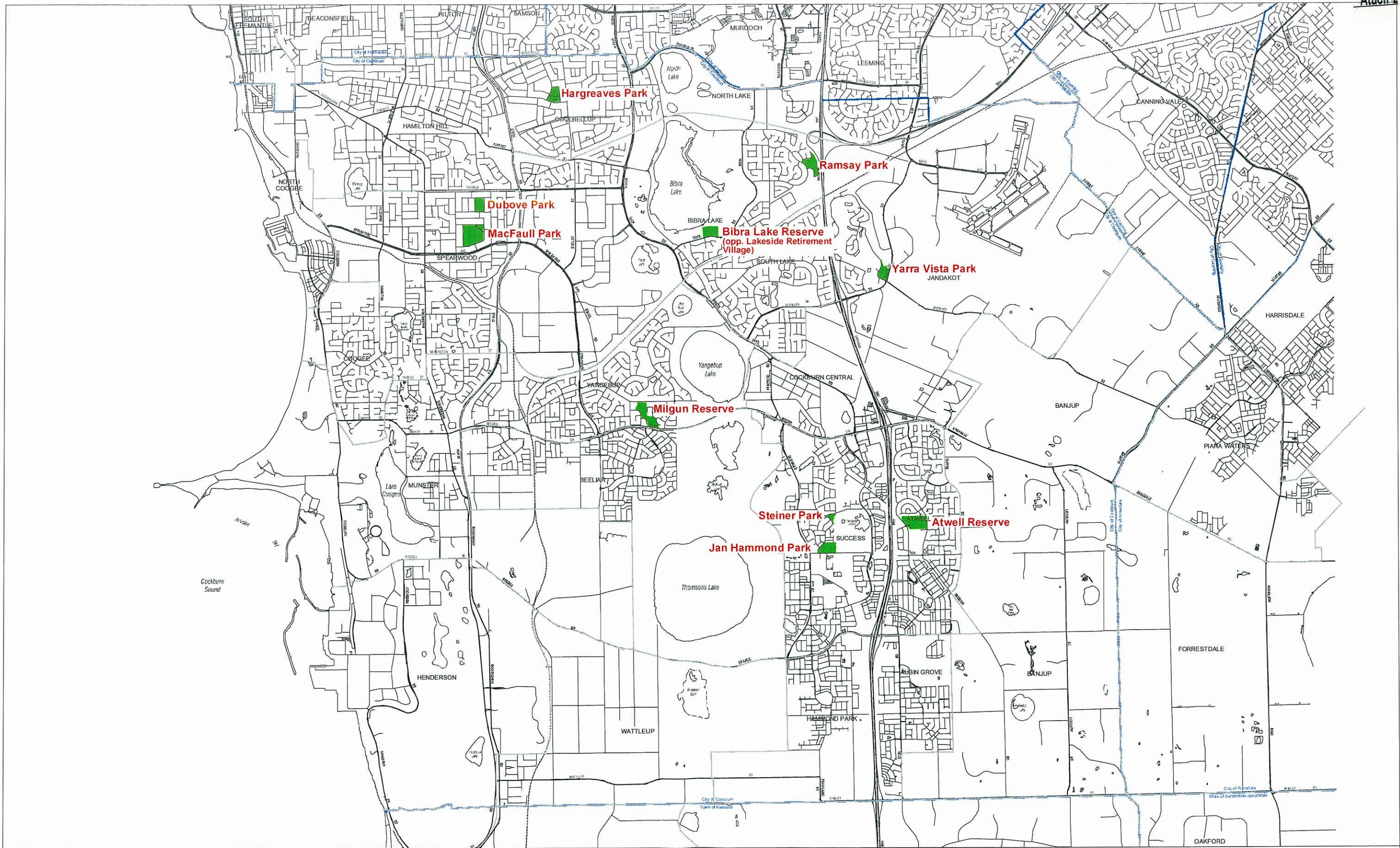
ELECTRICAL SERVICES
COCKBURN LIGHTING LAYOUT
LIBRARY/HUB/LEN PACKHAM
CAR PARKS

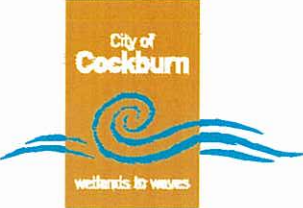
DESIGNED	M.D.S.	DRAWN	A.G.R.	CHECKED	M.SAGE
DATE	12/2/13	SCALE	1:500 @ A1		
AS/NZS ISO 9001:2008 Certificate No. 9000 254		PROJECT No.		DRAWING No.	
		2210		LL2A	
SHEET 2 OF 4					

DOGGY PLAYGROUND - ASSESSMENT

OCM 11/4/2013 - Item 17.3 Atach 1

PARK	DOG EXERCISE AREA	PARKING	ROAD ACCESS	TOILETS	WATER AVAIL	TREES	POOCH STN/BIN	SEATING	LIGHTING	PATHWAY	WETLAND	ILLEGAL BIKE ACTIVITY	SPORTING	PLAYGROUND	COMMENTS/OT HER
DUBOVE 2201177	NO	22 bays 1 disabled	Good	yes - closed	yes - retic	mainly around play area	bin x 2	1 bench	Nil		no	no	yes	yes	
JAN HAMMOND 5517049	NO	6 bays	Good	no	yes - retic & drinking	yes	1 pooch strn, 1 bin	6 bench	minimal	yes	no	no	yes	yes	dry sump + barbeque facilities
YARRA VISTA PARK 5516339	NO	10-12 unmarked parking area	Good	no	bore on site unknow if retic or drinking	numerous	1 pooch strn, 1 bin	3 seats	minimal	some	no	no	yes - tennis courts	yes	
ATWELL RESERVE 5517049	NO	50-80 bays	Good	yes	yes - retic & drinking	yes - northern boundary	1 bin	no	minimal	no	no	minimal	yes	yes	
MACFAULL PARK Melun/Falstaff	YES	58 bays 2 disabled	Good	no - 1 at Joe Cooper only	yes - retic	numerous	2 pooch, 1 bin	7 bench	no	no	no	occassional	no	yes	
MILGUN RESERVE 4314604	NO	nil	only via Yangebup Road	no	yes - retic	numerous	4 pooch, 2 bins	1 bench	no	yes	no	occassional	yes	yes	
BOLONGA PARK 6009215	NO	9 bays	Good	no	yes - retic	numerous	nil	no	no	no	no	no	no	no	after assessment by Ranger area is unsuitable
RAMSAY PARK 1108165	YES	no	Good	no	yes - retic	numerous	1 pooch strn, 1 bin	no	no	no	no	no	minimal	yes	
STEINER PARK 5518696	YES	no	Good	yes	yes - retic & drinking	no	1 pooch	no	no	no	no	occassional	no	yes	dry sump
HARGREAVES PARK 1101394	YES	no - has room to establish parking	Good	no	yes - retic & drinking	numerous	3 pooch srn, 3 bin	yes	no	yes	no	no	no	yes	







GNA 3/2013

0 1000m

SCALE

OPTIONS FOR FENCED DOG EXERCISE AREAS