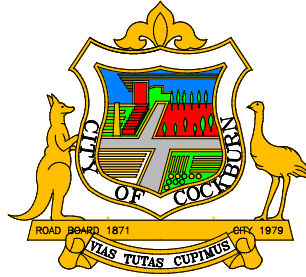


CITY OF COCKBURN



ORDINARY COUNCIL

AGENDA PAPER

FOR

THURSDAY, 10 JULY 2014

CITY OF COCKBURN

SUMMARY OF AGENDA TO BE PRESENTED TO THE ORDINARY COUNCIL MEETING TO BE HELD ON THURSDAY, 10 JULY 2014 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, 10 JULY 2014 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**

- 5.1 (OCM 10/7/2014) - LEAVE OF ABSENCE - CLR KEVIN ALLEN (083/005)**

RECOMMENDATION

That Council grant a Leave of Absence to Cllr Kevin Allen in respect of the July 2014 Ordinary Council Meeting, pursuant to Section 2.25 of the Local Government Act, 1995.

COUNCIL DECISION

Background

Pursuant to the provisions of Sec.2.25 of the Local Government Act, 1995, Council is able to grant Members leave of absence from attending Council meetings.

Submission

N/A

Report

Clr Kevin Allen has applied for a Leave of Absence from the July 2014 Ordinary Council Meeting as he will be in the Eastern States due to work commitments.

Strategic Plan/Policy Implications

Leading & Listening

- A responsive, accountable and sustainable organisation.

Budget/Financial Implications

N/A

Legal Implications

Sec.2.25(1) of the Local Government Act, 1995, refers.

Community Consultation

N/A

Attachment(s)

N/A

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

6. ACTION TAKEN ON PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE

7. PUBLIC QUESTION TIME

8. CONFIRMATION OF MINUTES

8.1 (OCM 10/7/2014) - ORDINARY COUNCIL MEETING 12 JUNE 2014

RECOMMENDATION

That Council accepts the Minutes of the Ordinary Council Meeting held on Thursday 12 June 2014, 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 10/7/2014) - MINUTES OF THE COCKBURN COMMUNITY EVENTS COMMITTEE MEETING - 19/6/2014 (001/005) (D GREEN) (ATTACH)

RECOMMENDATION

That Council receive the Minutes of the Cockburn Community Events Committee Meeting held on Thursday, 19 June 2014, and adopts the recommendations contained therein.

COUNCIL DECISION

Background

The Cockburn Community Events Committee conducted a meeting on 19 June 2014. The Minutes of the meeting are required to be presented.

Submission

N/A

Report

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

The primary focus of this meeting was to consider the proposed Calendar of Events for 2014/15.

Strategic Plan/Policy Implications

Community & Lifestyle

- Community environments that are socially cohesive and embrace diversity.
- Communities that are connected, inclusive and promote intergenerational opportunities.
- Communities that take pride and aspire to a greater sense of community.
- People of all ages and abilities to have equal access to our facilities and services in our communities.
- Promotion of active and healthy communities.
- The significance and richness of our local Indigenous people and diverse multicultural community will be recognised and celebrated.

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

N/A

Attachment(s)

Minutes of the Cockburn Community Events Committee – 19/6/2014.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

14. PLANNING AND DEVELOPMENT DIVISION ISSUES

**14.1 (OCM 10/7/2014) - COCKBURN CENTRAL ACTIVITY CENTRE PLAN
- ENDORSE FOR ADVERTISING LOCATION: VARIOUS - OWNER:
VARIOUS APPLICANT: CITY OF COCKBURN - (110/088) (C
HOSSEN) (ATTACH)**

RECOMMENDATION

That Council endorse the Cockburn Central Activity Centre Plan for the purposes of community consultation.

COUNCIL DECISION

Background

The purpose of this report is to present the Cockburn Central Activity Centre Plan to Council for consideration of endorsement for the purposes of community consultation.

The Cockburn Central Activity Centre Plan was identified in the City's Annual Business Plan 2013-14 as a key initiative. The City's Strategic

Plan supports this idea through identifying the desire for Cockburn Central to grow in a sustainable manner into a Strategic Regional Centre.

The Activity Centre Plan has been prepared to inform the delivery of the Cockburn Central Activity Centre to reach its aspirational target of a Strategic Metropolitan Centre by 2031. The Study Area accounts for approximately 1428 ha, equivalent to 27% of the total area of the City.

The Study Area is broadly bound by Berrigan Drive and Jandakot Road in the north, the future Banjup Urban Precincts and Lyon Road in the east, Bartram Road to the South and the boundary of Lake Yangebup and Thompsons Lake to the West.

The size and form of the Study Area was selected to allow the appropriate framing of the Central Core Precinct of the Activity Centre, which includes the immediate surrounds of the Cockburn Central Station.

Currently Cockburn Central is identified as a Secondary Centre by Directions 2031 and State Planning Policy 4.2 ("SPP 4.2"). Secondary Centres, being the third level of centre offer a wide range of services, facilities and employment opportunities.

Cockburn Central, unlike many of the 18 other Secondary Centres, is not a wholly retail dominated centre. The centre currently features a broad mix of uses including: retail, high density residential, mixed use developments, offices and multiple community facilities. This coupled with the high quality public transport links, sets Cockburn Central apart from the other Secondary Centres across the metropolitan region. This trend of diversification is expected to continue with projects such as Cockburn Central West and Muriel Court.

It is recommended that Council endorse the Cockburn Central Activity Centre Plan for the purposes of community consultation.

Submission

The City of Cockburn has prepared the Activity Centre Plan, with key input delivered through a process of public engagement which included the release of a discussion paper to invoke thoughts and aspirations of the community for the future of the activity centre.

Report

The Cockburn Central Activity Centre Plan is a City level strategic document designed to provide broad direction for the development of Cockburn Central Activity Centre through to 2031.

The Plan will assist in the creation of a connected, vibrant and responsive Activity Centre as desired in the State Government's Directions 2031 and Beyond and State Planning Policy 4.2. The Activity Centre Plan does not form the basis of an Activity Centre Structure Plan as outlined in State Planning Policy 4.2. However, the Plan Implementation Framework recommends the need for the City to undertake a comprehensive Activity Centre Structure Plan over the Core Area of the Plan. The endorsement of such a document is seen as important in achieving the overarching goals of the Plan going forward.

Cockburn Central has evolved quickly from being a small district level activity centre focused on a small internalised shopping centre in the early 2000's to a vibrant mixed use activity centre today. The continued evolution of the Cockburn Gateways Shopping City, Success Central and the Cockburn Central Town Centre has led to a Centre like no other in Perth. This coupled with the current planning over Muriel Court Structure Plan area and the Cockburn Central West Structure Plan precinct, sees a strong and prosperous future for the Centre.

With the recent and planned investments in civic, educational and commercial infrastructure, Cockburn Central is in a unique setting to be an Activity Centre, well positioned, to help achieve the State Government's Directions 2031 goals and objectives. This is something the City and other stakeholders should be proud of, but to ensure that this success continues, broad strategic direction is required.

The Plan builds on the work of the City's Local Commercial and Activity Centre Strategy ("LCACS") and is designed to operate in conjunction with the City's Housing Affordability and Diversity Strategy, Economic Development Directions Strategy and Integrated Transport Strategy. The integration of these documents and fulfilment of the aims of LCACS is vital in achieving the identified goals of the Activity Centre and the Vision of the Plan.

The Plan has three parts:

1. Discussion Paper;
2. Background and Issues Paper; and
3. The Plan (Implementation Framework).

The Discussion Paper formed the initial part of The Plan and was used to create interest and attempt to draw out visionary ideas from the community, business leaders and interested parties. The Plan provided for 4 broad topics of discussion based around the 'Themes' of the Plan. The Discussion Paper unlike the other two parts of the Plan is a standalone document.

The Discussion Paper goals were as follows:

- Identify opportunities for the Cockburn Central Activity Centre to grow.
- To stimulate discussion and encourage ideas.
- Identify new issues that are important to the future of the area.

Significant community feedback was received during the formal advertising of the Discussion Paper; this is discussed later in this report. This information was utilised to further refine the Plan and also in the formulation of the Implementation Framework. See Attachment 3 for the Schedule of Submissions to see how each specific submission has been responded to.

The Background and Issues Paper (the second section of the document) forms the investigative segment of the Plan, and looks into the following:

- Documents findings of background studies;
- Site analysis;
- Contextual analysis;
- Assessment of existing structure planning;
- Discussion of issues affecting the Activity Centre.

Finally, the Implementation Plan utilises the information gathered in the previous two stages to formulate an implementation framework going forward. The Plan will provide the basis and direction for statutory decisions and advocacy going forward.

The Vision of the Plan

Cockburn Central positioned as a Strategic Metropolitan Centre and the most influential Activity Centre in the South West Metropolitan Sub-Region by 2031.

Originally the Vision of the Plan identified a desire for Cockburn Central to be a Primary Centre under State Planning Policy 4.2 and Directions 2031. It was noted during advertising that the WAPC has determined to remove the 'Primary Centre' designation from the planning framework. Therefore the Vision of the Plan, being aspirational, has been modified as per above.

Drivers and Opportunities

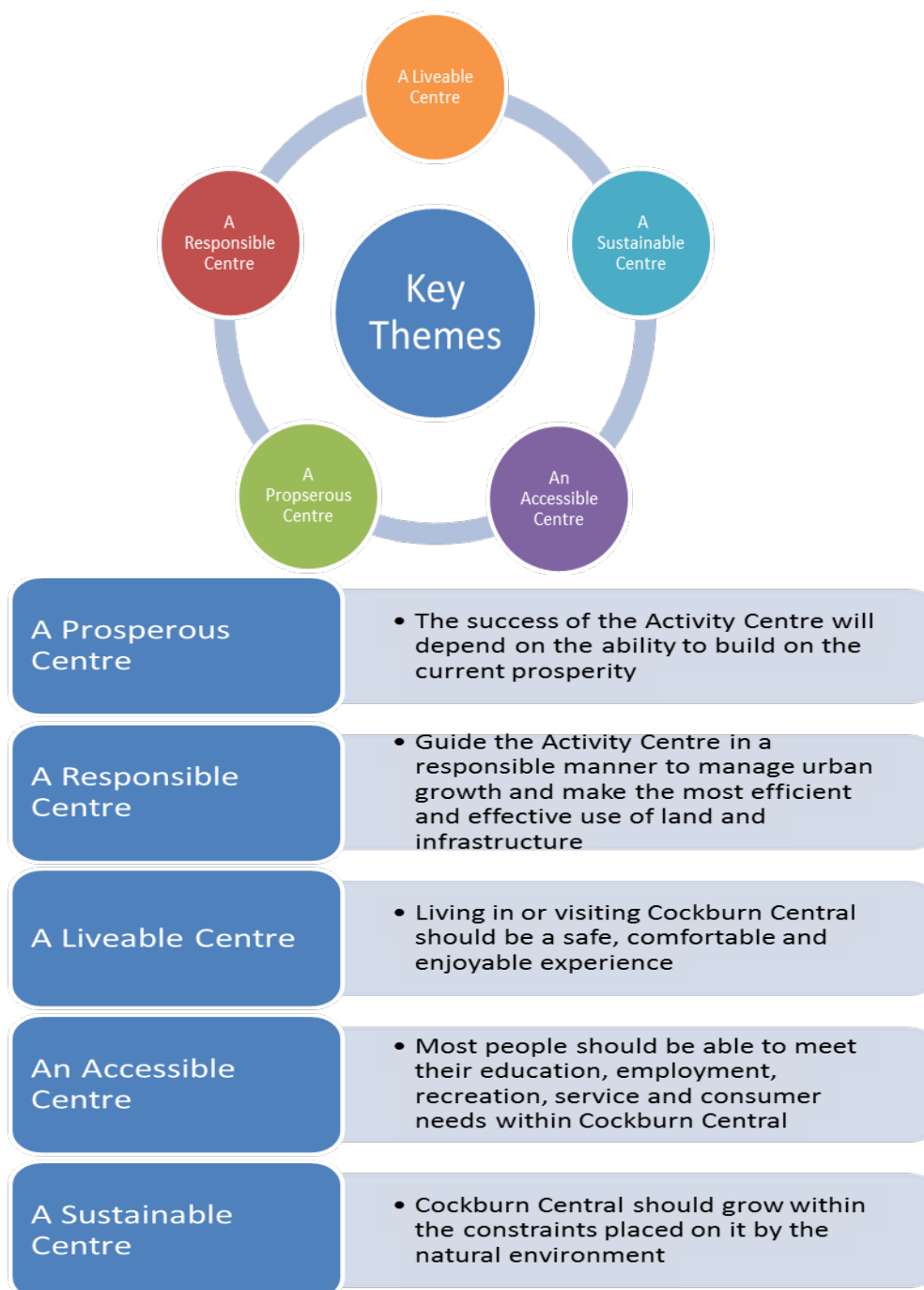
Cockburn Central has all the key requirements to become the most influential Activity Centre in the South West Metropolitan Region. The identified drivers and opportunities for the Centre are:

- A diverse mixed use centre;
- Good transport infrastructure and public transport links;

- A growing population catchment;
- Compact Centre with extensive future development sites;
- Strong links to the surrounding natural environment;
- High quality Civic Infrastructure.

Themes of the Plan

The Plan is based around five key strategic themes; through which the shape, form and function of the future Cockburn Central Strategic Metropolitan Centre will be drawn.



The five key themes are drawn from Directions 2031 and all future statutory planning instruments and initiatives of the City would be expected to justify how they consistent with the five key themes.

Each theme is supported by an overarching objective drawn from the City's Strategic Plan, Commercial and Activity Centre Strategy and Directions 2031 and will be used, in conjunction with the overarching themes, to guide the formulation of the Activity Centre Plan and future decisions of the City within the Plan's area.

Discussion

Cockburn Central is identified as the highest level Activity Centre within the City's boundary. However it has constantly been identified as having the ability to perform more effectively against the standard indicators of intensity, diversity, employment, accessibility, economic activation and urban form. This was examined particularly in the City's Local Commercial and Activity Centres Strategy.

It is clear that there is significant scope for improvement in the performance metrics of Cockburn Central. Increased performance is expected as the Centre grows; however there is currently a lack of consistent planning to manage and maximise this growth.

The intent of the Activity Centre Plan is to analyse the area to date, identify major issues and constraints and provide a comprehensive set of implementable strategic actions and processes to move the Centre towards its vision.

To date the Centre has been developed mainly around existing land uses and infrastructure. What is clear is that there is now the need to create a strategic document that can tie together the different precincts of the Activity Centre.

As Cockburn Central is a relatively new Activity Centre, this has not lead to critical issues arising at this stage, nor has it lead to inappropriate development. However, as the Core and Frame area continue to develop, planning each precinct in an unorganised manner has the potential to lead to a Centre that does not function effectively.

The Activity Centre Plan through its Implementation framework attempts to establish a holistic vision for the Centre to ensure that its maximum potential can be reached.

Implementation Items

The Implementation Framework will provide broad guidance towards this vision; through the identification of a range of initiatives and actions. These items are linked to the key theme of the Plan and also allocated an expected timeframe to indicate importance.

Due to the strategic nature of the Plan, a number of implementation actions are identified as advocacy items. The City would have limited ability to facilitate the outcome, but see the outcome as vital for the fulfilment of the vision of the Plan.

A breakdown of the Implementation items, their associated actions and timeframes can be seen in Attachment 2.

Each Implementation Item is supported by a list of observations and issues that are a summary of the relevant matters raised in the background and issues portion of the report. These summarised points are included in the table to provide easily identifiable rationale for each item.

Strategic Plan/Policy Implications

Growing City

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

Infrastructure

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

A Prosperous City

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

Moving Around

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

Budget/Financial Implications

There are no specific financial implications associated with adopting this Plan for community consultation. Future planning and infrastructure delivery at and around Cockburn Central will realise a financial cost, however these will be considered as part of those future actions and decisions of Council in respect of the Activity Centre. This Plan seeks to provide a strategic framework to help guide future decisions for the area.

Legal Implications

Nil

Community Consultation

The Activity Centre Plan Discussion paper was extensively advertised to the community, major landholders and interested parties in the Activity Centre Plan boundary, state authorities and the wider community through an advert in the Cockburn Gazette.

The above recommendation requires the Activity Centre Plan to be advertised prior to be presented back to Council for final adoption.

Attachment(s)

1. Activity Centre Plan
2. Implementation Schedule
3. Discussion Paper – Schedule of Submissions

Advice to Proponent(s)/Submissioners

Those who lodged a submission on the proposal have been advised that this matter is to be considered at the 10 July 2014 Council Meeting.

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

Nil.

14.2 (OCM 10/7/2014) - LIMESTONE WALL AND RUINS - PROPOSED INCLUSION ON THE LOCAL GOVERNMENT INVENTORY AND HERITAGE LIST (PS/L/002) (D DI RENZO) (ATTACH)

RECOMMENDATION

That Council

- (1) advertise the proposed inclusion of Limestone Wall and Ruins, Munster (Lot 103 West Churchill Avenue) on the Local Government Inventory as shown in Attachment 1 for a period of 21 days;
- (2) advertise the proposed inclusion of Limestone Wall and Ruins, Munster (Lot 103 West Churchill Avenue) on the Heritage List pursuant to clause 7.1.3 of City of Cockburn Town Planning Scheme No. 3 for a period of 21 days; and

- (3) liaise with the landowner of Lot 103 West Churchill Avenue, Munster to consider modification to the Munster Phase 2 Structure Plan to facilitate retention of the limestone wall.

COUNCIL DECISION

Background

In March 2014 the City was advised by a consultant acting on behalf of the landowner of Lot 103 West Churchill Avenue, Munster that there was a stone wall located on that land which had possible heritage significance. The landowner subsequently requested that the stone wall be included on the City's Heritage List so that it is afforded protection.

The City engaged Eddie Marcus of History Now to undertake a heritage assessment of the place and make a recommendation regarding its heritage significance, and whether it should be included on the City of Cockburn Local Government Inventory ("LGI") and/or Heritage List.

The purpose of this report is for Council to consider whether to proceed with advertising of the proposed inclusion of the Limestone Wall and Ruins, Munster on the Heritage List and Local Government Inventory.

Submission

NA.

Report

There is a substantial limestone wall and stone ruins located on Lot 103 West Churchill Avenue, Munster. The limestone wall comprises a section of dry stone wall located on the southern boundary of Lot 103 West Churchill Avenue, Munster, directly adjacent to the end of Velaluka Drive. It runs east west along part of the length of the southern boundary of the lot, and is up to 2m in height. The northern side of the wall is concealed by a row of shrubs.

The ruins are located approximately 12m to the north of the wall. They are approximately 0.5m high and form a rectangle. They are set

amongst a small Olive grove. One remnant storage shed is easy to read on site, although there appear to be the remains of various other walls and structures in the immediate area. A couple of remnant buildings, including a cement-fibre shed, appear to have been associated with the market gardening business previously carried out on the site.

Both the stone wall and the stone ruins are constructed as double skin walls, with smaller rubble infill. This technique does not appear to be common in Western Australia, and may have been introduced from Croatia.

The City engaged Eddie Marcus from History Now to undertake a heritage assessment of the stone wall and ruins, and to make a recommendation regarding whether they have heritage significance and are worthy of inclusion on the City of Cockburn LGI and/or Heritage List.

The City's LGI is a comprehensive register of places in the City of Cockburn that are considered to have heritage significance. Each place is assigned a 'Management Category', which indicates its level of significance.

In considering whether a place should be included on the LGI the assessment criteria set out in the 'Criteria for the Assessment of Local Heritage Places and Areas' published by the Heritage Council is used. The following assessment criteria are used in this process:

- * Aesthetic value;
- * Historic value;
- * Research value;
- * Social value;
- * Rarity;
- * Representativeness;
- * Condition, Integrity and Authenticity.

Each place on the LGI is also allocated an assigned management category, which provides an indication of the level of significance of the place, as follows:

- A – Exceptional significance
- B – Considerable significance
- C – Significant
- D – Some Significance

The heritage consultant has assessed the stone wall and ruins using these criteria, and considers that the place has heritage significance as follows:

- * Limestone Wall and Ruins, Munster, is significant for its association with the market garden industry, which was the predominant source of employment in the area for most of the 20th century.
- * Limestone Wall and Ruins, Munster, has high archaeological potential to reveal aspects of the market gardening industry from the mid-20th century.
- * Limestone Wall and Ruins, Munster, has scientific value as representing a method of dry stone walling uncommon in Western Australia.
- * Limestone Wall and Ruins, Munster, is associated with Jakov and Jakubina Vidovich, Croatian (Slavic) market gardeners who arrived in Western Australia in 1939, and who settled in Munster in 1946.
- * Limestone Wall and Ruins, Munster, if appropriately interpreted, has the potential to be an educational/ recreational resource for the community, demonstrating the market gardening industry in the City of Cockburn.

The heritage consultant has recommended that the place be included on the LGI as a 'Management Category B' place, having considerable significance, being very important to the heritage of the locality, with conservation of the place being highly desirable; and any alterations of extensions being sympathetic to the heritage values of the place.

The heritage consultant has also recommended that this place be included on the Heritage List pursuant to Town Planning Scheme No. 3 ("Scheme"), where it will be afforded a greater level of statutory protection than it would be if not included. Inclusion on the Heritage List means that planning approval would be required prior to any works being undertaken to wall.

In accordance with clause 7.1.1 of the Scheme Council is required to establish and maintain a Heritage List to identify those places which are of cultural heritage significance and worthy of conservation pursuant to the Scheme. Pursuant to clause 7.1.2 of the Scheme Council is to include on the Heritage List such places on the LGI that it considers to be appropriate. Currently all Management Category A and B places on the LGI are also included on the Heritage List because these are the places with the most heritage significance. Therefore inclusion of this place on the Heritage List is consistent with the City's approach to heritage listing.

A Draft Place record has been prepared by the Heritage Consultant, and is included at Attachment 1.

Clause 7.1.3 of the Scheme sets out the process for including a place on the Heritage List, requiring the owner and occupier of the place to be notified in writing, with reasons for the proposed entry. The proposal is to be advertised for a period of 21 days, with other consultation undertaken as deemed appropriate. Subsequently submissions are to be considered by Council in resolving whether to include the place on the Heritage List.

Given the recommendation of the heritage consultant, it is recommended that Council advertise the proposed inclusion of Limestone Wall and Ruins, Munster on the Local Government Inventory and Heritage List for a period of 21 days.

Munster Phase 2 Structure Plan

There is an approved Structure Plan for the subject land and surrounding area that includes a large proportion of the lot for 'Residential R20' development, a portion of Public Open Space, and an east west road (see Attachment 2). This Structure Plan was originally endorsed in 2005 and did not consider the stone wall and ruins. The proposed east west road would make retention of the wall very difficult and likely impossible. The landowner supports the retention of the stone wall, and the City will work with the landowner to investigate potential modifications to the Structure Plan to facilitate its retention. A concept plan is included in Attachment 3 demonstrating an example of how the Structure Plan could be redesigned to retain the limestone wall.

Conclusion

Based on the assessment undertaken by the heritage consultant and the advice provided, it is recommended that Council advertise the proposed inclusion of Limestone Wall and Ruins on the Local Government Inventory and Heritage List for a period of 21 days.

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

- Communities that take pride and aspire to a greater sense of community.

- Conservation of our heritage and areas of cultural significance.

Budget/Financial Implications

The heritage assessment of the Limestone Wall and Ruins, Munster was undertaken using Strategic Planning general municipal funds.

Legal Implications

N/A.

Community Consultation

Community consultation will be undertaken in accordance with clause 7.1.3 of the Scheme, and the proposal will be advertised for a period of 21 days to the landowner, and an article included in the local newspaper.

Attachment(s)

- 1: Draft Local Government Inventory Place Record
- 2: Endorsed Structure Plan
- 3: Concept Plan for revised structure plan

Advice to Proponent(s)/Submissioners

The landowner has been advised that this matter is to be considered at the 10 July 2014 Council Meeting.

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

Nil.

14.3 (OCM 10/7/2014) - PHOENIX CENTRAL REVITALISATION STRATEGY - SCHEME AMENDMENT NO. 96 (COMMERCIAL REZONINGS) (109/029) (D DI RENZO) (ATTACH)

RECOMMENDATION

That Council:

- (1) endorse the Schedule of Submissions prepared in respect of Amendment No. 96 to City of Cockburn Town Planning Scheme No. 3 ("Scheme");
- (2) adopt Scheme Amendment No. 96 for final approval (with modification) for the purposes of:
 1. Deleting the objective of the 'Business' zone, clause 4.2.1

(f), and replacing it with the following objective for a new 'Mixed Use' zone:

Mixed Use Zone

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

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

Ancillary Accommodation (R-Code) – D to X
 Bed and Breakfast – X to A
 Child Care Premises – D to A
 Dwelling (Aged or Dependent Persons) – X to D
 Dwelling (Grouped) – X to D
 Dwelling (Multiple) – X to D
 Home Business – D to X
 Home Office – A to P
 House - Lodging – X to A
 House - Single (R-Code) – A to X
 Place of Worship – D to A
 Residential Building (R-Code) – X to D
 Tourist Accommodation – D to A
 Betting Agency – X to A
 Fast Food Outlet – X to D
 Motel – X to A
 Public Amusement – X to A
 Recreation – Private – X to A
 Consulting Rooms – P to D
 Medical Centre – P to D
 Hospital – D to X
 Convenience Store – A to D
 Shop – X to D
 Home Store – A to X
 Funeral Parlour – D to A
 Hardware Store – D to X
 Night Club – D to X
 Veterinary Centre – D to X
 Vehicle Disused – D to X

3. Replacing all references to the 'Business' zone with 'Mixed Use' zone throughout the Scheme.

4. Rezoning Lot 1000 Phoenix Road, Hamilton Hill, Lot 8 Rockingham Road, Hamilton Hill and Lots 500 and 501 Rockingham Road, Spearwood from 'Mixed Business' to 'Mixed Use' with a coding of 'R60'.
 5. Rezoning Lots 16, 17, 24, 25, 61, 62, 91, 92, 96, 97, 100 and 21 Rockingham Road, Spearwood and Lot 101 Kent Street, Spearwood from 'Residential R40' to 'Mixed Use' and 'R60'.
 6. Rezoning multiple lots broadly at the intersection of Rockingham Road and Spearwood Avenue, Spearwood from 'Residential R20' and 'Residential R40' to 'Mixed Use' and 'R60'.
 7. Rezoning Lot 507 Lancaster Street, Spearwood from Residential R20' to 'District Centre'.
 8. Introducing a residential coding of R-AC3 to land zoned 'District Centre' under the Scheme.
 9. Deleting 'Restricted Use No. 11' from the Scheme Map and Schedule 3 of the Scheme.
 10. Rezoning Lot 155 (Public Access Way) Rockingham Road, Spearwood from 'Residential R40' to 'Local Reserve – Local Road' as shown on the Scheme Amendment Map (Attachment 2).
- (3) ensure the amendment documentation be signed and sealed and then submitted to the Western Australian Planning Commission along with the endorsed Schedule of Submissions with a request for the endorsement of final approval by the Hon. Minister for Planning; and
- (4) advise those parties that made a submission of Council's decision accordingly.

COUNCIL DECISION

Background

Phoenix Central Revitalisation Strategy

The Phoenix Central Revitalisation Strategy ("Revitalisation Strategy") provides a strategic framework for improvements to the Phoenix Town Centre, which includes the surrounding suburbs of Spearwood and Hamilton Hill. This is to specifically guide changes to the study area over the next ten years, focussed on the 800m walkable catchment surrounding the Phoenix Town Centre.

The process for preparing the Revitalisation Strategy was comprehensive and included an extensive community consultation program which began in October 2007 with a visioning phase. The City subsequently held an Enquiry by Design workshop in November 2007 to prepare draft plans which were presented to the wider community for comment during May-June 2008. The Revitalisation Strategy was adopted by Council on 14 May 2009.

The Revitalisation Strategy included a proposed zoning plan for the area. This included an increase to the residential codings of various properties in parts of Spearwood and Hamilton Hill to increase the residential codings to 'Residential R30', 'Residential R30/R40', 'Residential R40', 'Residential R60' and 'Residential R80'. It also proposed the rezoning of an existing retirement village at Lot 431 Rodd Street, Hamilton Hill from 'Residential R35' to 'Residential R35/80' to enable redevelopment of the site to accommodate more aged accommodation.

These residential rezonings were implemented through Scheme Amendment No. 76 to City of Cockburn Town Planning Scheme No. 3 ("the Scheme") which was adopted by Council on 10 March 2010, and gazetted on 19 August 2010 when the new zonings took effect.

The Revitalisation Strategy also included proposed rezonings along a portion of Rockingham Road to facilitate mixed use development. Scheme Amendment No. 96 proposes to implement these zoning changes, and a number of other changes in line with the objectives of the Revitalisation Strategy. The proposal has been advertised for public comment, and the purpose of this report is for Council to consider the submissions received and make a decision regarding adoption of the Amendment.

Submission

N/A

Report

Amendment No. 96 proposes a number of modifications to the Scheme, primarily to implement the proposed commercial zoning changes outlined in the Revitalisation Strategy which was adopted by Council on 14 May 2009 (Minute No. 3956).

The proposed rezonings are broadly consistent with the proposed zoning plan contained within the Revitalisation Strategy (Attachment 1), and are outlined in detail below:

Proposed Mixed Use and R-AC3 Rezonings

Scheme Amendment No. 96 proposes to rezone a number of parcels of land to a new 'Mixed Use' zone, with the application of a residential coding of R-AC 3. These areas can be broadly be defined as follows:

1. The west side of Rockingham Road between Kent Street and Phoenix Road;
2. The land surrounding the intersection of Spearwood Avenue and Rockingham Road; and
3. The north east corner of Rockingham Road and Phoenix Avenue.

In general this land is currently zoned 'Mixed Business', 'Residential R20' and 'Residential R40', as shown in Attachment 2.

The Revitalisation Strategy identified these parcels of land to be zoned 'Business' with a residential coding of 'R60'. The proposed rezoning of this area to 'Business/R60' in the Revitalisation Strategy was to facilitate mixed use development, including residential development. The Revitalisation Strategy acknowledged that the 'Business' zone in its current form was not appropriate, as reflected in Recommendation 5.4B: *'Strategic Planning Services to prepare a Scheme amendment to allow appropriate residential uses, including grouped and multiple dwellings and other uses compatible with residential development in the 'Business' zone.'*

Currently the objective of the 'Business' zone set out in the Scheme reflects an 'office' zone, as follows:

To provide for the development of offices and associated commercial uses.

This objective does not fit the intended vision for this area set out in the Revitalisation Strategy. Furthermore, the zone only allows for a restricted range of uses such as banks, restaurants, consulting rooms,

and medical centre; and residential uses are not permissible. The zone therefore does not reflect the mixed use environment that was intended for this area, and the intention was for the range of permissible uses to be modified, as outlined in Recommendation 5.4B of the Revitalisation Strategy.

However, rather than just modifying the range of permissible uses, it is proposed that the 'Business' zone be renamed to the 'Mixed Use' zone to reflect the purpose of the zone more accurately. There are currently no properties in the City zoned 'Business', so these proposed changes do not affect any other land.

It is also recommended that the new 'Mixed Use' zone have the following objective:

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

It is proposed that a number of changes be made to the range of permissible uses to facilitate the potential for a vibrant mixed use area that allows residential development and uses that are compatible with residential development. The proposed changes to the zoning table (Table 1 of the Scheme) are set out in the recommendation, and in Attachment 3.

To summarise, it is proposed that uses that are not considered compatible with residential development be made 'X' uses (ie. uses that are not permitted) in the 'Mixed Use' zone. This includes uses such as hospital, and night club.

A number of other uses that are currently identified as 'P' uses in the 'Business' zone are proposed to be 'D' uses, whereby planning approval will be required. This will enable an assessment to be made of the appropriateness of the specific use in each circumstance. This includes uses such as consulting rooms, and medical centre. A number of uses are also proposed to be made 'A' uses so that they require advertising under the Scheme, such as child care premises, tourist accommodation, and place of worship, where issues such as parking and access will require careful consideration.

A number of uses that is not currently permissible in the 'Business' zone is proposed to be permissible in the new 'Mixed Use' zone. This includes grouped and multiple dwellings, and uses such as shop, public amusement, fast food outlet and private recreation, which will be subject to planning approval.

In addition to its proposed application in this area the proposed new 'Mixed Use' zone will be an important addition to the Scheme, providing a zone for use in areas where a mixed use environment is envisaged, such as 'shop-top' housing.

The draft Scheme Amendment proposed that rather than applying a coding of R60 to the area, a coding of R-AC3 be applied. R-AC3 is a relatively new residential zoning, introduced as part of the recent review into the Residential Design Codes.

It is proposed that a set of design guidelines will be created, through the Local Planning Policy process, to guide such development. Such a policy will provide guidance to developers and ensure high quality development, sympathetic to the existing residential uses, is undertaken in areas zoned 'Mixed Use'.

Submissions received regarding proposed 'R-AC3' zoning

There were seven submissions received during the advertising period, with six objections received from landowners adjacent to the properties on Rockingham Road proposed to be rezoned to 'Mixed Use' with a coding of R-AC3.

The concerns that were raised related primarily to building heights and loss of privacy. The building heights permissible under the proposed R-AC3 coding are substantially higher than that permissible under a coding of R60. Under a coding of R-AC3 building heights of up to 21 metres (to the top of a pitched roof) could be possible, and this is substantially more than that permissible under a coding of R60 (12 metres).

In response to these concerns it is recommended that a coding of R60 be applied to this proposed 'Mixed Use' zone (all areas outside the 'District Centre' zone and Lot 507 Glendower Way), rather than R-AC3. A coding of R60 was identified for this area in the Phoenix Central Revitalisation Strategy, and is considered to be an appropriate interface with the adjacent existing R40 coding.

District Centre zone

The 'District Centre' zone in Spearwood currently accounts for 9.02 ha of land, with the majority of this is taken up by one landholding, the Phoenix Shopping Centre (5.75 ha). In total there are 11 lots and 2 strata lots within the current 'District Centre' zone.

Although the uses are primarily commercial in nature, there is a 21 strata multi-level residential building located at No. 3 Burgundy Crescent, Spearwood, adjacent to the Phoenix Shopping Centre.

Clause 5.8.3(b) of the Scheme stipulates that where residential development is permitted, other than in the 'Residential' zone and 'Regional Centre' zone, and a Residential Density Code has not been prescribed, all residential development shall be in accordance with the R60 density code.

This means that currently if residential development were to be proposed in the 'District Centre' zone a coding of R60 would be applicable.

However, it is recommended that a coding of R-AC-3 be applied to the land. With the identification of the Phoenix Centre as a District Centre in State Planning Policy No. 4.2 Activity Centres for Perth and Peel ("SPP 4.2") it is considered appropriate to utilise R-AC3 over the originally recommended residential zoning of R60. This will allow for greater building heights, which are considered appropriate on the 'District Centre' zoned land. Design guidelines can ensure that development achieves an appropriate interface with residential zoned land.

In accordance with clause 6.2.3 of SPP 4.2 activity centres should be coded under the Residential Design Codes, applying activity centre and built form based controls to enable housing development that complements the desired scale and intensity of other development in the centre.

Deletion of Restricted Use No. 11

Currently 'Restricted Use No. 11' ('RU11') applies to the 'District Centre' zone in this area. RU11 restricts the number of supermarkets in this area to a maximum of two.

This restriction was imposed as a result of the City's former Local Commercial Strategy ("LCS") that was approved by Council in November 2002. The now superseded LCS recommended that there be no more than two supermarkets, on the basis that any more would undermine the potential viability of several important surrounding neighbourhood and local centres. This restriction was formalised through RU11 being introduced into the Scheme as part of Amendment No. 11 in 2005.

In 2010 a request to delete RU 11 was submitted to Council by the landowner of 218 (Strata Lots 3, 5 and 6) Rockingham Road, Spearwood. This was supported by Council on the following basis:

- * The City has embarked on the Phoenix Central Revitalisation Strategy, whereby over the coming future a large amount of urban

consolidation and renewal will take place within the 800m catchment of the Phoenix Park District Centre.

- * Considering the age of the LCS (developed in 2002) and that planning considerations for the Phoenix Area have shifted significantly since then, it is considered that retail shopping demand stemming from the surrounding residential catchment and planned future growth is getting to the point which can sustain a further supermarket. Rather than take consumer patronage from surrounding Neighbourhood Centres, it is considered that an additional supermarket should serve the local catchment which is growing significantly and planned to continually grow into the future.

However, Scheme Amendment No. 85 did not proceed at the request of the proponent, and therefore the RU11 still applies to the land.

The former LCS has now been superseded by the Local Commercial and Activity Centre Strategy, and restriction to the number of supermarkets was not included as a recommendation. It is not considered that an additional supermarket would generate levels of traffic that would exceed that which could be managed acceptably. It is therefore not considered there is any basis for the restriction to still apply, and accordingly it is recommended that Amendment No. 96 include the deletion of RU11.

Rezoning Lot 507 Lancaster Street

The proposed zoning plan included in the Revitalisation Strategy showed Lot 507 Lancaster Street, Spearwood being rezoned from Residential R20' to 'District Centre'. This lot is located on the corner of Lancaster Street and Glendower Way, adjacent to the 'District Centre' zone to the west, and 'Residential R80' zone to the north.

It is therefore proposed that this lot be rezoned to 'District Centre' with a residential coding of R-AC3.

Public Access Way rezoning

Scheme Amendment No. 96 proposes to rezone the public access way between Bolingbroke Street and Rockingham Road from Residential R40 to 'Local Reserve - Local Road'.

The intent is to retain this link important connection for pedestrian use, and the rezoning of this land facilitates this intent.

Proposed Design Guidelines Local Planning Policy

In accordance with the Revitalisation Strategy it is proposed that design guidelines be prepared for the 'Mixed Use' zone and 'District Centre' zone.

In particular this will be important to address the following key issues:

- * Vehicular access
- * Pedestrian access
- * Setbacks
- * Parking
- * Interface with residential development
- * Signage
- * Landscaping

The Design Guidelines will include guidelines for the 'District Centre' zone which will apply to the redevelopment of this land. These will be advertised for public comment later in the year.

Summary of Community Consultation

Seven submissions were received from landowners, and are summarised in Attachment 4. Six submissions were objections to the proposed R-AC3 coding for the 'Mixed Use' zone on the western side of Rockingham Road.

One submission requested inclusion in the proposed R-AC3 coding, however this property is included in an R40 coded area that was rezoned as part of the Phoenix Central Revitalisation Strategy, and this is considered to be an appropriate coding given the surrounding residential properties.

Conclusion

Amendment No. 96 proposes a number of modifications to the Scheme, primarily to implement the proposed commercial zoning changes outlined in the Revitalisation Strategy.

It is recommended that the proposed coding for the 'Mixed Use' zone on the western side of Rockingham Road, and the intersection of Spearwood Avenue and Rockingham Road be modified from R-AC3 as advertised, to R60 to ensure an appropriate interface with the R40 coded residential land to the rear.

It is therefore recommended that Council adopts Scheme Amendment No. 96 for final approval with modifications, as outlined in the staff recommendation.

Strategic Plan/Policy Implications

Growing City

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

Budget/Financial Implications

The associated Local Planning Policy (Design Guidelines) will be prepared by staff from Strategic and Statutory Planning Services.

Legal Implications

N/A.

Community Consultation

In accordance with the *Town Planning Regulations 1967* consultation was undertaken for 42 days. Letters were sent to affected landowners and government agencies inviting them to comment on the proposals, and an advertisement was included in the local newspaper.

Seven submissions were received from landowners, with six of these being objections to the proposed R-AC3 coding for the 'Mixed Use' zone on the western side of Rockingham Road.

Attachment(s)

1. Phoenix Central Revitalisation Strategy Zoning Plan
2. Proposed Scheme Amendment No. 96 Map (as advertised)
3. Proposed Table 1 – Zoning Table
4. Schedule of Submissions.

Advice to Proponent(s)/Submissioners

Submissioners have been advised that this matter is to be considered at the Ordinary Meeting of Council 10 July 2014.

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

Nil.

15. FINANCE AND CORPORATE SERVICES DIVISION ISSUES

15.1 (OCM 10/7/2014) - LIST OF CREDITORS PAID - MAY 2014 (076/001) (N MAURICIO) (ATTACH)

RECOMMENDATION

That Council adopt the List of Creditors Paid for May 2014, 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 May 2014 is attached to the Agenda for consideration. The list contains details of payments made by the City in relation to goods and services received by the City.

Strategic Plan/Policy Implications

Leading & Listening

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

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

N/A

Attachment(s)

List of Creditors Paid – May 2014.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

15.2 (OCM 10/7/2014) - STATEMENT OF FINANCIAL ACTIVITY AND ASSOCIATED REPORTS - MAY 2014 (071/001) (N MAURICIO) (ATTACH)

RECOMMENDATION

That Council

- (1) adopt the Statement of Financial Activity and associated reports for May 2014, as attached to the Agenda; and
- (2) amend the 2013/14 Municipal Budget by:
 1. Reducing the budgeted expenditure against CW 4513-6200 Cockburn Central Super Clinic – Federal Government Grant by \$332,500.
 2. Reducing the corresponding funding from the GP Super Clinic Reserve budgeted against CW 4513-5603 by \$332,500.

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL

COUNCIL DECISION

Background

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

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

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

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

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

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

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

Submission

N/A

Report

Closing Funds

The City's closing funds of \$47.5M are currently \$21.5M higher than the YTD budget forecast. This comprises net favourable cash flow variances across the operating and capital programs as detailed later in this report.

The revised budget currently shows end of year closing funds of \$0.83M, unchanged from last month. This has predominantly resulted from several upwards adjustments to revenue and a \$0.16M balancing item in the mid-year review.

The budgeted closing funds will fluctuate throughout the year, due to the impact of Council decisions and budget recognition of additional revenue. Details on the composition of the budgeted closing funds are outlined in Note 3 to the financial summaries attached to this report

Operating Revenue

Consolidated operating revenue of \$116.0M is ahead of the YTD budget forecast by \$1.5M. Several significant variances comprise the majority of this amount:

- Revenue from property rates is \$0.77M higher than the YTD budget target.
- Underground power charges collected were \$0.12M ahead of budget.
- Final quarter of FAGS funding totalling \$0.42M received ahead of YTD budget.
- Interest on investments exceeded YTD budget by \$0.99M.
- Fees & charges across the Human Services business unit are 0.17M behind the YTD budget, mainly due to the out of school care and family day care programs.
- Workers compensation reimbursements are \$0.14M greater than the YTD budget.
- Development application fees are up by \$0.23M against the YTD budget, however building permits revenue is short \$0.20M.
- Income for the SLLC is down \$0.17M compared to YTD budget with lower membership fees a prime contributor to this result.
- Revenue from dog registration fees is \$0.16M greater than the full year budget due to the impact of changes made to the Dog Act.

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

Operating Expenditure

Operating expenditure (including asset depreciation) of \$96.1M was under the YTD budget by \$3.7M and comprised the following significant items:

- Material and Contracts (\$1.98M under YTD budget)
- Other Expenses (\$0.29M under YTD budget)
- Salaries & Direct On Costs (\$0.91M under YTD budget)
- Indirect Employee On Costs (\$0.33M under YTD budget)

- Utilities (\$0.22M under YTD budget)
- Depreciation (\$0.15M under YTD budget)

A more detailed explanation of the variances within each business unit is included in the attached financial report.

At a consolidated level, asset depreciation is tracking close to YTD budget, but there are significant variances at the asset class level:

- Parks Equipment depreciation is over budget by \$0.92M, impacted by a comprehensive asset pick up and revaluation exercise completed during 2012/13 year end.
- Road infrastructure depreciation is \$0.23M under YTD budget,
- Building depreciation is \$0.54M under YTD budget, and
- Plant & machinery depreciation is \$0.24M under YTD budget.

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

Nature or Type Classification	Actual \$M	Amended Budget \$M	Variance to Budget \$M
Employee Costs - Direct	36.28	37.19	0.91
Employee Costs - Indirect	0.58	0.91	0.33
Materials and Contracts	29.72	31.70	1.98
Utilities	3.82	4.04	0.22
Interest Expenses	0.09	0.09	0.00
Insurances	2.25	2.24	-0.01
Other Expenses	5.93	6.22	0.29
Depreciation (non-cash)	20.15	20.30	0.15

Capital Expenditure

The City's actual capital spend to the end of May was \$35.97M, representing an \$18.05M underspend on the YTD budget of \$54.02M.

The following table shows the budget variance analysis by asset class:

Asset Class	YTD Actuals \$M	YTD Budget \$M	YTD Variance \$M	Annual Budget \$M	Committed Orders \$M
Buildings					
Infrastructure	22.14	28.20	6.06	34.08	7.80
Roads Infrastructure	7.74	14.34	6.60	18.67	1.89
Parks Landscaping & Infrastructure	2.42	3.27	0.85	6.49	1.08
Land Acquisition & Development	0.58	1.87	1.30	2.13	0.02
Landfill Infrastructure	0.28	0.69	0.41	1.70	0.06

Plant & Equipment	2.20	4.37	2.17	4.50	1.57
Information Technology	0.62	1.28	0.66	1.52	0.35
Totals	35.97	54.02	18.05	69.09	12.77

Further details on significant spending variances by project are disclosed in the attached CW Variance analysis report.

Capital Funding

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

Significant variances for May include:

- Transfers from financial reserves were \$9.24M behind budget.
- Road grants received were \$0.40M ahead of the cash flow budget.
- The \$0.17M balance of the CSRFF grant for the Coogee Beach Surf Club project reflected ahead of the YTD budget.
- Developer contributions received under the Community Infrastructure plan are \$4.06M ahead of the YTD budget.
- Developer contributions for roads infrastructure was collectively \$0.27M below the YTD budget forecast across all DCP areas.
- Unbudgeted POS cash in lieu contribution received of \$0.54M (restricted funds).
- Proceeds from the sale of plant were \$0.35M behind YTD budget targets, mainly due to outstanding trades on waste and other trucks.
- Proceeds of \$2.48M from the sale of land associated with the Quarimor Road industrial land development are \$1.48M ahead of the YTD cash flow budget of \$1.0M. The full year budget of \$3.2M will not be realised however as the sale of lot 4219 is yet to be achieved.
- Proceeds of \$0.51M from the sale of land at lot 2242 Amberley Way Hamilton Hill were received ahead of the YTD budget.
- Unrealised proceeds from the subdivision and sale of lot 40 Cervantes Loop and lot 23 Russell Road are contributing a \$1.17M budget variance at the end of May. Full year budget for the sale of both land holdings totals \$1.9M.

Cash & Investments

Council's cash and financial investments holding at May month end totalled \$117.0M down from \$124.8M the previous month.

\$64.2M represents the balance held in the cash backed reserves (\$66.6M previous month) and another \$2.8M represents funds held for other restricted purposes such as deposit and bond liabilities. The remaining \$50.0M represents the cash and financial investment component of the City's working capital, available to fund current operations and commitments.

The City's investment portfolio made a weighted annualised return of 3.97% in May, little changed from 3.99% the previous month. Whilst this compares favourably against the BBSW 1 Year (implied) rate of 2.75% for the same period, there is an ongoing downward trend in the City's monthly performance. This is as a result of the low official cash rate (currently 2.50%) impacting renegotiated terms for investment renewals.

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 invested for terms ranging between three and twelve months in order to lock in the most beneficial rate and meet the City's cash flow requirements. Factors considered when investing include maximising the value offered within the current interest rate yield curve and mitigating cash flow liquidity risks.

The RBA has reduced rates over this latest period of quantitative easing by a total of 2.25%. However, the City's investment strategy of investing in terms nearing the extent of statutory limits (12 months) has served to moderate any negative impact on the City's overall interest earnings performance.

Given we are now at the bottom of the current interest rate cutting cycle (consensus view of most market analysts) this strategy has now been moderated in an effort to shorten the average duration for the investment portfolio. TD investments offering value over shorter terms (3 to 6 months) are now preferred, subject to cash flow planning. This will reduce risks associated with a potential increase in interest rates over the medium term.

Budget Revisions

The expenditure budget for the Cockburn GP Clinic & Integrated Health & Community Facility has been adjusted downwards by \$332,500 due to the remaining federal funding of the same amount having been doubled up in the carried forwards budget (budgeted as both a direct grant and as carried forward funds held in the GP Super Clinic Reserve). This has no net impact on the Municipal budget and reconciles the federal government funding for the project.

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

Budget amendment included in the recommendation has no net impact on the City's closing Municipal budget position.

Legal Implications

N/A

Community Consultation

N/A

Attachment(s)

Statement of Financial Activity and associated reports – May 2014.

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 10/7/2014) - CITY OF COCKBURN INTEGRATED TRANSPORT PLAN (163/007) (J KIURSKI / J MCDONALD) (ATTACH)

RECOMMENDATION

That Council

- (1) adopt the 2014 City of Cockburn Integrated Transport Plan; and
- (2) proceed to implement the short-term actions and plan for the implementation of the medium and long-term actions recommended by the ITP Implementation Plan.

COUNCIL DECISION

Background

At the Ordinary Council Meeting on 12 June 2014, Council resolved to defer this item until a more extensive briefing and/or workshop is provided to Elected Members on the Integrated Transport Plan.

A further briefing was provided to Council on 3 July 2014.

The City's Strategic Community Plan defines the vision for the City's movement network as "a robust, safe and integrated transport network that meets people and industry needs while minimising environmental

impacts.” In 2013 the City revised the existing District Traffic Study, and developed a new plan to provide the foundation for the future road network planning of the City. The District Traffic Study highlighted that it is not economically viable or sustainable to just increase road network capacity to alleviate forecast congestion and that an increasing mode shift away from private vehicle travel will be required for travel to/from and within the City.

To define how travel and access can be improved by considering all types of travel movement and improvements, Arup were engaged to complete a community survey and collect major public concerns on existing transport conditions which helped guide the preparation of an Integrated Transport Plan (ITP).

Arup completed their review in April 2014 and submitted a draft report. The report has since been revised and is now presented to Council for formal adoption, and is included in the attachment.

Submission

N/A

Report

The objectives of this study were to:

1. Undertake a community survey by using on-line engagement to review the existing transport conditions and identify issues in our existing network.
2. Identify the current and expected future transport situation through examination of ‘Cockburn of Today’ and ‘Cockburn of Tomorrow’.
3. Examine existing transport infrastructure and travel patterns to articulate the future transport vision for the City.
4. Develop an implementation plan that identifies soft and hard measures to achieve the ITP vision.

During August 2013, Arup used an online Collaborative Map system to undertake a survey and obtain community input into the preparation of the ITP. Collaborative Map is a mapping application that is viewed in a standard internet browser and uses the Google Maps interface as its source of mapping data. It allows people to participate in engagement activities and provide information from their own computers, thus broadening the reach of engagement programs.

The information on existing transport conditions and issues has been classified under the following categories:

- Congestion

- Road safety
- Parking
- Freight
- Public Transport
- Cycling
- Walking

Over the month-long engagement period, a total of 612 unique comments were posted; there were 938 visits to the website and 2,360 votes (i.e. agree or disagree) were made on the comments. The 612 comments distributed across seven categories such as:

- Congestion – 26%
- Road safety – 30%
- Parking – 10%
- Freight – 2%
- Public Transport – 10%
- Cycling – 12%
- Walking – 10%

The most critical categories were congestion with 26% of the comments and road safety with 30%. The community linked the traffic congestion and road safety issues including driver behaviour, pedestrian crossing, cycling on roads and rat-running. The public transport and lack of bus services were strongly commented on and improvement was requested.

The existing and expected future transport situation and travel patterns have been considered to set objectives aimed to achieve the transport vision for Cockburn.

Cockburn of Today

The City's District Traffic Study (DTS), which was updated in 2013, considered future transport conditions in years 2020 and 2031 based on anticipated growth in land use, population, employment and the expected future transport situation. An outcome of the modelling shows a significant number of new trips going to be absorbed into the City's network and a need for a significant investment in road network upgrades.

The DTS identified current congestion issues at Kwinana Freeway and throughout the City of Cockburn especially Armadale Road, Stock Road, Beeliar Drive, Farrington Road, Berrigan Drive and Jandakot Road, which is in correlation with the congestion locations raised by the community during the collaborative mapping survey. The feedback from the collaborative mapping highlighted the following sites as the congestion hot spots in the City of Cockburn.

- Gateway Shopping Centre access
- Beeliar Drive
- North Lake Road
- Armadale Road
- Cockburn Station Park 'N' Ride access
- Roe Highway / Kwinana Freeway interchange
- Russell Road / Gibbs Road around Kwinana Freeway ramps
- Kwinana Freeway.

The feedback from the collaborative mapping survey noted that the growing congestion also resulted from the conflict between heavy and light vehicles on the road network. There are some locations within the City that are not identified as primary freight routes, but carry a notable percentage of heavy vehicles such as Barrington Street in Bibra Lake where 16.6% of traffic using this route are heavy vehicles or 20% on Wattleup Road. Freight traffic passing through the east-west roads in Cockburn to access Fremantle Port, has been commented on and expressed as a safety issue in residential areas.

Public transport was a key focus of the community during the collaborative mapping survey. Congestion on the road network around Cockburn Central rail station, parking capacity and long delays to exit car parks, poor pedestrian connections between the station and Cockburn Central shopping centre and conflict between cyclists, buses and pedestrians was a common response from the survey.

The survey of the bus network coverage shows that there is a need for new and additional buses in areas such as Henderson industrial area, Bibra Lake, Aubin Grove, Port Coogee and servicing Jandakot Airport.

The outcome of the travel pattern survey conducted as part of the Collaborative Map process resulted in travel patterns where the priority has been given to the car mode as a more convenient way for commute trips. But the comparison of travel pattern in 2006 and 2011 Census Journey to Work and the result from the collaborative mapping survey shows greater tendency in using public transport and active travel modes of walking and cycling that indicate a growing shift toward a more sustainable mode. The community collaborative mapping results on travel mode share for work/ education trips, shown as:

- Car Driver 61%
- Car Passenger 1%
- Bus 3%
- Train 18%
- Cycle 12%
- Walk 5%

Cockburn of Tomorrow

WA Tomorrow (2012) predicts that the City of Cockburn could have between 121,900 and 141,600 residents by 2026. The population is expected to age with the greatest proportional increase in population in the over 55 year group.

The City of Cockburn has a large supply of undeveloped and underdeveloped urban and urban deferred zoned land at approximately 1,170ha (at 2012) which indicates that the majority of growth will be via new greenfield sites but this could be expected to run out around 2020/21.

Achieving the Directions 2031 and Beyond targets for employment self-sufficiency in the South-West sub-region (Cockburn, Kwinana and Rockingham) will require the creation of approximately 41,000 additional jobs by 2031. Directions 2031 set aspirations that 'all people should be able to easily meet their educational, employment, recreation, service and consumer needs within a reasonable distance of their home'.

Major transport projects in planning for the City of Cockburn include rapid transit connecting Fremantle, Cockburn Coast and Cockburn; a new rail station at Aubin Grove (Russell Road) and the westerly extension of Roe Highway. Road infrastructure likely to come under increasing pressure due to major projects includes:

- Farrington Road and Kwinana Freeway (driven by the Fiona Stanley Hospital).
- Russell and Rowley Roads (outer harbour and intermodal terminal).
- Cockburn Road, Rockingham Road, Spearwood Avenue and Hampton Road (associated with the Cockburn Coast development).

Potential issues of tomorrow are the increase in congestion as a result of roads and rail network growing, parking shortage, and growing in freight movements requiring emerging movements.

A review of the City of Today and the City of Tomorrow highlights a number of key existing and emerging issues, gaps and trends. The following gaps are the key drivers for the ITP to address:

1. Limited public transport provision to industrial areas, (Henderson, Jandakot Airport, Bibra Lake).
2. Limited public transport provision to link neighbourhood activity centres with district centres.
3. Potential lag of public transport provision in growth areas to the east of the municipality e.g. Banjup.

4. No bus priority and missed opportunities for bus priority around Cockburn Central.
5. Strategic planning focuses solely on road transport infrastructure for private vehicle travel and should reference the City's cycle and walking plans more strongly and in a more integrated way.
6. Some road projects are required to improve the permeability of travel through Cockburn, which is important for local accessibility and to permit the efficient movement of freight.
7. Funding gaps – numerous road network upgrades have been identified but most require state government funding. Funding has yet to be committed.
8. Lack of coordinated information on the impact of significant industrial and logistic related development in Cockburn and clear freight management strategy for Cockburn.

The ITP is proposed to provide a framework to guide the promotion, management and development of an integrated multi-mode movement network to improve access and accessibility for all and encourage and facilitate sustainable and active travel.

As the City continues to grow as a centre for tourism, an investment opportunity for businesses and an attractive place to live, work and visit, is our objective to have an ITP that will deliver a sustainable transportation system that is accessible by all, meets the needs of all and improves the quality of life for all.

By developing the ITP, Council will ensure that adequate opportunities are provided for the development and use of alternative modes of transport to the private car; to favour public transport, walking and cycling because they are safe and sustainable.

Strategic Plan/Policy Implications

Demographic Planning

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

Transport Optimisation

- To ensure the City develops a transport network that provides maximum utility for its users, while minimizing environmental and social impacts.
- To construct and maintain roads which are convenient and safe for vehicles, cyclists and pedestrians.

Budget/Financial Implications

The cost of the ITP development has been accommodated within the current 2013/14 adopted budget.

Legal Implications

N/A

Community Consultation

During August 2013, Arup used an online Collaborative Map system to undertake a survey and obtain community input into the preparation of the ITP.

Over the month-long engagement period, a total of 612 unique comments were posted; there were 938 visits to the website and 2,360 votes (i.e. agree or disagree) were made on the comments. Whilst the ITP seeks to establish a movement network which can support a transition from the motor vehicle to other modes of transport, understanding the current issues for community is also critical. The ITP has sought to address many of the issues identified during the consultation phase.

Attachment(s)

City of Cockburn Integrated Transport Plan

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

17. COMMUNITY SERVICES DIVISION ISSUES

17.1 (OCM 10/7/2014) - RECREATIONAL & LEISURE TRADERS LICENCE - REVIEW OF CONDITIONS (111/006) (N JOHNSTON) (ATTACH)

RECOMMENDATION

That Council adopt the Recreation and Leisure Traders Licence Agreement and conditions for Kite Surfing Schools, as shown in the attachments to the Agenda.

COUNCIL DECISION**Background**

At the Ordinary Council Meeting (OCM) held in February 2013, Council supported a recommendation to prohibit commercial schools from teaching kite surfing at Woodman Point. This was a necessary step to take as the area had become very popular with kite surfing and schools that were operating without any formal approval by the City. As a result of the popularity the foreshore was becoming unsafe for users.

At the OCM held in June 2013, the Council approved a 'Recreation and Traders Licence' to ensure effective management occurs of recreation activities along the Cockburn coastline and public reserves and that those operating had the appropriate qualification, insurances and approvals. The introduction of a licence was also a necessary measure to minimise any potential conflict between operators and other reserve users, adjoining residents and/or local businesses, as well as ensuring there would be no environmental damage associated with such commercial operations

The key objective of the Recreation and Leisure Traders Licence was to provide a formal process to assess requests and provide appropriate approvals and guidelines under delegated authority. The Recreation and Leisure Traders Licence is only required for those individuals or groups making a commercial gain from recreation activities on the City's reserves and foreshores.

From 23 July 2013 to 30 August 2013, the City advertised for kite surfing schools to apply for a Recreation and Leisure Traders Licence to operate at Woodman Point. Six applications were received by the deadline and evaluation by a selection panel consisting of five officers from a range of departments within the City. The panel was assisted by two committee members from WA Kite Surfing Association (WAKSA) who attended as Advisors prior to the formal evaluation process.

In September 2013 the City awarded three licences for the purpose of teaching kite surfing at Woodman Point. The licences were awarded to:

1. Elemental Surf
2. Kite Surf SUP
3. Perth Kite Surfing School

This being the first time that the City had awarded the licences, each school was granted a licence to operate until May 2014 at which time a review would take place.

In October 2013 one of the successful schools opted to appeal the conditions set within the current licence and took the matter to the 14 November 2013 Council meeting. The Licensee was appealing against the following items:

1. Sections of the operating area were unsafe as foreshore landing occurred in a dog exercise area;
2. The number of instructors per school was insufficient therefore making schools unviable to operate;
3. The maximum wind strength to operate in was lower than insurance standards.

At the meeting Council endorsed:

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

As a result of the above grievances the owner of Elemental Surf referred the matter to the State Administration Tribunal (SAT) for appeal. Staff used information from the hearings and various meetings to assist with the review into the kite surfing school licences at Woodman Point.

Submission

N/A

Report

On Friday 13 December 2013 staff attended SAT along with the respondent (Caroline Bradley from Elemental Surf) where grievances were tabled. The outcome of the hearing was for the matter to be brought back to SAT after a mediation meeting was conducted on site on 10 January 2014.

At the mediation meeting held on 10 January the primary focus was to look at the operating area on site to understand the conditions experienced by operators. Elemental Surf was in attendance however

the other licence holders did not attend. A second meeting was held on 31 January 2014 to further discuss the licence conditions.

At the meeting on 31 January two of the three licence holders attended and discussed the conditions and management for future licence holders. The matter was again brought back to SAT on the 21 February 2014 however as the original appeal was against the current conditions on a licence that would terminate on May 2014, it was agreed that the case would be closed on the basis that further mediation between the City and the licence holders would take place prior to advertising expressions of interest for the summer 2014/15 operating season.

On 1 April 2014, a meeting was held at the City with the all three licence holders facilitated by a SAT representative and the President of the WA Kite surfing Association (WAKSA). It was agreed at the meeting that the license holders and WASKA work through an agreed set of conditions to inform the City. The City and the SAT representative did not participate in the discussions and let the group privately discuss the matters. The group resolved to provide the following conditions and feedback to the City for consideration:

1. Number of schools operating in the area to be reduced to two;
2. Number of instructors per school to be six (6);
3. Each school to be issued six (6) arm bands each identifying them as licensed instructors;
4. The operating zone to be adjusted with two separate school zones, with each school being rostered to an alternate zone week on/ week off;
5. Dog beach signage to be improved;
6. Council will explore placing bins or improving existing bins;
7. It will be advised through signage that only licensed schools can operate in the area designated;
8. Council to further investigate security.

The City has taken this feedback on board and the majority of conditions seemed reasonable. The City did however object to one particular suggestion around the number of instructors the group recommended. The group felt comfortable increasing the number of instructors to six per licence holder (currently 2) which could see up to 48 students participating. Under the International Kitesurfing Organisation (IKO) standards an accredited instructor may teach up to a maximum of 4 students per class. The City is concerned that this would create the same issues in overcrowding and conflict with other beach users if six instructors per school were allowed. The City has taken on board the desire to allow more instructors by the group however believes that no more than 3 instructors per school should be granted as this would allow up to 24 students at any one time.

On 6 May 2014 staff again arranged another meeting with the license holders and WAKSA to further discuss the number of instructors per school and raised the concerns on behalf of the City to the group. The outcome of the meeting was that no general consensus could be reached on a specific number of instructors per school. The owner of Elemental Surf could not attend this meeting.

On 9 May staff attended a Kite Surfing School Workshop hosted by Surf Life Saving WA in conjunction with Department of Sport and Recreation (DSR) to discuss the current environment of kite surfing as a sport and how local governments as the licencing authority could be assisted with setting standards and conditions. The Department of Sport and Recreation will be developing guidelines for local government later in 2014. This will become a key document for local government in maintaining a level consistency of standards for kite surfing in WA.

Over the last 6 months the City has gained a good understanding of kite surfing as sport, the profile of Woodman Point as a unique location for sport and the way local kite surfing schools operate in WA. The City of Cockburn is one of the few local governments to implement conditions and standards for kite surfing licences and the decisions made are being closely monitored by other local authorities who are experiencing similar issues. The discussions and information has led to the following changes that are being recommended to the licence conditions.

1. *The number of kite surfing licences that are granted to be reduced from three schools to two.*
Three was considered too many for the operating area. Reducing the number to two still provides a choice for participants and it prevents one school from having exclusive access to the foreshore.
2. *The kite surfing lesson area is divided into two zones A and B.*
This will allow each school to have their own designated foreshore area to operate in. Schools would alternate on a week to week basis between Zone A and B. Zone A is regarded as the better location due to the close proximity to a car park.
3. *Wind conditions*
The maximum wind condition that a school can operate to be increased by two knots to 25 knots. This will now align with kite surfing insurance standards.

4. *The number of instructors per school increased by one.*
The number of Instructors teaching at any one time per school to be increased from two to three. This increase will mean that there will a maximum of six instructors on the beach which is the same number from this season. This increase will assist schools become more viable. The number of students in a teaching group must comply with International Kite Surfing Organisation (IKO) standards, (ie.4).
5. *School operating area shifted west.*
Operating area to be moved west to prevent students and instructors from returning to the foreshore in a designated dog exercise area.
6. *Instructor identification*
Each instructor to be wearing an arm band to identify them as having approval to instruct at Woodman Point. The arm band to be provided by the City to the schools at the commencement of the operating period and cancelled upon expiry.

Staff will continue to consult with WAKSA, DSR, SLSAW and other local governments during the period of this licence.

Throughout the review, staff were continually reminded that Woodman Point is one of the best locations in the world for beginner and experienced kite surfers. Secondly, staff were continually made aware of the lack of amenities, signage and security presence in the area. There are no shower/toilet facilities and security - an issue for the schools as the parking is isolated and recently seen a number of car break-ins. Staff will liaise with WAKSA and successful licence holders about ways in which to improve this area.

Strategic Plan/Policy Implications

Community & Lifestyle

- Promotion of active and healthy communities.

Leading & Listening

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

Environment & Sustainability

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

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

The City has consulted with (WA Kite Surfing Association) WAKSA, Surf Life Saving WA, representatives of commercial schools and other local Government Authorities that have similar licences in place.

Attachment(s)

1. Recreation and Leisure Traders Licence Agreement & updated Conditions
2. Licence Operator map.
3. State Administration Tribunal Order

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 10 July 2014 Council Meeting.

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

Local Government has care, control and management of beach foreshore facilities for licensing purposes.

18. EXECUTIVE DIVISION ISSUES

19. MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

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

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

22. MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE

23. CONFIDENTIAL BUSINESS

24 (OCM 10/7/2014) - RESOLUTION OF COMPLIANCE (SECTION 3.18(3), LOCAL GOVERNMENT ACT 1995)

RECOMMENDATION

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

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

COUNCIL DECISION

25. CLOSURE OF MEETING

CITY OF COCKBURN

SUMMARY OF MINUTES OF THE COCKBURN COMMUNITY EVENTS COMMITTEE MEETING HELD ON THURSDAY, 19 JUNE 2014 AT 6:30 PM

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CITY OF COCKBURN**MINUTES OF THE COCKBURN COMMUNITY EVENTS COMMITTEE
MEETING HELD ON THURSDAY, 19 JUNE 2014 AT 6:30 PM**

PRESENT:

Mrs C. Reeve-Fowkes	-	Deputy Mayor
Ms L Wetton	-	Councillor
Mr S. Pratt	-	Councillor

IN ATTENDANCE:

Mr D. Green	-	Director, Governance & Community Services
Ms S. Seymour-Eyles	-	Manager, Corporate Communications
Ms M. McLean	-	Events Coordinator
Ms S. Edgar	-	Events Officer

1. DECLARATION OF MEETING

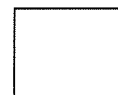
Director, Governance & Community Services, declared the meeting open at 6.40pm and advised that, in the absence of an appointed Presiding Member, and pursuant to Section 5.44 of the Local Government Act, 1995 he had been delegated the power to preside at the inaugural Cockburn Community Events Committee Meeting and to conduct the election to determine the Presiding Member of the Committee, in accordance with Schedule 2.3 Division 1 of the Act.

2. APPOINTMENT OF PRESIDING MEMBER (If required)

As only one nomination for Presiding Member was received, Deputy Mayor Carol Reeve-Fowkes was appointed Presiding Member unopposed.

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

Nil



4 (CCEC 19/6/2014) - APOLOGIES & LEAVE OF ABSENCE

- | | | |
|----------------------|---|---------|
| ➤ Clr Steve Portelli | - | Apology |
| ➤ Clr Yaz Mubarakai | - | Apology |
| ➤ Clr Philip Eva | - | Apology |

5 (CCEC 19/6/2014) - CONFIRMATION OF MINUTES

This is the inaugural meeting of the Cockburn Community Events Committee.

6. DEPUTATIONS & PETITIONS

Nil

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

Nil

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

Nil

9. COUNCIL MATTERS

9.1 (MINUTE NO 1) (CCEC 19/6/2014) - PROPOSED CALENDAR OF EVENTS 2014/15 (001/005) (S SEYMOUR-EYLES) (ATTACH)

RECOMMENDATION

That Council adopt the proposed 2014/15 Season of Events Calendar, as identified in the report.

COMMITTEE RECOMMENDATION

MOVED Clr L Wetton SECONDED Clr S Pratt that the recommendation be adopted, subject to the following amendments:

- (1) seek to secure Jimmy Barnes as the main priority for the Manning Park Concert;



- (2) investigate contemporary "Tribute/Cover" performers as an option for the Success Concert; and
- (3) promote the Community Concerts as "City of Cockburn Summer of Fun" Events.

CARRIED 3/0**COUNCIL DECISION****Reason for Decision**

1. The Committee felt that Jimmy Barnes would appeal to a broader audience for the Manning Park Concert. On this basis, Tina Arena would not be pursued and Joe Camilleri would be investigated for availability as an option.
2. "Tribute or Cover" acts, who impersonate popular modern artists such as Pink and Kylie, are suggested as options for the Success Concert.
3. It was suggested that promotion of the Community Concerts should be domiciled as "Summer of Fun" events, in combination with the City of Cockburn brand, in accordance with the Catalyse research results, which suggested this concept may increase their appeal.

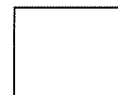
Background

Council is required to determine the Calendar for the 2014/15 Events Season, as per Budget Policy SC34, which states a "Provisional allocation for Community Events is to be a maximum of 1.0% of Rates Revenue. Council to approve a calendar of events."

The Community Events and related expenses below are funded from this budget. Any other City run events are funded from separate budgets.

The Events Team has developed the following proposal for the 2014/15 program of events, based on:

- A review of the 2013/14 season.



- Feedback from Elected Members following session on 22 May 2014.
- Staff de-brief of the events.
- Feedback from people at events/on social media.
- Qualitative research conducted with the public in March/April 2013.
- Results of additional questions related to events, asked in the Community Perceptions Survey (April 2013).

It is necessary to consider the calendar early in the financial year (July), because:

- It is preferable that marketing for the season commences in October, therefore adequate time is required for marketing material to be produced in advance of Spring Fair and Teddy Bear's Picnic.
- October-November Events are included in Cockburn Soundings October-November edition, which is prepared in August.
- Corporate Communications will apply to Lottery West and Health Way for funding for the 2014/15 season. Council needs to have determined the season of events before applications are submitted. These applications require around four months lead-in time and then adequate time to feature these organisations on promotional material, should a sponsorship agreement dictate.

Submission

Proposed 2014 – 2015 Events

Below is the proposed calendar of events. This includes events for the coming financial year and their related budget.

Event Name Location	Date	Budget ex. GST	Comments
<i>Seniors Social Evening 1</i>	Saturday 23 August 2014	OP 9492 \$11,000	Different theme; entertainment, buffet meal, raffles & prizes. 5.30pm – 11pm. Dalmatinac Club Tickets \$8.50. Subsidy of \$39 per ticket.
<i>Teddy Bears Picnic (featured in 2014 annual Cockburn calendar)</i>	Wednesday 29 October 2014	OP 9307 \$19,500	10am - 1pm Entertainment and rides free for pre-school kids, activities, amusements, arts, parenting information.



Event Name Location	Date	Budget ex. GST	Comments
Seniors Social Evening 2	Saturday 15 November 2014	OP 9492 \$11,000	As above 5.30pm – 11pm. Dalmatinac Club. Tickets cost \$8.50 to purchase. Subsidy of \$39 per ticket.
Cockburn Christmas Event (featured in 2014 annual Cockburn calendar)	Saturday 13 December 2014	OP 9460 \$15,000	Theatrical Performance, local choir and performers, Christmas Carols, Santa, activities, turning on Christmas lights. Council Grounds.
Aussie Day BBQ Breakfast	Sunday 26 January 2015	OP 9107 \$40,000	7am – 11am. Free BBQ Breakfast, free rides, entertainment, family activities. Coogee Beach Reserve. Cockburn Idol Heat 1 Ensure activities for older teens - early 20s are incorporated and promoted.
Seniors Social Evening 3	Saturday 7 February 2015	OP 9492 \$11,000	As above 5.30pm – 11pm. Dalmatinac Club Tickets \$8.50. Subsidy of \$39 per ticket.
Community Concert East (Aussie Pop Rock theme)	Saturday 21 February 2015	OP 9476 \$150,000	Success Regional Sporting Facility on the oval. 1st Choice – Birds of Tokyo 2nd Choice – Eskimo Jo 3rd Choice – similar genre 7pm – 10pm
Community Concert West (Contemporary Australian)	Saturday 14 March 2015	OP 9470 \$150,000	Manning Park 7pm – 10pm, 1st Choice – Tina Arena 2nd Choice – Jimmy Barnes 3 rd Choice – Pete Murray Cockburn Idol Final. Manning Park.
Coogee Beach Festival	Sunday 12 April 2015	OP 9363 \$55,000	9am – 2pm Coogee Beach Reserve and beach foreshore. Free rides and activities. Beach Challenge. Emergency Services display. Entertainment. Ensure activities for older teens early 20s are incorporated.
Harvest Hoo Haa	Saturday 16 May 2015	OP 9108 \$45,000	Harmony Oval Harvest Lakes, East Ward. Flavours of Cockburn theme to coincide with International Families Week. Have stalls selling a mixture of cuisines. Competitions may include: Bake off, Dog Pageant, Biggest Vegetable/Fruit and Craft stalls. Cockburn's Got Talent.

Event Name Location	Date	Budget ex. GST	Comments
<i>Marketing and Insurance for the major events plus miscellaneous</i>		OP9021 \$77,100	Marketing for all events, insurance and miscellaneous expenses which may include research.
<i>Teddy Bears Picnic Seniors Social Evening (2015/16 financial year)</i>	Wednesday 28 October 2015	-	Approved for <u>date only</u> to be included in the 2015 Annual City of Cockburn printed calendar. Budget to be sought next financial year.
<i>Seniors Social Evening (2015/16 financial year)</i>	Saturday 29 August 2015	-	Approved for <u>date only</u> to be included in the 2015 Annual City of Cockburn printed calendar. Budget to be sought next financial year.
Total		\$584,600	

All acts are subject to availability, as staff can only confirm and book them post a Council decision. The dates for the concerts are subject to change as the availability of acts dictates this to some extent. These are finalised before the annual printed calendar is distributed.

The number of events in this program is designed according to budget and to enable the two Event Staff to manage them, in addition to the other events that they organise or assist with during the year. These include Celebrate Ability, Bibra Lake Fun Run, Local Government Week, Hiroshima Day, ANZAC Services and official openings. Funding of these events is not taken from the allocated budget for those captured by Policy SC34.

Report

In 2014-15, it is proposed that the events calendar program follows the same format as 2013-14, as these were well attended, with the new event (Harvest Hoo Haa) securing a respectable attendance for its first year.

Dates have been considered in light of key events around Perth that are currently known, such as sporting events and community events, as well as other City of Cockburn events, which the City supports.

The recommendation is that the City continues with two bigger concerts of equal attraction, one in the west of Cockburn (Manning Park) and one in the East (Hammond Road Sporting and Community Facility). Two years ago, the City trialed holding two larger concerts based on



research which reported that residents in the eastern suburbs wanted events in their area. Since the construction of Hammond Road Sporting and Community Facility on Hammond Road, this has been possible.

The proposal for the concert at Manning Park is:

- 1st choice: Tina Arena (subject to availability).
- 2nd choice: Jimmy Barnes
- 3rd choice: Pete Murray

The concert at Hammond Road, Success is proposed to feature:

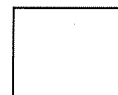
- 1st choice: Birds of Tokyo (mainstream, broad appeal across range of ages)
- 2nd choice: Eskimo Jo or similar genre
- 3rd choice: possibility of Australian Idol/X Factor/The Voice contestant.

The support act choice would be determined by the cost of the main act. It would be a local Perth band or complementary tribute or cover band.

The Cockburn Christmas Event remains at Council Administration Building, due to concerns around traffic if the event was moved to Cockburn Central town square. This year it is proposed to revisit a short Christmas-related performance from a local Theatre or School Group (subject to availability) in response to the Focus Groups' identified interest for a theatre in the park style of event. In addition to turning the Christmas lights on, a visit from Santa, a free sausage sizzle and other activities and entertainment are planned.

The City retains three Seniors' Evening events. The tickets currently cost the City \$45 per person and each person pays a subsidised cost per ticket, which goes towards prizes and giveaways on the night. Last year the cost was \$8.00 per ticket. It is proposed to increase the price to \$8.50 per person for 2014-15. This is based on the capacity of the Dalmatinac Club and the sale of 230 tickets out of a total of 260. A small allocation is for Elected Members and volunteers from the Seniors Centre. This means each ticket will cost the City \$36.50 per person. As the tickets are highly sought after, the process is refined each year to ensure, as far as possible, that only Cockburn residents attend and that there is a waiting list for those who miss out on the previous event.

The following events are retained in current format due to their popularity and good attendance:



- Teddy Bear's Picnic;
- Coogee Beach Festival
- Aussie Day BBQ Breakfast

The Events Coordinator will investigate providing a couple of activities which are aimed more at the 18-25 market at the Coogee Beach Festival and the 18-34 market at the Aussie Day BBQ Breakfast.

It is proposed that the Event Coordinator will undertake desktop research and that up to \$5000 of the event marketing and insurance budget is allocated to conduct a focus group of Cockburn residents, between the ages of 18-34, to determine the kind of events they would be interested in attending and the type of activities that would entice them to an event.

Harvest Hoo Haa

Based on the outcomes of the Focus Groups and community perceptions survey in 2013, Officers recommended a new event last year. This replaced the two movie nights from 2012 and four movie nights from 2011, which proved costly and for which there was little demand. The event is proposed to be held on a Saturday in May with the theme being 'Flavors of Cockburn' at Harmony Oval, Harvest Lakes in Atwell. It is proposed to continue the trial of this event but with a focused theme for the flavors of Cockburn from a food perspective and introducing a "Cockburn's Got Talent" contest. The dog show has potential to continue with other opportunities for competitions.

Last year this event was held the week before the Family Services Unit International Families Week Event at the same venue. Family Services and Corporate Communications have decided that the theme (Flavors of Cockburn) fits well with International Families Week and that it should hold the event during this week (15-21 May). To save having two events in a row at the same venue, Family Services will move their event to Harmony Week in March.

Cockburn Idol

It is recommended that the Cockburn Idol competition continues and that it remain restricted to Cockburn residents so that the prizes are awarded to Cockburn residents. It is proposed that the two heats be held at the Australia Day BBQ Breakfast and at the Success concert, with the final being held at the Manning Park concert. The total in prize allocation and gifts is \$4,500 which is taken from the relevant event budget. This equates to \$100 prize for the first place in each of the two heats, \$50 for second prize and \$25 for third prize. At the final there are two first prizes (in each age group) of \$1000 each, two second prizes of \$500 each and two third prizes of \$250 each.



Marketing /Insurance/Miscellaneous

The marketing plan will include traditional advertising, use of Facebook, the annual calendar, mini billboards in parks, posters and promoted at other events. Due to the level of budget for some of the events, it is considered prudent to insure them for cancellation due to weather or “no show” by a performer. There are many costs that cannot be recouped a few days out from the event, such as staging and other equipment.

Carnival of Events

The 2013 Community Perceptions Survey (Catalyse) research (p34) reported that the City of Cockburn brand was the main attractor for events and while there was potential to grow the “Summer of Fun” brand, awareness of the Summer of Fun brand was low amongst the community. With this in mind and the fact that the season has (since 2005) always started in October (Spring) with the Teddy Bear’s Picnic and ended in March/April (Autumn) with the Coogee Beach Festival, Corporate Communications requested a new look for the event material and renamed the program to the ‘Carnival of Events.’

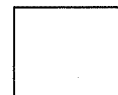
In 2013-14, the first year of using the new look, there was record attendance at events. The success of the events was also attributed to marketing and the refining of events following the research.

Health Way and Lottery West Funding

Last year Officers spoke to Lottery West and Health Way about funding and neither organisation will provide very clear advice on what is likely to be funded, except that Lottery West will fund up to \$20,000 per Council per annum and Health Way up to \$50,000, although that amount is for naming rights and would most likely apply to events that are marketed more widely than one Council area. Once Council determines the program, Officers will apply to both organisations for funding. If Council is successful in receiving funding from Health Way and/or Lottery West, budget adjustments will be made at mid-year review. In 2013-14, the City secured \$20,000 from Lottery West but nothing from Health Way. This year consideration will be given to giving naming rights to Health Way for an event, as long as the message aligns with the City’s strategies and that the City’s name is retained in the title of the event.

Alcohol

The Event Strategy 2014-19 states Council will permit - but not promote - BYO alcohol at evening concerts. It states that from 2014 onwards the exceptions are:



1. unless advised by the police to actively promote an event as alcohol free; and
2. where a concert is aimed at teenagers and a younger demographic, Officers will recommend that the particular event is actively promoted as alcohol-free.

At this point, the recommended events are not deemed such a high risk to require either of the concerts to be promoted as alcohol free.

Strategic Plan/Policy Implications

Community & Lifestyle

- Community environments that are socially cohesive and embrace diversity.
- Communities that are connected, inclusive and promote intergenerational opportunities.
- Communities that take pride and aspire to a greater sense of community.
- People of all ages and abilities to have equal access to our facilities and services in our communities.
- Promotion of active and healthy communities.
- The significance and richness of our local Indigenous people and diverse multicultural community will be recognised and celebrated.

Budget/Financial Implications

\$570,825.00 including marketing and insurance.

Legal Implications

N/A

Community Consultation

In 2014 the Community Perceptions Survey (Catalyse) showed 88% of those surveyed were familiar with festivals, events and cultural opportunities in the City of Cockburn. 77% were satisfied (scored 6-10/10) and 49% of residents were delighted (scored 8-10/10).



Attachment(s)

1. Elected Members Briefing Presentation – May 2014
2. Catalyse Focus Group Results 2013
3. Catalyse Community Perceptions Survey Results – Event specific questions 2013

Advice to Proponent(s)/Submissioners

N/A

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

It is appropriate for Council to provide entertainment activities for its community on a free or subsidised cost basis.

10. MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Nil

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

Nil

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

Nil

13. MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE

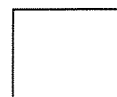
Nil

14. CONFIDENTIAL BUSINESS

Nil

15 (CCEC 19/6/2014) - CLOSURE OF MEETING

MEETING CLOSED AT 7.28PM

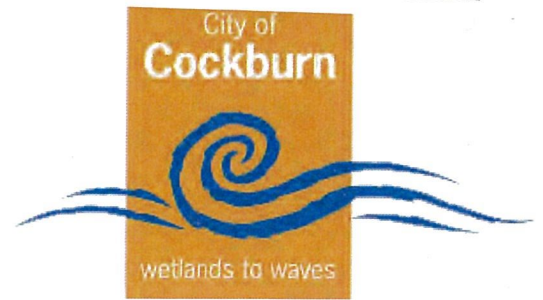


CONFIRMATION OF MINUTES

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

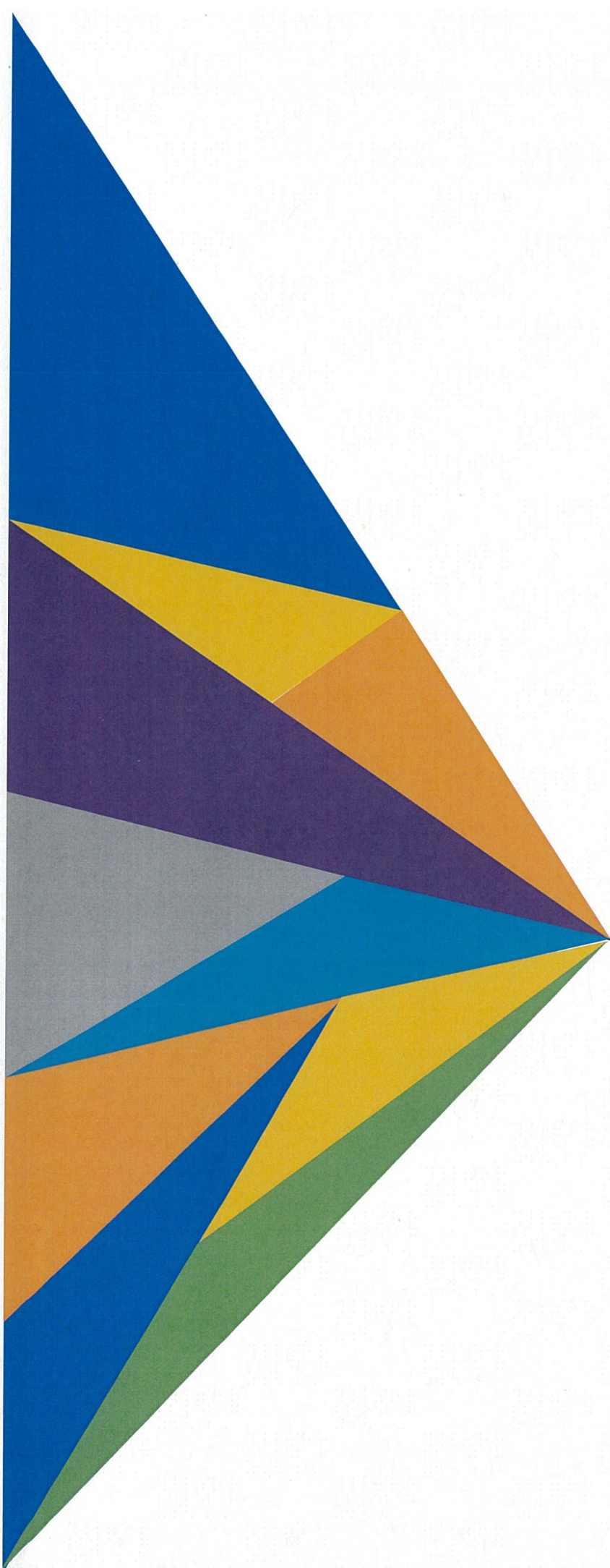
Signed: Date:/...../.....





Cockburn Central Activity Centre Plan







Mayors Forward

The City of Cockburn has set a goal for Cockburn Central to be the most influential Activity Centre in the region by 2031. This Activity Centre Plan provides the foundations for the long term sustainable development of Cockburn Central and will act as a guide in evolving this area into one of Perth's most diverse and vibrant centres.

The activity centre is on the cusp of becoming a unique service, knowledge and entertainment precinct by capitalising on significant public and private investment, both current and future. Careful planning is required to ensure that Cockburn Central continues to be an inviting place to live, work, visit and invest now and into the future.

The activity centre plan will guide the City's decision making to 2031 and provide a platform for lobbying of state and federal governments for provision of funds for additional infrastructure. The plan will also assist the City in advocating and encouraging for further private sector investment in the area to further the City's economic goals for the district.

With the continued growth of the south west corridor of Perth and an increasing need to focus on in-fill development to meet Perth's housing needs, locations such as Cockburn Central will become increasingly important into the future.

It is by clearly articulating the City's long term strategic goals and putting in place a sound and achievable implementation plan that Cockburn Central will become the most important and influential activity centre in the southern metropolitan corridor.

Mayor Logan K Howlett, JP

A handwritten signature in black ink that reads "Logan K Howlett".

Summary

The Cockburn Central Activity Centre currently exists as a collection of divided precincts punctuated by a burgeoning mixed use Town Centre and Gateways Shopping City. With the addition of other areas earmarked for high density mixed use development and significant public infrastructure, the activity centre is in a strong position to become a diverse, vibrant and successful activity centre as described in State Planning Policy 4.2.

There are significant opportunities for the centre based on its natural attributes, including proximity to critical industries and population, which enable the real opportunity for the activity centre to become the most important centre south of Perth.

Significant parcels of undeveloped land zoned for high density residential and mixed use development, high levels of amenity, proximity to natural settings and high levels of public infrastructure, presents an activity centre that is well positioned to produce high density walkable living environments. In turn the activity centre is well placed to assist in adding new medium to high density housing option for the Perth region, which importantly provide significant diversity of choice in the southern region.

The core area of the centre is clearly defined by zoning and land uses that are reflective of the long term desires and aspirations of the City. The surrounding frame area, typified by lower density residential, commercial and industrial development, provides for the ability to have greater influence on land deemed to have direct influence on and reliance on the activity centre.

Introduction

The City of Cockburn has experienced significant and sustained growth over the past several decades, quadrupling in size since 1971 to now over 100,000 residents. The City's population is expected to continue to grow with the Western Australian Planning Commission's WA Tomorrow Forecasting additional growth of between 30,000 and 40,000 by 2026.

As the City has grown, centres of activity and influence have shifted with the concentration of populations. A new core population exists within the southern corridor of Cockburn; straddling the Kwinana Freeway and Perth – Mandurah Railway. This trend is expected to continue with the opening up of development land in the locality of Banjup.

The Western Australian Planning Commission through their high level Spatial Framework and Strategic Planning, have identified Cockburn Central as the highest order activity centre within the City; identifying it as a Secondary Centre, the third highest classification.

The City has long understood the strategic role Cockburn Central does and will play within the wider Southern Corridor of Perth. Moreover, the continued growth and development of Cockburn Central is vital to the positioning of the City of Cockburn within the metropolitan region. The expected level of development, its urban form and intensity instigates the need for long term strategic planning to be undertaken at the local government level. Through this document it is hoped that the Activity Centre will grow in a holistic and organised manner, allowing the maximum return on investment and increased quality of living for residents.

It is clear that how we plan for a Cockburn Central Activity Centre to be Liveable, Prosperous, Accessible, Sustainable and Responsible Centre will face significant challenges, as well as opportunities. The Activity Centre Plan will provide the framework that will alleviate and manage these challenges going forward.

What is the Activity Centre Plan?

The Cockburn Central Activity Centre Plan ('The Plan') is a City level strategic document designed to provide broad direction for the development of Cockburn Central Activity Centre through to 2031.

The Plan will assist in the creation of a connected, vibrant and responsive Activity Centre as desired in Directions 2031 and Beyond and State Planning Policy 4.2. The Activity Centre Plan does not form the basis of an Activity Centre Structure Plan as outlined in State Planning Policy 4.2. However, the Plan Implementation Framework recommends the need for the City to undertake a comprehensive Activity Centre Structure Plan over the Core Area of the Plan. The endorsement of such a document is seen as important to guiding this as a next logical step for the City to take over the short term.

The Strategy will draw on extensive and detailed background research and analysis of issues facing the Activity Centre. Both context and site analysis will be undertaken to ensure a comprehensive understanding of the Plan study area and surrounding catchment.

The Plan builds on the work of the City's Local Commercial and Activity Centre Strategy ('LCACS') and is designed to

operate in conjunction with the City's Housing Affordability and Diversity Strategy and Economic Development Directions Strategy, which are currently under formulation. The integration of these documents and fulfillment of the aims of LCACS is important to achieving the identified goals of the Activity Centre and the Vision of the Plan.

The Plan has three parts:

1. Discussion Paper;
2. Background and Issues Paper; and
3. The Plan (Implementation Framework).

The Discussion Paper formed the initial part of the Plan and was used to create interest and attempt to draw out visionary ideas from the community, business leaders and interested parties. The Plan provided four broad topics of discussion based around the themes of the Plan. The Discussion Paper unlike the other two parts of the Plan, is a standalone document.

The Discussion Paper goals were as follows:

- Identify opportunities for the Cockburn Central Activity Centre to grow;
- To stimulate discussion and encourage ideas;
- Identify new issues that are important to the future of the area.

Community feedback was received during the formal advertising of the Discussion Paper; this is discussed later in this report. This information was utilised to further refine the Plan and also in the formulation of the Implementation Framework. The Background and Issues Paper (the second section of the

document) forms the investigative segment of the Plan, and looks into the following:

- Documents findings of background studies;
- Site analysis;
- Contextual analysis;
- Assessment of existing structure planning;
- Discussion of issues affecting the Activity Centre.

Finally, the Implementation Plan utilises the information gathered in the previous two stages to formulate an implementation framework going forward. The Plan will provide the basis and direction for statutory decisions and advocacy going forward.

1.2.What kind of Activity Centre will Cockburn Central become?

Cockburn Central has evolved quickly from being a small district level activity centre focused on a small shopping centre in the early 2000's to a vibrant mixed use activity centre that it is today. The continued evolution of the Cockburn Gateways Shopping City, Success Central and the Cockburn Central Town Centre has led to a Centre like no other in Perth. This coupled with the current planning over Muriel Court Structure Plan area and the Cockburn Central West Structure Plan precinct, sees a strong and prosperous future for the Centre.

With the recent and planned investments in civic, educational and commercial infrastructure, Cockburn Central is in a unique setting to be an Activity Centre, well positioned to help achieve the State Government's Directions 2031 goals and objectives.

The Vision of the Plan:

Cockburn Central positioned as a Strategic Metropolitan Centre and the most influential Activity Centre in the South West Metropolitan Sub-Region by 2031.

Drivers and Opportunities

Cockburn Central has all the key requirements to become the most influential Activity Centre in the South West Metropolitan Region:

- ***A diverse mixed use centre***
- ***Good transport infrastructure and public transport links***
- ***A growing population catchment***
- ***Compact Centre with extensive future development sites***
- ***Strong links to the surrounding natural environment***
- ***High quality Civic Infrastructure***

The vision is supported by five overarching themes:

The vision is supported by five overarching themes:



A Prosperous Centre

The success of the Activity Centre will depend on the ability to build on the current prosperity

A Responsible Centre

Guide the Activity Centre in a responsible manner to manage urban growth and make the most efficient use of land and infrastructure

A Liveable Centre

Living in or visiting Cockburn Central should be a safe, comfortable and enjoyable experience

An Accessible Centre

Most people should be able to meet their education, employment, recreation, service and consumer needs within Cockburn Central

A Sustainable Centre

Cockburn Central should grow within the constraints placed on it by the environment

The five key themes are drawn from Directions 2031 and all future statutory planning instruments and initiatives of the City would be expected to justify how they are consistent with the five key themes.

Each theme is supported by an overarching objective drawn from the City's Strategic Plan, Commercial and Activity Centre Strategy and Directions 2031 and will be used, in conjunction with the overarching themes, to guide the formulation of the Activity Centre Plan and future decisions of the City within the Plan's area.

The Challenge: Raising the Dials

The City's Local Commercial and Activity Centre Strategy (LCACS) sets the strategic vision and broad framework to guide the planning and development of the City's activity centres and to help guide planning for the City's strategic employment centres over the next 15 years. LCACS identifies Cockburn Central as the highest level activity centre in the City.

LCACS looked at the City's existing activity centres and the existing strategic employment centres and assessed them based on their performance against six criteria, being: intensity, diversity, employment, accessibility, economic activation and urban form. The City's activity centres largely perform at Perth metropolitan average levels or below. LCACS clearly showed that there is a need for improvement of activity centre performance in the future.

Cockburn Central overall performed below the average expected for a Secondary Centre.

Only one indicator, urban form, registered an average result largely attributed to a high score for development potential. It is clear that there is significant scope for improvement in the performance metrics of Cockburn Central. Increased performance is expected as the Centre grows.

Study Area

Study Area Map

The Study Area accounts for approximately 1,428 ha, equivalent to 27% of the total area of the City.

The Study Area is broadly bound by Berrigan Drive and Jandakot Road in the north, the future Banjup Urban Precincts and Lyon Road in the east, Bartram Road to the South and the boundary of Lake Yangebup and Thompsons Lake to the West.

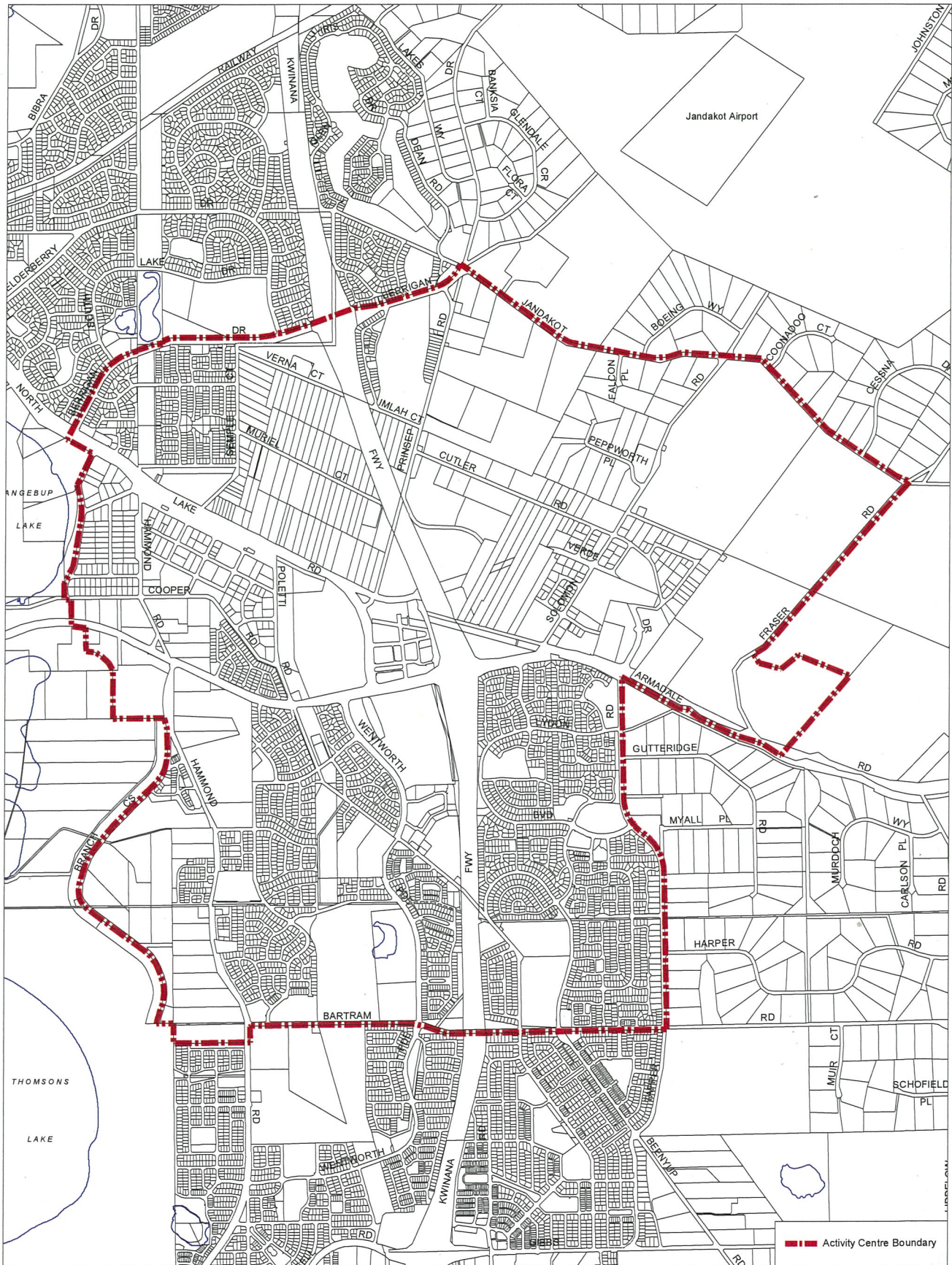
The size and form of the Study Area was selected to allow the appropriate framing of the Central Core Precinct of the Activity Centre, which includes the immediate surrounds of the Cockburn Central Station.

Core Area

The Core Area of the Study Area covers approximately 169 ha and is centred on the immediate environs of the Cockburn Central Town Centre, Cockburn Central West and Cockburn Gateways Shopping Centre. The boundary of the Core Area is broadly consistent with the Activity Centre boundary as outlined in the City's Local Commercial and Activity Centre Strategy.

Cockburn Central – Secondary Centre

Intensity	Diversity	Employment	Accessibility	Urban Form	Economic Activation
Below Average	Below Average	Below Average	Below Average	Average	Below Average





0 500m
SCALE

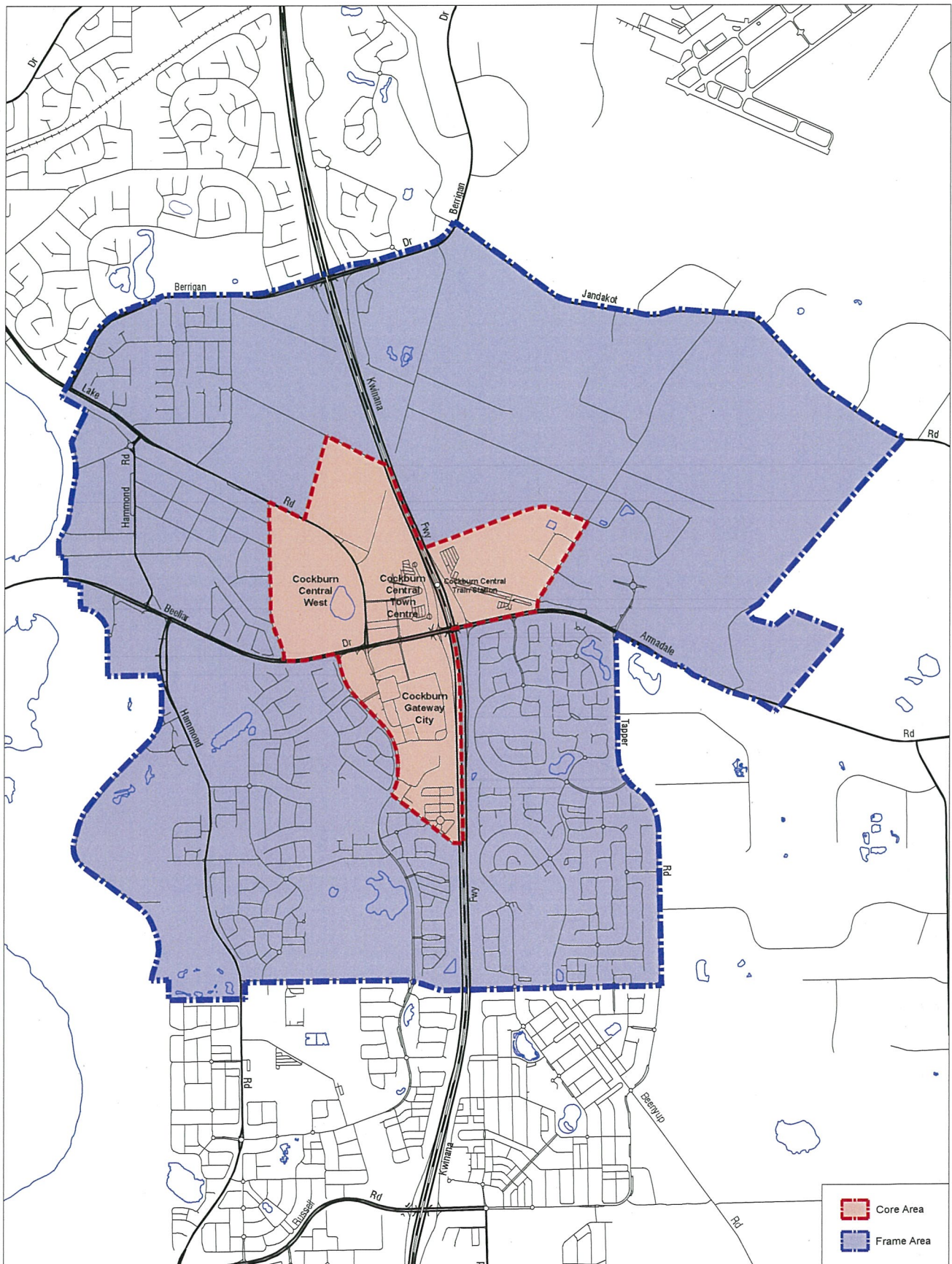
STRATEGY AREA

COCKBURN CENTRAL ACTIVITY CENTRE PLAN

City of
Cockburn



wetlands to waves



0 500m

SCALE

CORE & FRAME AREAS

COCKBURN CENTRAL ACTIVITY CENTRE PLAN

City of
Cockburn

wetlands to waves

Land within the Core Area can be expected to feature higher more intense level of development out to 2031; with a concentration of jobs and more substantial built form.

Suburban Frame Area

The remainder of the Study Area is divided into the suburban frame area. The Frame area is deemed to have direct influence on and reliance on the Cockburn Central Activity Centre for daily and weekly needs, as well as transport, entertainment and commerce.

Areas outside the Frame area also display these traits; however, it is land within the Study Area and how that land develops that is deemed to have significant impact upon the Activity Centre for the purposes of enacting an implementation strategy.

The Frame area also dictates the extent that tangible Implementation Plan items will be found and enacted as part of this Plan.

The Suburban Frame Area presents tangible opportunities for increased densities and improvements in local commercial activities. The areas within the suburban frame experience high level of service from the existing and proposed transit systems.

Implementation Framework

The overarching vision of the Plan is to lift the importance of Cockburn Central Activity Centre to one of metropolitan level importance, being a Strategic Metropolitan Centre. The Implementation Framework will provide broad guidance (Implementation items) towards this vision; through the identification of a range of initiatives and actions. These items are linked to the key themes of the Plan and also allocated an expected timeframe to indicate importance.

Due to the Strategic nature of the Plan, a

number of implementation actions are identified as advocacy items. The City would have limited ability to facilitate the outcome, but see the outcome as vital for the fulfilment of the vision of the plan.

Observations

Each Implementation Item is supported by a set of overarching observations; these have been drawn from the background and issues paper and previous community consultation. Observations have been included to provide insight into the Item for decision makers going forward. It is vital that future decision makers can ascertain the basis for the establishment of each Implementation Item.

Issues

Each Implementation Item is supported by a broad summary of the identified issues, raised through the background and issues paper, that influenced the inclusion of the Items in the Framework. These are not intended to be an exhaustive list of issues but a summary of those raised and identified.

Removing the disconnect between issues and actions is important considering the length of time between this Paper and the actioning of some Implementation items.

Actions

Each implementation item is broad in nature, therefore under each item sits one or more actions to be acted upon by the City. These actions are more specific in nature and achievable, while the items are more strategic and aspirational in nature. The below timeframes relate to actions not the implementation items.

Timeframes

The following timeframes relate to the various actions that sit beneath the Plan's implementation items. The timeframes utilised in the Plan are below.

Short Term	Actioned 0 - 5 Years
Medium Term	Actioned 5 - 10 years
Long Term	Actions prior to 2031
Ongoing	Actioned immediately and is continuous
Advocacy	Council limited in ability to facilitate item independently. Advocacy for item at appropriate level of Government to be continuous

Key Stakeholders

Implementation items are related back to relevant stakeholders key in the successful completion and achievement of the item. It would be expected that key stakeholders be directly engaged with early in the actioning of each implementation item.

Context

For the Cockburn Central Activity Centre to realise its goal by 2031 to be a Strategic Metropolitan Centre it is vital that the current local, regional and demographic context is understood. What the Centre currently is and how it got there are vital components to understand the journey the Centre will take into the future.

The following compartmentalises the Activity Centre into its many parts (precincts) and further provides insights into the various

matters that influence the Activity Centre, being: predominant land uses, social infrastructure, key functional components, connections and influences.

Cockburn Central Town Centre

This precinct forms the core mixed use precincts of the Cockburn Central Activity Centre. The area has developed under Transit Oriented Development principles due to the proximity of the Cockburn Central Train and Bus Interchange. Medium density residential development of the precinct coincided with the opening of the Perth to Mandurah railway line with continued densification of the precinct with each preceding development. In recent years mixed use development has become feasible, with ground floor commercial space and residential above. The Town Centre Precinct is also home to significant public and private office development

A centrally located town square is located adjacent to the Train Station; this provides the central meeting point for the precinct.

A number of significant development sites remain in the Town Centre and development is expected to be finalised over the short term. The expected long term population of the Town Centre is predicted to be approximately 2,100 people.

Cockburn Central West

Cockburn Central West (CCW) forms the next expansion of the Cockburn Central Activity Centre. Located directly west of the current town centre, CCW is poised to accommodate approximately 1,100 dwellings, the City's Integrated Recreation Centre and the Fremantle Football Club. CCW is expected to continue the existing urban form of the Town Centre; medium and high density mixed use developments are expected to sit alongside the retained wetland

area and community facilities.

It is expected that CCW will yield approximately 1,100 dwellings, for a population of more than 2,000 people with some 20,000 square metres of commercial floor space.

CCW is expected to mature over the coming years and reach completion some time next decade.

Cockburn Gateways Shopping City

Cockburn Gateways Shopping City (Gateways) forms the retail and commercial heart of the Activity Centre. The precinct is currently typified by a large scale, 'big box', retail shopping centre and associated food and beverage and highway commercial uses.

Gateways is currently undergoing an expansion to approximately 50,000 square metre of retail floor space and 10,000 commercial in accordance with an approved Structure Plan over the land. The expansion will include significant increases in retail trading space, the establishment of a main street environment and also additional commercial space. It is expected that any future significant expansions of Gateways will be done under a comprehensive Activity Centre Structure Plan. The current expansion also includes a significant public realm associated with the main street, which will seed the environment to foster broader levels of activity especially in to the evening hours.

Located within the Gateways Precinct is significant community facilities; the City of Cockburn's Youth Centre, Success Library and Cockburn GP Super Clinic are all co-located on the western boundary of the precinct.

Success Central

Success Central is a high density residential precinct of the Activity Centre located directly

to the south of Gateways. Success Central falls under a Council adopted Masterplan that regulates its development height and building design.

To date the medium density elements in the south of the precinct have been completed with two, three and four story apartments and townhouses being the predominant built form. Recent developments in the north of the precinct are of a higher density, with six and seven story apartments completed and under construction. It is understood that building height will generally increase as development progresses.

At this stage some 440 dwellings are either completed or under construction. Once all current projects are completed the projected population of the precinct is expected to be approximately 800. Within the Precinct some 3.1ha of land remain undeveloped, with high density residential likely on all remaining land.

It is not expected that the Success Central precinct will feature significant commercial floor space, though limited 'daily needs' retail may be present as the area develops.

The precinct has good connectivity to local open space, the Cockburn Central Town Centre and excellent pedestrian connectivity to the Gateways precinct.

Muriel Court

The Muriel Court Structure Plan was initially prepared by officers of the City in conjunction with a private planning consultant. The City's leadership initially was seen as vital given the multiplicity of land ownership and the relatively small lot sizes. The involvement of the City was considered the only practical way of progressing planning of the subject area and facilitating its development potential.

The initial Structure Plan was prepared to be consistent with the WAPC's Liveable Neighbourhoods and Network City Strategic Planning Document (now superseded by Directions 2031). At the heart of the planning for the area was providing a diverse and compact urban outcome that in turn supports alternative transport choices and further supports the Cockburn Central Activity Centre and train station.

In total the Structure Plan is expected to yield between 2,170 and 2,894 dwellings. All subdivision and development in the subject area is expected to achieve at least 75% of the nominated density. At time of writing a major amendment to the Structure Plan was being formulated to provide for some residential density increases across the Muriel Court precinct. This modification is expected to yield an approximately 500 additional dwellings.

It is expected that the Muriel Court precinct will feature significant commercial floor space, particularly along North Lake Road, other uses within the centre of the precinct would likely be limited to 'daily needs'.

Due to the site constraints and multiplicity of land ownership it is expected that Muriel Court will develop over the next decade.

Industrial Precincts

Bordering the eastern and western portions of the Core Area of the Activity Centre Plan are two established industrial estates; to the West is the Jandakot Industrial Area and to the east is the Solomon Road Industrial Area. A breakdown of approved uses for both Industrial Areas can be found in the appendix.

Industrial land uses in the Jandakot Industrial Area date back to the mid-20th century when the area began to utilise its proximity to the Fremantle to Armadale Freight Line via the

establishment of wool scouring industries. Significant general industrial development began to occur during the 1970's as the Jandakot Townsite expanded. The land use patterns have remained generally the same through to modern times. The former wool scouring site was developed over the mid 2000's for 'mixed business' and 'light and service industry' uses.

The Jandakot Industrial Area features predominately ageing building stock, with a review of historical aerial photography indicating that significant building stock dating back to the 1970's. The area is typified by a permeable grid street network that supports the current land use patterns.

To the east of the Core Area is the Solomon Road Industrial Area. This area has been predominantly developed for 'Light and Service Industry' and 'Mixed Business' land uses. Showroom and highway commercial development also front Armadale Road. Significant undeveloped land is present in the west of the precinct directly adjoining the Cockburn Central Train Station. The Solomon Road Structure Plan current exists over this portion of the Plan, providing land use and urban form guidance to landowners seeking to develop.

The future extension of North Lake Road transects the area, but the timeframe for the construction of this piece of infrastructure remains unknown. Although the road itself remains a responsibility of the City and Development Contributions arrangements are in place, the interchange and bridge structures are a State responsibility and not in the gambit of the City to fund and implement.

Suburban Frame

The outer Frame Area of the Activity Centre Plan is dominated by traditional suburban.

neighbourhoods of varying ages.

Development of these areas largely occurred from the mid 1990's and continues today in the far east of the subject area. The area is a personification of the typical Perth suburban environment of its time; large lots, single free standing homes and limited street connectivity.

Densities of these areas are low, for the most sitting at approximately 10 dwellings per gross hectare.

Newer residential estates, developed under the Liveable Neighbourhoods framework, within the suburban frame have slight increases in density and more permeable street networks.

Within the suburban frame a number of residential zoned areas remain undeveloped. Several of these are strategically placed in close proximity to the core area particularly in the suburb of Success.

Local Commercial Centres

The Local Context Map identifies all established and planned (zoned) local commercial centres within the Activity Centre Plan area. These centres form local and neighbourhood level functions in the locality. These predominantly cater for daily and weekly retail and service needs of residents. As can be seen in the Local Context Map the Centres are well dispersed allowing for the significant number of residents in the Study Area to be within 400m walk of such a site.

Public Open Space

The Activity Centre area is well serviced by Public Open Space, featuring significant local, neighbourhood and regional spaces as well as significant retained areas of ecological significance.

The Plan area is bound on the entirety of

its western edge by portions of the Beeliar Regional Park, which provides for regional level environmental significance and important ecological corridors. This 'green' corridor is protected being part of the network of parks and reserves which form the Beeliar Regional Park (and within the Conservation Estate of WA). It is unusual in the Perth context to have such significant environmental assets in such close proximity to a key activity centre.

The Plan area also features multiple active playing fields and associated community facilities. These are outline on the Local Context Map.

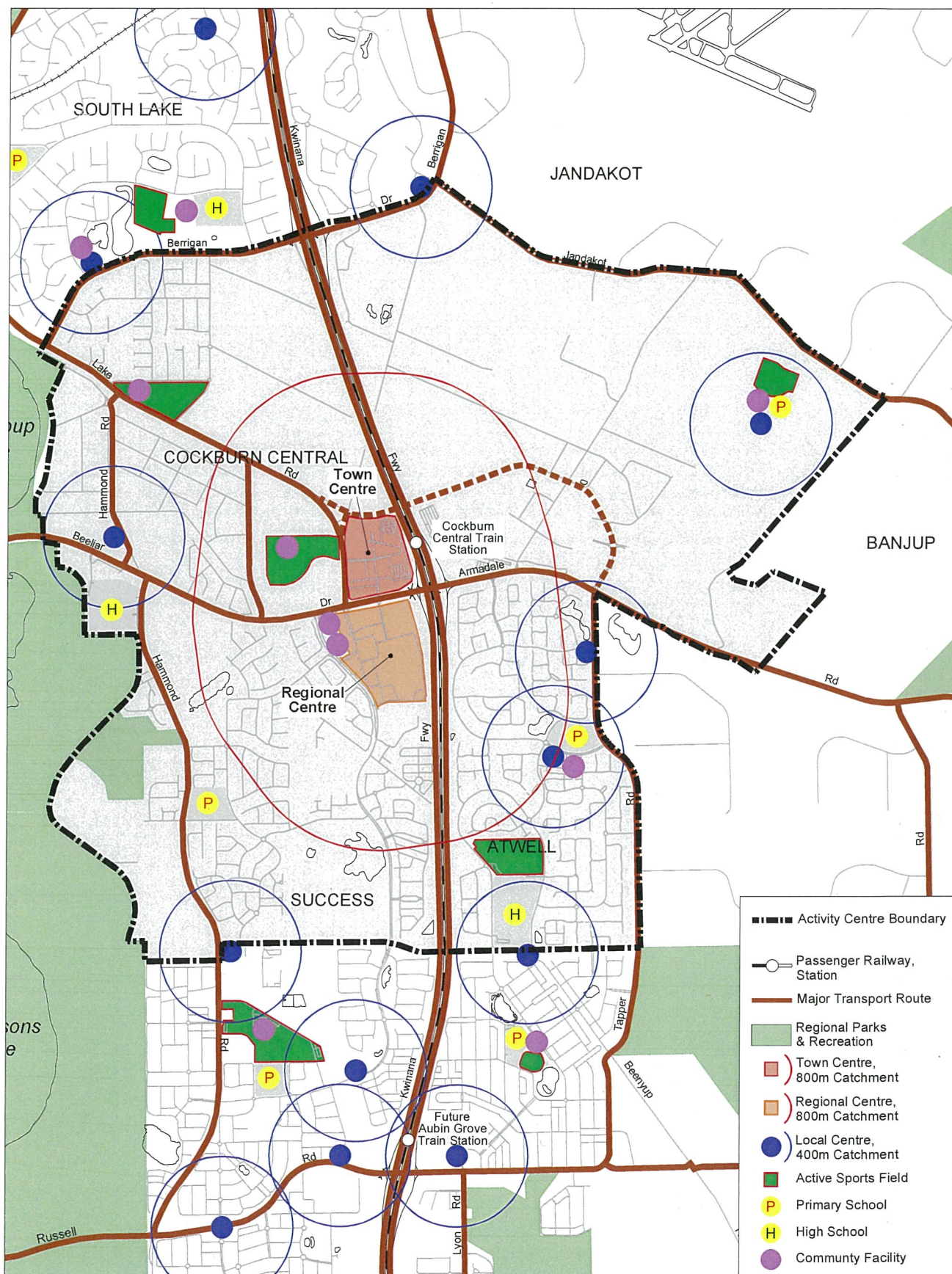
The Local Context Map highlights the major active playing fields and significant areas of ecological value in the Plan area.

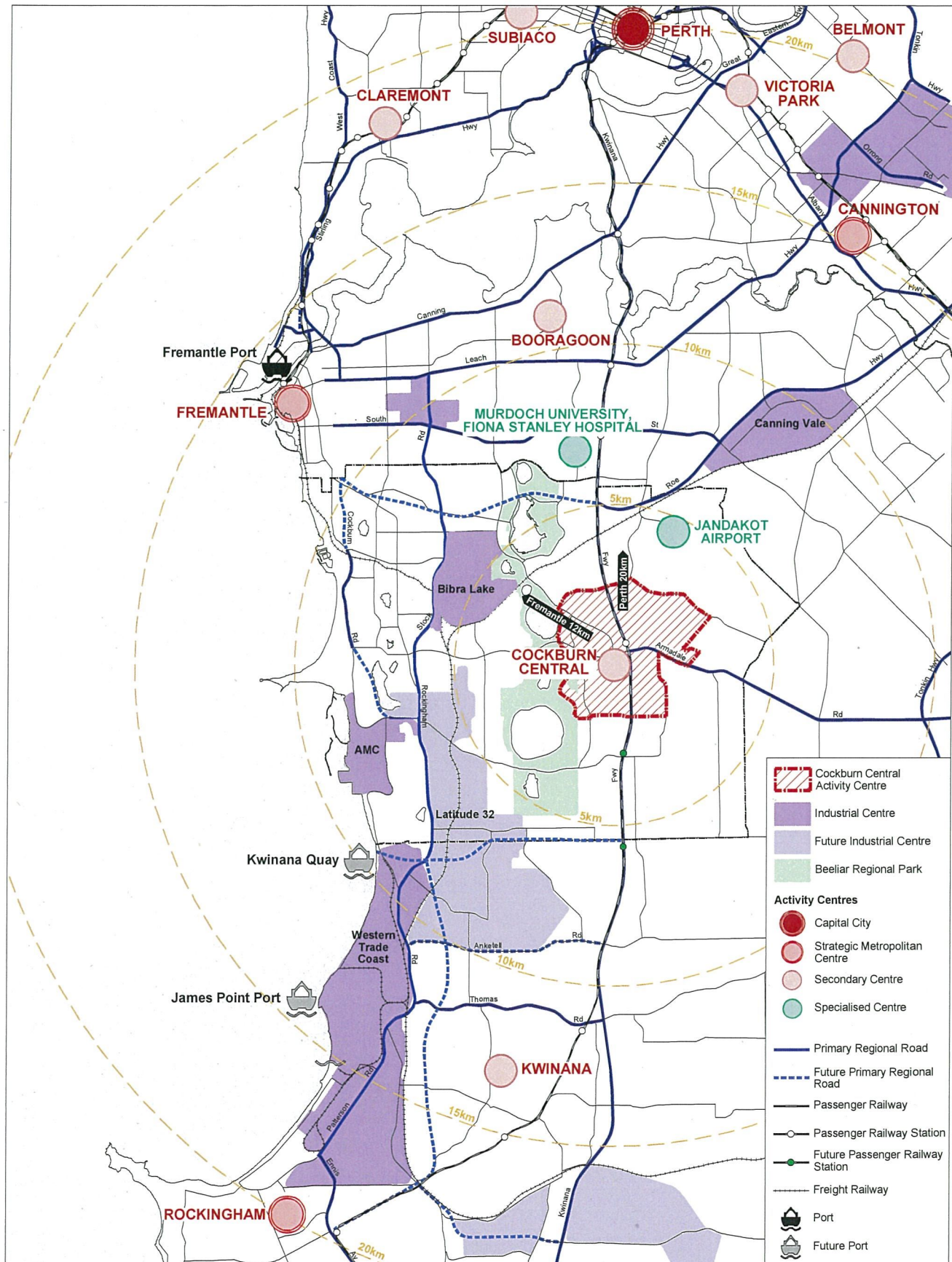
Education Facilities

The Local Context Map indicates all existing and planned places of education, both public and private within the Plan area.

According to the Department of Education, adequate public schools are provided for within the Activity Centre. However, with the expected development potential of the Core area, particularly the level of high density development, doubts have been raised regarding the suitability of planning for primary education.

A number of private schools are present within the Plan area. These provide alternate educational choices to residents within the Plan area and further afield. These educational establishments are predominantly found in the western portion of the suburban frame.





Cockburn Central Activity Centre is strategically located in the southern suburbs of Perth; being highly accessible to both public and private transportation and within proximity to other Strategic Activity Centres. The Regional Context Map provides a macro overview of Cockburn Central location within the Perth Metropolitan Region.

Regional Connectivity

Cockburn Central due to its central location and existing infrastructure is provided with high quality connectivity to surrounding activity centres and nodes of employment. Regional road, passenger rail, freight rail, air and cycle infrastructure are all present within the local context providing high level regional, intrastate and interstate connectivity

Dissecting the Activity Centre is Kwinana Freeway and Armadale Road/Beeliar Drive. Both these routes provide high level private vehicle and road freight connectivity through Cockburn Central. Additional regional road infrastructure is proposed for North Lake Road in the form of an interchange with the Kwinana Freeway and connection to Armadale Road.

The Perth – Mandurah Rail Line provides high speed passenger rail connections to several higher level Activity Centres within the Perth Metropolitan Region. Perth Central Business District, Stirling, Rockingham, Mandurah, Murdoch and Joondalup Activity Centres can all be reached via direct journeys on passenger rail. Centres to the west and east of Cockburn

Central features less conducive public transport connections and are often not time competitive with trips via private motor vehicle.

Cockburn Central Train Station is utilised as the southern suburbs hub for regional bus traffic to the South West of Western Australia.

Proximity to Existing and Planned Industrial Areas

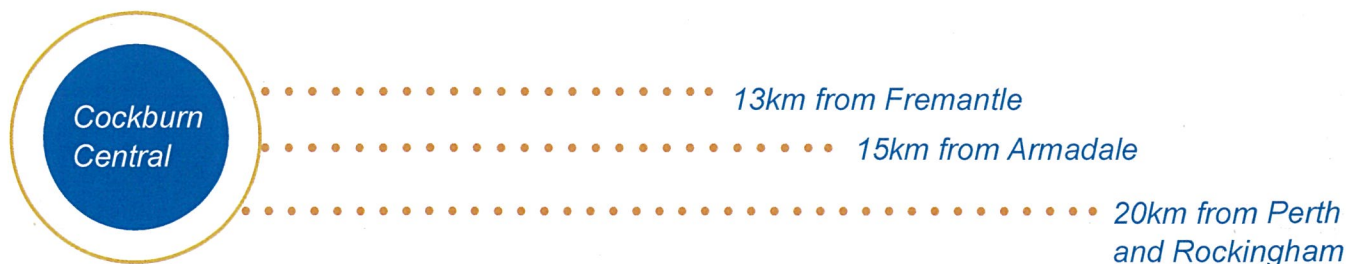
Cockburn Central benefits greatly from its proximity to both existing and planned industrial areas. Two smaller areas are located within the Plan boundary, while the Bibra Lake Industrial Area is located a short distance away. The Western Trade Coast Industrial Precinct is located directly to the west of Cockburn Central and is expected to provide significant job growth and general economic output for the region and the State going forward.

Demographic Analysis

For Cockburn Central to be successful it will be a place where people from a diverse range of demographic groups choose to live, access, work and/or play. To better understand what is currently provided for and what is missing from the Activity Centre, the following demographic analysis has been undertaken.

At the 2011 census some 11,300 persons resided within the Activity Centre boundary. This equates to approximately 10% of the City's current population.

The Demographic Analysis Map provides two



levels of demographic breakdown for populated portions of the Study area. Analysis at the Statistical Areas Level 1 (SA1) and Mesh Block levels under the Australian Bureau of Statistics's Geographic Framework has been undertaken. The Demographic Analysis Map provides SA1 information covering the following matters: total population, density, median age, total dwellings, average persons per household, average household income and average vehicles per household. Mesh Block data is limited by the ABS due to privacy; the Demographic Analysis Map provides data related to population density for each Mesh Block and provides a more micro analysis of the nature of the density and built form in the various parts of the Plan area.

The observed demographics of the Study area are in general consistency with those of the wider metropolitan area. The housing stock, number of persons per dwelling and number of vehicles per dwelling are consistent with suburbs of similar location and age within Perth. Overall average weekly household income is above the Perth metropolitan region average, though SA1's within the locality of South Lake report below average results on this indicator.

The SA1 areas typified by higher density residential development, being Success Central and Cockburn Central Town Centre have lower vehicles per dwelling, less bedrooms per dwelling, utilise public transport more frequently as their method of travel to work and are more likely to rent than the Perth and City of Cockburn averages. This trend would be expected to continue as these areas develop further.

The Demographic Analysis map reflect a lack of development through areas such as Muriel Court and Cockburn Central West due to lack of development activity to date. Due to the nature of the zoning of such land demographic trends similar to Cockburn Central Town Centre would

be expected.

By 2031 a reasonable component of Perth households are expected to be more compact households (single, couple and small family). The provision of dwellings suitable to this growing cohort places Cockburn Central Activity Centre in a strong position going forward to be relevant to future needs of Perth residents.

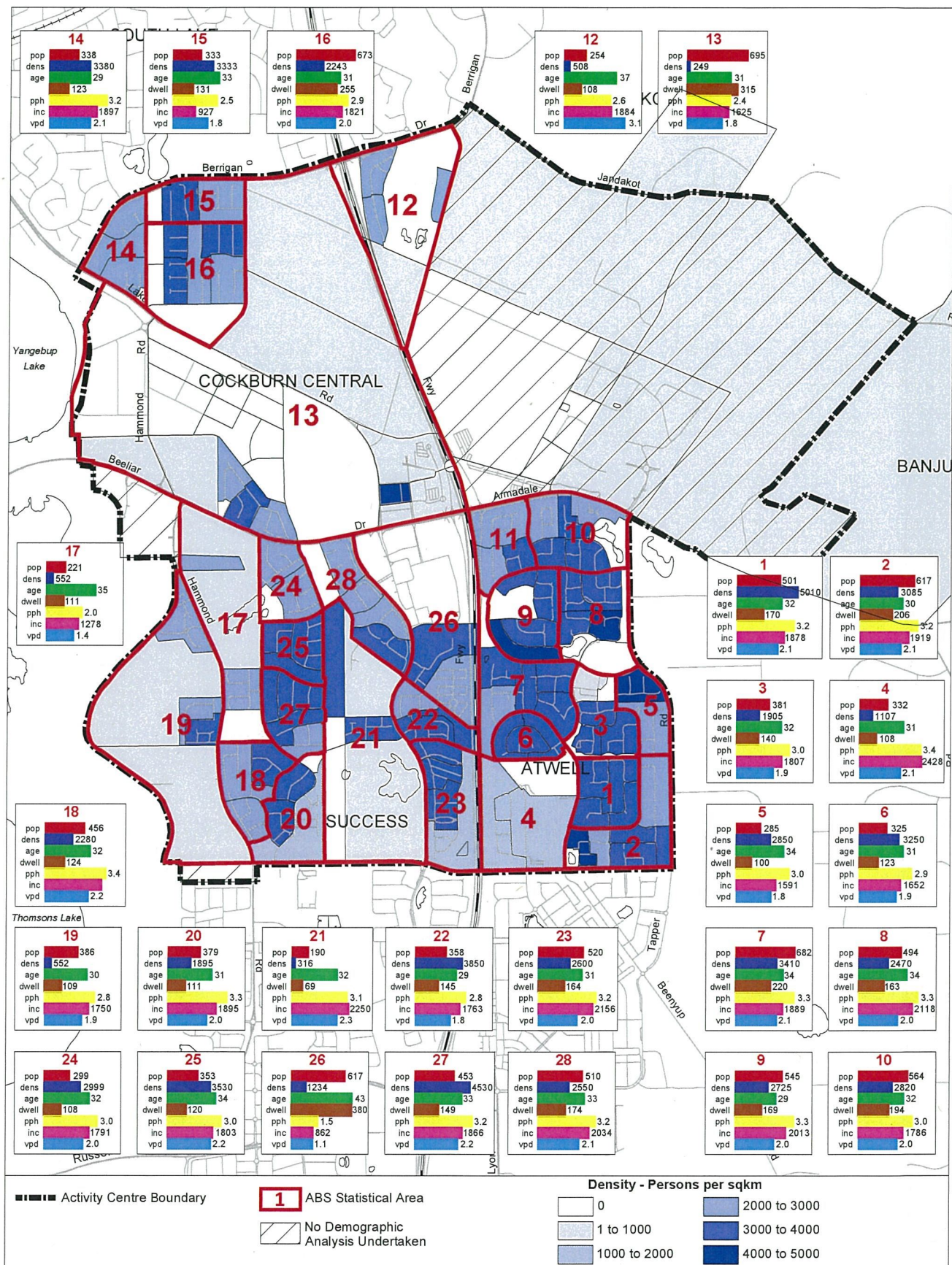
Development of recently approved residential estates in the Study Area, such as Lakeside Success and the Banjup Quarry development are likely to be demographically similar to the existing suburbs of the Frame Area, though moderate increases in site density are expected in line with recent planning policy changes.

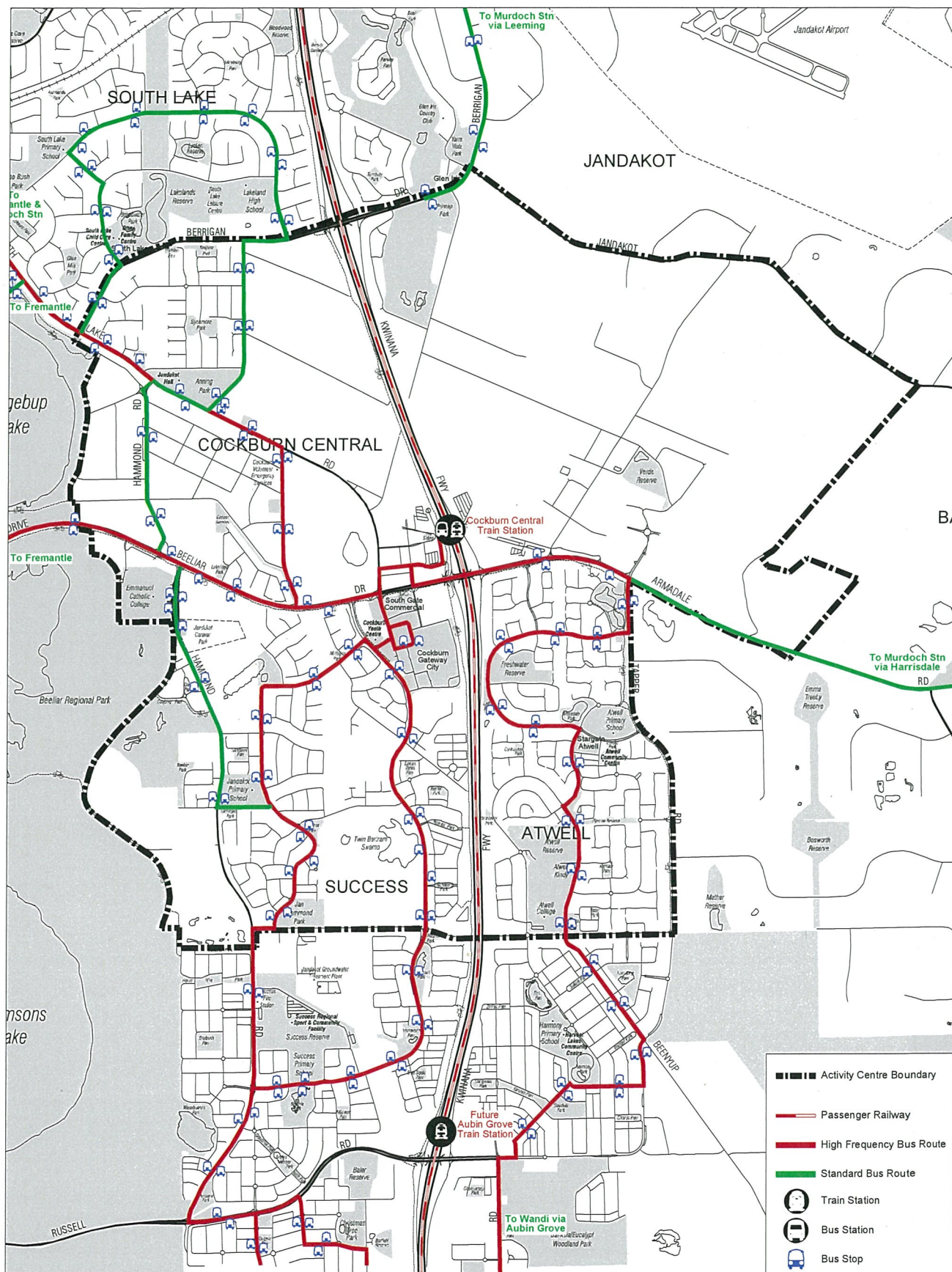
Transit Analysis

Cockburn Central Activity Centre is well served by public transport infrastructure. Existing heavy rail and bus services provide a reliable high frequency service to most parts of the Plan area. Services in shoulder and off-peak times are typified by less frequency and less choice. The Public Transport Map indicates current routes and bus stop locations in the Plan area.

A walkability analysis undertaken shows that the majority of dwellings within the built up portions of the study area are within a 400m (5 minute) walk of a bus stop. Although promising such analysis is limited as it does not take into consideration nature of the walk nor the bus route frequency.

Cockburn Central Station, outside the Central Business District, is one of the busiest stations on the Perth to Mandurah Line with approximately 5,000 daily boardings, with bus to train transfers accounting for approximately 30% of all boardings. The Public Transport Authority manages some 1,300 'park and ride' bays adjacent to Cockburn Central Station. Anecdotal evidence indicates that demand





for these bays is high, with capacity reached by 7:30am each weekday with limited bays available until mid-afternoon. Site surveys of the Cockburn Central Town Centre at peak times indicates that a significant portion of commuters 'kiss and ride' and are 'picked up' at the Station, a significant portion of these being school aged passengers.

The site surveys also indicated a number of local businesses operate private shuttle services to Cockburn Central Station bridging the 'gap' between the place of work and the train station.

The majority of bus routes into the Activity Centre Plan area act as feeder services for Cockburn Central Station, providing seamless connections at peak times for services to and from Perth. Multiple services allow connection through to Fremantle in approximately 45 minutes. Bus connectivity to other identified Activity Centres is limited. Previous direct connections to Armadale by bus have been trialed.

The majority of bus routes operate frequencies between 10 and 20 minutes in peak times with frequencies between 30 minutes and 1 hour common outside of peak. Bus routes converge on a number of key points in the network providing for improved level of service in peak and off peak and shoulder times.

Aubin Grove Train Station, located approximately 3km south of Cockburn Central Station (outside the study area) is expected to be completed by early 2017. The Station will feature a bus station and a significant car parking facility with some 2,000 bays. The establishment of this additional train station is expected to have an impact on the number of passengers utilising Cockburn Central in the short term and also provide temporary relief for the 'park and ride' and reduce overcrowding on

some feeder bus routes, particularly the 527 bus.

It is understood that three additional bus routes will be created following the commissioning of Aubin Grove Station. The existing routes 525, 526 and 527 will operate between Cockburn Central and Aubin Grove Stations, no longer servicing areas south of Russell and Gibbs Roads. New services, the 535, 536 and 537, will operate south of Aubin Grove Station. Shorter running times and increased frequencies can be expected to increase bus patronage going forward. These new services are not indicated on the Public Transport Map.

Driving/Traffic

Cockburn Central is well served by existing and planned regional, sub regional and local road networks. The Core area sits at a significant interchange that provides strategic links to other Activity Centres to the north, south, east and west.

Armadale Road/Beeliar Drive, North Lake Road and the Kwinana Freeway form the road skeleton on which Cockburn Central Activity Centre is formed around. In general the location of the various Regional and other Regional Roads have directly influenced the form and functionality of the Core Area of the Activity Centre Plan.

Recent and ongoing widening and upgrades to the road network within the Study Area include:

- Widening of Beeliar Drive between Wentworth Parade and the Kwinana Freeway
- Realignment and widening of Midgegooroo Avenue between Beeliar Drive and North Lake Road,
- Widening of North Lake Road between

Midgegooroo Avenue and Hammond Road

- Minor upgrades to the southbound off ramp of the Kwinana Freeway.

Identified major future upgrades to the road network within the Plan area include:

- Bartram Road freeway flyover
- Widening of Hammond Road, between Beeliar Drive and Bartram Road
- North Lake Road extension and Freeway interchange
- Widening of Armadale Road east of the Activity Centre

It is widely believed and experienced in the various traffic modelling that there is a necessity for the establishment of the North Lake Road Overpass/Interchange to be in place as soon as practical to assist in the alleviation of congestion within the Core Area of the Plan.

This is summed up by the City's District Traffic Study 2013 which identifies that without the North Lake Road Overpass, congestion rises significantly on Beeliar Drive through Cockburn Central and Berrigan Drive west of the Kwinana Freeway.

Moreover, should significant regional traffic not be shifted to North Lake Road the ability to provide priority to walking, cycling and public transport into the Core Area along Beeliar Drive remains restricted.

Issues

The following section forms the issues portion of the Activity Centre Plan. The matters raised below stem from information gathered during the advertising of the Discussion Paper, research undertaken as part of the background portion of the Plan and previous reports and

strategies prepared by the City and others.

The matters raised below are not an exhaustive list of issues, but a culmination of the concerns and issues raised thus far. These have been grouped into various groupings and are outlined following.

Core Area Statutory Provisions

The Core area of the Plan currently sits beneath a number of different statutory planning documents providing a lack of consistency. Gateways, Cockburn Central Town Centre, Cockburn Central West, Muriel Court and Solomon Road precinct are all governed by independent Structure Plans; these plans identify zoning, land use permissibility and have controls over built form. Further complicating this is that within the same area are a number of Development Area and Development Contribution provisions of the City's Scheme that also apply.

Having various statutory provisions has the potential to create confusion, reduce synergies between the different precincts and potentially limit economic growth. Overall such situations are not conducive to achieving the Vision of the Plan.

Areas within the Suburban Frame Area are largely guided by expectations set out in State Government Policy and Guidelines related to suburban development, as such inconsistency of statutory provisions in these locations has limited impact on the viability and growth of the Activity Centre.

Congestion

Traffic congestion has been raised in various forums by residents and other stakeholders as a serious impediment to the growth and success of Cockburn Central Activity Centre. It is like the rest of Perth one of the most challenging issues

facing the liveability and success of Cockburn Central.

Within the Core Area significant congestion occurs during morning and afternoon peak and also present frequently on weekends. Congestion is most pronounced on the major arterial road within the Plan Core Area but is also present on some local distributor roads, particularly where these intersect with regional roads. Congestion also occurs in proximity to the eastern entrance to the Cockburn Central Station, with acute congestion in the afternoon peak on Knock Place.

Significant localised congestion is present in the proximity of Jandakot Airport. This Specialised Activity Centre is expected to grow over the coming decades with jobs growth and trip attrition rates set to multiply substantially. Congestion relief is expected to come via additional access points to the south and east of the airport, though with continued growth, congestion at peak times can be expected going forward.

The City's District Traffic Study 2013 identifies a number of scenarios that relate directly to the flow of traffic and expected level of service that can be expected within the Plan area by 2020 and 2031. This information has fed into the Plan's Implementation Framework where the actions relate to transit and road infrastructure.

The social and economic issues associated with congestion should not be underestimated, particularly their ability to stymie growth within the Activity Centre.

According to the Bureau of Transport and Regional Economics' 2007 working paper into estimating urban traffic and congestion cost trends for Australian cities, traffic congestion in Perth will be a growing and significant economic cost going forward. In 2009 the cost of Perth's congestion was estimated to be nearly \$1

billion. By 2020 this figure will more than double to \$2.1 billion. Steps taken to reduce congestion will have a significant positive impact on productivity, especially in inner and central areas.

It has been estimated that Perth commuters lose 14 million hours annually stuck in traffic.

Pedestrian Amenity

Previous Community Consultation and site surveys have identified a number of pedestrian hot spots where improvements may be necessary. In general these community responses relate to pedestrian hazards, dangerous behaviour and poor pedestrian networks.

Of highest order is the pedestrian connections between Cockburn Central Town Centre and Cockburn Gateways. Currently organised crossings occur at Midgegooroo Avenue and the Beeliar Drive underpass. However, unorganised crossings occur mid block between these two points. Site surveys indicate that this is frequent and undertaken by persons of various ages at all times of the day. Desire for a grade separated pedestrian crossing at this point has been frequently requested by the community.

A crossing between Cockburn Gateways and Atwell, some 600m south of the Freeway interchange, has also been desired by the community in multiple forums. This would greatly increase the number of persons within a 800m (10 min) walk of Cockburn Gateways, it would also increase accessibility to the Principle Shared Path network and increase walkability to Atwell College. In general there is an identified desire from the community to reduce the barrier created by the Kwinana Freeway to pedestrian movements.

Overall there lacks a comprehensive Activity

Centre wide plan for pedestrians and pedestrian movements.

Parking

Significant parking congestion occurs within the Cockburn Central Town Centre, Solomon Road and Gateways precincts at various periods.

As noted previously in the background portion of this paper the PTA provided 'Park and Ride' bays are fully utilised by 7:30am on weekdays. Spill over parking then occurs into City managed streets and the on street parking of the Town Centre. Due to the nature of commuters the PTA provided parking stations are full until mid afternoon and this limited access to the Station post peak hour. From July 1, 2014 all PTA provided parking bays will be charged. This is expected to have an impact on the dynamic nature of parking in the precinct.

Sight surveys of the Town Centre precinct indicates high take up of on street parking in the by commuters. This leads to a lack of parking for commerce, visitors and increased overall traffic volumes as vehicles 'circle the block' in the search for parking. In general on street parking provided on built up streets in the Town Centre have time restrictions, with most being 2 hour maximum. No parking provided by the City is charged.

Currently parking demand at Cockburn Gateways is high, particularly on weekends, though this is expected due to the nature of the precinct. Additional parking is to be provided as part of the current expansion, this is not expected to have significant impact on the demand. Gateways indicated a parking time maximum of 4 hours to discourage commuters from parking. No fee is charged to park at Cockburn Gateways.

It would appear that within the Core Area a number of supply and demand issues as

well as limited public transport options and multiple providers of parking are hindering the implementation of a broadly consistent parking strategy which sets appropriate indicators that can work to change travel behaviour.

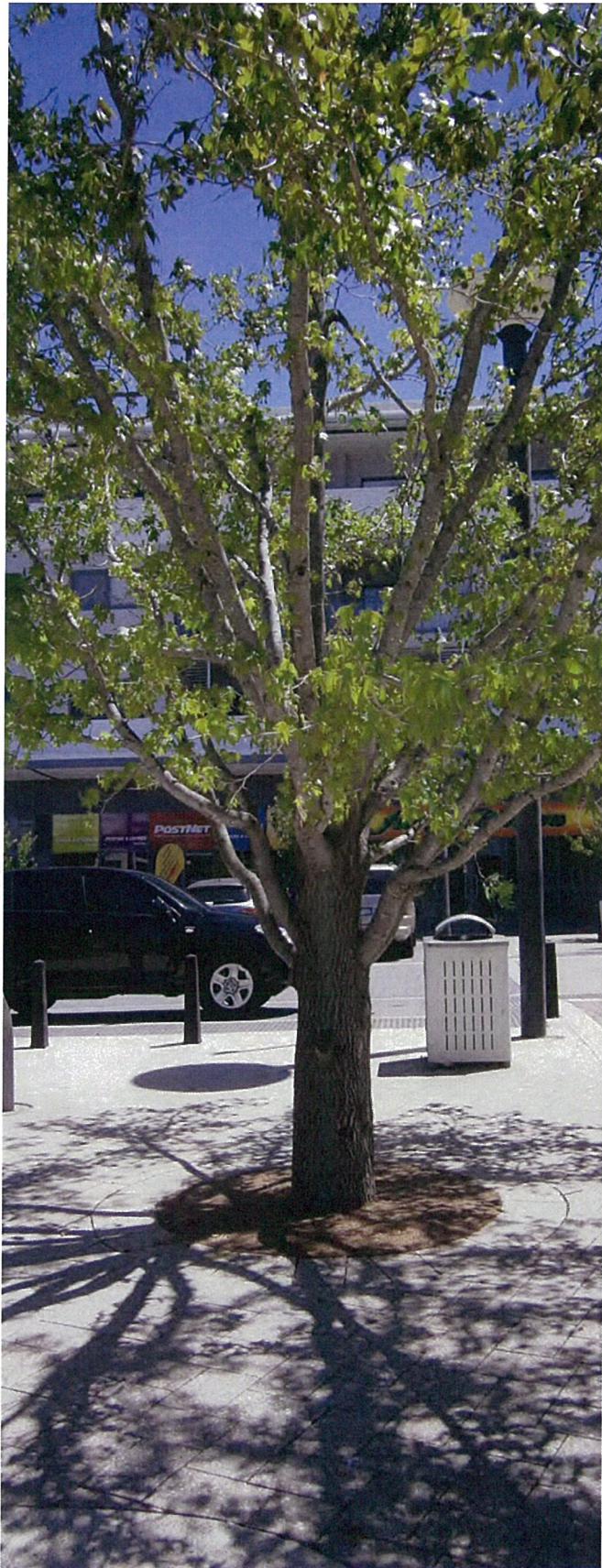
Regional Connections

As noted in the background issues portion of this paper the Activity Centre features sound and functional access to the wider regional transport network, particularly the road network. Strong road connections exist to all important Activity Centres in the Perth Metropolitan Region, though noting that congestion hampers this connectivity for significant portions of the day.

However, regional connectivity via public transport is limited to those accessible from the Perth - Mandurah Line only. Limited regional connectivity exists to the east and west of the Plan area, while travel times to any Activity Centre not on the Perth - Mandurah is not currently competitive.

Options exist and have been researched that would greatly increase the regional connectivity of Cockburn Central, opening up a greater portion of the City to access the Centre. Moreover, these proposals would help reduce the localised and regional congestion that hamper Cockburn Central's growth.

Extensions of the Thornlie Train Line, via Canningvale, to Cockburn Central have been subject to detailed design by the State Government. Such a proposal would greatly increase Cockburn Centrals connectivity to Cannington, Victoria Park, Burswood Activity Centres as well as significant industrial job centres in the east of the City. An option would exist to include a train station at Jandakot Airport where the PTA has a significant landholding to assist in the reduction of congestion the area suffers from as noted before.



Implementation

The Implementation Framework provides broad guidance towards this vision of the Plan; through the identification of a range of initiatives and actions that are to be taken by the City. These items are linked to the key theme of the Plan and also allocated an expected timeframe to indicate importance.

Due to the Strategic nature of the Plan, a number of implementation actions are identified as advocacy items. The City would have limited ability to facilitate the outcome, but see the outcome as vital for the fulfilment of the vision of the plan.

Each Implementation item is supported by a summary of observations and issues relevant to the item; these were determined via the information gathered through the background and issues portion of the Plan. These summarised points are included in the table to provide easily identifiable rationale for each item.

Item/Strategy	Observations	Issues	Actions	Timeframes	Key Themes	Partners
Rezoning Core Area to Centre City Area in the Metropolitan Region Scheme	"Currently the Cockburn Central Activity Centre is predominantly zoned Urban under the Metropolitan Region Scheme. "The land uses both current and proposed and the intensity of this development is more reflective of that described in the WAPC's definition for 'Central City area'	The current Metropolitan Region Scheme zoning hinders the fulfilment of the ultimate development form of Cockburn Central.	Write to the Western Australian Planning Commission and request a modification to the Metropolitan Region Scheme from 'Urban' to 'Central City area' for the Core Area of the Activity Centre Plan	Short Term	A Responsible Centre	Department of Planning (DOP)
Cockburn Central to be a the primary transit hub for Public Transport in the Southern Suburbs of Perth	"Cockburn Central currently acts as a transit hub for regional bus coach services to the South West Region. "Planning of the extension of the Thornlie Line is currently proposed to terminate at Cockburn Central. "The Public Transport Authority is in ownership of significant landholdings adjoining Jandakot Airport and the Freight railway. "The Department of Transport's draft Public Transport Plan for Perth indicates the need for east-west priority public transport infrastructure along Beeliar Drive and Armadale Road by 2031. "Extension of the Thornlie Line to Cockburn Central may facilitate direct access to a number of Strategic Metropolitan Centres, the new Perth Stadium and potentially the new Consolidated Perth Airport Terminal.	"Congestion stemming from parking infrastructure associated with Cockburn Central Station. "Localised congestion inhibiting timely scheduling of bus routes through the Activity Centre area. "Limited timely and realistic public transport from Cockburn Central to Armadale, Fremantle, Spearwood and Cockburn Coast.	"Action 1 - The City to continue to lobby for the extension of the Thornlie Railway Line and that this extension terminate at Cockburn Central. "Action 2 - The City lobby for any extension of the Thornlie Railway line to include a station at Jandakot Airport. "Action 3 - The City lobby for and formulate a case for the inclusion of a stop at Cockburn Central as part of any high speed rail project to Bunbury and beyond. The City take a position that this station could form the initial northern terminus of the high speed rail project. "Action 4 - Future planning of Beeliar Drive and Armadale Road through the Activity Centre area to consider long term provision of bus rapid transit or light rail infrastructure. "Action 5 - Work with the PTA and Landholders to investigate ways to improve running times and scheduling of buses into Cockburn Central Station	"Action 1 - Short Term (advocacy); "Action 2 - Short Term (advocacy); "Action 3 - Medium Term (advocacy); "Action 4 - Short Term (ongoing); "Action 5 - Short Term (ongoing)	An Accessible Centre; A Prosperous Centre; A Sustainable Centre	DOP; PTA; DOT; Jandakot Airport; Landowners; Parliamentary Representatives
The City prepare an Activity Centre Structure Plan, in line with the requirements of SPP 4.2, to be implemented over the Core Area of the CCACP Study Area.	"Currently separate Structure Plan exist over different portions of the Activity Centre Plan area. "The individual Structure Plan's do not provide sufficient depth of information as to how each interact with and leverage of the investment of the others. "The Activity Centre lacks an overarching statutory framework and vision. "Significant community desire exists for improved pedestrian, bicycle and public transport access between the precincts of the Core Area.	"Varying statutory provisions exist across the different cells. "The lack of overarching technical supporting documentation hindering decision making and stymieing growth toward a Strategic Metropolitan Centre.	"Action 1 - The City to prepare in consultation with relevant stakeholders an Activity Centre Structure Plan, to the requirements of State Planning Policy 4.2 over the core area of the study area. "Action 2 - Any Activity Centre Structure Plan to be accompanied by a Pedestrian and Cyclist Access Strategy, Vehicle and Parking Management Strategy and Public Transport Movement and Access Strategy.	"Action 1 - Short Term; "Action 2 - Short Term	A Liveable City; A Responsible Centre; A Sustainable Centre; A Prosperous Centre ; An Accessible Centre	DOP; PTA; Landowners; Main Roads; Visitors
The City actively pursue State and Commonwealth financial commitments to the North Lake Road/ Kwinana Freeway interchange	"The North Lake Road/Kwinana Freeway interchange and extension of North Lake Road to Armadale Road forms an important role in the proper functioning of the district road network. "The deviation of North Lake Road, as Midgegooroo Avenue, through to Beeliar Drive is detrimental to the long term function of the Activity Centre Core Area. "The removal of regional east west traffic from Beeliar Drive where it adjoins the Cockburn Town Centre will greatly remove barriers to walking, cycling and public transport functionality. "The extension of North lake Road will allow for the urbanisation and calming of Midgegooroo Avenue and Beeliar Drive over the long term.	"A lack of funding commitment from both State and Federal Governments creates uncertainty in the project.	"The City continue to lobby for and make the case to both levels of Government for the need for the North Lake Road/Kwinana Freeway interchange	Ongoing	An Accessible Centre	Commonwealth; Main Roads; Landowners; PTA; Parliamentary Representatives

Item/Strategy	Observations	Issues	Actions	Timeframes	Key Themes	Partners
Investigate both broad and targeted increases in residential density in Frame Area to support activity in the Core Area	*The majority of existing residential zoned land within the suburbs of Atwell and Success, in proximity to the Cockburn Central Activity Centre is zoned R20 or R30. *The City's Local Commercial and Activity Centres Structure Plan identifies a below expected population density in the areas adjacent to the Core Area. *The majority of the housing stock in the two cells was developed prior to the year 2000. *A number of undeveloped sites, suitable for residential development, remain in the Frame Area. *The City is experienced in undertaking broad and targeted rezoning's to existing residential areas through revitalisation strategies.	*Potential community sentiment to higher density development. *Housing typologies present will require demolition of existing dwellings to facilitate redevelopment.	*Action 1 - Modify the City's Revitalisation Strategy Staging Plan to include northern Success and northern Atwell, as one project, and schedule for the year 2019 - 20. *Action 2 - The City continue to monitor the development progress of the Muriel Court Precinct and the suitability of the residential zonings. *Action 3 - The City to investigate mechanisms to ensure that all remaining undeveloped residential land in Success, where feasible, be developed to a minimum of 30 dwellings a gross hectare.	*Action 1 - Medium Term *Action 2 - Ongoing *Action 3 - Short Term	A Liveable Centre; A Responsible Centre	Landowners; Residents
Investigate and work with relevant stakeholders on the potential rezoning of Industrial Zoned land at the periphery of the Activity Centre Plan Core Area	*Two large Industrial Areas are present within or close to the Core Area. *The Solomon Road Industrial Area, adjacent to the Cockburn Central Train Station is largely undeveloped. *Large Portions of the Solomon Road Industrial Area are within the 800m walkable catchment of Cockburn Central Train Station. *The Jandakot Industrial Area is typified by older building stock and permeable grid network; further it is directly adjacent to Cockburn Central West Precinct.	*The Department of Planning and Department of State Development have previously noted their strong desire for land currently zoned Industrial to remain. * Multiplicity of land ownership and elongated lots in the Solomon Road precinct. *Land uses, not compatible with sensitive uses may be present within both Industrial Precincts.	*Action 1 - Investigate MRS and TPS rezoning of Core Area east of the Kwinana Freeway from Industrial to Urban to facilitate the expansion of the Cockburn Central Town Centre *Action 2 - Investigate MRS and TPS Rezoning of Jandakot Industrial Area (east of Hammond Road) from Industrial to Urban to facilitate the expansion of the Cockburn Central Town Centre.	*Action 1 - Short Term *Action 2 - Medium Term	A Liveable Centre; A Responsible Centre; A Prosperous Centre; A Sustainable Centre	DOP; Landowners; DSD
Investigate with the Department of Education the future needs educational needs of the Core of the study area; particularly as they relate to Primary Education	*Currently the area is served by South Lake Primary, Jandakot Primary and Atwell Primary. All three schools are located outside the core area, separated by major roads and outside what would usually be deemed reasonable walking distance. * The projected dwelling yields from Muriel Court, Cockburn Central Town Centre and Cockburn Central West is approximately 6,000 dwellings. * The standard ratio for a Primary School is 1 per 1,500 dwellings. *No provision for a Primary Education has been made for the Core Area. * Traditional Primary Schools require 4ha of land.	* The lack of Primary Education Establishments in close proximity to the Core Area could have a detrimental impact on its development. *Education Establishments are pivotal to the development of a community a. * No site has been identified within the area for a Primary School. *The lack of a Primary School may impact on the social cohesion of the area and lead to less families moving to Cockburn Central.	*The City to open a dialogue with the Department of Education concerning the long term education needs of the Core Area.	Short Term	A Liveable City; A Sustainable City; A Responsible City	DoE; Landowners
The City actively pursue investment within the Cockburn Central Activity Centre by knowledge intensive consumer services such as education, healthcare, and strategic services; Particularly where these relate to regional, state, national and international employment.	*The provision of the right mix of employment will contribute strongly to the maturity of our centres into the future. *Cockburn Central Activity Centre, the only secondary centre within the City of Cockburn, is forecast to experience particularly strong demand for commercial floor space to 2031. *This strong demand reflects the projected high population growth for the area, the centre's existing infrastructure, and the types of uses proposed in the Structure Plan for the centre.	*Support needs to be provided to business owners/stakeholders of our centres, to prepare medium to long term strategies to ensure Activity Centres mature in a way that will; ensure their sustainability, support local population, reduce escape spending into surrounding areas, and ensure we have public spaces that people want to visit.	*Any Activity Centre Structure Plan prepared under State Planning Policy 4.2 to be consistent with the City's Economic Development Strategy.	Ongoing	A Sustainable Centre; A Prosperous Centre ; An Accessible Centre	DoE; Education Providers; Landowners



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2014

Item/Strategy	Observations	Issues	Actions	Timeframes	Key Themes	Partners
That all future decisions of Council or major proposal by a landowners/developer that have the potential to impact on the Cockburn Central Activity Centre to justify how the proposal is consistent with the 'Themes' of the Activity Centre Plan and their overarching objectives.	*The City should be aware of the impacts of proposals on the ability to meet the vision of the Activity Centre Plan. *It is vital that decisions of Council are not undertaken in a manner that is contrary to the successful fulfilment of the objective of the Plan.	*Inconsistent development proposals that hinder the growth of the Activity Centre and detract from the Vision of the Plan	*The City to ensure that all major Proposal submitted are to include reference to the 'Themes' of the Plan and robust justification as to how the proposal aligns with the overarching objectives of the Plan.	Ongoing	A Responsible Centre	The City; Proponents
Rezoning Core Area to Centre City Area in the Metropolitan Region Scheme	*Currently the Cockburn Central Activity Centre is predominantly zoned Urban under the Metropolitan Region Scheme. *The land uses both current and proposed and the intensity of this development is more reflective of that described in the WAPC's definition for 'Central City area'	The current Metropolitan Region Scheme zoning hinders the fulfilment of the ultimate development form of Cockburn Central.	Write to the Western Australian Planning Commission and request a modification to the Metropolitan Region Scheme from 'Urban' to 'Central City area' for the Core Area of the Activity Centre Plan	Short Term	A Responsible Centre	DOP
Cockburn Central to be the primary transit hub for Public Transport in the Southern Suburbs of Perth	*Cockburn Central currently acts as a transit hub for regional bus coach services to the South West Region. *Planning of the extension of the Thornlie Line is currently proposed to terminate at Cockburn Central. *The Public Transport Authority is in ownership of significant landholdings adjoining Jandakot Airport and the Freight railway. *Significant traffic volumes are drawn to and originate from the extensive development at Jandakot Airport. *The Department of Transport's draft Public Transport Plan for Perth indicates the need for east-west priority public transport infrastructure along Beeliar Drive and Armadale Road by 2031. *Extension of the Thornlie Line to Cockburn Central may facilitate direct access to a number of Strategic Metropolitan Centres, the new Perth Stadium and potentially the new Consolidated Perth Airport Terminal. *Additional public transport priority infrastructure along primary road routes may increase patronage and have a positive impact on traffic congestion. *The Aubin Grove Train Station will reduce, to an extent, the peak demand experienced at Cockburn Central Train Station.	*Congestion stemming from parking infrastructure associated with Cockburn Central Station. *Localised congestion inhibiting timely scheduling of bus routes through the Activity Centre area. *Limited timely and realistic public transport from Cockburn Central to Armadale, Fremantle, Spearwood and Cockburn Coast.	*Action 1 - The City to lobby for the extension of the Thornlie Railway Line and that this extension terminate at Cockburn Central. *Action 2 - The City lobby for any extension of the Thornlie Railway line to include a station at Jandakot Airport. *Action 3 - The City lobby for and formulate a case for the inclusion of a stop at Cockburn Central as part of any high speed rail project to Bunbury and beyond. The City take a position that this station could form the initial northern terminus of the high speed rail project. *Action 4 - Future planning of Beeliar Drive and Armadale Road through the Activity Centre area to consider long term provision of bus rapid transit or light rail infrastructure. *Action 5 - Work with the PTA and Landholders to investigate ways to improve running times and scheduling of buses into Cockburn Central Station	*Action 1 - Short Term (advocacy); *Action 2 - Short Term (advocacy); *Action 3 - Medium Term (advocacy); *Action 4 - Short Term (ongoing); *Action 5 - Short Term (ongoing)	An Accessible Centre; A Prosperous Centre; A Sustainable Centre	DOP; PTA; DOT; Jandakot Airport; Landowners; Parliamentary Representatives

Item/Strategy	Observations	Issues	Actions	Timeframes	Key Themes	Partners
The City prepare an Activity Centre Structure Plan, in line with the requirements of SPP 4.2, to be implemented over the Core Area of the CCACP Study Area.	<p>*Currently separate Structure Plan exist over different portions of the Activity Centre Plan area. *The individual Structure Plan's do not provide sufficient depth of information as to how each interact with and leverage of the investment of the others. * The Activity Centre lacks an overarching statutory framework and vision.</p> <p>*Significant community desire exists for improved pedestrian, bicycle and public transport access between the precincts of the Core Area.</p>	*Varying statutory provisions exist across the different cells. * The lack of overarching technical supporting documentation hindering decision making and inhibit growth toward a Strategic Metropolitan Centre.	* Action 1 - The City to prepare in consultation with relevant stakeholders an Activity Centre Structure Plan, to the requirements of State Planning Policy 4.2 over the core area of the study area. * Action 2 - Any Activity Centre Structure Plan to be accompanied by a Pedestrian and Cyclist Access Strategy, Vehicle and Parking Management Strategy, Public Transport Movement and Access Strategy and place activation and management strategy. * Action 3 - Review the Development Area and Development Contribution Area Arrangements within the Scheme where they apply to the Core Area	* Action 1 - Short Term; * Action 2 - Short Term; * Action 3 - Short Term	A Liveable City; A Responsible Centre; A Sustainable Centre; A Prosperous Centre ; An Accessible Centre	DOP; PTA; Landowners; Main Roads; Visitors
The City actively pursue State and Commonwealth financial commitments to the North Lake Road/ Kwinana Freeway interchange	<p>*The North Lake Road/Kwinana Freeway interchange and extension of North Lake Road to Armidale Road forms an important role in the proper functioning of the district road network. * The deviation of North Lake Road, as Midgegooroo Avenue, through to Beeliar Drive is detrimental to the long term function of the Activity Centre Core Area. * The removal of regional east west traffic from Beeliar Drive where it adjoins the Cockburn Town Centre will greatly remove barriers to walking, cycling and public transport functionality. * The extension of North lake Road will allow for the urbanisation and calming of Midgegooroo Avenue and Beeliar Drive over the long term. * The City's District Traffic Study identifies that Without the North Lake Road Overpass, congestion rises significantly on Beeliar Drive through Cockburn Central and Berrigan Drive west of the Kwinana Freeway. North Lake Road north of Beeliar Drive is forecast to experience significant traffic volume reduction without the North Lake Road overpass due to congestion on approach roads and existing Freeway access remaining on Beeliar Drive.</p>	* A lack of funding commitment from both State and Federal Governments creates uncertainty in the project.	*The City continue to lobby for and make the case to both levels of Government for the need for the North Lake Road/Kwinana Freeway interchange	Ongoing	An Accessible Centre	Commonwealth; Main Roads; Landowners; PTA; Parliamentary Representatives

Item/Strategy	Observations	Issues	Actions	Timeframes	Key Themes	Partners
Investigate both broad and targeted increases in residential density in Frame Area to support activity in the Core Area	<p>*The majority of existing residential zoned land within the suburbs of Atwell and Success, in proximity to the Cockburn Central Activity Centre is zoned R20 or R30.</p> <p>*The City's Local Commercial and Activity Centres Structure Plan identifies a below expected population density in the areas adjacent to the Core Area. *The majority of the housing stock in the two cells was developed prior to the year 2000. *A number of undeveloped sites, suitable for residential development, remain in the Frame Area. *The City is experienced in undertaking broad and targeted rezoning's to existing residential areas through revitalisation strategies.</p>	<p>*Potential community sentiment to higher density development.</p> <p>*Housing typologies present will require demolition of existing dwellings to facilitate redevelopment.</p>	<p>*Action 1 - Modify the City's Revitalisation Strategy Staging Plan to include northern Success and northern Atwell, as one project, and schedule for the year 2019 - 20. *Action 2 - The City continue to monitor the development progress of the Muriel Court Precinct and the suitability of the residential zonings. *Action 3 - The City to investigate mechanisms to ensure that all remaining undeveloped residential land in Success, where feasible, be developed to a minimum of 30 dwellings a gross hectare.</p>	<p>*Action 1 - Medium Term *Action 2 - Ongoing *Action 3 - Short Term</p>	A Liveable Centre; A Responsible Centre	Landowners; Residents
Investigate and work with relevant stakeholders on the potential rezoning of Industrial Zoned land at the periphery of the Activity Centre Plan Core Area	<p>*Two large Industrial Areas are present within or close to the Core Area.*The Solomon Road Industrial Area, adjacent to the Cockburn Central Train Station is largely undeveloped. *Large Portions of the Solomon Road Industrial Area are within the 800m walkable catchment of Cockburn Central Train Station. *The Jandakot Industrial Area is typified by older building stock and permeable grid network; further it is directly adjacent to Cockburn Central West Precinct.</p>	<p>*The Department of Planning and Department of State Development have previously noted their strong desire for land currently zoned Industrial to remain. * Multiplicity of land ownership and elongated lots in the Solomon Road precinct. *Land uses, not compatible with sensitive uses may be present within both Industrial Precincts.</p>	<p>*Action 1 - Investigate MRS and TPS rezoning of Core Area east of the Kwinana Freeway from Industrial to Urban to facilitate the expansion of the Cockburn Central Town Centre *Action 2 - Investigate MRS and TPS Rezoning of Jandakot Industrial Area (east of Hammond Road) from Industrial to Urban to facilitate the expansion of the Cockburn Central Town Centre.</p>	<p>*Action 1 - Short Term *Action 2 - Medium Term</p>	A Liveable Centre; A Responsible Centre; A Prosperous Centre; A Sustainable Centre	DOP; Landowners; DSD
Investigate with the Department of Education the future needs educational needs of the Core of the study area; particularly as they relate to Primary Education	<p>* Currently the area is served by South Lake Primary, Jandakot Primary and Atwell Primary. All three schools are located outside the core area, separated by major roads and outside what would usually be deemed reasonable walking distance. * The projected dwelling yields from Muriel Court, Cockburn Central Town Centre and Cockburn Central West is approximately 6,000 dwellings. This could see over 10,000 living in the area. * The standard ratio for a Primary School is 1 per 1,500 dwellings. *The DoE previously advised that additional land at Lakelands High could be made available for an additional primary school should it be warranted. * Traditional Primary Schools require 4ha of land.</p>	<p>* The lack of Primary Education Establishments in close proximity to the Core Area could have a detrimental impact on its development. *Education Establishments are pivotal to the development of a community. * No site has been identified within the area for a Primary School and the City has concerns about the location and functionality of any primary school on the Lakelands High School site. *The lack of a Primary School may impact on the social cohesion of the area and lead to less families moving to Cockburn Central.</p>	<p>*The City to open a dialogue with the Department of Education concerning the long term education needs of the Core Area.</p>	Short Term	A Liveable City; A Sustainable City; A Responsible City	DoE; Landowners

Item/Strategy	Observations	Issues	Actions	Timeframes	Key Themes	Partners
The City actively pursue investment within the Cockburn Central Activity Centre by knowledge intensive consumer services such as education, healthcare, and strategic services. Particularly where these relate to regional, state, national and international employment and the City's existing six (6) key industries.	*The provision of the right mix of employment will contribute strongly to the maturity of our centres into the future. *Cockburn Central Activity Centre, the only secondary centre within the City of Cockburn, is forecast to experience particularly strong demand for commercial floor space to 2031. *This strong demand reflects the projected high population growth for the area, the centre's existing infrastructure, and the types of uses proposed in the Structure Plan for the centre.	*Support needs to be provided to business owners/stakeholders of our centres, to prepare medium to long term strategies to ensure Activity Centres mature in a way that will; ensure their sustainability, support local population, reduce escape spending into surrounding areas, and ensure we have public spaces that people want to visit.	*Any Activity Centre Structure Plan prepared under State Planning Policy 4.2 to be consistent with the City's Economic Development Strategy.	Ongoing	A Sustainable Centre; A Prosperous Centre ; An Accessible Centre	DoE; Education Providers; Landowners

SCHEDULE OF SUBMISSIONS**COCKBURN CENTRAL ACTIVITY CENTRE PLAN – DISCUSSION PAPER**

No.	Name/address	Submission	Council's Recommendation
1	Landowner within City of Cockburn	Nice fluffy plan and I like that the City is looking wider than the jewel in the crown known as 'Cockburn Central' (aka urban jungle, concrete oasis etc.) Only concern is 'with great density...comes great responsibility' therefore it would be swell if the wider area could be developed as well as the later stages of Cockburn Central. Traffic will forever be an issue but you can't design out car lust, you can only provide residents with enough incentive to change their ways and embrace the power of the foot and transperth smart rider.	<p>Resident's Comments Noted. The City takes its responsibility of Planning it's Activity Centres very seriously.</p> <p>The Cockburn Central Activity Centre Plan is an attempt to take progressive, non-reactive, actions to ensure that Cockburn Central functions to its maximum potential going forward.</p>
2	Stephen Muldoon, Department of Education 151 Royal Street EAST PERTH WA 6004	<p>Thank you for your letter dated 9 December 2013 regarding the Cockburn Central Activity Centre Plan.</p> <p>Further to the letter dated 11 October 2014 the Department of Education reiterates the following comments in regard to the Study Area;</p> <ul style="list-style-type: none"> • The Department currently has two primary schools being Jandakot and Atwell along with Atwell Senior College located within the study area. Immediately outside the study area the Department also has the existing Lakeland Senior High School and Success and Harmony Primary Schools. • The Department has proposed an additional primary school to be built within the proposed Banjup development. • Notwithstanding the Departments ability to accommodate students within its current and proposed facilities it is aware that the catchment boundaries for these schools extend beyond the study area. The immediate area of these schools is subject to extensive growth. • The existing and proposed schools are built to cater for the identified development. However with infill and possible changes in the future to zoning an increased population and lot yield may place accommodation pressure on the existing facilities. 	<p>Comments Noted.</p> <p>The expected dwelling yields within Cockburn Central Town Centre, Cockburn Central West and Muriel Court Structure Plan areas are approximately 6,000.</p> <p>The standard ratio for the provision of a Primary School is 1:1,500 dwellings. The City has concerns around the ability of existing Primary Schools to cater for this demand. Moreover, the location of these schools is not conducive to supporting a vibrant, walkable community within the Cockburn Central Activity Centre.</p> <p>A Recommendation of the Draft Activity Centre Plan is for the City to undertake consultation with the Department of Education on the future educational needs of the core area of the Activity Centre.</p>
3	Professor Peter Newman AO, Curtin University GPO Box U1987 PERTH WA 6845	The Solomon Road Development Area is immediately adjacent to the Cockburn Central Activity Centre, within 400 to 800m of the Cockburn Central rail station. It is presently supporting land uses that were consistent with it being on the edge of the developed metropolitan area, not right in the centre of a major urban transit station and centre of employment and dense residential activity.	

No.	Name/address	Submission	Council's Recommendation
		<p>This amendment is enabling the City of Cockburn and the WAPC to regenerate an urban area in a way that enables it to catch up with the recent changes in infrastructure and function that have happened to the area. It is also consistent with global trends in urban planning and with recent research conducted at CUSP.</p> <p>Research of Relevance</p> <p>The research we have been doing in my research group for 30 years is on the links between transport and planning and the sustainability benefits when a true integration is achieved (see Newman and Kenworthy, 1989, 1999, 2006; Newman et al 2009).</p> <p>The key idea is that any city has three city fabrics due to the three major city-building phases we have had: the Walking City, the Transit City and the Car City. The City of Cockburn, and indeed most of Perth, was built almost entirely in the Car City era when the main planning considerations were to ensure reasonable road access and find places away from residential areas where light and heavy industry could be placed. The Solomon Road area land uses were built to be away from significant urban activity.</p> <p>This has changed globally and locally.</p> <p>In recent years the era of the Car City across the world has been reaching severe limits and all cities are now trying to emphasize how they can overcome their 'car dependence'. The economics of this have been examined by CUSP across Australian cities and show large savings if a more transit based regeneration of the Car City fabric could happen (Trubka et al, 2010 a,b,c).</p> <p>Two recent papers we have written show that there is a widespread global revival in urban rail happening and ~here is another rather unpredicted phenomenon of 'peak car use' driven mostly by younger people wanting to live in less car dependent areas (Newman et al 2011; Newman et al 2013). As a result new rail lines are being built into the Car City areas and they are finding very strong patronage outcomes; in Perth this is represented by the Southern Rail line and the paper, attached as an Appendix, (Mcintosh et al, 2013) outlines why this is so successful and the global interest in how it works as an integrated system across a previously car dependent corridor.</p> <p>As a result of the success of this rail system there are immediate changes in land value that follow as people want to live and work near a fast and efficient rail line.</p>	<p>Noted.</p> <p>Noted.</p>

No.	Name/address	Submission	Council's Recommendation
		<p>The State Government and City of Cockburn anticipated this with the development of Cockburn Central as a dense, mixed use Transit Oriented Development. Some risk was taken in developing denser housing options in the western segment but these have proved if anything to be not dense enough.</p> <p>A recent study at CUSP has examined the changes in land value that are associated with the Southern Railway. The data below show how the value of land in the area within 1600m of stations along the line has increased; the area within 400m increased by 42% over five years compared to areas away from the rail line. All land values dropped in recent years due to the GFC but the significant period was the 2004 to 2008 growth.</p> <p><i>Graph enclosed with submission</i></p> <p>This has created global interest as it shows how important intensifying land development close to stations will become, even in highly car dependent corridors like the Southern Corridor. The Car City is changing and will need not just new transit options and but new land use options to support this.</p> <p>Very few sites for redevelopment adjacent to rail stations exist in Perth so these should be eagerly grasped. The Solomon Road Redevelopment is one of these sites.</p> <p>Consistency with Government Policy</p> <p>The State Government planning system is entirely consistent with this analysis.</p> <p>1. <i>Directions 2013 and Beyond.</i> The main planning strategy for Perth and Peel sets out some key targets including one of 47% residential infill. It also outlines why the infill should where possible be close to employment and close to good infrastructure. In particular it wants urban development to be intensely developed around activity centres like Cockburn Central. The opportunity to create a mix of housing options as well as mixed land use within 400 to 800m of Central Cockburn would appear to be completely consistent with the Directions 2031 and Beyond.</p> <p>2. <i>State Sustainability Strategy</i> The State Sustainability that I wrote based upon Departmental collaboration, sets out a long term vision for WA settlements that shows how we can</p>	<p>Noted.</p> <p>Noted.</p>

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		<p>reduce the environmental footprint whilst making a more liveable city. Central to this is building back into the city wherever possible, especially around rail stations. These results in environmental gains from reduced urban sprawl and reduced car dependence, social gains from the closer opportunities and more intense urban environments created, and the economic gains from more efficient use of infrastructure and agglomeration economies. The Solomon Road Redevelopment Area fits the SSS framework perfectly and all these gains could be specified and calculated at the next stage when a detailed plan is created.</p> <p>3. <i>State Planning Framework and State Planning Strategy</i> These planning documents are also completely consistent with the redevelopment of the Solomon Road area. This is a highly strategic location now that the train and Cockburn Central have been built. By redeveloping it intensely as a mixed use site there will be significant enhancement of economic activity in the corridor and Activity Centre. The specific planning.Guidance is SPP3 Urban growth and Settlement and DCP 1.6 Planning to Support Transit Use and Transit Oriented Development; this guidance directly applies to the rezoning of this site.</p> <p>4. <i>Other recent decisions.</i> The WAPC have recently rezoned the Banjup area as urban from its original rural zoning. The rationale was that it was close to the Southern Rail line and the Cockburn Activity Centre. Banjup is 1.5 km from Cockburn Central compared to the Solomon Road Redevelopment Area at 0.4 to 0.8 km.</p> <p>Conclusions</p> <p>The Solomon Road Redevelopment Area is ready for redevelopment. Since the new Southern Line and the new Cockburn Central station precinct have appeared all the land uses in the area are changing and require re-planning. The market value of land in the area is dramatically increasing as there are many more people who want to live or work near a rail station. This is a global phenomenon and certainly is evident in Perth. It is particularly evident along the Southern Corridor. The Cockburn Central Activity Centre is developing as a major area of new urban development, though so far this redevelopment is all on the west side of the railway. The Solomon Road area provides an opportunity on the east side.</p>	<p>Noted.</p> <p>Noted.</p> <p>Noted. The City through the CCACP implementation Schedule has included a Short Term Action to continue to work with landowners and relevant stakeholders to investigate rezoning the Solomon Road Precinct to an appropriate zoning.</p>

No.	Name/address	Submission	Council's Recommendation
		<p>References</p> <ol style="list-style-type: none"> 1. Newman, P.W.G. and Kenworthy, J.R. {1989} Cities and Automobile Dependence, an International Sourcebook, Gower, Aldershot. 2. Newman PWG and Kenworthy JR {1999} Sustainability and Cities, Island Press, Washington, DC. 3. Newman P, Beatley T and Boyer H {2009} Resilient Cities: Responding to Climate Change and Peak Oil, Island Press, Washington DC. 4. Newman, P.W.G and Kenworthy JR. (2006) "Urban Design and Automobile Dependence: How Much Development Will Make Urban Centres Viable", <i>Opolis</i> 2(1):35-52. 5. Newman P and Kenworthy J (2011) Peak Car Use: Understanding the Demise of Automobile Dependence, <i>World Transport Policy and Practice</i>, 17(2): 32-42. 6. Newman P, Glazebrook G, and Kenworthy J {2013} Peak Car and the Rise and Rise of Global Rail, <i>Journal of Transportation Technologies</i>, vol 3 no 4: 272-287. 7. McIntosh J, Newman P, and Glazebrook G {2013} Why Fast Trains Work: An Assessment of a Fast Regional Rail System in Perth, Australia, <i>Journal of Transportation Technologies</i>, 2013, 3, 37-47. 8. Trubka R, Newman P and Bilsborough D (2010) Costs of Urban Sprawl (1) - Infrastructure and Transport. <i>Environment Design Guide</i>, 83: 1-6. 9. Trubka R, Newman P and Bilsborough D (2010) Costs of Urban Sprawl (2) - Greenhouse Gases, <i>Environment Design Guide</i>, 84: 1-16. 10. Trubka R, Newman P and Bilsborough D (2010) Costs of Urban Sprawl (3) - Physical Activity Links to Healthcare Costs and Productivity, <i>Environment Design Guide</i>, 85: 1-13. <p>Supporting information extracted from <i>Journal of Transportation Technologies</i>, 2013, 3, 37-47 enclosed with submission.</p>	
4	Murray Casselton, TPG PO Box 7375 Cloister Square Perth WA 6850	<p>I refer to the above and advise that TPG Town Planning, Urban Design and Heritage (TPG) has prepared this submission on the Cockburn Central Activity Centre Plan - Discussion Paper (Discussion Paper) on behalf of Perron Investments Pty Ltd, the owners of the Cockburn Gateway Shopping Centre (Cockburn Gateway).</p> <p>It is understood that the City of Cockburn (the City) is seeking comment on the Discussion Paper to provide the basis for community discussions and input into the preparation of the Cockburn Central Activity Centre Plan (CCACP) in relation to growth opportunities for the centre, encouragement of ideas and identifying issues that are or will be important to the future of the area.</p>	

No.	Name/address	Submission	Council's Recommendation
		<p>We consider that the initiative of the City in preparing a centre plan should be commended as the ability of the Cockburn Central area to reach its full economic and employment potential has been historically constrained by the lack of an overarching planning framework to equitably resolve key infrastructure provision and transport congestion constraints. However, the defined statutory and strategic planning role and implementation process for the CCACP needs to be clarified given that the City's does not intend to prepare a comprehensive Activity Centre Structure Plan (ACSP) as would ordinarily be the case for an activity centre of this significance. It is also noted that the CCACP would not meet the requirements for any of the structure plan typologies as detailed in the WAPC Structure Plan Preparation Guidelines (August 2012). Please find below our detailed comments.</p> <p>Centre Boundary</p> <ul style="list-style-type: none"> • The activity centre boundary as indicated within the Discussion Paper may be excessive. As it currently stands it captures a significant quantum of low-density residential areas and other lower order activity centres, many of which are some distance from the town centre areas. • The relevance of the proposed activity centre boundary relative to the success of the Cockburn Central area would need to be adequately demonstrated. • The proposed boundary should also be verified as being appropriate with the Department of Planning and justified against the requirements for defining activity centre boundaries as set under clause 63.1 of the WAPC's State Planning Policy 4.2 - Activity Centres for Perth and Peel (SPP42). <p>Town Centre Expansion Opportunities</p> <ul style="list-style-type: none"> • Having regard to the ready accessibility to high frequency public transport services, the expansion of mixed-use development over land east of the train station is a logical initiative. • However, the potential extension of the activity centre boundary to encompass the Jandakot Industrial Area may be inappropriate given the significant development potential within the existing activity centre and the infrastructure limitations and transport congestion already being experienced. • Whilst longer-term considerations may be appropriate to be considered, the focus of the CCACP should be allowing the already defined areas of the centre core to reach their full development potential rather than raising the expectations of landowners within nearby areas or prematurely directing 	<p>Noted. The City intends to prepare a comprehensive Activity Centre Structure Plan as outlined in SPP 4.2. The purpose and aim of the Activity Centre Plan is clearly defined in the Draft Activity Centre Plan. The draft recommendations make clear the need for the preparation of an Activity Centre Structure Plan for the core area.</p> <p>Centre Boundary</p> <p>Point 1 and 2: Noted. The Core Area of the Study Area covers approximately 169 ha and is centred on the immediate environs of the Cockburn Central Town Centre, Cockburn Central West and Cockburn Gateways Shopping Centre. The boundary of the Core Area is broadly consistent with the activity Centre boundary as outlined in the City's Local Commercial and Activity Centre Strategy.</p> <p>The remainder of the Study Area is divided into the suburban frame area. The Frame area is deemed to have direct influence on and reliance on the Cockburn Central Activity Centre for daily and weekly needs, as well as transport, entertainment and commerce.</p> <p>Areas outside the Frame area also display these traits; however, it is land within the Study Area and how that land develops that is deemed to have significant impact upon the Activity Centre for the purposes of enacting an implementation strategy.</p>

No.	Name/address	Submission	Council's Recommendation
		<p>development to these areas to the detriment of opportunities in the centre core.</p> <ul style="list-style-type: none"> The longer-term provision of well-located land for industrial uses should also be a strategic factor that is considered, as there will be continued strong demand for such land. Not all such industrial uses are suited to more peripheral industrial locations (as evidenced by the success of locations such as Osborne Park and Canning Vale). <p>Transport Infrastructure Investment (in particular the North Lake Road Bridge)</p> <ul style="list-style-type: none"> The identified need to improve off-peak public transport services and east west road and rail transport links to other key activity centres is supported as this will reinforce existing land use viability and potentially enhance opportunities for greater land use diversity, economic activation, employment and intensity. Key infrastructure to facilitate these movements and to alleviate current levels of transport congestion in and around the centre include the construction of the North Lake Road and Bartram Road bridges over the Kwinana Freeway. Funding and construction timelines need to be established as soon as possible to allow investment decisions for the centre to be made with certainty. In relation to the preceding point the activity centre plan should reinforce that the resolution of transport congestion issues need to be addressed at a regional and State level, as much of the congestion is caused by sub-regional traffic movements and on this basis are not the sole responsibility of either landowners in the area or the City. In order to resolve transport congestion we would encourage the City to take a proactive approach in terms of other innovative ways to resolve these issues and to include initiatives within the centre plan that can then be pursued with relevant State agencies. An initiative that has been raised previously that warrants consideration is direct access from the north bound Kwinana Freeway offramp into Cockburn Gateway. This would go some way to relieving transport congestion on Beeliar Drive and generally within the activity centre and as part of an integrated solution with additional bridges over the freeway could facilitate significant additional development potential and economic growth opportunities within the centre. 	<p>The Frame area also dictates the extent that tangible Implementation Plan items will be found and enacted as part of this Plan.</p> <p>The Suburban Frame Area presents tangible opportunities for increased densities and improvements in local commercial activities. The areas within the suburban frame area experience high level of service from the existing and proposed transit systems.</p> <p>Point 3: Noted. At this time the identified core area of the Activity Centre Plan would form the basis for determining the boundary of an Activity Centre Structure Plan</p> <p>Town Centre Expansion Opportunities</p> <p>Point 1: Noted. Point 2: Noted. This recommendation is noted as a long-term initiative. It is expected that significant consultation on any expansion of the Town Centre Mixed Use precinct swill be done following comprehensive consultation with relevant stakeholders and state authorities. Point 3: Noted Point 4: Noted. Such considerations will be considered at time of actioning of the recommendation.</p> <p>Transport Infrastructure Investment (in particular the North Lake Road Bridge)</p> <p>Point 1: Noted. The Activity Centre Plan notes that any Activity Centre Structure Plan will be required to be supported by a compressive Public Transport Assessment</p>

No.	Name/address	Submission	Council's Recommendation
		<p>Alternative Modes of Transport/Public Transport Infrastructure</p> <ul style="list-style-type: none"> Improvements to walkability and cycling options and better connectivity within Cockburn Central through the provision of enhanced infrastructure are supported. It should nevertheless be recognized that for the foreseeable future the private vehicle would remain the main mode of access to the centre, and in particular to Cockburn Gateway. Pedestrian priority should also be provided where required and adequately justified and the use of existing and proposed pedestrian and cycle infrastructure maximised, particularly the pedestrian underpass on Beeliar Drive to the immediate west of the Kwinana Freeway. The notion of a potential pedestrian bridge crossing the Kwinana Freeway at the southern end of Cockburn Gateway is questioned on a cost benefit basis given the relatively limited residential catchment that would be serviced by such a bridge, As the attached Figure 1 demonstrates. The application of a 400m or 800m pedshed to the eastern side of the bridge indicates that only a limited local residential catchment would be serviced and that there is currently an absence of linking infrastructure (shared paths etc) that would link the local community to the bridge in any case. As indicated above, we consider that the focus of major infrastructure investment should be on infrastructure that relieves transport congestion such as the North Lake Road and Bartram Road bridges over the freeway. It is important that the centre plan ensures that the provision of commuter focussed public transport bus services are not forced to be integrated inequitably into Cockburn Gateway to the extent that they have a detrimental and constraining effect on the amenity and urban form of the centre. Such an outcome would not necessarily improve the accessibility or sustainability of CCAC, could potentially impact negatively on prosperity and liveability and would not represent responsible development of the centre. <p>Provision of Key Infrastructure</p> <ul style="list-style-type: none"> A coordinated and equitable approach to infrastructure provision in the absence of an activity centre wide development contribution scheme arrangement is a matter that will need to be addressed by the City. It is not appropriate that the burden of resolving centre wide issues are imposed on the structure planning process for individual Development Areas (DAs) as defined under the City's Town Planning Scheme No.3. 	<p>and Plan.</p> <p>Point 2: Noted. Such matters are addressed within the Activity Centre Structure Plan. The City will continue to lobby for the North Lake Road Interchange.</p> <p>Point 3: Noted. The City continues to work with all relevant parties to address the congestions that is present in the Cockburn Central area.</p> <p>Point 4: The City welcomes all suggestions on how to improve the functionality of transport within the Activity Centre Plan area. Such matter will be able to be addressed through a comprehensive Activity Centre Structure Plan.</p> <p>Alternative Modes of Transport/Public Transport Infrastructure</p> <p>Point 1: Noted. The City recognised that over the long term motor vehicle trips to the Activity Centre will remain the primary mode of travel. Any Activity Centre Structure Plan will be required to be supported by a comprehensive pedestrian plan that is reflective of the anticipated built form outcome of the Centre. Point 2: The concept of a pedestrian bridge over the Kwinana Freeway has been constantly recommended by residents during public consultation. Such proposals would be required to be assessed as part comprehensive pedestrian plan that is reflective of the anticipated built form outcome of the Centre. Any proposal to construct a pedestrian bridge to Atwell would be considered in light of additional recommendations within the Activity Centre Plan that relates to future review of the density coding in northern Atwell.</p>

No.	Name/address	Submission	Council's Recommendation
		<p>Evolution to 'Primary Centre' Status</p> <ul style="list-style-type: none"> • We support the Cockburn Central Activity Centre becoming a 'Primary Centre' as defined by State SPP4.2 on the basis that it has those key attributes and opportunities that will potentially allow it to evolve to be at that level in the hierarchy. • However, we also note the number of substantial activity centres within approximately 20km of Cockburn Central (see Figure 2 - Regional Context Plan), and in particular the four Strategic • Metropolitan Centres less than or around 20km from Cockburn Central (Fremantle, Cannington, Armadale and Rockingham). These centres have and will continue to be the focus of government and private sector investment. are in many cases the subject of advanced activity centre structure planning, and will remain in strong competition with Cockburn Central. On this basis it is imperative that key infrastructure investment be facilitated to resolve existing development constraints, particularly transport congestion, so that Cockburn Central can reach its full development potential as a Primary Centre by 2031. • In addition, it will be important that community and political pressure be applied at a State Government and agency level to ensure that the excellent existing attributes and future development potential of Cockburn Central is recognized and prioritised at all levels of government. and that appropriate levels of public expenditure be secured to resolve some of the development constraints that will unlock the areas potential. <p>We trust that this submission is of assistance and we would be very happy to discuss further and expand on the matters raised if necessary. Please don't hesitate to contact the undersigned</p> <p><i>Local and Regional context plan enclosed with submission</i></p>	<p>Point 3: Noted.</p> <p>Provision of Key Infrastructure</p> <p>Point 1: Noted.</p> <p>Evolution to 'Primary Centre' Status</p> <p>Point 1: Noted. Please note that the DoP in the feedback to the public consultation noted that the concept of a 'primary centre' is no longer being utilised within the planning framework. The vision has been modified to replace 'Primary Centre' with 'Strategic Metropolitan Centre'</p> <p>Point 2 and 33: Noted. The City is aware of the regional context in which Cockburn Central site. The comments related to the need for Cockburn Central to be competitive with such centres are noted; as are the comments on the need to address the known inhibitors to the growth of the Centre.</p> <p>Point 4: Noted. Appropriate actions are included in the Draft Activity Centre Plans list of recommendations.</p>
5	Gillian Lester, Planning Solutions PO Box 8701 PERTH WA 6000	<p>Planning Solutions acts on behalf of West Coast Skin and Hide Co Pty Ltd, the registered proprietor of Lots 4 (33) and 14 (31) Knock Place, Jandakot and Jeffery Sinton and Ruth Sinton, the registered proprietors of Lot 905 (35) Knock Place, Jandakot. We write in support of the Cockburn Central Activity Centre Plan Discussion Paper (Discussion Paper) currently released for public consultation.</p> <p>We express our support for the vision stipulated for the Cockburn Central Activity</p>	

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		<p>Centre Plan (CCACP):</p> <p><i>Cockburn Central positioned as a Primary Centre and the most influential Activity Centre in the South West Metropolitan Sub-Region by 2031.</i></p> <p>We concur with the Discussion Paper, growth of Cockburn Central is vital to the liveability, prosperity and sustainability of the City of Cockburn. Furthermore, planning to facilitate the growth of Cockburn Central aligns with state and regional level planning objectives and principles, while also meeting local community development aspirations.</p> <p>It is clear that physical expansion of the existing Secondary Centre will be essential to facilitate Primary Centre status for Cockburn Central. Accordingly, we refer to Discussion Paper Topic 2: Town Centre Expansion over Industrial Land of the Discussion Paper.</p> <p>DISCUSSION PAPER</p> <p>Discussion Paper Topic 2: Town Centre Expansion over Industrial Land The Discussion Paper identifies two options for the future town centre expansion; either west of the Cockburn Central West site (Future Town Centre Expansion West), or on the eastern side of the Cockburn Central railway station and Kwinana Freeway (Future Town Centre Expansion East). While both sites would be arguably appropriate for future development associated with the activity centre's growth, we submit the Future Town Centre Expansion East site would be the preferable site to accommodate the proposed town centre expansion.</p> <p>The Future Town Centre Expansion East site connects directly to the existing town centre via the Cockburn Central railway station and transit interchange. Fostering town centre development on the eastern side of this major public transport node presents opportunities to strengthen a focus on transit oriented development. The entire Future Town Centre Expansion East site falls within the 800 metre walkable catchment of the railway station. It is accordingly submitted that the site is appropriate to human scale development comprising a diverse mix of uses that encourage activity, walkability, transit usage and human interaction. It is considered that such mixed use, high intensity development of this opportunely located site is essential to the realisation of the Cockburn Central Primary Centre. Anything less would be a failure to use the land to its greatest potential and would be inconsistent with best practice principles for activity centre planning and development.</p>	<p>Noted. Please note that the DoP in the feedback to the public consultation noted that the concept of a 'primary centre' is no longer being utilised within the planning framework. The vision has been modified to replace 'Primary Centre' with 'Strategic Metropolitan Centre'</p> <p>Discussion Paper Topic 2: Town Centre Expansion over Industrial Land</p> <p>Support Noted. Investigation of expansion of Town Centre Zonings over Solomon Road Industrial Area is included in CCACP as an action.</p>

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		<p>It is recognised that the Future Town Centre Expansion East site is currently zoned Industrial under the Metropolitan Region Scheme and is subject to the Solomon Road Structure Plan, which allocates the land for Mixed Business and Light and Service Industry uses. The Solomon Road Structure Plan was adopted by Council in December 2007, preceding the State's activity centre based planning framework, which was established in 2010. It is considered the current Solomon Road Structure Plan is outdated and does not give appropriate consideration to the prominent location of the land within the Cockburn Central Activity Centre, adjacent to the Cockburn Central railway station. The structure plan is clearly inconsistent with planning principles for activity centres and transit oriented development, as further explained throughout the following submission. It is submitted, as the land is still largely undeveloped, it is appropriate to reconsider the strategic direction for the area in its context of the growing Cockburn Central Activity Centre.</p> <p>Expansion of the Cockburn Central town centre over the Future Town Centre Expansion East site additionally presents the opportunity to achieve the related opportunities for growth identified in Discussion Paper Topics 1, 3 and 4.</p> <p>Discussion Paper Topic 1: Regional Transit Hub Expansion into the Future Town Centre East site provides the means for appropriate uses within the 800 metre walkable catchment of the railway station to support Cockburn Central as a regional transit hub as breadth of public transit services grows. Mixed use development in the immediate locality of the regional transit hub will provide the critical mass required to increase transit usage both to and from Cockburn Central.</p> <p>Discussion Paper Topic 3: A More Walkable Centre Closely associated with fostering a regional transit hub is the development of a more walkable centre. The Discussion Paper highlights the need to "<i>support development that further propagates walkable environments</i>". Providing a diverse mix of higher intensity uses within the 800 metre walkable catchment of railway stations is a fundamental principle for walkability. The proximity of the Future Town Centre Expansion East site to the existing town centre and railway station makes it appropriate to the type of development which can increase the proportion of trips in the activity centre being walking trips. Development should therefore incorporate a mix of uses, including retail, commercial and higher density residential, with interesting and active frontages, and logical connectivity.</p>	<p>Noted. Arguments put by the City for the expansion are noted in the draft CCACP.</p> <p>Noted</p> <p>Discussion Paper Topic 1: Regional Transit Hub Comments Noted.</p> <p>Discussion Paper Topic 3: A More Walkable Centre Comments Noted. The City will work with landowners and relevant stakeholders to determine the fullest and best outcome for the Solomon Road Precinct.</p>

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		<p>Discussion Paper Topic 4: A Hub for Entrepreneurs, Innovators and Artists</p> <p>Finally, attracting innovation, start-up businesses, and creativity will be essential to realising Primary Centre status for Cockburn Central. This growth opportunity will require quality town centre expansion to accommodate offices, services, training opportunities and support infrastructure in an environment that attracts people to live, work, learn, play and invest in the area. It is considered that the Future Town Centre Expansion East site provides appropriately located and available land to accommodate this.</p> <p>Additionally, the existing mixed business and light industrial areas immediately north and east of the Future Town Centre Expansion East site contain local industry and business that would benefit from a local support services hub. The expansion of Cockburn Central over the Future Town Centre Expansion East site presents the opportunity to co-ordinately plan to strengthen local industry, specialisation and entrepreneurial innovation to grow Cockburn Central into a Primary Centre for the Perth Metropolitan Region.</p> <p>This submission goes on to discuss support for the Cockburn Central Activity Centre expansion over the Future Town Centre Expansion East site in light of the current state, regional and local planning framework. The submission demonstrates such expansion to be consistent with current strategic planning and policy at all levels.</p> <p>STATE AND REGIONAL PLANNING FRAMEWORK</p> <p>Directions 2031 and Beyond</p> <p>Directions 2031 and Beyond (Directions 2031) is the highest level spatial framework and strategic plan for the Perth Metropolitan and Peel Regions. It establishes the overarching strategic direction, vision and spatial framework for future growth and development of the Perth Metropolitan and Peel Regions to achieve population growth to 3.5 million.</p> <p>An important structural element of Directions 2031 is its activity centres network, which comprises a hierarchy of centres to provide for equitable distribution of commerce, employment and amenity. Equally important is its movement network, which links activity centres. Directions 2031 calls for:</p> <p><i>An integrated system of public and private transport networks that are designed to support and reinforce the activity centre network.</i></p>	<p>Discussion Paper Topic 4: A Hub for Entrepreneurs, Innovators and Artists</p> <p>Comments Noted.</p> <p>Comments and observations relating to State and Regional Planning Framework noted. The City will not directly respond to these points.</p>

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		<p>Directions 2031 accordingly support a 'connected city' model for growth, comprising a spatial framework where a hierarchy of activity centres are well connected by a comprehensive movement network. Cockburn Central is currently recognised as a Secondary Centre under Directions 2031. There are no Primary Centres in the existing activity centre hierarchy. However, Directions 2031 recognises:</p> <p><i>Primary centres are critical to achieving long-term sub-regional employment objectives. They should house major institutions and become the preferred location for investment in high order public and employment generating infrastructure outside the central metropolitan sub-region.</i></p> <p><i>While there are currently no centres that perform a primary centre function, this classification is retained as an aspirational target. As the population grows towards a city of 3.5 million, existing major centres will clearly emerge to perform this role at some point in the future.</i></p> <p><i>To achieve this, existing centres must build on their existing assets and invest in the attributes that influence the locational decisions of these businesses, including accessibility, land availability, local amenity, communications and technology and the availability of skilled labour.</i></p> <p>The CCACP vision for growth of Cockburn Central Activity Centre into a Primary Centre seeks to realise the aspirational target of Directions 2031. Evolution into a Primary Centre will necessarily require the highest and best use for all land within the activity centre area, and integrated development to support a comprehensive movement network servicing the activity centre. As such, it is critical that the Future Town Centre Expansion East site is allocated to accommodate land uses that support growth of an active, vibrant and accessible Primary Centre.</p> <p>Draft Outer Metropolitan Perth and Peel Sub-Regional Strategy The Draft Outer Metropolitan Perth and Peel Sub-Regional Strategy (Sub-Regional Strategy) reinforces and provides a framework to deliver the strategic objectives outlined in Directions 2031. It provides the link between State and local government strategic planning by defining population growth expectations, dwelling demand, potential infill and urban expansion areas, as well as opportunities for activity centres and transit oriented development.</p> <p>The City of Cockburn is part of the South-west sub-region under the Sub-Regional Strategy. The sub-regional housing target for the South-west is an additional</p>	

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		<p>41,000 dwellings for a total supply of 123,000 dwellings by 2031. This figure includes approximately 25,000 dwellings in the City of Cockburn, 10,000 of which are to be supplied through infill and redevelopment.</p> <p>Additionally, an employment self-sufficiency target of 70 per cent means and additional 87,000 to 113,000 additional jobs should be provided in the sub-region over the next 25 years.</p> <p>It is submitted the Cockburn Central Activity Centre, positioned at the peak of the activity centre hierarchy within the City of Cockburn, should accommodate a large proportion of the infill development and employment targets provided by the Sub-Regional Strategy. As the activity centre expands it will be necessary to continue to provide appropriately located higher density housing options and employment opportunities. Accordingly, it is submitted the Future Town Centre Expansion East site is appropriate to accommodate relatively high intensity development comprising a mix of commercial and residential uses.</p> <p>Delivering Directions 2031 Report Card 2013 Delivering Directions 2031 Report Card 2013 (Delivering Directions 2031) reports on progress in respect to meeting the strategic planning direction established by Directions 2031 (and its subsidiary sub-regional strategies). It provides updated statistics and figures for growth and development of the Metropolitan Perth and Peel regions.</p> <p>Delivering Directions 2031 identifies a rapid growth rate of 5.1% between 2011 and 2012 for the South-west sub-region, which the City of Cockburn is located in. It also reports a drop in employment self-sufficiency for the South-west sub-region from 2006 to 2011. This indicates local growth in employment is not keeping pace with population growth, and points out a need to provide for additional employment locally. The expansion of Cockburn Central Activity Centre provides the opportunity to facilitate this, with Delivery Directions 2031 setting the following objective for a prosperous city:</p> <p><i>Plan for a diverse mix of services, facilities, activities, amenity and housing types in centres to facilitate economic development and employment.</i></p> <p>Delivering Directions 2031 reports a slight increase in gross residential density within strategic metropolitan, secondary and district level activity centres for Perth and Peel between 2010 and 2011. It also documents positive changes for the modal split of trips travelled to work, with alternative modes of transport being</p>	

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		<p>used for the journey to work 16% more frequently overall, and 39% more frequently in the South-west sub-region between 2006 and 2011. However, 64% of activity centres in the outer sub-regions were still rated to be car-dependent.</p> <p>As evidenced above, Delivering Directions 2031 documents achievements and improvement towards meeting the vision and objectives of Directions 2031, but also demonstrates capacity for improvement remains. Coordinated and strategically aligned design and development of activity centres should be considered a key tool for achieving Directions 2031. Appropriate planning for activity centres supports increased urban densities, generates employment opportunities and fosters public transport usage and walkability. For Cockburn Central in particular, expansion of the activity centre over the Future Town Centre Expansion East site is logical to support additional population and employment in the centre in a transit oriented manner.</p> <p>State Planning Policy 3: Urban Growth and Settlement State Planning Policy 3: Urban Growth and Settlement (SPP 3) sets the principles and considerations applicable to planning for urban growth and settlements across Western Australia. It aims to achieve a sensible and well planned settlement pattern that builds on existing communities and established centres with sustainable and liveable urban form. SPP 3 recognises the evolving needs of the community, noting:</p> <p><i>State and local governments, developers, service providers and the community need to work together to support more consolidated development in appropriate locations where consistent with neighbourhood character and where the necessary services are available or can be provided.</i></p> <p>It is submitted the Cockburn Central Activity Centre, with abundant transport, retail and commercial services, is an appropriate location for consolidated development. Planned expansion of both transport and activity centre services at Cockburn Central support the argument for consolidated development in this location. The Future Town Centre Expansion East site is a logical location to concentrate consolidation of development given its direct link to the existing Cockburn Central Town Centre and railway station.</p> <p>State Planning Policy 4.2: Activity Centres for Perth and Peel State Planning Policy 4.2: Activity Centres for Perth and Peel (SPP 4.2) specifies the broad planning requirements for development, redevelopment and renewal of activity centres in Perth and Peel. The policy addresses the distribution, function,</p>	

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		<p>land use and urban design criteria for activity centres. It seeks to consolidate residential and commercial development in activity centres, integrate activity centres with public transport, and coordinate land use and infrastructure planning. SPP 4.2 recognises Cockburn Central as a Secondary Centre.</p> <p>The following provisions of SPP 4.2 are especially relevant to the growth of Cockburn Central Activity Centre, and particularly the expansion over the Future Town Centre Expansion East site.</p> <p>Clauses 5.2.1 (1) and (2) of SPP 4.2 state in relation to activity:</p> <p><i>5.2.1 Diversity and intensity of activity</i></p> <p>(1) <i>Retail, commercial, health, education, entertainment, cultural, recreational and community facilities and higher-density housing should be concentrated in centres in a compact urban form. Diversity of land uses promotes a more equitable distribution of services, facilities and employment and an overall reduction in travel demand.</i></p> <p>(2) <i>This policy encourages higher-order activity centres (strategic metropolitan, secondary and district) to develop in a manner that does not result in a predominantly single-purpose centre.</i></p> <p>Accordingly, SPP 4.2 supports the development of a mix of uses, higher density housing and community infrastructure in a compact urban form across the activity centre.</p> <p>Clause 5.3.1 (3) of SPP 4.2 highlights the importance of transit oriented development:</p> <p><i>5.3.1 Prioritising public transport and other modes</i></p> <p>(3) <i>Activity centres should be planned in line with transit-oriented development principles to make it convenient and practicable for residents, employees and visitors to travel by public transport instead of by private car. These principles are elaborated in Development Control Policy 1.6 Planning to Support Transit Use and Transit-Oriented Development.</i></p> <p>Evidently, a transit oriented approach to development is a fundamental component of activity centre planning, and must be taken into consideration with</p>	

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		<p>the growth of Cockburn Central Activity Centre.</p> <p>Clause 5.6.1 (1) of SPP 4.2 specifies in relation to bulky goods retail and mixed business uses:</p> <p><i>5.6.1 Bulky goods retailing and mixed business</i> <i>(1) The responsible authority should ensure that shop-retail uses are located in a pedestrian friendly urban environment. In general, bulky goods retailing is unsuited to the walkable catchment or the core of activity centres given their size and car-parking requirements, low employment densities and need for freight vehicle access.</i></p> <p>As such, SPP 4.2 does not support the Mixed Business and Light and Service Industry uses contemplated under the Solomon Road Structure Plan within the activity centre area.</p> <p>In light of the above, it is submitted SPP 4.2 provides a policy framework clearly supportive of diverse and active uses, which will foster improved usage of public transport, for the Future Town Centre Expansion East area.</p> <p>Development Control Policy 1.6: Planning to Support Transit Use and Transit Oriented Development</p> <p>Development Control Policy 1.6: Planning to Support Transit Use and Transit Oriented Development (DCP 1.6) outlines the policy approach of the WAPC in respect to transit use and transit orientated development. The policy aims to maximise effectiveness of public transit by promoting planning and development outcomes that support and sustain public transport use.</p> <p>DCP 1.6 applies to 'transit oriented precincts', which are defined by DCP 1.6 based on the common threshold for walking associated with the use of transit facilities:</p> <p><i>About 10-15 minutes walking time, or an 800 m distance, for rail stations, transit interchanges or major bus transfer stations or terminals.</i></p> <p>The land comprising the Future Town Centre Expansion East is located fully within 800 metres of the Cockburn Central rail station and bus transit interchange, and is accordingly part of the transit oriented precinct as defined by DCP 1.6.</p>	

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		<p>DCP 1.6 sets a series of objectives for transit oriented precincts. The following are of particular relevance:</p> <ul style="list-style-type: none"> <i>To encourage spatial patterns of development that make it easier to plan and efficiently operate public transport services, and for the existing and potential users of public transport to access those services.</i> <i>To ensure the optimal use of land within transit oriented precincts by encouraging the development of uses and activities that will benefit from their proximity and accessibility to public transport, and which will in turn generate a demand for the use of transit infrastructure and services.</i> <i>To ensure the optimal use of land within transit oriented precincts by encouraging the development of uses and activities that will benefit from their proximity and accessibility to public transport, and which will in turn generate a demand for the use of transit infrastructure and services.</i> <i>To promote and facilitate walking and cycling within transit oriented precincts by establishing and maintaining high levels of amenity, safety and permeability in the urban form, and to promote and facilitate opportunities for integrating transport modes by creating opportunities for convenient, safe and secure mode interchange.</i> <p>The above objectives highlight the importance of land use planning to promote and foster public transit use. Accordingly, it is submitted to be essential to the success and sustainability of Cockburn Central Activity Centre that the Future Town Centre Expansion East site is utilised and developed in a manner that incorporates transit oriented development principles. It must incorporate a compact human scaled built form, a range of active uses, and safe, legible and efficient pedestrian linkages.</p> <p>LOCAL PLANNING FRAMEWORK</p> <p>Strategic Community Plan A key outcome for the CCACP is to align with the City's Strategic Community Plan.</p> <p>The City of Cockburn Strategic Community Plan 2012 - 2022 (SCP) articulates the long term vision, aspirations and priorities for the Cockburn community. The SCP recognises the need to build on Cockburn's diverse communities to continue growth. It states:</p> <p><i>Council's vision is to build on the solid foundations that our history has provided to</i></p>	

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		<p><i>ensure that the Cockburn of the future will be the most attractive place to live, work, visit and invest in, within the Perth Metropolitan area.</i></p> <p>The SCP targets outcomes for population growth, business development, high quality services and public places, and efficient and sustainable transport to achieve its vision.</p> <p>It is submitted that expansion of Cockburn Central Activity Centre via mixed-use town centre style development of the Future Town Centre Expansion East area presents a critical opportunity where these outcomes can and should be realised.</p> <p>Local Planning Strategy A key outcome for the CCACP is to align with the City's Local Planning Strategy.</p> <p>The City of Cockburn Local Planning Strategy (LPS) sets the long-term strategic planning direction for the municipality and sets the rationale for zones and provisions of Town Planning Scheme No. 3 (TPS3). It presents the broad level structure and strategy in regard to population, housing, employment, shopping and business activities, transport, parks, open space, and other public uses.</p> <p>While the LPS was prepared before the construction of the Perth to Mandurah rail line, it anticipated this important public transport link and the location of the Cockburn Central railway station. The Ultimate Strategic District Plan (Figure 27 of the LPS) (see inset) provides for a town centre extending both east and west of the Cockburn Central railway station.</p> <p>The LPS supports the intent of the CCACP in that it recognises the importance of the Cockburn Central location for the development of the City's primary retail, commercial and employment centre (then referred to as Thomsons Lake Regional Centre). The LPS appropriately provides for a town centre that surrounds the Cockburn Central railway station to make optimal use of its walkable catchment.</p> <p>It is noted that District Zoning Scheme No. 2 zoned the land east of the freeway Noxious Industry. While this zoning may have been appropriate to the area historically, prior to construction of the Perth to Mandurah rail line, the LPS makes clear that such uses would not be strategically appropriate for the locality into the future. The LPS states in regard to industrial areas:</p> <p><i>The Jandakot (East) Industrial Area has been reduced from that shown in the MRS to accommodate the development of the Thomsons Lake Town Centre Plan</i></p>	<p>Noted. The CCACP Implementation</p>

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		<p><i>which shows the centre eventually developing on both sides of the Kwinana Freeway.</i></p> <p>Despite the Thomsons Lake Town Centre Plan being superseded, the logic remains pertinent; being the land area to the east of Cockburn Central railway station is appropriately situated to accommodate expansion of the Cockburn Central town centre through transit oriented development.</p> <p>Local Commercial and Activity Centre Strategy</p> <p>The City of Cockburn Local Commercial and Activity Centre Strategy (LCACS) is a strategic document fundamental to the implementation of activity centre planning for the City of Cockburn. The LCACS puts forward nine principles to guide planning, decision making and investment relating to Cockburn's activity centres:</p> <p><i>Principle 1 - Efficient, Intense and Compact Centres</i> <i>Principle 2 - Optimise Frequency, Concentration and Quality of Transactions</i> <i>Principle 3 - Support Maturation of Centres</i> <i>Principle 4 - Support Integrity of the Network of Activity Centres</i> <i>Principle 5 - Optimise Access To and Within Centres</i> <i>Principle 6 - Match Use with Purpose of Place</i> <i>Principle 7 - Place Identity, Amenity and Integrity</i> <i>Principle 8 - Place Equity</i> <i>Principle 9 - Coherent, Logical and Legible Places</i></p> <p>The above principles clearly support growth of Cockburn Central over the Future Town Centre Expansion East area to provide for a logical, compact, accessible and high amenity activity centre.</p> <p>The Discussion Paper also highlights the weaknesses of the Cockburn Central Activity, as identified by the LCACS. It is evident Cockburn Central has a way to go in improving its intensity, diversity, employment, accessibility, urban form and economic activation to realise Primary Centre status. It is submitted, appropriate mixed use and transit oriented development of the Future Town Centre Expansion East site will be critical to ensure Cockburn Central's top performance as a growing activity centre.</p> <p>CONCLUSION</p> <p>In conclusion, we strongly support the Cockburn Central Activity Centre Plan Discussion Paper. Expansion of the activity centre over the Future Town Centre</p>	<p>Framework recommends the City continue the investigation of these two industrial areas for inclusion in the Urban zone. This will be done in collaboration with the WAPC and landowners</p> <p>Noted. The known weaknesses identified in the Cockburn Central Activity Centre in LCACS are a major factor in the need for the CCACP. The Implementation Framework is designed to provide a set of actions to resolve these weaknesses.</p> <p>Support Noted. The CCACP implementation schedule provides for investigation of</p>

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		<p>Expansion East site is an essential component to achieving growth of Cockburn Central into a Primary Centre for the Perth Metropolitan Region.</p> <p>Furthermore, we urge the City to progress the strategic planning of the locality in order to encourage the development of a prosperous, sustainable and accessible activity centre. We request the City undertake the following actions to deliver the activity centre:</p> <ol style="list-style-type: none"> 1. Request the WAPC amends the Metropolitan Region Scheme to rezone the Future Town Centre Expansion East precinct from Industrial to Urban or Central City Area. 2. Prepare the Cockburn Central Activity Centre Plan to include the Future Town Centre Expansion East precinct for town centre expansion to succeed the Solomon Road Structure Plan. 3. Initiate an amendment to Town Planning Scheme No. 3 to incorporate the Cockburn Central Activity Centre Plan. <p>We request the opportunity to stay involved and informed throughout the Cockburn Central Activity Centre planning process.</p> <p>Should you have any queries or require further clarification in regard to the above matter, please do not hesitate to contact the undersigned.</p>	<p>eastward expansion over the Solomon Road Precinct as a short term action.</p> <ol style="list-style-type: none"> 1. Noted. Supported as an action in the CCACP 2. Noted. Comment supported as above. 3. Not Supported. The CCACP is a strategic document designed to provide broad guidance for the City going forward and designed to guide statutory decisions not be a statutory implement. The implementation Schedule provides for the need to establish an Activity Centre Structure Plan over the entire Core Area.
6	Malcolm & Kay Wilcox-Marris 35 Boeing Way JANDAKOT WA 6164	<p>We have reviewed the plan and agree with the overall strategy and objectives.</p> <p>However, it appears that some of the Activity Centre Boundaries are rather arbitrary and in fact split areas which would normally be considered together.</p> <p>In our Northern area we suggest that instead of running along the middle of Jandakot Road, the boundary should follow the boundary of Jandakot Airport land. This would be a similar approach to that taken for the western boundary where it runs along the Reserve boundary (and not, for comparison, down the middle of Hammond Road).</p> <p>So land and property north of Jandakot Road and in Boeing Way, Coonadoo Court, Cessna Drive and Fraser Road should be included. The boundary could then follow Fraser Road south of Jandakot Road along the boundary of the new Stockland sub-division as already proposed.</p>	<p>Not Supported.</p> <p>The Study Area accounts for approximately 1,428 ha, equivalent to 27% of the total area of the city.</p> <p>The Study Area is broadly bound by Berrigan Drive and Jandakot Road in the north, the future Banjup Urban Precincts and Lyon Road in the east, Bartram Road to the South and the boundary of Lake Yangebup and Thompsons Lake to the West.</p> <p>The size and form of the Study Area was selected to allow the appropriate framing of the Central Core Precinct of the Activity</p>

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		<p>At the north end the current boundary splits the Glen Iris local centre – so businesses on the south side of Berrigan Drive are included, but those on the northern side are outside. We suggest that the boundary should be diverted to the north of the existing shops, so that the whole local centre is included in the plan area.</p> <p>We are not familiar with Southern area, but it appears that similar considerations might be needed for the two local centres on Bartram Road which appear to be split by the current boundary.</p> <p>To the north-west the boundary along Berrigan Drive splits the South Lake suburb. In view of the existing infrastructure just to the north of the road (shopping centre, leisure centre, schools) we feel it might be better to leave the corner of South Lake out of the plan by bringing the boundary down Semple Court.</p> <p>We suggest that these proposed changes are made early in the planning process, so that adjacent areas of similar amenity and style are considered in an integrated fashion, so avoiding difficulties with separate and different treatment of these at a later stage.</p>	<p>Centre, which includes the immediate surrounds of the Cockburn Central Station.</p> <p>Jandakot Airport and Cockburn Central are two distinct activity centres within the State Government Planning Framework. Although there is an absolute need to ensure cooperation between the two centres it is not appropriate that the CCACP boundary is expanded to include Jandakot Airport. Moreover, due to the nature of Jandakot Airports land tenure, being under federal jurisdiction, the ability for the City's planning framework to apply to the land is extremely limited.</p>
7.	Dao Truyen Huynh 72 Jandakot Road JANDAKOT WA 6164	<p>I think the proposal is a step in the right direction. I fully support it. The attention to sustainable and responsible growth is integral for a future prosperous and liveable center. The expansion towards Jandakot airport will be beneficial is setting Cockburn council on the rural stage as a first city of contact.</p> <p>In order to attract Young Entrepreneurs, closer attention towards sustainable high tech living. More bike paths are suggested.</p>	Noted.
8.	Darren Evans, Rowe Group L3, 369 Newcastle Street NORTHBRIDGE WA 6003	<p>We refer to the City of Cockburn Central Activity Centre Plan Discussion Paper.</p> <p>Under the Discussion Paper, the above land is included within the Activity Centre Boundary. We confirm our Client's support for the inclusion of the above land within the Cockburn Central Activity Centre Boundary.</p> <p>We understand the Discussion Paper aims to: <i>provide for the basis for community discussions in the preparation of the Cockburn Central Activity Centre Plan, including:</i></p> <ul style="list-style-type: none"> – <i>Identifying opportunities for Cockburn Central to grow.</i> – <i>Stimulating discussion and encourage ideas.</i> – <i>Identifying new issues that are important to the future of the area.</i> 	

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		<p>In late 2011, our Office lodged with the Western Australian Planning Commission (WAPC) a Metropolitan Region Scheme (MRS) request to rezone the land to Urban Deferred. Our rezoning proposal is consistent with the inclusion of the land within the Cockburn Central Activity Centre Boundary and presents an opportunity for Cockburn Central to grow. Please find enclosed a full copy of our MRS rezoning report dated 5 August 2011 to assist with the above. Please accept our attached report as forming part of our submission on the Discussion Paper.</p> <p>Our rezoning request, along with many other proposals, is currently "on hold" awaiting the progression of a range of strategic planning and policy documents by the WAPC.</p> <p>The attached rezoning report submitted to the WAPC in 2011 identifies that the subject land provides an opportunity for the growth of Cockburn Central and supports the development of the subject land on the following basis (Please see the attached report for full detail):</p> <ul style="list-style-type: none"> – <i>The subject site is abutting existing residential development to the west and industrial development to the north and south and therefore provides the opportunity to establish an appropriate transition of compatible land uses.</i> – <i>Subject site is located within close proximity to Cockburn Central Secondary Centre, Jandakot Airport Specialised Centre and is abutting an Existing Industrial Centre therefore has the opportunity to provide a supporting role to these centres.</i> – <i>The expansion of urban development will provide new employment opportunities and assist in achieving the self-sufficiency targets of the OMPPSR Strategy.</i> – <i>The location of the subject site provides the opportunity for the logical and economic expansion of existing servicing infrastructure.</i> – <i>The subject site is in close proximity to established transport infrastructure including the Kwinana Freeway and Perth-Mandurah Railway line.</i> – <i>The subject site does not provide sufficient vegetation habitat, in size or quality, to support the majority of conservation significant fauna species.</i> – <i>The physical conditions of the subject site provide few constraints to development and can be overcome with appropriate management measures.</i> – <i>The proposal provides the opportunity for more up-to-date technical investigations being undertaken to identify appropriate measures that provide</i> 	<p>Previous MRS proposal noted. The City's current position is that it does not support further urban/industrial expansion on land zoned resourced on the MRS until such a time that the WAPC provides strategic direction through the South Metropolitan and Peel Sub-Regional Structure Plan or other instrument.</p> <p>As such it would be inappropriate for the CCACP to include the land as future urban/industrial in contrary to Council's stated position.</p> <p>Should the land be designated on such a document; planning proposals on the land will be required to ensure that they comply with the intent, aim and objectives of the CCACP.</p>

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		<p><i>a balance between efficient use of private land and the protection of groundwater resources.</i></p> <p>– <i>The proposal demonstrates the subject site is ideally located and is physically capable of urban development.</i></p> <p>Our attached rezoning report includes an Indicative Concept Plan (Figure 13 of the report) depicting the potential development of the subject site for Showroom, Mixed Business and Service Commercial uses. The Indicative Concept Plan, if implemented, will assist in achieving the long term sub-regional employment objectives, will assist in diversifying the uses in the Centre and help achieve the vision towards Cockburn Central being a Primary Centre. The mix of uses and proposed layout of the Indicative Concept Plan is based on a consideration of the locational and site characteristics of the land. Since the preparation of the Indicative Concept Plan, our Client has been investigating the potential for the land to be developed for medium and high density residential development. We consider there are opportunities for the inclusion of appropriate residential development on the land in conjunction with other uses. The Indicative Concept Plan represents our <i>ideas</i> for the land and we would be pleased to discuss and “work up” the plan in fuller detail with the City of Cockburn, including identifying opportunities for appropriate residential development on the land.</p> <p>The attached rezoning report includes a description of the site; site analysis; environmental investigations, infrastructure analysis; transport considerations; town planning considerations; a review of relevant state strategy and policy documents; an analysis of the opportunities and constraints of the site and discussion and explanation of the Indicative Concept Plan. That is to say, the attached rezoning report represents a thorough analysis of the subject land and its locational and strategic context, which will assist the City in identifying issues important to the future of the area.</p> <p>We confirm our Client's support for the inclusion of the above land within the Cockburn Central Activity Centre Boundary. We confirm our attached MRS rezoning report supports and justifies the development of the subject land. We confirm the Indicative Concept Plan at Figure 13 of the report represents our <i>ideas</i> for the land and we would like to discuss opportunities for residential development.</p> <p>We look forward to working with the City to realise the Cockburn Central Activity Centre Plan and the appropriate development of the site.</p>	

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		Should you require any further information or clarification in relation to this matter, please contact Darren Evans on 9221 1991.	
9.	Aaron Rapp 32/15 Boeing Way JANDAKOT WA 6164	<p>In reference to the Cockburn Central Activity Centre Plan – Discussion Paper, we, the residents of adjoining streets would like to acknowledge our approval of the proposed plan.</p> <p>We would also like to propose that our land be included in the rezoning process that has commenced.</p> <p>As these streets, Boeing Way, Coonandoo Court, Solomon Road and Cessna Drive form a pocket on the edge of the zoned area, it would seem logical to include them in the rezoning process and we propose that they also form part of the rezoning plan.</p> <p>The following residents from the streets mentioned above, would like to voice their support for their land to be included in the Cockburn Central Activity Centre Plan.</p> <p><i>18 signatures enclosed on submission</i></p>	<p>Not Supported</p> <p>The City's current position is that it does not support further urban/industrial expansion on land zoned resourced on the MRS until such a time that the WAPC provides strategic direction through the South Metropolitan and Peel Sub-Regional Structure Plan or other instrument.</p> <p>As such it would be inappropriate for the CCACP to include the land as future urban/industrial in contrary to Council's stated position.</p> <p>Should the land be designated on such a document; planning proposals on the land will be required to ensure that they comply with the intent, aim and objectives of the CCACP.</p>
10.	Moyna Rapp 43 Prinsep Road JANDAKOT WA 6164	Referring to the above document, I would like to say that I support the Activity Centre Plan for Cockburn Central. I would also like to be informed of any decisions that are made in regard to the Plan and would appreciate you putting me on the mailing list.	Noted.
11.	Viv & Leanne Sloss 13 Falcon Place JANDAKOT WA 6164	We are the owner/occupiers of 13 Falcon place Jandakot and as such support the rezoning of our property to Urban Deferred in line with the Stockland development. Other owners in Falcon Place and some on Jandakot Road, Solomon Road and Peppworth Place that we have spoken with are also in agreement.	<p>Not Supported</p> <p>The City's current position is that it does not support further urban/industrial expansion on land zoned resourced on the MRS until such a time that the WAPC provides strategic direction through the South Metropolitan and Peel Sub-Regional Structure Plan or other instrument.</p> <p>As such it would be inappropriate for the</p>

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			<p>CCACP to include the land as future urban/industrial in contrary to Council's stated position.</p> <p>Should the land be designated on such a document; planning proposals on the land will be required to ensure that they comply with the intent, aim and objectives of the CCACP.</p>
12.	George Azar 20 Jandakot Road JANDAKOT WA 6164	In reference to the Cockburn Activity Centre Plan – Discussion Paper we George and Linda Azar of 20 Jandakot Road, Jandakot WA 6164 and Joseph Azar of Lot 88 Jandakot Road support the plan that you have outlined in your document and would like to receive any further information as it becomes available.	Noted.
13.	Carl Williams, Landcorp Locked Bag 5, Perth Business Centre PERTH WA 6849	<p>Whilst LandCorp welcomes the opportunity to comment on the Cockburn Central Activity Centre Plan Discussion Paper, we are surprised that the City did not seek to consult with LandCorp on its development, given LandCorp's extensive involvement in the development of the Cockburn Central Town Centre and its ongoing involvement in the Cockburn Central West area.</p> <p>Notwithstanding the above, LandCorp would welcome future dialogue with the City on the development and finalisation of the Activity Centres Plan for Cockburn Central. Please find below our feedback in relation to the discussion topics identified within the paper:</p> <p><i>Discussion Topic 1 — Regional Transit Hub</i></p> <p>The Cockburn Central Activity Centre boundary area benefits greatly from the provision of significant public transport infrastructure, predominantly being the train and bus station interchange.</p> <p>However, the greater question which should be asked is whether or not the public transport infrastructure is being leveraged to its maximum potential? It seems clear from the City's Local Commercial and Activity Centres Strategy Dials that a number of areas indicate that the public transport infrastructure isn't being leveraged to its maximum potential.</p> <p>The underlying road network, supporting both the movement of public transport and private cars, should be analysed to determine if any improvements can be made to improve the efficiency of movements through the Activity Centre area.</p>	<p>Noted. The City is dedicated to open and meaningful engagement with all relevant stakeholders within the Cockburn Central Activity Centre area.</p> <p>The draft CCACP Implementation Framework provides for a goal that Cockburn Central be the primary public transport hub for the southern suburbs. This item includes a number of points/actions to move towards that aim.</p>

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		<p>Future Strategic Planning within the Activity Centre boundary should also consider these opportunities. In particular, investigations should be undertaken to provide additional contiguous north-south and east-west linkages to mitigate the current bottleneck on Beeliar Drive.</p> <p>The need to secure a commitment from government to deliver the North Lake Road bridge remains a key objective for the success of Cockburn Central from a local, district and regional transport perspective.</p> <p>The long term parking requirements immediately adjacent to the Cockburn Central Station should also be reviewed, particularly in light of the LCASIS Dial results. The purpose of reviewing the parking arrangements would be to both maximise the use of public transport and to achieve the desired economic and employment activation within what is earmarked to be an intense urbanised area.</p> <p>Working with the PTA and other stakeholders to consider a stacked carpark solution (which considers future development for this sites as legitimate and strategically located development sites) for the two PTA parking areas would be a fundamental planning investment for the Regional Centre. LandCorp has progressed preliminary work in this area for both the sites and would be pleased to provide the work to relevant parties. The studies undertaken take into account a workable above ground stacked carpark, building massing (in the round), streetscapes, activation and sleeved ground floor development in keeping with the town centre Design Guidelines.</p> <p>There remains a strong need to work more closely and effectively with Main Roads WA when determining the approach to road networks in this area. Currently urban design considerations are not part of the decision making process which will be to the detriment of the regional centre as a whole.</p> <p><i>Discussion Topic 2— Town Centre Expansion Over industrial Land</i></p> <p>The opportunities identified east of the Train Station and within the Jandakot Industrial Area are supported. With the addition of these areas in the long term, it is likely to assist in the town centre to reach the desired maturity to create a level of critical mass, resulting in a vibrant, active and safe city centre environment.</p> <p>However, it should be highlighted that the residential catchment area surrounding the Activity Centre area is considered to be very shallow within a 2 to 5 kilometres radius from the site, particularly in the areas northeast through to the southwest of</p>	<p>The City will continue to lobby and place pressure on relevant government bodies for funding of the North Lake Road/ Kwinana Freeway interchange.</p> <p>Noted. The City welcomes a constructive dialogue on the long term use of the PTA car parks on the Town Centre side of the Station. Noting that the opening of the Aubin Grove Station and redistribution of peak parking demand may act as a catalyst for these discussions.</p> <p>Noted.</p> <p>The CCACP Implementation framework provides for the City to investigate future expansions of the Town Centre over surrounding industrial land. The priority being the Solomon Road Precinct to the east of the Station.</p>

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		<p>the Activity Centre boundary area. Opportunities to increase residential densities should be explored in these area, particularly those areas which can be readily linked by public transport</p> <p>Although the City notes that the Jandakot Industrial Area has a permeable road network, the future planning of this area must link seamlessly into Cockburn Central West area as well as the propose Muriel Court development.</p> <p><i>Discussion Topic 3— A More Walkable Centre</i></p> <p>As mentioned above, the underlying road network within the Activity Centre area needs to be reviewed. The provision of additional east-west and north-south linkage roads may assist in distributing regional and local traffic, making it a more conducive environment for pedestrian and cyclist movements i.e. some roads could be downgraded or consolidated.</p> <p>The duelling of Midgegooroo Avenue in the short-term is likely to work against the principles of walkability and therefore in the medium to long term there should be an opportunity to downgrade this road into a City Centre Boulevard with lower speeds and fewer trafficked lanes, this would achieve a stronger, safer and more legible connection between the Town Centre and the development proposed within the Cockburn Central West area.</p> <p>Along with Midgegooroo Avenue, Beeliar Drive pedestrian linkages should be a focus to ensure the residents of the Town Centre and Cockburn Central West have a safe opportunity to traverse Beeliar Drive to the Gateways Shopping Centre precinct. It is recommended that the existing infrastructure be reviewed to determine if adjustments can be made to further assist pedestrians traversing the area i.e. pedestrian crossing signal timing. The existing underpass at the Freeway end of Beeliar Drive is currently not used but with appropriate liaison with relevant stakeholders could be a significant asset to the Regional Centre as a whole and a fundamental component in linking the shopping centre to the train station. This underpass should support both bus and pedestrian traffic.</p> <p>Given the high density proposed in the Muriel Court Structure Plan, it is recommended that opportunities to create stronger, safer and more legible connections are also explored in this area. Furthermore, if the town centre intends to expand into the adjacent industrial areas, pedestrian connectivity should also be explored and maximised.</p>	<p>Noted.</p> <p>Noted. A number of Actions within the Implementation Framework go to the need to ensure pedestrian and cycling infrastructure provision is place first and foremost in the Activity Centre.</p> <p>Noted.</p> <p>Noted this forms a recommendation of the City's Integrated Transport Plan.</p> <p>Noted. The City agrees with this point. It will be a requirement of any adopted Activity Centre Structure Plan to provide a Pedestrian and Cycle Access Strategy which deals with such matters.</p>

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		<p>The figure depicting the pedestrian priority areas needs to be revised for Cockburn Central West as it does not recognise the current planning and pedestrian pathways reflected in the approved Structure Plan. The pedestrian priority areas for existing residential areas south of Beeliar Drive and adjacent to Wentworth Parade should also be reviewed to ensure that both walking and cycling trips are maximised.</p> <p>There are other opportunities to encourage a more walkable centre, such as the provision of shade / shelter. Like many highly urbanised areas, it is recognised that they have a much higher general air temperature due to the urban heat island effect, which is exacerbated by road infrastructure. There is a clear opportunity to alleviate this issue through the smart provision of tree plantings within the road reserves and pedestrian priority areas. Creating streets which have a strong, powerful green canopy (including even double canopies) and the use of larger trees, closer spacings with a stronger commitment in respect of maintenance and early nurturing would be one of the most powerful ways of creating a stronger sense of identity, supporting pedestrians and mitigating the currently hostile environment of the Regional Centre.</p> <p><i>Discussion Topic 4— A Hub for Entrepreneurs, Innovators and Artists</i></p> <p>A key priority area for the City should be the development of a place activation and management strategy for the Activity Centre Boundary area. By undertaking such a strategy, it will uncover the future identity, its authentic elements and new opportunities to ensure a one dimensional response is not delivered in the long term.</p> <p>Although LandCorp is encouraged that the City is looking to maximise the diversity of business and investment opportunities within the Activity Centre Boundary area, there needs to be a clear strategy behind this attraction to ensure the sustained growth of these businesses.</p> <p>For example, if the Cockburn Activity Centre area is to be a place for entrepreneurs, innovators and artists, then the area must be responsive to their needs, be accessible to them and at the same time be meaningful for the larger Cockburn community and society.</p> <p>There is a key opportunity for the City to leverage its investment in the Regional Physical and Activity Education Centre to become a key community focus. This facility could serve as the hub for entrepreneurs, innovators and artists in a consolidated environment.</p>	<p>Noted. These are indicative lines only and were not intended to in line with the location of the pedestrian routes through CCW.</p> <p>Supported. Such matters are vital in creating a pleasant and safe walking environment. It is a recommendation of the Plan that any Activity Centre Structure Plan be supported by a Place Making Strategy that will cover the entirety of the Core Area.</p>

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		<p>However, the key opportunity and priority for this Discussion Topic should be to identify what the Cockburn Activity Centre is going to be, or aspires to be, to ensure that the provision of land uses and public realm elements reflects this 'identity'. This exercise should look at the entire region to determine if any infrastructure, facilities and/or services would be better served within a consolidated area such as the Cockburn Activity Centre area.</p> <p>As you are aware LandCorp has committed to a two year place-making program for the town centre. A key component of this work is the establishment of the Cockburn Central Town Centre Association, which has been established as the main vehicle for the Regional Centre community to take independent control of their future and progress their interests. LandCorp looks forward to working closely with the City in supporting a vision of the Regional Centre as a creative hub.</p> <p>General Feedback</p> <p>We believe that the Cockburn Central Activity Centre Plan will be an integral part of the evolution of this area through to 2031 and beyond. Given the importance of this plan, we would encourage the City to engage with the key organisations which have been involved in shaping the formation of the Cockburn Activity Centre to date, to ensure alignment in the overall vision for the area is delivered in the long term.</p> <p>Thank you again for the opportunity to provide comment on this discussion paper, we look forward to working closely with the City in the future to provide further input into the plan and the overall implementation framework.</p>	
14	Paul Sewell, Department of Planning Locked Bag 2506 PERTH WA 6001	<p>I refer to the City's letter dated 9 December 2013 regarding the above inviting the Department of Planning's (DoP) comments. Thank you for this opportunity.</p> <p>The subject discussion paper informs the preparation of the Cockburn Central Activity Centre Plan (CCACP), including "identifying opportunities for Cockburn Central (CC) to grow; stimulating discussion and encouraging ideas; and identifying new issues that are important to the future of the area".</p> <p>On the matters raised in the discussion paper of strategic planning relevance.</p> <p>1. The stated vision of a CCACP is for CC to be positioned as a "Primary</p>	

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		<p>Centre" in the South West Metropolitan Sub-region by 2031. While this may be viewed to be aspirational for a significantly higher order centre this is not a centre classification provided for in State Planning Policy 4.2 Activity Centres for Perth and Peel (SPP 4.2). CC is identified as a "Secondary centre" with the next higher classification afforded to Rockingham and Fremantle (respectively Strategic metropolitan centres). SPP 4.2 (7.2) notes that Activity Centre Plan's (ACP) are to be supported by a clearly defined staging strategy which will facilitate delivery of the ACP in a realistic timeframe. The City should align its aspirations for CC with the Activity Centres hierarchy and processes under SPP 4.2. In this regard it is expected that the CCACP will be prepared based on the format and content outlined in the 'Model Centre Framework' at Appendix 2 of SPP 4.2, and demonstrate consistency with relevant WAPC strategic planning documentation.</p> <p>It should be noted that the Western Australian Planning Commission (WAPC) has previously determined not to pursue the concept of Primary Centres as outlined in Directions 2031 and beyond. The focus is to improve the performance of the existing centres and network as far as practical.</p> <p>Rockingham is the designated Strategic metropolitan centre for the South-West Metropolitan Sub-region and is planned to !continue in its role as the key sub-regional centre. Any elevation of CC to Primary Centre status above Rockingham would be inconsistent with the planning framework outlined by Directions and beyond and SPP 4.2.</p> <p>Rather than focusing on changing its designation in the hierarchy of centres, the City should focus on making CC a high-performing Secondary centre. In this regard there is support for improving activity centre performance and benchmarking the centre against other similar centres. Initiatives should be developed supporting the retention of existing and attracting new land use activity that would retain and diversify the employment and cultural opportunities to improve employment self-sufficiency and centre attractiveness.</p> <p>2. The vision is built on the proposition (prospect) of "Town Centre Expansion over Industrial Land" (Discussion Paper Topic Two). This proposes "mixed use development" over land east of the CC train station (medium term) within the Solomon Road Industrial Area and the "expansion of the town centre" over the Jandakot Industrial Area (long term).</p>	<p>1. Noted. This information was not in the public domain and the City was unaware of the WAPC's determination to no longer utilise 'Primary Centre'. The Activity Centre Plan has been modified to reflect this.</p> <p>The Activity Centre Plan does not form an Activity Centre Structure Plan as outlined in SPP 4.2 The plan is Strategic in nature and is designed to act as a guide for the development of the Centre going forward. A recommendation of the Draft Activity Centre Plan is for a comprehensive Activity Centre Structure Plan to be formulated over the Core Area.</p> <p>Noted. As above</p> <p>The City of Cockburn believes that given the significant growth of the South West corridor and strategic nature of Cockburn Central's position in the metropolitan area, that it is well placed to take up a role of a Strategic metropolitan Centre. The City does not believe that the intent of Directions 2031 is for Centre to remain at their current designation with no ability to move up in importance. As per the matter listed above the City believes that Cockburn Central is well placed to take up a role as a Strategic Metropolitan Centre.</p>

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		<p>Both of these areas are zoned "Industrial" under the MRS and provide supportive employment land uses for the locality and wider area. The discussion paper notes that as a Secondary centre, economic activation and employment is "poor" and "below average". The proposals to facilitate mixed use development and the expansion of the town centre would appear to be inconsistent / contrary to retaining and promoting these industrial areas for land uses that support the local CC economy and provide local employment opportunities.</p> <p>Recently the City sought a meeting with DoP officers to discuss the possibility of rezoning the vacant industrial land east of the CC train station (portion of the Solomon Road Industrial Area) to Urban under the Metropolitan Region Scheme(MRS). The City was informed that the DoP / WAPC is unlikely to support a rezoning proposal of this nature, referencing the Economic and Employment Lands Strategy: non-heavy industrial, general presumption that existing industrial zoned land will be retained and protected for long-term industrial purposes. The DoP affirms this view with these areas retained for supportive employment general and service industrial land uses.</p> <p>3. There are significant challenges to the planning and development of a cohesive CC, largely as a result of the present movement network that seeks to accommodate private car usage. There should be (a shifted) focus to a supportive public transport network and development outcomes that prioritises safe and efficient people movement to, from and between the activity attractors / precincts (train station, shopping centre, future regional recreation facilities).</p> <p>The CCACP Discussion Paper acknowledges the need for "good transport infrastructure and public transport links" (Discussion Paper Topic One - Regional Transit Hub).</p> <p>There is reference to feeder bus services providing strong connections in peak, but limited services in off-peak and shoulder times. Recent experience has demonstrated the challenges to the provision and maintenance of bus feeder services in the case of the Gateways Shopping Centre expansion plans. The proponent sought to initially deny, then to limit the number of bus services accessing the shopping centre (privately owned). This was supported by the City but not the DoP and Public Transport Authority. The WAPC subsequently considered it necessary to "call in" all development proposals for the shopping centre for its determination under the MRS in order to ensure that proper consideration is given to the provision and protection of public transit (bus routes</p>	<p>2. The City is aware of the recommendation of the Economic and Employment Lands Strategy and the presumption that non-heavy industrial, general presumption that existing industrial zoned land will be retained and protected for long-term industrial purposes. Given the strategic nature of the land, the fact that it is predominately undeveloped and the obvious synergies that exist with the Town Centre; the City believes that the continued aspiration for it to form part of the Cockburn Central Activity Centre is warranted.</p> <p>3. Noted. The City agrees with the DoP views around the need to shift modal focus away from private vehicles. A number of recommendations within the Draft Activity Centre Plan go to this point.</p> <p>The City does not believe that the comments of the DoP are an accurate representation of the City's position on the movement of buses through the Gateway</p>

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		<p>and facilities), including public investment in the Beeliar Road underpass.</p> <p>The build-up of land use and activity needs to be matched by the necessary planning and investment in transport and pedestrian infrastructure, to enable effective and efficient linkage between largely disconnected activity areas made up of the town centre, shopping centre, to be developed regional recreation facilities, industrial areas, and developing nearby higher density residential areas.</p>	<p>Shopping Centre Site.</p> <p>The City though the recommendations of the Draft Activity Centre Plan is fully supportive of these matters being addressed through a comprehensive Activity Centre Structure Plan. Moreover, a number of actions go to the continued lobbying of government for increased investment in public transport, walking and cycling infrastructure in and around Cockburn Central.</p>
15	<p>Steve Beyer, Department of Transport 140 William Street Perth WA 6000</p>	<p>In response to your letter dated 9th December 2013 for the above discussion paper, the Department of Transport has liaised with Main Roads WA (MRWA), the Public Transport Authority (PTA) and Department of Planning (DoP) and provides the following comments.</p> <p>The DoT notes that separate responses for this discussion paper have been provided to the City by the PTA and DoP. The following comments have been prepared to assist the City in planning for the Cockburn Central Activity Centre.</p> <p><u>Future Public Transport Network</u> Please note the comments in relation to on-road public transport are subject to change pending the final release of the 20 year public transport plan. In relation to the Discussion Paper:</p> <ol style="list-style-type: none"> 1. Discussion Paper Topic 1 (Regional Transit Hub) identifies an opportunity for growth as “<i>stronger east-west links (rapid bus or light rail) to Cockburn Coast / Fremantle and Armadale.</i>” Consistent with this, the strategic plan for the future on-road public transport network includes: <ul style="list-style-type: none"> • A Bus Rapid Transit (BRT) connection from Cockburn Central towards Cockburn Coast, linking to a Rockingham-Fremantle BRT connection. • Bus lanes between Cockburn Central and Armadale. <p>It should be noted that at this stage no re-assessment of the MRS Road Reservation allocations has been made to determine the detail of the above or if there should be any additional land requirements. The City is consequently requested to liaise with DoT in the early planning stages of any land zoning,</p>	<p>Noted. Both comments are addressed through the recommendations of the Draft Activity Centre Plan.</p>

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		<ul style="list-style-type: none"> A pedestrian bridge is proposed to connect the Gateways Precinct to the residential area east of the Freeway. This is slightly north of the previously proposed bus bridge that was designed in to the MRS reservations. A pedestrian bridge in this location would not normally be considered part of MRWA's responsibility to fund. No traffic lights are proposed at the location of the proposed mid-block pedestrian link crossing Beeliar Drive (near Linkage Avenue). At this location grade separation of the crossing will be required due to the inability for pedestrians to cross a six lane road particularly if the existing slip lanes are also retained. Main Roads, in consultation with the City and the Department of Planning, is currently undertaking a detailed assessment of the Cockburn Central road network to determine if it is adequate to sustainably support the level of development proposed for Cockburn Central. The proposed future town centre expansion to the west of Cockburn Central has not been factored into this modelling. The limits of the planned east west road links needs to be closely assessed should the City wish to pursue consideration of the further town centre expansion east and west of Cockburn Central. As plans for land uses in Cockburn Central mature, a greater level of transport assessment will be required to ensure access to the proposed land uses can reasonably be achieved. The Department requests that the City continue to liaise with it and MRWA in this regard, noting the WAPC policies (including SPP 4.2 -Activity Centres for Perth and Peel) and the trial Transport Assessment Guidelines. <p>The DoT seeks to continue to work with the City to address the above matters. If you require any further clarification on the comments provided, please feel free to contact Michelle Brophy on (08) 65516831.</p>	<p>Noted.</p> <p>Noted. The City would expect that a comprehensive Pedestrian movement and accessibility plan to form part of any future Activity Centre Structure Plan. Moreover, there is significant community interest and support for grade separation of pederstian facilities in this area.</p> <p>Noted. The City will continue to work collaboratively with MRWA and DoP on the long term modelling and planning of the road environment around Cockburn Central.</p> <p>Noted</p>
16	Main Road Western Australia PO Box 6202 EAST PERTH WA 6892	<p>Thank you for your letter dated 9 December 2014, requesting Main Roads comments on the proposed Cockburn Central Activity Centre Plan. Main Roads apologises for the delay in response.</p> <p>Given that a number of Primary Regional Roads, as well as other important strategic freight routes, form the transport network for Cockburn Central, there are a number of transport and planning issues that Main Roads would like to raise for further consideration:</p>	

No.	Name/address	Submission	Council's Recommendation
		<ol style="list-style-type: none"> 1. The ability to develop east-west Bus Rapid Transit (BRT)/Light Rail Transit (LRT) routes along Beelie Drive and Armadale Road is not likely to be feasible. Presently, there is only provision for the addition of bus priority lanes at the intersection of Armadale Road and Tapper Road. Armadale Road does not have the capacity to accommodate BRT or LRT east of this intersection due to recently approved development plans along this corridor. Main Roads also has doubt that BRT or LRT infrastructure could be accommodated on Beelie Drive from Hammond Road, due to approved development along this corridor. 2. A Northern Terminal for the Perth-Bunbury High Speed Rail cannot be supported due to insufficient space within the Freeway median. As Council is aware, Main Roads has developed ultimate concept carriageway plans for Kwinana Freeway from south of the Beelie Drive/Armadale Road interchange to north of the Berrigan Drive interchange. These plans provide for a new interchange at North Lake Road with north facing ramps and collector distributor roads running parallel to the existing Freeway. In addition, these concept plans accommodate one additional passenger rail track for the extended Thornlie spur line terminating at Cockburn Central. Any additional rail tracks or expansion of rail station in width would require the demolition of the existing Freeway interchange at Armadale Road and Beelie Drive as well as the Berrigan Drive interchange. 3. Main Roads advises that the pedestrian bridge connecting the Gateways Precinct to the residential area east of the Freeway would be at Council's expense. In addition, please be advised the proposed mid-block pedestrian link crossing Beelie Drive would require grade separation due to the inability for pedestrians to cross a six lane road. 4. Please be advised that the proposed future town centre expansion to the west and east of Cockburn Central has not been factored into modelling for the Cockburn Central transport network. However, as Beelie Drive and Armadale Road are presently operating at capacity, Main Roads questions the capability of these roads to support further town centre expansion. 5. Main Roads, in consultation with Council and the Department of Planning, is currently undertaking a detailed assessment of the Cockburn Central road network to determine if it is adequate to sustainably support the level of development proposed for Cockburn Central. It is expected that this review 	<ol style="list-style-type: none"> 1. Noted. The inclusion of the East-West public transport priority was in direct response to the Department of Transport's long term strategic vision for Perth's Public Transport Network. The City believes that the inclusion of this infrastructure over the long term is vital in reducing Perth's dependence on private motor vehicles. The Recommendations of the Draft Activity Centre Plan includes this as an action. The City will continue to work with the various relevant state agencies collaboratively on the long term planning of Cockburn Centrals transport needs. 2. International examples indicate that stations on the periphery of a City can form an important part of the functionality of a High Speed Rail system. They also assist in incorporating them into urban public transport network. These and the natural benefits that the Cockburn Central location has were the basis for the argument for a station to be located at Cockburn Central. The City is aware of the preferred road reservation plan undertaken by Main Roads for the area north of Beelie Drive Overpass. Any proposal for significant infrastructure within a Freeway median will be faced with engineering challenges; however the City does not believe that these warrant removing the visionary goal; particularly one which would greatly improve the

No.	Name/address	Submission	Council's Recommendation
		<p>will be completed in 2 months. The recommendations arising from this study should be included in future planning for this area.</p> <p>6. Main Roads will not support any significant land use intensification and development of existing or future activity centres without a robust Traffic Impact Assessment and Vehicle Access Strategy. As per WAPC guidelines, large traffic generating developments will require a transport assessment that considers transport impacts at opening and a minimum of ten years following opening.</p> <p>If you require any further information please contact Andrew McClurg on (08) 93234104.</p>	<p>importance and viability of the Cockburn Central Activity Centre.</p> <p>3. Noted.</p> <p>4. Noted. Any decision to incorporate the Industrial Areas east and West of Cockburn Central into a future expanded Town Centre will be done via the appropriate planning processes with the required consultation with state authorities and local residents. It would be expected that detailed modelling of impacts on road infrastructure would be required as part of any justification for land use changes.</p> <p>5. Noted.</p> <p>6. Noted. The City supports this position.</p>



LOCAL GOVERNMENT INVENTORY

LIMESTONE WALL & RUINS, MUNSTER**B**

Considerable significance

Entered in Heritage List



LGI #

PIN No.

LOT/PLAN DIAGRAM

LOCATION

OTHER NAME(S)

CONSTRUCTION DATE(S) c.1946

STATEMENT OF SIGNIFICANCE

Limestone Wall & Ruins, Munster, is significant for its association with the market garden industry, which was the predominant source of employment in the area for most of the 20th century.

Limestone Wall & Ruins, Munster, (the structures) have high archaeological potential to reveal aspects of the market gardening industry from the mid-20th century.



LOCAL GOVERNMENT INVENTORY

Limestone Wall & Ruins, Munster, has scientific value as representing a method of dry stone walling uncommon in Western Australia.

Limestone Wall & Ruins, Munster, is associated with Jakov and Jakubina Vidovich, Croatian (Slavic) market gardeners who arrived in Western Australia in 1939, and who settled in Munster in 1946.

Limestone Wall & Ruins, Munster, if appropriately interpreted, has the potential to be an educational/recreational resource for the community, demonstrating the market gardening industry in the City of Cockburn.

PHYSICAL DESCRIPTION

Limestone Wall & Ruins, Munster, comprises a section of dry stone wall, up to 2m high, running for part of the length of the southern boundary of the associated Lot, and associated ruins of a number of small storage sheds.

Both the wall and the ruins are constructed as double skin walls, with smaller rubble infill. This technique does not appear to be common in Western Australia, and may have been introduced from Croatia.

One remnant storage shed is easy to read on site, although there appear to be the remains of various other walls and structures in the immediate area which would require archaeological investigation to determine their exact functions.

A couple of remnant buildings, including a cement-fibre shed, appear to have been associated with the market gardening business previously carried out on the site.

ARCHITECTURAL STYLE

CONSTRUCTION MATERIALS

Walls Limestone

Roof -----

Other -----

ORIGINAL USE

Farming / pastoral Market gardens

CURRENT USE

Vacant / unused Historic/Archaeological Site

HISTORIC THEMES

Demographic settlement & mobility Immigration, emigration & refugees

Occupations Rural industry & market gardening



LOCAL GOVERNMENT INVENTORY

HISTORY

Limestone Wall & Ruins, Munster, was erected in 1946, or shortly after, by Jakov Vidovich, a Croatian (then known as Slavic) market gardener.

Mr Vidovich arrived in Western Australia in 1939, and he purchased the subject site in 1946. Having been a vineyard worker in Croatia, he established himself as a market gardener in South Coogee (later renamed Munster), growing potatoes, onions, carrots and beans.

The limestone wall and associated storage sheds were erected using the dry stone method.

Also on the site were olive trees, fig trees and fruit trees, which were for family consumption, rather than retail.

The gardens continued to operate until the death of Mr Vidovich in 1997.

The majority of the site is currently vacant, although the residence is leased to a tenant.

New estates have been erected or are being (as of May 2014) around the subject land, changing its original setting of market gardening district to a more mixed-use area.

ARCHITECT/DESIGNER	Jakov Vidovich
ASSOCIATED PEOPLE	Vidovich family
CONDITION	Archaeological site / ruins only
INTEGRITY	Low
AUTHENTICITY	High

OTHER LISTINGS	<i>HCWA No.</i>	-----
	<i>Register National Estate</i>	-----
	<i>National Trust WA</i>	-----

SUPPORTING INFORMATION	Interview with Mrs Lucy Radich (née Vidovich), 30 April 2014
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ASSESSOR(S) NAME	History Now
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ADDITIONAL NOTES	-----
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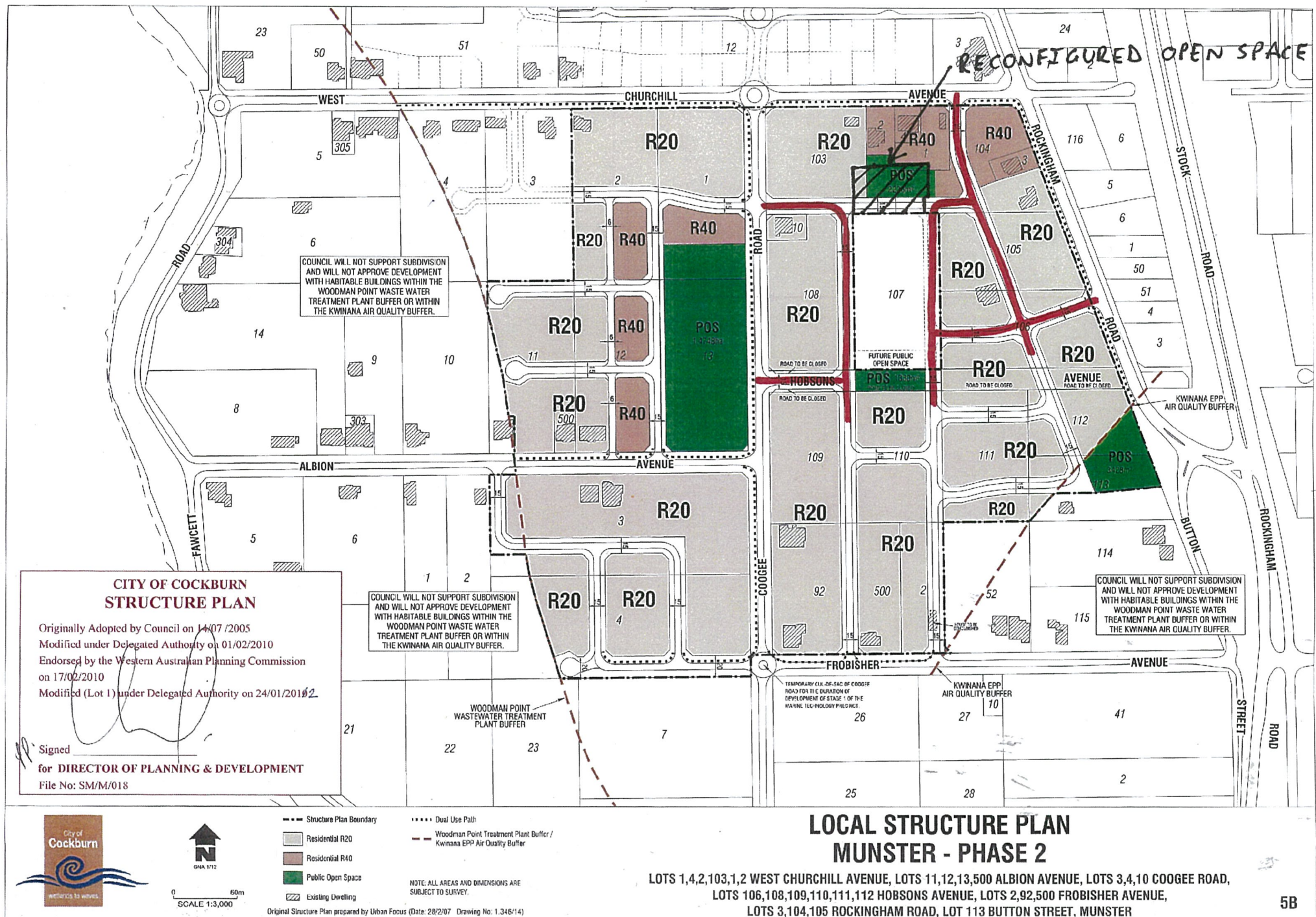
DATE OF LAST ASSESSMENT	May 2014
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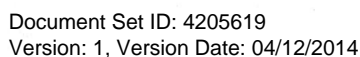


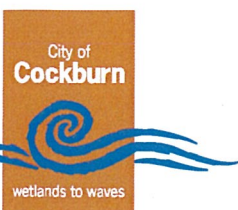
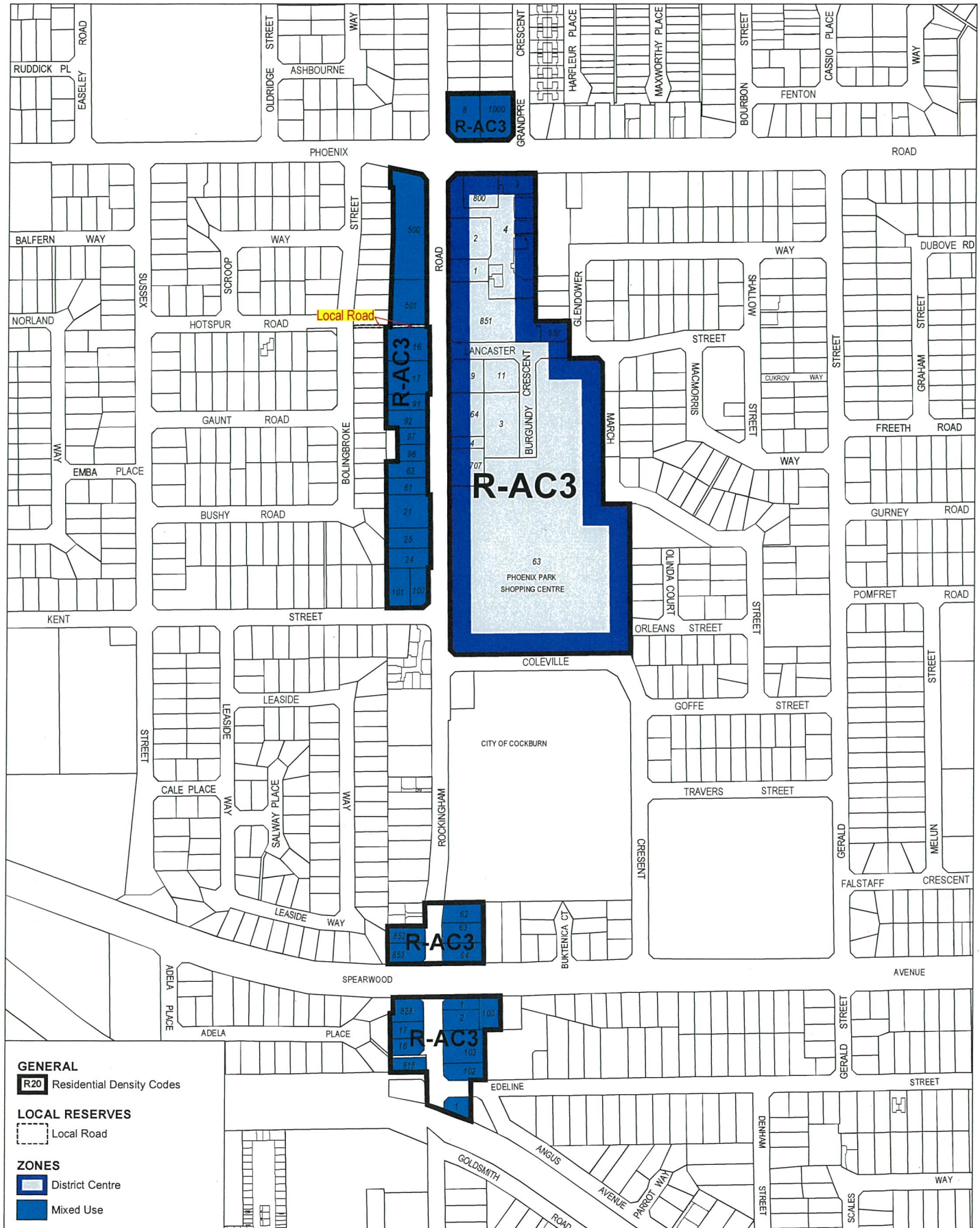
Limestone wall (History Now, May 2014)



Potential remains of other structures / walls on site (History Now, May 2014)

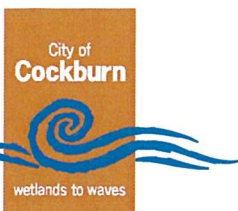
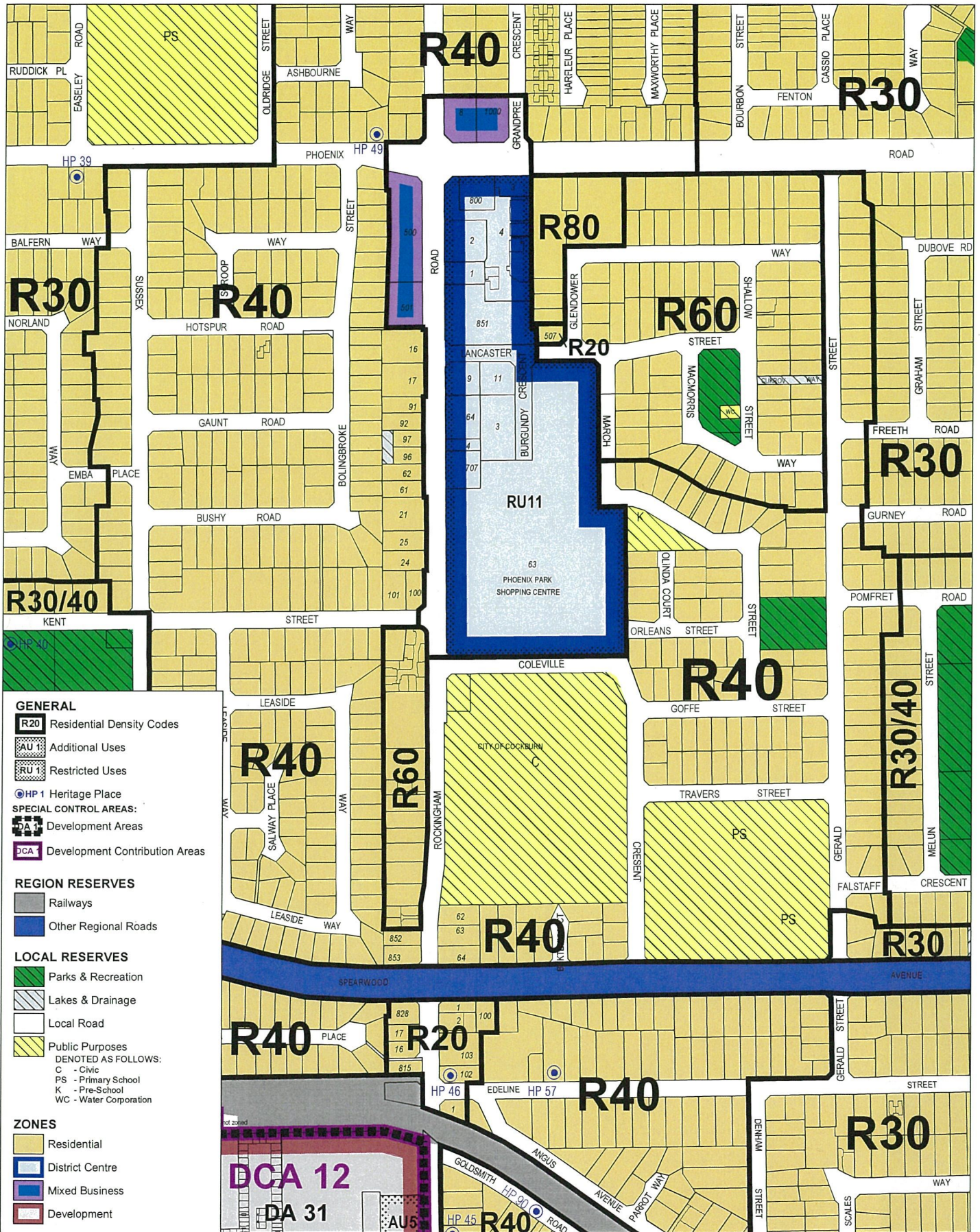






0 120m
 SCALE 1:6,000

PROPOSED ZONING **TOWN PLANNING SCHEME No.3** **AMENDMENT No.96**



0 120m
SCALE 1:6,000

EXISTING ZONING TOWN PLANNING SCHEME No.3 AMENDMENT No.96

4.2 Objectives of the Zones

The objectives of the zones are □

(a) Residential Zone

To provide for residential development at a range of densities with a variety of housing to meet the needs of different household types through the application of the Residential Design Codes.

(b) Regional Centre Zone

To provide for a full range of shopping, office, administrative, social, recreation, entertainment and community services, consistent with the region-serving role of the centre and including residential uses.

(c) District Centre Zone

To provide for weekly shopping needs, local offices, health, welfare and community facilities, consistent with the district-serving role of the centre.

(d) Local Centre Zone

To provide for convenience retailing, local offices, health, welfare and community facilities which serve the local community, consistent with the local - serving role of the centre.

(e) Mixed Business Zone

To provide for a wide range of light and service industrial, wholesaling, showrooms, trade and professional services, which, by reason of their scale, character, operation or land requirements, are not generally appropriate to, or cannot conveniently or economically be accommodated within the Centre or industry zones.

Mixed Use Zone

To facilitate a mixed used environment that allows for the development of a range of compatible land uses such as offices, retail, eating establishments and residential development.

TABLE 1 - ZONING TABLE														
												Zones		
USE CLASS	RESIDENTIAL	REGIONAL CENTRE (See Note 4)	DISTRICT CENTRE	LOCAL CENTRE	MIXED BUSINESS	<u>BUSINESS MIXED USE</u>	LIGHT AND SERVICE INDUSTRY	INDUSTRY	RURAL LIVING	RURAL	RESOURCE	SPECIAL USE	DEVELOPMENT	CONSERVATION
RESIDENTIAL USES														
Ancillary Accommodation (R-Code)	P	X	X	X	X	X	X	X	D	D	NOTE 1	NOTE 2	NOTE 3	X
Bed and Breakfast	A	D	X	X	P	XA	X	X	D	D				X
Child Care Premises	A	P	P	P	D	DA	A	A	A	A				X
Civic Use	D	P	P	P	P	D	P	P	A	A				X
Dwelling Aged or Dependent Persons (R-Code)	D	X	P	P	X	XD	X	X	D	D				X
Caretaker's	P	P	P	P	P	X	P	P	X	X				X
Grouped (R-Code)	P	D	P	P	D	XD	X	X	X	X				A
Multiple (R-Code)	D	D	P	P	D	XD	X	X	X	X				X
Educational Establishment	D	D	D	D	P	A	D	D	A	D				X
Home Business	A	P	P	P	P	DX	X	X	D	D				A
Home Occupation	D	P	P	P	D	A	X	X	D	D				A
Home Office	P	P	P	P	D	AP	X	X	D	D				A
House Lodging	A	D	D	D	D	XA	A	X	X	X				X
Single (R-Code)	P	D	D	D	D	AX	X	X	P	P				P
Institutional Building	A	X	X	X	A	X	A	A	X	X				X
Place of Worship	D	D	D	D	P	DA	D	D	A	A				X
Residential Building (R-Code)	D	D	D	D	D	XD	X	X	X	X				X
Tourist Accommodation	A	D	D	D	D	DA	X	X	A	A				A
COMMERCIAL USES														
Commercial Bank	A	P	P	P	P	P	P	P	X	X	NOTE 1	NOTE 2	NOTE 3	X
Garden Centre	X	P	D	D	P	X	P	P	X	A				X
Market	X	P	P	A	D	A	A	X	X	X				X
Nursery	X	D	D	A	P	X	P	P	A	D				X
Office	A	P	P	D	P	P	P	P	X	X				X
Showroom	X	P	D	X	P	X	P	P	X	X				X
Veterinary Consulting Rooms	X	P	D	A	P	D	P	P	A	A				X
Veterinary Hospital	X	A	A	X	D	X	P	P	X	A				X

TABLE 1 - ZONING TABLE

		Zones														
USE CLASS		RESIDENTIAL	REGIONAL CENTRE (See Note 4)		DISTRICT CENTRE	LOCAL CENTRE	MIXED BUSINESS	BUSINESS MIXED USE	LIGHT AND SERVICE INDUSTRY	INDUSTRY	RURAL LIVING	RURAL	RESOURCE	SPECIAL USE	DEVELOPMENT	CONSERVATION
COMMERCIAL USES (Cont'd)																
Entertainment	Amusement Parlour	X	P	D	A	D	A	D	D	X	X	NOTE 1	NOTE 2	NOTE 3	X	
	Betting Agency	X	P	P	D	P	XA	D	A	X	X				X	
	Club Premises	A	P	P	D	P	D	P	P	A	X				X	
	Fast Food Outlet	X	D	P	D	P	XD	P	X	X	X				X	
	Hotel/Tavern	X	P	P	A	D	X	P	X	A	X				X	
	Motel	A	P	D	X	A	XA	D	X	A	A				X	
	Public Amusement	A	P	D	X	D	XA	P	P	A	X				X	
	Reception Centre	A	P	D	A	P	A	D	X	A	A				X	
	Recreation - Private	X	P	D	A	P	XA	P	P	D	A				X	
	Restaurant	A	P	P	A	P	D	D	X	A	A				X	
	Health Services	Consulting Rooms	D	P	P	D	P	PD	P	A	X				X	X
Health Studio		A	P	P	A	P	D	P	P	A	A				X	
Medical Centre		A	P	P	D	P	PD	D	D	A	X				X	
Hospital		A	D	D	X	D	DX	A	A	A	X				X	
Shop	Convenience Store	A	P	P	P	X	AD	P	X	A	X				X	
	Lunch Bar	A	P	P	P	A	D	D	D	D	A				X	
	Shop	X	P	P	P	X	XD	X	X	X	X				X	
	Home Store	A	P	P	P	X	AX	X	X	A	X				X	
Transport	Commercial Vehicle Parking	D	P	P	A	P	X	P	P	D	D				X	
	Motor Vehicle, Boat or Caravan Sales	X	P	P	X	P	X	P	D	X	X				X	
	Motor Vehicle Hire Premises	X	D	D	X	P	X	P	P	X	X				X	
	Motor Vehicle Wash	X	D	D	X	P	X	P	P	X	X				X	
	Petrol Filling Station	X	P	P	A	D	X	P	P	X	X				X	
	Service Station	X	D	D	A	D	X	P	P	X	X				X	
Animal Establishment		X	A	A	X	D	X	P	P	X	A				X	
Cinema/Theatre		X	P	X	X	X	X	X	X	X	X				X	
Funeral Parlour		X	D	X	X	X	DA	P	P	X	X				X	
Hardware Store		X	P	P	X	A	DX	D	D	X	X				X	
Night Club		X	D	X	X	X	DX	D	D	X	X				X	
Restricted Premises		X	A	A	A	X	X	X	X	X	X				X	
Trade Display		X	X	X	X	X	X	D	D	X	X				X	
Veterinary Centre		X	P	D	D	D	DX	D	P	X	D				X	
Vehicle – Disused		X	D	D	D	D	DX	D	D	X	X				X	

SCHEDULE OF SUBMISSIONS

PROPOSED SCHEME AMENDMENT NO. 96 – PHOENIX CENTRAL REVITALISATION STRATEGY COMMERCIAL ZONING CHANGES

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
1	N.L & R Goodman 46 Bolingbroke Street Spearwood WA 6163	<p>Objection</p> <p>We wish to put on record our opposition to the proposed Scheme Amendment No. 96. The increase in size and bulk is much greater than initially discussed during talks regarding the Phoenix revitalisation strategy. To allow the prospects of a building 21 meters high, 1 meter away from the boundary is totally unacceptable. The loss of privacy, light, amenity. The intimacy between any new build, under RAC3, and existing or proposed buildings, under R40, on Bolingbroke Street, would undoubtedly have a major negative effect on the quality and enjoyment of life in our own home. It would also have an extensive detrimental impact on the resale value of property. In closing we are objecting as strongly as possible to this proposal in its current scale.</p>	Supported. It is recommended that a coding of R60 be applied alternatively, consistent with the Phoenix Central Revitalisation Strategy.
2	City of Cockburn Landowner	<p>Objection</p> <p>We write to you in response to the above proposal, specifically to the rezoning of 'the west side of Rockingham Road between Kent Street and Phoenix Road. As residents of the area since 1965 we wish to disapprove of the proposed zone changes as listed above. We have been in the same home since 1965 and find the proposal an innovation of privacy. Since the building of the existing commercial/retail in the area, we have had nothing but privacy issues, illegal rubbish dumping, bad public behaviour, drug use and many other items which have not been mentioned. We have spent thousands of dollars repairing damaged parts of our home and fencing and constantly cleaning syringes from our back yard to ensure safety for ourselves and our young grandchildren. The existing building also poses a problem for free to air TV reception and to date after thousands of dollars and many letters to council and owners of the building, we have not been able to watch all free to air TV channels, this has gone on for some twenty years, we ask the council, can you enjoy watching TV with your family...happy to invite you over to see. The proposed increased allowance to height and density will only intrude on privacy and safety of our home. It seems profit over family safety and quality of life is what is being proposed. It is a shame that greed is driving this change and we can see no other benefit, perhaps the council should practise what it preaches and spend time with the residences who have seen the city grow and who have participated in this growth. I do not see</p>	Supported. It is recommended that a coding of R60 be applied alternatively, consistent with the Phoenix Central Revitalisation Strategy.

Attach 4

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		how the R-codes can protect us from privacy, noise, smell, security and public behavioural issues. If we could stand in front of the steps of the council and stop this we would. We know that the letter sent to us is only to tick boxes that residences have had the opportunity to make comment. Cockburn is not really interested in what we have to say and the use of 'the big stick' is what it is all about. We appreciate that the letter sent allows us to make comment, but we can only ask that you do not proceed....please.	
3	P Fielder 18 Bolingbroke Street Spearwood WA 6163	Objection I received a letter informing me of the changes to the residential coding for land. This will allow for greater building heights. As my home backs on to the area the changes apply I strongly object. I spoke to the council and this amendment will allow multistorey buildings. This could include buildings possibly as high as 5 or 6 stories. This would mean I could no longer enjoy my back yard and have people looking in at any time. How the council can allow this to happen and intrude on people's privacy is unbelievable. I have problems getting TV reception now, will have no reception if this happens. This will also impact on my solar panels, with shadows cast on them. Anybody reading this should check whether there property is affected. How would you like this happen to you!	Supported. Concerns about the potential impact of building heights are noted, and it is recommended that a coding of R60 be applied alternatively, consistent with the Phoenix Central Revitalisation Strategy.
4	Guiseppe Ciralo 24 Bolingbroke Street Spearwood WA 6163	Objection I have lived at the above address for 44 years, and wish to put forward my strong opposition to the proposed Scheme Amendment No: 96. If buildings reach a height of 21 meters, the loss of privacy and light would be totally unacceptable, and affect the quality of our lives. It would also severely affect the resale value of our home.	Supported. Concerns about the potential impact of building heights is noted, and it is recommended that a coding of R60 be applied alternatively, consistent with the Phoenix Central Revitalisation Strategy.
5	Bob and Ginny Searle 60e Marine Terrace, Fremantle WA 6160	Objection We own a property in Bolingbroke Street and received the information you sent out in early March. We have recently been contacted by the owners of 46 Bolingbroke Street and understand from them that the proposed new zoning would permit building heights of up to 21 metres - effectively 7 storeys. This was not at all apparent from either the information you distributed nor from the report that you submitted to Council for approval. I feel that we have all been misled. Whilst 7 storeys may well be fine in some parts of the subject area, there is no way that that it should be allowed carte blanche throughout the area as this proposal appears to suggest. I am disappointed that the information you have	The letter sent to landowners did outline that the proposed coding varied from that outlined in the Phoenix Central Revitalisation Strategy, and that this would allow for greater building heights. However, the concerns regarding the potential impacts of greater building heights are noted, and it is recommended that a coding of R60 be applied alternatively, consistent with the Phoenix Central

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		distributed to both property owners and Councillors appears to be so inadequate and incomplete.	Revitalisation Strategy.
6	City of Cockburn Landowner	<p>Objection</p> <p>To whom it may concern, Please be advised that I strongly oppose the proposed amendment No .96 for development on the Western side of Rockingham road. The reasons for my strong opposition to this amendment are detailed below.</p> <ol style="list-style-type: none"> 1. The increase in building height will severely impact on the amount of light my back garden receives during the day together with the amount of light the back of my house receives. At present the elevated level of the existing buildings reduce the amount of sunlight my garden receives and certain parts of my back garden do not receive sunlight until 11.00am. 2. The privacy of the back rooms of my house and back garden will be lost by development of high rise buildings and the enjoyment of living in this area will also be lost. 3. Over the seventeen years I have lived in this house the commercial buildings at the rear of my property and along this strip of land on the West side of Rockingham road have all been utilized/ occupied to a very high percentage of this time period with a diverse range of services for the community in this narrow strip of land. To propose a high rise development in this narrow strip of land would look totally out of place in this part of the suburb and would be best confined to the East side of Rockingham road where there has been high rise apartments for many years. 4. The value of my property will decrease with such a development. 5. The amount of noise in and around my property would increase. 6. At present the commercial buildings backing onto my house blend in well with this strip of land and are not imposing to an extent where you feel uncomfortable in the outdoor living areas. Increasing the height of these buildings would be a terrible imposition for this West side of Rockingham road and especially for the properties backing onto these commercial buildings. 7. A high rise development would have a negative impact on the strength of my television signal from the Bickley transmitter. I strongly urge you to scrap your proposal for this development on the West side of Rockingham road as you 	Supported. Concerns regarding the potential impacts of building heights are noted. It is recommended that a coding of R60 be applied alternatively, consistent with the Phoenix Central Revitalisation Strategy.

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		will destroy the living conditions for the residents in this strip of land. At present the commercial buildings and the houses on Bolingbroke street backing onto these buildings coexist well together and have done for many years. You have not provided good reason for this to change. Please keep me informed with any matters relating to this proposed amendment.	
7.	Comments from adjacent landowners in Olinda Court	A request was made from a landowner in Olinda Court seeking to be included in the proposed R-AC3 coding.	Not supported. The subject site was zoned R40 as part of the Phoenix Central Revitalisation Strategy, and this is considered an appropriate coding for this area.

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF077943	11867	KEVIN JOHN ALLEN MONTHLY COUNCILLOR ALLOWANCE	2/05/2014	2,500.00
EF077944	12740	MAYOR LOGAN HOWLETT MONTHLY COUNCILLOR ALLOWANCE	2/05/2014	10,833.33
EF077945	19059	CAROL REEVE-FOWKES MONTHLY COUNCILLOR ALLOWANCE	2/05/2014	4,270.83
EF077946	20634	LEE-ANNE SMITH MONTHLY COUNCILLOR ALLOWANCE	2/05/2014	2,500.00
EF077947	21185	BART HOUWEN MONTHLY COUNCILLOR ALLOWANCE	2/05/2014	2,500.00
EF077948	23338	STEVE PORTELLI MONTHLY COUNCILLOR ALLOWANCE	2/05/2014	2,500.00
EF077949	23339	STEPHEN PRATT MONTHLY COUNCILLOR ALLOWANCE	2/05/2014	2,500.00
EF077950	23340	SHAHYAZ MUBARAKAI MONTHLY COUNCILLOR ALLOWANCE	2/05/2014	2,500.00
EF077951	25352	LYNDSEY WETTON MONTHLY COUNCILLOR ALLOWANCE	2/05/2014	2,500.00
EF077952	25353	PHILIP EVA MONTHLY COUNCILLOR ALLOWANCE	2/05/2014	2,500.00
EF077953	10118	AUSTRALIA POST POSTAGE CHARGES	5/05/2014	14,157.07
EF077954	10154	AUST TAXATION DEPT PAYROLL DEDUCTIONS	5/05/2014	35,636.00
EF077955	10196	BIBRA LAKE RESIDENTS ASSOCIATION COMMUNITY GRANT	5/05/2014	78.00
EF077956	10305	CHILD SUPPORT AGENCY PAYROLL DEDUCTIONS	5/05/2014	9,222.65
EF077957	10365	COC VOLUNTARY SES EXPENSE REIMBURSEMENTS	5/05/2014	3,916.45
EF077958	10409	COOLBELLUP SPORTING ASSOC INC SECURITY GROUND FEES REIMBURSEMENTS	5/05/2014	2,057.57
EF077959	10483	LANDGATE MAPPING/LAND TITLE SEARCHES	5/05/2014	5,384.87
EF077960	10580	FC COURIERS COURIER SERVICES	5/05/2014	2,987.81
EF077961	10788	JANDAKOT VOLUNTEER BUSH FIRE BRIGADE EXPENSE REIMBURSEMENTS	5/05/2014	279.15
EF077962	10826	KEEP AUSTRALIA BEAUTIFUL COUNCIL WA POCKET ASHTRAYS	5/05/2014	100.00
EF077963	10838	KERRY STREET COMMUNITY SCHOOL COMMUNITY GRANT	5/05/2014	500.00
EF077964	10888	LJ CATERERS CATERING SERVICES	5/05/2014	3,337.95
EF077965	10937	NELSON MAURICIO EXPENSES REIMBURSEMENT - JAPANESE YEN	5/05/2014	1,111.77
EF077966	10944	MCLEODS LEGAL SERVICES	5/05/2014	10,741.93
EF077967	11447	SPEARWOOD DALMATINAC CLUB INC COMMUNITY GRANT	5/05/2014	13,650.00
EF077968	11789	WALGA ADVERTISING/TRAINING SERVICES	5/05/2014	1,801.08
EF077969	12539	COCKBURN JUNIOR FOOTBALL CLUB INC. SPORTS SERVICES	5/05/2014	1,000.00
EF077970	13476	THE HISTORICAL SOCIETY OF COCKBURN EXPENSES REIMBURSEMENT	5/05/2014	13,900.00

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EF077971	14746	COOLBELLUP AMATEUR FOOTBALL CLUB SPORTING EQUIPMENT GRANT	5/05/2014	701.00
EF077972	14816	VANQUIP MOBILITY DISABLED TRANSPORT PRODUCTS	5/05/2014	125.00
EF077973	15363	JONES LANG LASALLE (WA) PTY LTD SHOP RENT - GATEWAY SHOPPING CENTRE	5/05/2014	24,203.03
EF077974	15653	COOGEE BEACH PROGRESS ASSOCIATION NEWSLETTER PRINTING CONTRIBUTION	5/05/2014	108.00
EF077975	18038	COCKBURN NETBALL CLUB SPORTS GRANT	5/05/2014	776.80
EF077976	18113	FIELDERS CHOICE SPORTING EQUIPMENT	5/05/2014	263.00
EF077977	18434	HALO LEADERSHIP DEVELOPMENT AGENCY DONATION	5/05/2014	8,000.00
EF077978	21101	AMY WARNE COMPOST WORKSHOPS	5/05/2014	150.00
EF077979	23836	BANJUP RESIDENTS ACCOCIATION HALL HIRE SUBSIDY	5/05/2014	78.00
EF077980	24720	CAVALIERS NETBALL CLUB SPORTING EQUIPMENT GRANT	5/05/2014	198.30
EF077981	25418	CS LEGAL LEGAL SERVICES	5/05/2014	28,101.08
EF077982	25531	TRAININGSHIP COCKBURN NAVY CADETS Org REGISTRATION FEES	5/05/2014	200.00
EF077983	25570	FACTORY DIRECT FENCING PTY LTD FENCING SUPPLIES	5/05/2014	3,531.50
EF077984	25611	BIOME LIVING TODAE LIFESTYLE BIN KITS	5/05/2014	852.65
EF077985	25706	TOTAL PRINT & SIGN PRINTING SERVICES	5/05/2014	34,980.00
EF077986	25713	DISCUS ON DEMAND PRINTING SERVICES	5/05/2014	3,019.50
EF077987	25715	HILLS SVL MAINTENANCE SERVICES	5/05/2014	750.21
EF077988	25734	LIVEWELL MASSAGE MASSAGE SERVICES	5/05/2014	150.00
EF077989	25737	DATABASE CONSULTANTS AUSTRALIA CONSULTANCY SERVICES	5/05/2014	20,033.20
EF077990	25749	ATTADALE NETBALL CLUB REGISTRATION FEES	5/05/2014	200.00
EF077991	25772	SUPERFINS WA REGISTRATION FEES	5/05/2014	200.00
EF077992	25773	WALLANGARRA RIDING AND PONY CLUB REGISTRATION FEES	5/05/2014	200.00
EF077993	25802	SETTLERS NETBALL CLUB INC REGISTRATION FEES	5/05/2014	400.00
EF077994	25870	TRACEY JORDAN SPONSORSHIP - NURSING IN THAILAND	5/05/2014	500.00
EF077995	25871	VINCE BEARDS INSURANCE CLAIM - 0516	5/05/2014	440.00
EF077996	10102	ATWELL PRIMARY SCHOOL COMMUNITY GRANT	12/05/2014	2,780.00
EF077997	10118	AUSTRALIA POST POSTAGE CHARGES	12/05/2014	10,150.75
EF077998	10154	AUST TAXATION DEPT PAYROLL DEDUCTIONS	12/05/2014	258,840.00

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EF077999	10937	NELSON MAURICIO UNIVERSITY FEES REIMBURSEMENT - MBA	12/05/2014	3,793.00
EF078000	11841	YANGEBUP FAMILY CENTRE INC DONATION / GRANT	12/05/2014	4,246.00
EF078001	13559	CENTAMAN SYSTEMS PTY LTD SOFTWARE SUPPORT	12/05/2014	3,851.07
EF078002	15653	COOGEE BEACH PROGRESS ASSOCIATION NEWSLETTER PRINTING CONTRIBUTION	12/05/2014	200.50
EF078003	16608	HARVEST LAKES RESIDENTS ASSOCIATION COMMUNITY GRANT	12/05/2014	3,981.00
EF078004	18553	SELECTUS PTY LTD PAYROLL DEDUCTIONS	12/05/2014	13,350.31
EF078005	21463	CAPITAL FINANCE FINANCIAL SERVICES - LEASE FINANCES	12/05/2014	13,110.89
EF078006	23353	ANDREW LEFORT EXPENSES REIMBURSEMENT - TEAM MEETING	12/05/2014	191.15
EF078007	24158	ERIN STINTON EXPENSES REIMBURSEMENT - TEAM OF THE YEAR	12/05/2014	236.30
EF078008	24558	MACQUARIE BANK LIMITED LEASE REPAYMENT	12/05/2014	9,083.27
EF078009	25731	WHEELIE CLEAN CLEANING SERVICES	12/05/2014	2,220.00
EF078010	25876	ANTON LEES UNIVERSITY FEES REIMBURSEMENT - MBA	12/05/2014	3,825.00
EF078011	25877	ALICIA KRUEGER & PAUL CHAVEL SUSTAINABILITY GRANT	12/05/2014	3,535.00
EF078012	10152	AUST SERVICES UNION PAYROLL DEDUCTIONS	12/05/2014	3,819.20
EF078013	10733	HOSPITAL BENEFIT FUND PAYROLL DEDUCTIONS	12/05/2014	2,027.55
EF078014	11001	MUNICIPAL EMPLOYEES UNION PAYROLL DEDUCTIONS	12/05/2014	911.80
EF078015	11856	WA LOCAL GOVERNMENT SUPER PLAN PAYROLL DEDUCTIONS	12/05/2014	351,644.65
EF078016	11857	CHAMPAGNE SOCIAL CLUB PAYROLL DEDUCTIONS	12/05/2014	1,162.80
EF078017	11859	STAFF SOCIAL CLUB PAYROLL DEDUCTIONS	12/05/2014	50.60
EF078018	11860	45S CLUB PAYROLL DEDUCTIONS	12/05/2014	48.00
EF078019	18005	COLONIAL FIRST STATE PAYROLL DEDUCTIONS	12/05/2014	577.55
EF078020	18247	ELLIOTT SUPERANNUATION FUND PAYROLL DEDUCTIONS	12/05/2014	309.25
EF078021	18432	HESTA SUPER FUND PAYROLL DEDUCTIONS	12/05/2014	3,442.11
EF078022	18718	FIRST STATE SUPER PAYROLL DEDUCTIONS	12/05/2014	1,036.11
EF078023	19010	SUMMIT PERSONAL SUPER PLAN PAYROLL DEDUCTIONS	12/05/2014	501.86
EF078024	19193	REST SUPERANNUATION PAYROLL DEDUCTIONS	12/05/2014	69.14
EF078025	19726	HEALTH INSURANCE FUND OF WA PAYROLL DEDUCTIONS	12/05/2014	3,192.55
EF078026	19727	MTAA SUPER FUND PAYROLL DEDUCTIONS	12/05/2014	564.60

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EF078027	19997	AUSTRALIANSUPER PAYROLL DEDUCTIONS	12/05/2014	15,977.74
EF078028	20056	CBUS PAYROLL DEDUCTIONS	12/05/2014	2,586.84
EF078029	20217	DOWNING SUPERANNUATION FUND PAYROLL DEDUCTIONS	12/05/2014	3,561.61
EF078030	20300	CATHOLIC SUPER & RETIREMENT FUND PAYROLL DEDUCTIONS	12/05/2014	1,093.41
EF078031	20406	HOSTPLUS SUPERANNUATION FUND PAYROLL DEDUCTIONS	12/05/2014	76.07
EF078032	20755	COLONIAL FIRST STATE - ROBERT GRAEME WATSON PAYROLL DEDUCTIONS	12/05/2014	44.02
EF078033	21299	DUFFIELD SUPERANNUATION FUND PAYROLL DEDUCTIONS	12/05/2014	93.57
EF078034	21365	ING LIFE - ONEANSWER PERSONAL SUPER PAYROLL DEDUCTIONS	12/05/2014	98.01
EF078035	21921	MAURICIO FAMILY PAYROLL DEDUCTIONS	12/05/2014	1,846.95
EF078036	21996	ANZ ONEANSWER PERSONAL SUPER PAYROLL DEDUCTIONS	12/05/2014	273.02
EF078037	22067	STEPHENS SUPERANNUATION FUND PAYROLL DEDUCTIONS	12/05/2014	558.39
EF078038	22901	FONTANA SUPER PLAN PAYROLL DEDUCTIONS	12/05/2014	1,245.61
EF078039	23695	NETWEALTH INVESTMENT & SUPERANNUATION PAYROLL DEDUCTIONS	12/05/2014	1,083.12
EF078040	23993	ONEPATH LIFE LIMITED PAYROLL DEDUCTIONS	12/05/2014	1,058.02
EF078041	24620	E & B PINTO SUPERANNUATION FUND PAYROLL DEDUCTIONS	12/05/2014	1,117.73
EF078042	24642	TWUSUPER PAYROLL DEDUCTIONS	12/05/2014	1,086.36
EF078043	24813	KINETIC SUPER PAYROLL DEDUCTIONS	12/05/2014	292.44
EF078044	25043	COLONIAL FIRST STATE - KERRY MARGARET ROBERTS PAYROLL DEDUCTIONS	12/05/2014	302.79
EF078045	25051	ANZ SMART CHOICE SUPER (ONEPATH MASTERFUND) PAYROLL DEDUCTIONS	12/05/2014	1,177.37
EF078046	25334	J MIJACIKA SUPE PAYROLL DEDUCTIONS	12/05/2014	48.97
EF078047	25394	CONCEPT ONE THE PAYROLL DEDUCTIONS	12/05/2014	27.88
EF078048	25495	ONEPATH CUSTODI PAYROLL DEDUCTIONS	12/05/2014	440.97
EF078049	25538	NORTH PERSONAL SUPERANNUATION PLAN PAYROLL DEDUCTIONS	12/05/2014	136.01
EF078050	25590	FIRST CHOICE WHOLESALE PERSONAL SUPER- M SAPSWORT PAYROLL DEDUCTIONS	12/05/2014	698.29
EF078051	25649	COMMONWEALTH BANK GROUP SUPER PAYROLL DEDUCTIONS	12/05/2014	412.10
EF078052	25820	COLONIAL FIRST STATE - THOMAS HAN PAYROLL DEDUCTIONS	12/05/2014	238.07
EF078053	25825	OFFICE OF STATE REVENUE SDRO PAYROLL DEDUCTIONS	12/05/2014	172.00
EF078054	10154	AUST TAXATION DEPT PAYROLL DEDUCTIONS	19/05/2014	49,638.00

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EF078055	14593	AUSTREND INTERNATIONAL PTY LTD ALUMINIUM SUPPLIES	19/05/2014	5,319.60
EF078056	23351	COCKBURN GP SUPER CLINIC PTY LTD OPERATING FUNDS	19/05/2014	55,000.00
EF078057	25408	ALGERI PLANNING PLANNING SERVICES	19/05/2014	2,530.00
EF078058	25654	WINDOW SHIELD AUSTRALIA GLASS CLEANING SERVICES	19/05/2014	793.10
EF078059	25889	SA & K BETLEY RATES REFUND - OVERPAYMENT	19/05/2014	105.00
EF078060	10154	AUST TAXATION DEPT PAYROLL DEDUCTIONS	26/05/2014	278,059.50
EF078061	10196	BIBRA LAKE RESIDENTS ASSOCIATION COMMUNITY GRANT	26/05/2014	2,480.50
EF078062	10244	BUILDING & CONS LEVY PAYMENT	26/05/2014	54,670.30
EF078063	10314	CHURCHES COMMISSION ON EDUCATION DONATION	26/05/2014	9,000.00
EF078064	10324	CITY OF COCKBURN PIPE BAND DONATION	26/05/2014	9,000.00
EF078065	10344	BUSINESS FOUNDATIONS INC. DONATION	26/05/2014	10,000.00
EF078066	10367	COCKBURN VOLUNTEER SEA SEARCH & RESCUE DONATION	26/05/2014	8,500.00
EF078067	10788	JANDAKOT VOLUNTEER BUSH FIRE BRIGADE EXPENSE REIMBURSEMENTS	26/05/2014	375.00
EF078068	10888	LJ CATERERS CATERING SERVICES	26/05/2014	6,471.85
EF078069	10944	MCLEODS LEGAL SERVICES	26/05/2014	5,147.10
EF078070	11406	SOUTH LAKE OTTEY FAMILY & NEIGHBOURHOOD CENTRE DONATION	26/05/2014	10,000.00
EF078071	11436	SOUTHWELL PRIMARY SCHOOL DONATION	26/05/2014	3,037.70
EF078072	11709	VOLUNTEER HOME SUPPORT INC DONATION	26/05/2014	5,000.00
EF078073	13690	PORT COMMUNITY HIGH SCHOOL DONATION	26/05/2014	15,000.00
EF078074	13825	JACKSON MCDONALD LEGAL SERVICES	26/05/2014	20,439.88
EF078075	14116	COOGEE JETTY TO JETTY SPONSORSHIP	26/05/2014	10,000.00
EF078076	15666	PORTUGUESE CULTURAL & WELFARE CENTRE INC COMMUNITY GRANT	26/05/2014	1,300.00
EF078077	18040	CONSTABLE CARE CHILD SAFETY FOUNDATION DONATION	26/05/2014	12,000.00
EF078078	18533	FRIENDS OF THE COMMUNITY INC. DONATION	26/05/2014	2,000.00
EF078079	18553	SELECTUS PTY LTD PAYROLL DEDUCTIONS	26/05/2014	14,271.05
EF078080	22716	PHOENIX LACROSSE CLUB SPONSORSHIP / SPORTS EQUIPMENT GRANT	26/05/2014	15,000.00
EF078081	23302	BUILDING SERVIC BUILDING SERVICES LEVIES	26/05/2014	31,104.49
EF078082	23959	SECOND HARVEST (AUST) INC COMMUNITY GRANT	26/05/2014	12,000.00

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EF078083	25804	CLINT WHEELDON WORKSHOP	26/05/2014	800.00
EF078084	25878	VESNA MILANOVIC FIRST AID COURSE REIMBURSEMENT	26/05/2014	199.00
EF078085	25892	VOICE OF THE VOICELESS COMMUNITY GRANT	26/05/2014	5,000.00
EF078086	25893	JENNIPHER MCDONALD CREATIVE RITE SOLUTIONS SUSTAINABILITY GRANT	26/05/2014	3,575.00
EF078087	25894	HALA NASRALLAH SUSTAINABILITY GRANT	26/05/2014	4,000.00
EF078088	25895	AMY NEALE EXPENSES REIMBURSEMENT	26/05/2014	150.00
EF078089	10000	21ST CENTURY BUSINESS EQUIPMENT OFFICE SUPPLIES AND EQUIPMENT	30/05/2014	363.00
EF078090	10009	AAA PRODUCTION SERVICES AUDIO EQUIPMENT HIRE	30/05/2014	6,809.00
EF078091	10015	ABSOLUTE ASPHALT PTY LTD ASPHALTING SERVICES/SUPPLIES	30/05/2014	12,980.00
EF078092	10032	ADVANCED TRAFFIC MANAGEMENT (WA) PTY LTD CONTROLLERS AND SIGNS	30/05/2014	43,869.17
EF078093	10051	ALL LINES LINE MARKING SERVICES	30/05/2014	1,115.00
EF078094	10058	ALSCO PTY LTD HYGIENE SERVICES/SUPPLIES	30/05/2014	2,336.05
EF078095	10086	ARTEIL WA PTY LTD ERGONOMIC CHAIRS	30/05/2014	638.00
EF078096	10091	ASLAB PTY LTD ASPHALTING SERVICES/SUPPLIES	30/05/2014	1,517.91
EF078097	10135	ENVIRONMENTAL HEALTH AUSTRALIA TRAINING SERVICES - HEALTH	30/05/2014	750.00
EF078098	10160	DORMA AUTOMATICS AUTOMATIC DOOR SERVICES	30/05/2014	324.50
EF078099	10190	BETTA TURF TURFING SERVICES	30/05/2014	2,886.40
EF078100	10207	BOC GASES GAS SUPPLIES	30/05/2014	1,684.17
EF078101	10219	BOUSFIELDS MENSWEAR CLOTHING SUPPLIES	30/05/2014	749.95
EF078102	10221	BP AUSTRALIA LIMITED DIESEL/PETROL SUPPLIES	30/05/2014	11,374.23
EF078103	10226	BRIDGESTONE AUSTRALIA LTD TYRE SERVICES	30/05/2014	27,191.94
EF078104	10239	BUDGET RENT A CAR - PERTH MOTOR VEHICLE HIRE	30/05/2014	6,238.97
EF078105	10246	BUNNINGS BUILDING SUPPLIES PTY LTD HARDWARE SUPPLIES	30/05/2014	2,155.44
EF078106	10247	BUNZL AUSTRALIA LTD PAPER/PLASTIC/CLEANING SUPPLIES	30/05/2014	1,767.77
EF078107	10255	CABCHARGE AUSTRALIA PTY LTD CABCHARGES	30/05/2014	73.38
EF078108	10256	CABLE LOCATES & CONSULTING LOCATING SERVICES	30/05/2014	655.88
EF078109	10295	CHALLENGER INSTITUTE OF TECHNOLOGY - BEACONSFIELD TRAINING SERVICES	30/05/2014	2,753.38
EF078110	10325	CITY OF FREMANTLE SPONSORSHIP - INDIAN OCEAN SKY SHOW	30/05/2014	10.00

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EF078111	10333	CJD EQUIPMENT PTY LTD HARDWARE SUPPLIES	30/05/2014	4,186.25
EF078112	10346	COATES HIRE OPERATIONS PTY LTD EQUIPMENT HIRING SERVICES	30/05/2014	14,630.54
EF078113	10348	COCA COLA AMATIL SOFT DRINK SUPPLIES	30/05/2014	1,876.41
EF078114	10353	COCKBURN CEMENT LTD RATES REFUND	30/05/2014	760.32
EF078115	10359	COCKBURN PAINTING SERVICE PAINTING SUPPLIES/SERVICES	30/05/2014	20,555.70
EF078116	10360	COCKBURN PARTY HIRE OF PARTY EQUIPMENT	30/05/2014	12,649.00
EF078117	10363	COCKBURN SENIOR CITIZENS ASSOCIATION DONATION	30/05/2014	150.00
EF078118	10375	VEOLIA ENVIRONM WASTE SERVICES	30/05/2014	7,822.41
EF078119	10380	COLQUHOUNS FREMANTLE BAG COMPANY WOVEN BAGS	30/05/2014	594.00
EF078120	10386	COMMUNITY NEWSPAPER GROUP ADVERTISING SERVICES	30/05/2014	47,200.81
EF078121	10394	CD'S CONFECTIONERY WHOLESALERS CONFECTIONERY	30/05/2014	1,237.33
EF078122	10422	REITSEMA PACKAGING ROAD LITTER BAGS	30/05/2014	502.92
EF078123	10483	LANDGATE MAPPING/LAND TITLE SEARCHES	30/05/2014	12,181.36
EF078124	10494	DIAMOND COMMUNICATIONS PTY LTD ELECTRICAL SERVICES / STREET LIGHTING	30/05/2014	110,766.52
EF078125	10526	E & MJ ROSHER PTY LTD MOWER PARTS	30/05/2014	8,801.50
EF078126	10580	FC COURIERS COURIER SERVICES	30/05/2014	1,145.39
EF078127	10603	FLOORING SOLUTIONS FLOOR COVERINGS	30/05/2014	1,925.00
EF078128	10609	FORESTVALE TREES P/L PLANTS - TREES/SHRUBS	30/05/2014	1,402.50
EF078129	10611	FORPARK AUSTRALIA PLAYGROUND EQUIPMENT	30/05/2014	51,758.30
EF078130	10636	FUJI XEROX AUSTRALIA PTY LTD PHOTOCOPY CHARGES	30/05/2014	505.85
EF078131	10641	GALVINS PLUMBING SUPPLIES PLUMBING SERVICES	30/05/2014	3,799.89
EF078132	10666	GOLDNET SECURITY SECURITY SERVICES/PRODUCTS	30/05/2014	200.00
EF078133	10683	GRONBEK SECURITY LOCKSMITH SERVICES	30/05/2014	5,136.22
EF078134	10692	AECOM AUSTRALIA PTY LTD CONSULTANCY SERVICES	30/05/2014	57,860.00
EF078135	10701	HARVEY NORMAN COMMERCIAL ELECTRICAL EQUIPMENT & SUPPLIES	30/05/2014	1,235.30
EF078136	10709	HECS FIRE FIRE SYSTEM MAINTENANCE	30/05/2014	847.00
EF078137	10711	HERALD PUBLISHING COMPANY PTY LTD ADVERTISING SERVICES	30/05/2014	564.30
EF078138	10737	RAIN SCAPE WATERWISE SOLUTIONS RETICULATION/IRRIGATION SUPPLIES	30/05/2014	28.08

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EF078139	10741	HYDROJET GRAFFITI REMOVAL SERVICES/PRODUCTS	30/05/2014	3,674.00
EF078140	10743	ICON-SEPTECH PTY LTD DRAINAGE PRODUCTS	30/05/2014	19,863.89
EF078141	10768	INST OF PUBLIC WORKS ENG AUST - WA MEMBERSHIP FEES	30/05/2014	2,600.00
EF078142	10779	J F COVICH & CO PTY LTD ELECTRICAL SERVICES	30/05/2014	46,324.20
EF078143	10781	JANDAKOT EARTHMOVING & RURAL CONTRACTORS FIREBREAK CONSTRUCTION	30/05/2014	3,124.00
EF078144	10783	JANDAKOT METAL INDUSTRIES METAL SUPPLIES	30/05/2014	1,084.60
EF078145	10787	JANDAKOT ACCIDENT REPAIR CENTRE PANEL BEATING SERVICES	30/05/2014	3,000.00
EF078146	10792	JASOL AUSTRALIA CLEANING PRODUCTS	30/05/2014	154.00
EF078147	10794	JASON SIGNMAKERS SIGNS	30/05/2014	1,089.00
EF078148	10803	GECKO CONTRACT MOWING/LANDSCAPING SERVICES	30/05/2014	87,703.30
EF078149	10814	JR & A HERSEY PTY LTD SAFETY CLOTHING SUPPLIES	30/05/2014	1,254.61
EF078150	10824	KCI INDUSTRIES PTY LTD REPAIRS/MAINTENANCE SERVICES	30/05/2014	214.50
EF078151	10836	KERB DOCTOR CONCRETE KERBING - SUPPLY & LAYING	30/05/2014	3,088.80
EF078152	10879	LES MILLS AEROBICS INSTRUCTION/TRAINING SERVICES	30/05/2014	1,040.46
EF078153	10884	WSP BUILDINGS PTY LTD CONSULTANCY SERVICES	30/05/2014	35,200.00
EF078154	10913	MACDONALD JOHNSTON ENGINEERING CORP REPAIR SERVICES	30/05/2014	23,774.04
EF078155	10918	MAIN ROADS WA REPAIRS/MAINTENANCE SERVICES	30/05/2014	1,897.24
EF078156	10923	MAJOR MOTORS PTY LTD REPAIRS/MAINTENANCE SERVICES	30/05/2014	12,371.76
EF078157	10938	MAXWELL ROBINSON & PHELPS PEST & WEED MANAGEMENT	30/05/2014	9,850.89
EF078158	10939	LINFOX ARMAGUAR BANKING SECURITY SERVICES	30/05/2014	1,012.64
EF078159	10944	MCLEODS LEGAL SERVICES	30/05/2014	47,824.33
EF078160	10946	MEDIA ON MARS GRAPHIC DESIGN SERVICES	30/05/2014	3,894.00
EF078161	10954	MEN OF THE TREES ROCKINGHAM VARIOUS PLANTS	30/05/2014	2,522.01
EF078162	10959	AUSTRAL BRICK BRICK PALLETS	30/05/2014	334.25
EF078163	10960	METRO FILTERS FILTER SUPPLIES	30/05/2014	761.20
EF078164	10981	MOBILE MASTERS COMMUNICATIONS EQUIPMENT/SERVICES	30/05/2014	348.15
EF078165	10982	MODERN TEACHING AIDS PTY LTD TEACHING AIDS	30/05/2014	821.04
EF078166	10991	BEACON EQUIPMENT MOWING EQUIPMENT	30/05/2014	4,413.25

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EF078167	10997	WILSON PARKING AUSTRALIA SECURITY SERVICES	30/05/2014	154,833.89
EF078168	11003	LGIS WORKCARE INSURANCE PREMIUMS	30/05/2014	2,047.10
EF078169	11004	MURDOCH UNI OFFICE OF FINANCE, PLANNING & REPORTING ANALYSING SERVICES	30/05/2014	3,300.00
EF078170	11022	NATIVE ARC DONATION	30/05/2014	400.00
EF078171	11026	NESTLE FOOD SERVICES CATERING SUPPLIES	30/05/2014	378.00
EF078172	11028	NEVERFAIL SPRINGWATER LIMITED BOTTLED WATER SUPPLIES	30/05/2014	706.95
EF078173	11036	NORTH LAKE ELECTRICAL ELECTRICAL SERVICES	30/05/2014	29,802.34
EF078174	11039	NOVUS AUTO GLASS WINDSCREEN REPAIR SERVICES	30/05/2014	434.50
EF078175	11068	VODAFONE HUTCHISON AUSTRALIA PTY LTD PAGING SERVICES	30/05/2014	667.68
EF078176	11077	P & G BODY BUILDERS PTY LTD PLANT BODY BUILDING SERVICES	30/05/2014	1,221.00
EF078177	11182	PREMIUM BRAKE & CLUTCH SERVICE BRAKE SERVICES	30/05/2014	6,315.65
EF078178	11205	QUALITY TRAFFIC MANAGEMENT PTY LTD TRAFFIC CONTROL SERVICES	30/05/2014	2,606.31
EF078179	11208	QUICK CORPORATE AUSTRALIA PTY LTD STATIONERY/CONSUMABLES	30/05/2014	8,445.71
EF078180	11214	RAECO INTERNATIONAL PTY LTD STATIONERY SUPPLIES	30/05/2014	659.04
EF078181	11235	REINFORCED CONCRETE PIPES PTY LTD CONCRETE PIPE SUPPLIES	30/05/2014	666.60
EF078182	11240	INITIAL HYGIENE RENTOKIL INITIAL PRT LTD SANITARY SERVICES	30/05/2014	1,136.56
EF078183	11261	ROCKFACE INDOOR ENTERTAINMENT ENTRY FEES	30/05/2014	252.00
EF078184	11294	SAFEMAN (WA) PTY LTD PROTECTIVE CLOTHING/EQUIPMENT	30/05/2014	562.65
EF078185	11304	SANAX MEDICAL & FIRST AID SUPPLIES MEDICAL SUPPLIES	30/05/2014	207.46
EF078186	11307	SATELLITE SECURITY SERVICES PTY LTD SECURITY SERVICES	30/05/2014	10,374.52
EF078187	11308	SBA SUPPLIES HARDWARE SUPPLIES	30/05/2014	3,647.51
EF078188	11318	SELECT SECURITY WA PTY LTD SECURITY SERVICES	30/05/2014	293.70
EF078189	11331	SHAWMAC PTY LTD CONSULTANCY SERVICES - CIVIL	30/05/2014	814.00
EF078190	11361	SIGMA CHEMICALS PTY LTD CHEMICAL SUPPLIES	30/05/2014	2,123.20
EF078191	11373	SKIPPER TRUCK PARTS SPARE PARTS & MAINTENANCE SERVICES	30/05/2014	1,370.53
EF078192	11380	SNAP PRINTING FREMANTLE PRINTING SERVICES	30/05/2014	1,188.00
EF078193	11382	SNAP PRINTING SUBIACO PRINTING SERVICES	30/05/2014	812.00
EF078194	11387	BIBRA LAKE SOILS SOIL & LIMESTONE SUPPLIES	30/05/2014	1,019.00

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EF078195	11396	SOUTH COOGEE PRIMARY SCHOOL COMMUNITY GRANT	30/05/2014	308.00
EF078196	11425	SOUTHERN METROPOLITAN REGIONAL COUNCIL WASTE DISPOSAL GATE FEES	30/05/2014	463,946.28
EF078197	11453	SPEARWOOD NEWSROUND NEWSPAPER SUPPLIES	30/05/2014	1,179.33
EF078198	11459	SPEARWOOD VETERINARY HOSPITAL VETERINARY SERVICES	30/05/2014	270.00
EF078199	11469	SPORTS TURF TECHNOLOGY TURF CONSULTANCY SERVICES	30/05/2014	8,965.00
EF078200	11483	ST JOHN AMBULAN FIRST AID COURSES	30/05/2014	845.80
EF078201	11496	STANLEE WA LTD CATERING EQUIPMENT/SUPPLIES	30/05/2014	207.90
EF078202	11502	STATE LAW PUBLISHER ADVERTISING SERVICES	30/05/2014	355.84
EF078203	11505	STATE LIBRARY OF WESTERN AUSTRALIA BOOK SUPPLIES	30/05/2014	1,423.40
EF078204	11511	STATEWIDE BEARINGS BEARING SUPPLIES	30/05/2014	393.47
EF078205	11531	SUNNY INDUSTRIAL BRUSHWARE PTY LTD BRUSH/ROAD BROOM SUPPLIES	30/05/2014	2,382.60
EF078206	11546	T FAULKNER & CO INSTALLATIONS/SUPPLY OF HAND RAILS	30/05/2014	13,090.00
EF078207	11557	TECHNOLOGY ONE LTD IT CONSULTANCY SERVICES	30/05/2014	476,825.89
EF078208	11611	THRIFTY CAR RENTAL RENTAL SERVICES - MOTOR VEHICLES	30/05/2014	3,567.01
EF078209	11625	TOTAL EDEN PTY LTD RETICULATION SUPPLIES	30/05/2014	34,127.84
EF078210	11642	TRAILER PARTS PTY LTD TRAILER PARTS	30/05/2014	1,488.22
EF078211	11651	TREE WATERING SERVICES TREE WATERING SERVICES	30/05/2014	17,373.00
EF078212	11652	TRENCHBUSTERS HIRING SERVICES	30/05/2014	2,959.55
EF078213	11657	TRUCKLINE PARTS CENTRES AUTOMOTIVE SPARE PARTS	30/05/2014	2,746.91
EF078214	11667	TURFMASTER FACILITY MANAGEMENT TURFING SERVICES	30/05/2014	9,282.06
EF078215	11669	TYCO SERVICES FIRE ALARM SYSTEM REPAIRS	30/05/2014	368.60
EF078216	11697	VAT MAN-FAT FILTERING SYSTEMS FILTER CLEANING SERVICES	30/05/2014	842.10
EF078217	11699	VERNON DESIGN GROUP ARCHITECTURAL SERVICES	30/05/2014	3,678.40
EF078218	11701	VIBRA INDUSTRIA FILTER SUPPLIES	30/05/2014	468.60
EF078219	11708	VITAL PACKAGING PTY LTD PACKAGING SUPPLIES	30/05/2014	1,966.53
EF078220	11722	WA HINO SALES & SERVICE REPAIRS/MAINTENANCE SERVICES	30/05/2014	3,140.44
EF078221	11725	WA LIBRARY SUPPLIES PTY LTD LIBRARY SUPPLIES	30/05/2014	50.10
EF078222	11726	WA LIMESTONE LIMESTONE SUPPLIES	30/05/2014	906.76

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EF078223	11749	WARRENS EARTHMOVING CONTRACTORS EARTHMOVING SERVICES	30/05/2014	2,805.00
EF078224	11773	WESFARMERS DALG CHEMICAL SUPPLIES	30/05/2014	2,077.44
EF078225	11787	DEPT OF TRANSPORT WA GOVT DEPARTMENT	30/05/2014	326.40
EF078226	11789	WALGA ADVERTISING/TRAINING SERVICES	30/05/2014	999.64
EF078227	11793	WESTERN IRRIGATION PTY LTD IRRIGATION SERVICES/SUPPLIES	30/05/2014	159,119.13
EF078228	11795	WESTERN POWER ELECTRICAL SERVICES	30/05/2014	12,098.00
EF078229	11806	WESTRAC PTY LTD REPAIRS/MTNCE - EARTHMOVING EQUIPMENT	30/05/2014	145.31
EF078230	11824	WORK CLOBBER SAFETY CLOTHING	30/05/2014	1,304.50
EF078231	11828	WORLDWIDE ONLINE PRINTING - O'CONNOR PRINTING SERVICES	30/05/2014	5,174.84
EF078232	11972	COBEY MAINTENANCE SERVICES TURF MANAGEMENT	30/05/2014	48,113.52
EF078233	11974	GREENWASTE SERVICES MULCHING/SHREDDING SERVICES	30/05/2014	4,785.00
EF078234	11987	SAFETY ZONE AUSTRALIA PTY LTD SAFETY EQUIPMENT	30/05/2014	502.70
EF078235	11990	EARTHCARE (AUSTRALIA) P/L LANDSCAPING SERVICES	30/05/2014	1,900.80
EF078236	11993	BLUE HEELER TRADING CLOTHING SUPPLIES	30/05/2014	2,106.50
EF078237	12007	SHANE MCMASTER SURVEYS SURVEYING SERVICES	30/05/2014	7,414.00
EF078238	12014	TUTT BRYANT EQUIPMENT BT EQUIPMENT PTY LTD T/AS EXCAVATING/EARTHMOVING EQUIPMENT	30/05/2014	30,604.00
EF078239	12018	O'CONNOR LAWMOWER & CHAINSAW CENTRE MOWING EQUIPMENT/PARTS/SERVICES	30/05/2014	428.30
EF078240	12065	ROMERI MOTOR TRIMMERS AUTOMOTIVE UPHOLSTERY SERVICES	30/05/2014	88.00
EF078241	12079	CHARTER PLUMBING & GAS PLUMBING SERVICES	30/05/2014	198.00
EF078242	12193	SAGE CONSULTING ENGINEERS P/L CONSULTANCY SERVICES - LIGHTING	30/05/2014	2,200.00
EF078243	12207	CIVICA PTY LTD SOFTWARE SUPPORT/LICENCE FEES	30/05/2014	459.80
EF078244	12388	ELITE POOL COVERS POOL COVERS	30/05/2014	165.00
EF078245	12447	BORDER EDGE KERBING KERBING SERVICES	30/05/2014	24,882.00
EF078246	12458	KITE KINETICS ENTERTAINMENT SERVICES	30/05/2014	440.00
EF078247	12497	TROPHY CHOICE TROPHY SUPPLIES	30/05/2014	833.95
EF078248	12542	SEALIN GARLETT CEREMONIAL SERVICES	30/05/2014	800.00
EF078249	12561	CATEK EQUIPMENT REPAIRS REPAIRS/MAINTENANCE SERVICES	30/05/2014	933.54
EF078250	12589	AUSTRALIAN INSTITUTE OF MANAGEMENT TRAINING SERVICES	30/05/2014	1,145.00

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EF078251	12621	SETON AUSTRALIA SIGN SUPPLIES	30/05/2014	136.40
EF078252	12672	NORMAN DISNEY & YOUNG CONSULTANCY SERVICES	30/05/2014	85,352.30
EF078253	12694	SPECIALISED LIFTING SERVICE LIFTING EQUIPMENT & SERVICES	30/05/2014	98.84
EF078254	12779	WESTERN RESOURCE RECOVERY PTY LTD WASTE DISPOSAL SERVICES	30/05/2014	1,794.98
EF078255	12780	PALASSIS ARCHITECTS ARCHITECTURAL SERVICES	30/05/2014	8,140.00
EF078256	12796	ISENTIA PTY LIMITED MEDIA MONITORING SERVICES	30/05/2014	859.46
EF078257	12820	MONTELEONE FENCING FENCING SERVICES/MAINTENANCE	30/05/2014	1,760.00
EF078258	12849	GIUDICE SURVEYS SURVEYING SERVICES	30/05/2014	2,815.00
EF078259	12883	CONSERVATION VOLUNTEERS AUSTRALIA ENVIRONMENTAL SERVICES	30/05/2014	6,600.00
EF078260	13000	BORAL ASPHALT WA SUPPLY OF ASPHALT	30/05/2014	1,326.16
EF078261	13037	PPCA LTD LICENCE FEE - SOUND & MUSIC	30/05/2014	81.95
EF078262	13074	DEPT OF AGRICULTURE, FISHERIES & FORESTRY QUARANTINE/AUDITING SERVICES	30/05/2014	1,200.00
EF078263	13344	INCREDIBLE CREATURES MOBILE ANIMAL FARM ENTERTAINMENT SERVICES	30/05/2014	1,405.00
EF078264	13373	THE HIRE GUYS HIRING SERVICES	30/05/2014	180.00
EF078265	13409	KLEENIT CLEANING SERVICES	30/05/2014	27,201.00
EF078266	13462	ATI-MIRAGE PTY LTD TRAINING SERVICES	30/05/2014	790.00
EF078267	13563	ECOJOBS ENVIRONMENTAL PERSONNEL EMPLOYMENT SERVICES	30/05/2014	4,555.45
EF078268	13582	DBS FENCING FENCING SERVICES	30/05/2014	858.00
EF078269	13670	HISCO PTY LTD HOSPITALITY SUPPLIES	30/05/2014	259.88
EF078270	13671	STAPLES AUSTRALIA PTY LTD OFFICE/STATIONERY SUPPLIES	30/05/2014	327.05
EF078271	13764	DIMENSION DATA LEARNING SOLUTIONS COMPUTER SOFTWARE	30/05/2014	1,980.00
EF078272	13767	ELLIOTTS IRRIGATION PTY LTD IRRIGATION SERVICES	30/05/2014	1,541.10
EF078273	13772	HARVEY NORMAN AV/IT SUPERSTORE O'CONNOR ELECTRICAL GOODS	30/05/2014	1,437.00
EF078274	13825	JACKSON MCDONALD LEGAL SERVICES	30/05/2014	5,500.00
EF078275	13832	INSIGHT CALL CENTRE SERVICES COMMUNICATION SERVICES	30/05/2014	4,657.36
EF078276	13860	KRS CONTRACTING VERGE COLLECTION SERVICES	30/05/2014	15,276.40
EF078277	13991	CAESARS PLUMBING & GAS PLUMBING & GAS SERVICES/INSTALLATIONS	30/05/2014	3,493.40
EF078278	14028	ABC BLINDS & CURTAINS BLINDS & CURTAINS	30/05/2014	1,725.00

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EF078279	14034	ADECCO EMPLOYMENT SERVICES	30/05/2014	15,491.78
EF078280	14258	WARP GROUP PTY LTD ROAD CONSTRUCTION MATERIALS	30/05/2014	2,246.48
EF078281	14405	LANDSCAPE AUSTRALIA PTY LTD LANDSCAPE MAINTENANCE SERVICES	30/05/2014	12,892.00
EF078282	14413	A CLASS DISPLAYS DISPLAY PRODUCTS	30/05/2014	68.20
EF078283	14447	ANDOVER DETAILERS DETAILING SERVICES	30/05/2014	1,906.00
EF078284	14459	BIDVEST (WA) FOOD/CATERING SUPPLIES	30/05/2014	254.02
EF078285	14593	AUSTREND INTERNATIONAL PTY LTD ALUMINIUM SUPPLIES	30/05/2014	4,158.00
EF078286	14659	KIDOGO ARTHOUSE TRAINING SERVICES - ART/SCULPTURE	30/05/2014	29,000.00
EF078287	14667	APPEALING SIGNS SIGNS	30/05/2014	1,540.00
EF078288	15393	GREENWAY ENTERPRISES HARDWARE SUPPLIES	30/05/2014	8,584.15
EF078289	15541	JANDAKOT NEWS NEWSPAPER SUPPLIERS	30/05/2014	191.88
EF078290	15550	APACE AID PLANTS & LANDSCAPING SERVICES	30/05/2014	12,729.20
EF078291	15588	NATURAL AREA MANAGEMENT & SERVICES WEED SPRAYING	30/05/2014	8,057.50
EF078292	15609	CATALYSE PTY LTD CONSULTANCY SERVICES	30/05/2014	27,720.00
EF078293	15678	A2Z PEST CONTROL PEST CONTROL	30/05/2014	4,824.00
EF078294	15746	WESTERN AUSTRALIA POLICE SERVICE POLICE CLEARANCES	30/05/2014	75.50
EF078295	15850	ECOSCAPE ENVIRONMENTAL CONSULTANCY	30/05/2014	3,293.40
EF078296	15862	FREMANTLE MILK DISTRIBUTORS MILK DELIVERY	30/05/2014	1,127.20
EF078297	15934	CAMERA SOLUTIONS PHOTOGRAPHIC EQUIPMENT	30/05/2014	408.63
EF078298	16064	CMS ENGINEERING PTY LTD AIRCONDITIONING SERVICES	30/05/2014	6,971.85
EF078299	16291	WA PROFILING ROAD PROFILING SERVICES	30/05/2014	20,816.62
EF078300	16386	LITTLE RED APPLE PUBLISHING BOOK SUPPLIES	30/05/2014	9.95
EF078301	16396	MAYDAY EARTHMOVING GRADER HIRE	30/05/2014	34,335.62
EF078302	16403	ROBINSON BUILDTECH BUILDING SERVICES - ALTERATIONS	30/05/2014	65,084.89
EF078303	16663	WATSONS GAS & O REPAIRS/MAINTENANCE SERVICES	30/05/2014	514.25
EF078304	16704	ACCIDENTAL FIRST AID SUPPLIES MEDICAL SUPPLIES	30/05/2014	455.83
EF078305	16894	TREBLEX INDUSTRIAL PTY LTD CHEMICALS - AUTOMOTIVE	30/05/2014	2,278.10
EF078306	16985	WA PREMIX CONCRETE SUPPLIES	30/05/2014	47,530.56

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EF078307	16997	AUS SECURE SECURITY SERVICES/PRODUCTS	30/05/2014	620.00
EF078308	17078	PHOENIX KNIGHTS FOOTBALL CLUB REGISTRATION FEES	30/05/2014	3,800.00
EF078309	17097	VALUE TISSUE PAPER PRODUCTS	30/05/2014	398.20
EF078310	17212	CHERI GARDINER & ASSOCIATES PTY LTD MASTER OF CEREMONIES	30/05/2014	1,650.00
EF078311	17268	FREMANTLE SOCCER CLUB INC YOUTH ACTIVE PROGRAM REGISTRATION FEES	30/05/2014	800.00
EF078312	17362	JOHN EARLEY TRAINING	30/05/2014	240.00
EF078313	17471	PIRTEK (FREMANTLE) PTY LTD HOSES & FITTINGS	30/05/2014	3,317.13
EF078314	17481	ADS AUTOMATION DOOR/GATE REPAIRS	30/05/2014	258.50
EF078315	17553	ALTUS TRAFFIC TRAFFIC CONTROL SERVICES	30/05/2014	2,178.00
EF078316	17587	WEST COAST SHADE SHADE STRUCTURES	30/05/2014	21,989.00
EF078317	17600	ERECTIIONS (WA) GUARD RAILS	30/05/2014	16,531.90
EF078318	17608	NU-TRAC RURAL CONTRACTING BEACH CLEANING/FIREBREAK CONSTRUCTION	30/05/2014	2,182.75
EF078319	17743	ECLIPSE LIVING ESSENCE AROMATHERAPY PRODUCTS	30/05/2014	825.00
EF078320	17798	WESTERN DIAGNOSTIC PATHOLOGY ANALYTICAL SERVICES	30/05/2014	1,419.00
EF078321	17887	RED SAND SUPPLIES PTY LTD MACHINERY HIRE	30/05/2014	1,485.00
EF078322	17942	MRS MAC'S FOOD SUPPLIES	30/05/2014	294.40
EF078323	17949	ANIMAL CARE EQUIPMENT & SERVICES PTY LTD ANIMAL/PET PRODUCTS	30/05/2014	471.30
EF078324	17951	DEVELOPING SKILLS TRAINING SERVICES -	30/05/2014	860.20
EF078325	18008	MANDURAH SAFETY & TRAINING SERV PTY LTD TRAINING SERVICES	30/05/2014	6,435.00
EF078326	18017	INSTANT PRODUCTS GROUP HIRE OF PORTABLE TOILETS	30/05/2014	1,345.74
EF078327	18038	COCKBURN NETBALL CLUB SPORTS GRANT	30/05/2014	800.00
EF078328	18073	PARAMOUNT SECURITY SERVICES SECURITY SERVICES	30/05/2014	5,765.10
EF078329	18114	BOLLIG DESIGN GROUP P/L ARCHITECTURAL SERVICES	30/05/2014	50,442.87
EF078330	18122	SIGNMAN SIGNAGE	30/05/2014	1,659.90
EF078331	18126	DELL AUSTRALIA PTY LTD COMPUTER HARDWARE	30/05/2014	1,897.50
EF078332	18249	LASSO MEDIA ADVERTISING	30/05/2014	363.00
EF078333	18265	FREMANTLE CITY DOCKERS FOOTBALL CLUB	30/05/2014	1,170.00
EF078334	18272	AUSTRACLEAR LIMITED INVESTMENT SERVICES	30/05/2014	52.87

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EF078335	18286	IW PROJECTS PTY LTD CONSULTANCY SERVICES - CIVIL ENGINEERING	30/05/2014	2,200.00
EF078336	18295	FREMANTLE UNITED SOCCER & RECREATIONAL CLUB INC REGISTRATION FEES	30/05/2014	200.00
EF078337	18297	OLYMPIC FUN AND FITNESS SPORTS CLUB	30/05/2014	200.00
EF078338	18398	JOE CRISAFIO KIA VEHICLE PURCHASE	30/05/2014	32,400.01
EF078339	18407	RIPE ART CATERING SERVICES - EDIBLE ART	30/05/2014	375.00
EF078340	18436	JCS PLUMBING SERVICES PLUMBING SERVICES	30/05/2014	1,306.50
EF078341	18446	ARTZPLACE INC CULTURAL GRANT	30/05/2014	850.00
EF078342	18508	JOHN TURNER BRICK LAYING SERVICES	30/05/2014	4,977.50
EF078343	18533	FRIENDS OF THE COMMUNITY INC. DONATION	30/05/2014	2,700.00
EF078344	18613	ECO-HIRE EQUIPMENT HIRE	30/05/2014	13,270.85
EF078345	18639	HAMILTON HILL DELIVERY ROUND NEWSPAPER DELIVERY SERVICE	30/05/2014	50.30
EF078346	18678	DOWNER EDI ENGINEERING ELECTRICAL PTY LTD ELECTRICAL SERVICES	30/05/2014	30,784.60
EF078347	18695	MYAREE CRANE HIRE CRANE HIRE	30/05/2014	1,454.75
EF078348	18731	OCCMEDIC MEDICAL SERVICES	30/05/2014	4,101.60
EF078349	18734	P & R EDWARDS ENTERTAINMENT SERVICES	30/05/2014	550.00
EF078350	18799	DOWN TO EARTH TRAINING & ASSESSING TRAINING SERVICES	30/05/2014	4,345.00
EF078351	18801	FREMANTLE BIN HIRE BIN HIRE - SKIP BINS	30/05/2014	460.00
EF078352	18884	SILICH ENTERPRI BOLLARDS	30/05/2014	3,994.00
EF078353	18941	ALLSTAMPS STATIONERY	30/05/2014	65.62
EF078354	18962	SEALANES (1985) P/L CATERING SUPPLIES	30/05/2014	2,108.88
EF078355	19038	DOWSING CONCRETE CONCRETING SERVICES	30/05/2014	6,710.00
EF078356	19306	ZIP HEATERS (AUST) PTY LTD HEATERS	30/05/2014	341.00
EF078357	19436	WHITCHURCH REFRIGERATION & AIRCONDITIONING AIR CONDITIONING SERVICES	30/05/2014	1,642.30
EF078358	19446	ENVISIONWARE PTY LTD SOFTWARE	30/05/2014	5,736.28
EF078359	19505	ADVANCED WINDOW SHUTTERS WINDOW SHUTTERS	30/05/2014	3,900.00
EF078360	19533	WOOLWORTHS LTD GROCERIES	30/05/2014	1,220.76
EF078361	19545	GRASSWEST BUILDING & GARDEN MAINTENANCE	30/05/2014	4,032.00
EF078362	19623	ERGOLINK OFFICE FURNITURE	30/05/2014	422.41

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EF078363	19628	PAPERBARK TECHNOLOGIES ARBORICULTURAL CONSULTANCY SERVICES	30/05/2014	510.00
EF078364	19649	TELSTRA NETWORK INTEGRITY SERVICES COMMUNICATION SERVICES	30/05/2014	1,938.77
EF078365	19652	TMS SERVICES SECURITY SERVICES	30/05/2014	2,213.81
EF078366	19657	BIGMATE MONITORING SERVICES PTY LTD COMPUTER HARDWARE/SOFTWARE	30/05/2014	4,139.30
EF078367	19718	SIFTING SANDS CLEANING SERVICES - SAND	30/05/2014	13,877.71
EF078368	19765	BACKSAFE AUSTRA LIFTING EQUIPMENT	30/05/2014	2,962.30
EF078369	19795	FREMANTLE RUGBY LEAGUE CLUB INC REGISTRATION FEES	30/05/2014	150.00
EF078370	19847	PFD FOOD SERVICES PTY LTD CATERING SERVICES	30/05/2014	831.10
EF078371	19856	WESTERN TREE RECYCLERS SHREDDING SERVICES	30/05/2014	24,904.61
EF078372	19885	SAFEGUARD INDUSTRIES SECURITY SCREENS/DOORS	30/05/2014	200.00
EF078373	19967	FINGER FOOD CATERING CATERING SERVICES	30/05/2014	783.00
EF078374	20000	AUST WEST AUTO ELECTRICAL P/L AUTO ELECTRICAL SERVICES	30/05/2014	26,793.42
EF078375	20075	CHAMPION MUSIC ENTERTAINMENT	30/05/2014	1,650.00
EF078376	20146	DATA#3 LIMITED CONTRACT IT PERSONNEL & SOFTWARE	30/05/2014	40,604.66
EF078377	20215	POWERVAC CLEANING EQUIPMENT	30/05/2014	176.00
EF078378	20313	FUSION BUILDING SURVEYING CONSULTANCY SERVICES - BUILDING	30/05/2014	500.00
EF078379	20321	RIVERJET P/L EDUCTING-CLEANING SERVICES	30/05/2014	65,686.50
EF078380	20322	PLANTRITE PLANT SUPPLIES	30/05/2014	20,122.59
EF078381	20408	JESSICA LOW WORKSHOP - CIRCUS	30/05/2014	360.00
EF078382	20464	THE SALVATION ARMY COMMUNITY GRANT	30/05/2014	687.50
EF078383	20535	HOME-GROWN THEATRE DRAMA CLASSES	30/05/2014	2,100.00
EF078384	20549	A1 CARPET, TILE & GROUT CLEANING CLEANING SERVICES - TILES/CARPET	30/05/2014	1,331.00
EF078385	20631	ID CONSULTING PTY LTD CONSULTANCY SERVICES	30/05/2014	5,239.30
EF078386	20703	MAGGIES KITCHEN CATERING	30/05/2014	325.00
EF078387	20711	PALMYRA RUGBY CLUB REGISTRATION FEES - KIDSPORT	30/05/2014	200.00
EF078388	20748	CRANWORKS AUSTRALASIA HYDRAULIC REPAIR SERVICES	30/05/2014	872.80
EF078389	20857	DOCKSIDE SIGNS SIGN MAKERS	30/05/2014	99.00
EF078390	20882	BELL-VISTA FRUIT & VEGETABLE FRUIT & VEGETABLE	30/05/2014	1,477.68

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EF078391	20890	SUBARU & VW OSBORNE PARK FLEET VEHICLES	30/05/2014	20,947.50
EF078392	20934	GREENLINE AG AGRICULTURAL EQUIPMENT	30/05/2014	59.00
EF078393	20951	ELECTROFEN PTY LTD FENCING SERVICES	30/05/2014	343.75
EF078394	21005	BRAIN TEASERS OZ PTY LTD EDUCATIONAL PRODUCTS	30/05/2014	66.00
EF078395	21120	SHOREWATER MARINE PTY LTD MARINE CONSTRUCTION SERVICES	30/05/2014	3,575.00
EF078396	21126	ULVERSCROFT LARGE PRINT (AUST.) P/L BOOKS	30/05/2014	108.90
EF078397	21127	JOANNA AYCKBOURN INSTRUCTION - SINGING	30/05/2014	1,290.00
EF078398	21131	STATE WIDE TURF SERVICES TURF RENOVATION	30/05/2014	6,490.00
EF078399	21193	SPM CONSULTANTS PTY LTD CONSULTANCY SERVICES	30/05/2014	1,919.28
EF078400	21236	SANDCARDS ENTERTAINMENT SERVICES	30/05/2014	1,352.00
EF078401	21287	T.J.DEPIAZZI & SONS SOIL & MULCH SUPPLIES	30/05/2014	44,533.50
EF078402	21294	CAT HAVEN ANIMAL SERVICES	30/05/2014	2,977.50
EF078403	21360	AIR RECEIVER INSPECTION SERVICES MAINTENANCE SERVICES	30/05/2014	805.75
EF078404	21363	TENDERLINK.COM PTY LTD COMPUTER SOFTWARE	30/05/2014	1,100.00
EF078405	21371	SANPOINT PTY LTD LD TOTAL KERBING SERVICES	30/05/2014	46,209.54
EF078406	21401	MILKY MONSTER CATERING SERVICES	30/05/2014	470.00
EF078407	21463	CAPITAL FINANCE FINANCIAL SERVICES - LEASE FINANCES	30/05/2014	31,751.14
EF078408	21527	TOUCHWOOD NURSERY PLANT SUPPLIES	30/05/2014	12,769.90
EF078409	21529	BRAND SUCCESS PROMOTIONAL PRODUCTS	30/05/2014	4,785.44
EF078410	21594	GREENSENSE PTY LTD CONSULTANCY - CLIMATE	30/05/2014	3,685.00
EF078411	21627	MANHEIM PTY LTD IMPOUNDED VEHICLES	30/05/2014	1,856.80
EF078412	21678	IANNELLO DESIGNS GRAPHIC DESIGN	30/05/2014	3,113.00
EF078413	21689	CHRIS THOMAS PHOTOGRAPHY SERVICES	30/05/2014	500.00
EF078414	21750	GIANT AUTOS (1997) PTY LTD PURCHASE OF NEW VEHICLE	30/05/2014	13,137.60
EF078415	21796	GREEN LEAF GARDENS LANDSCAPING SERVICES	30/05/2014	3,000.00
EF078416	21879	SPOTLESS SERVIC CLEANING SERVICES	30/05/2014	156,672.20
EF078417	21915	ECOWATER SERVICES PTY LTD MAINTENANCE SERVICES - WASTE SYSTEMS	30/05/2014	779.00
EF078418	21946	RYAN'S QUALITY MEATS MEAT SUPPLIES	30/05/2014	660.28

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EF078419	21990	MEDIBANK HEALTH SOLUTIONS PTY LTD MEDICAL SERVICES	30/05/2014	1,965.70
EF078420	22012	ELEGANT GLOVES EVENTS AND SERVICES CATERING SERVICES	30/05/2014	2,060.00
EF078421	22133	AIR-BORN AMUSEM AMUSEMENT SERVICES	30/05/2014	19,191.70
EF078422	22169	GREENSTAR GROUP WA PTY LTD GREENSTAR GROUP WA AIR CONDITIONING SERVICES	30/05/2014	1,942.91
EF078423	22182	KALAMUNDA FENCING & GATEMAKERS FENCING SERVICES	30/05/2014	1,193.50
EF078424	22192	VANESSA PAGET B EDUCATION/ENTERTAINMENT	30/05/2014	323.40
EF078425	22242	ASPHALT SURFACES PTY LTD ASPHALTING SERVICES	30/05/2014	44,465.73
EF078426	22258	COOL CLEAR WATER GROUP LTD WATER SUPPLY EQUIPMENT	30/05/2014	187.00
EF078427	22337	SEGAFREDO ZANETTI AUSTRALIA PTY LTD COFFEE & COFFEE MACHINES	30/05/2014	7,164.00
EF078428	22343	COMMUNITYWEST INCORPORATED TRAINING SERVICES	30/05/2014	1,029.60
EF078429	22388	CARRINGTON'S TRAFFIC SERVICES TRAFFIC MANAGEMENT SERVICES	30/05/2014	15,960.73
EF078430	22389	PERTH PETROLEUM SERVICES CLEANING SERVICES - OIL SPILLS	30/05/2014	2,006.40
EF078431	22404	CLEVERPATCH PTY LTD ARTS/CRAFT SUPPLIES	30/05/2014	1,213.43
EF078432	22553	BROWNES FOOD OPERATIONS CATERING SUPPLIES	30/05/2014	882.91
EF078433	22569	SONIC HEALTH PLUS PTY LTD MEDICAL SERVICES	30/05/2014	2,079.00
EF078434	22613	VICKI ROYANS ARTISTIC SERVICES	30/05/2014	300.00
EF078435	22619	KSC TRAINING TRAINING SERVICES	30/05/2014	2,636.00
EF078436	22631	ANGELIC TOUCH HEALING FACILITATION	30/05/2014	360.00
EF078437	22639	SHATISH CHAUHAN TRAINING SERVICES - YOGA	30/05/2014	720.00
EF078438	22646	PULSEART STUDIO SALE OF ARTWORK	30/05/2014	950.00
EF078439	22681	ABBEY BLINDS PTY LTD BLINDS	30/05/2014	935.00
EF078440	22682	BEAVER TREE SERVICES PTY LTD TREE PRUNING SERVICES	30/05/2014	205,736.07
EF078441	22695	DEPARTMENT OF THE ATTORNEY GENERAL NOTICE OF CONVICTION	30/05/2014	2,400.00
EF078442	22720	DIAMONDS NETBALL CLUB WA INC. SPORTS - NETBALL	30/05/2014	1,200.00
EF078443	22737	CJS LIMESTONE CONTRACTORS PTY LTD LIMESTONE WORKS	30/05/2014	36,914.00
EF078444	22805	COVS PARTS PTY LTD MOTOR PARTS	30/05/2014	995.31
EF078445	22806	AUSTRALIAN FUEL DISTRIBUTORS PTY LTD FUEL SUPPLIES	30/05/2014	144,321.02
EF078446	22854	LGISWA INSURANCE POLICIES	30/05/2014	620.00

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EF078447	22859	TOP OF THE LADDER GUTTER CLEANING GUTTER CLEANING SERVICES	30/05/2014	10,011.54
EF078448	22879	REMIDA PERTH INC ARTISTIC SERVICES	30/05/2014	1,601.50
EF078449	22903	UNIQUE INTERNATIONAL RECOVERIES LLC DEBT COLLECTORS	30/05/2014	870.40
EF078450	22913	AUSTRALIAN OFFICE LEADING BRANDS.COM.AU ENVELOPES	30/05/2014	2,739.88
EF078451	22914	LADY LATTE CATERING SERVICES	30/05/2014	403.00
EF078452	23253	KOTT GUNNING LEGAL SERVICES	30/05/2014	4,049.36
EF078453	23288	ARIANE ROEMMELE AMUSEMENT - CHILDREN'S ACTIVITIES	30/05/2014	1,180.00
EF078454	23306	KEVIN & FIONA ETHERTON ENTERTAINMENT SERVICES	30/05/2014	400.00
EF078455	23309	FUN IN TRAINING AUSTRALIA PTY LTD FITNESS CLASSES-INSTRUCTIONS	30/05/2014	1,149.50
EF078456	23334	WAVESOUND PTY LTD AUDIO VISUAL, DIGITAL & ELECTRICAL	30/05/2014	9,073.09
EF078457	23348	ZUMBA WITH HONEY FITNESS CLASSES	30/05/2014	352.00
EF078458	23450	CLEVER DESIGNS UNIFORMS	30/05/2014	2,905.00
EF078459	23511	TWIST ENGINEERING IRRIGATION DESIGN & SPECIFICATIONS	30/05/2014	1,963.50
EF078460	23570	A PROUD LANDMARK PTY LTD LANDSCAPE CONTRUCTION SERVICES	30/05/2014	63,546.94
EF078461	23628	DISMANTLE RECONDITIONED BICYCLES & BIKE EDUCATION	30/05/2014	1,056.00
EF078462	23670	LIEBHERR AUSTRALIA PTY LTD SPARE PARTS	30/05/2014	1,618.63
EF078463	23678	SKATEBOARDING A TRAINING-SKATEBOARD COACHING	30/05/2014	1,800.00
EF078464	23690	ICS TRAINING GROUP TRAINING/INSTRUCTION SERVICES	30/05/2014	825.00
EF078465	23735	SIDRA SOLUTIONS SOFTWARE	30/05/2014	396.00
EF078466	23738	HAMPA CATERING CATERING SERVICES/SUPPLIES	30/05/2014	158.00
EF078467	23810	SABI ART & DEISGN ARTISTIC SERVICES	30/05/2014	13,750.00
EF078468	23817	ARUP PTY LTD CONSULTANCY-ENG,PLANNING,DESIGN	30/05/2014	8,711.31
EF078469	23818	AM & IE MUTCH ENGINEERING CONSULTANTS CONSULTANCY SERVICES	30/05/2014	29,568.00
EF078470	23849	JCB CONSTRUCTION EQUIPMENT AUSTRALIA PLANT/MACHINERY	30/05/2014	2,477.92
EF078471	23857	SUSTAINABLE ENERGY ASSOCIATION OF AUSTRALIA INC MEMBERSHIP SUBSCRIPTION	30/05/2014	1,408.00
EF078472	23858	SPECIALISED SECURITY SHREDDING DOCUMENT DESTRUCTION SERVICES	30/05/2014	21.67
EF078473	23929	ANTIQUITEA HIRE-FUNCTION EQUIPMENT	30/05/2014	770.00
EF078474	23971	FIND WISE LOCATION SERVICES LOCATING SERVICES - UNDERGROUND	30/05/2014	7,115.35

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EF078475	23985	WINNACOTT KATS JUNIOR FOOTBALL CLUB INC REGISTRATION FEES-KIDSPORT	30/05/2014	200.00
EF078476	24036	MULTI SWEEP PTY LTD (WA) SWEEPING SERVICES	30/05/2014	2,408.20
EF078477	24038	ASHLEY GROUP PTY LTD CCTV	30/05/2014	605.00
EF078478	24056	KATHERINE DONEGAN EXERCISE PHYSIOLOGY	30/05/2014	400.00
EF078479	24126	WA TEMPORARY FENCING SUPPLIES FENCING SERVICES	30/05/2014	1,495.00
EF078480	24160	WILDTHINGS ANIMAL CONTROL SOLUTIONS FERAL ANIMAL CONTROL SERVICES	30/05/2014	14,245.00
EF078481	24161	THE HIDDEN PANTRY CATERING SERVICES	30/05/2014	180.00
EF078482	24183	WELLARD GLASS GLASS REPAIR SERVICES	30/05/2014	3,186.86
EF078483	24185	HIPPY BELLY DANCE TRAINING SERVICES - DANCE CLASSES	30/05/2014	260.00
EF078484	24186	ELAN ENERGY MANAGEMENT PTY LTD RECYCLING SERVICES - TYRES	30/05/2014	621.44
EF078485	24187	TOTAL GREEN REC E-WASTE RECYCLING SERVICES	30/05/2014	356.69
EF078486	24195	PAYNE'S WINDOW CLEANING AND SERVICES WINDOW CLEANING SERVICES	30/05/2014	7,568.42
EF078487	24281	ECO LOGICAL AUSTRALIA PTY LTD MAPPING SERVICES	30/05/2014	2,361.83
EF078488	24444	ROSEMARY ALLAN WORKSHOPS	30/05/2014	360.00
EF078489	24506	AMARANTI'S PERSONAL TRAINING PERSONAL TRAINING SERVICES	30/05/2014	300.00
EF078490	24508	REBECCA FLANAGAN EDUCATIONAL MUSICAL LESSONS	30/05/2014	700.00
EF078491	24514	ANGLICARE WA INC TRAINING SERVICES	30/05/2014	400.00
EF078492	24524	CALO HEALTH HEARTMOVE CLASSES	30/05/2014	3,165.00
EF078493	24527	AUSTRALIAN ASSOCIATION FOR ENVIRONMENTAL EDUCATIO COURSE REGISTRATION	30/05/2014	6,250.00
EF078494	24537	ASTRONOMY EDUCATION SERVICES (AES) EDUCATION SERVICES	30/05/2014	240.00
EF078495	24557	AVELING CONSULTANCY SERVICES	30/05/2014	1,155.00
EF078496	24558	MACQUARIE BANK LIMITED LEASE REPAYMENT	30/05/2014	9,083.27
EF078497	24594	THE GREEN ROOM CREATIVE PTY LTD GRAPHIC DESIGN SERVICES	30/05/2014	1,210.00
EF078498	24595	CONTEMPORARY IMAGE PHOTOGRAPHY PTY LTD PHOTOGRAPHY SERVICES	30/05/2014	1,320.00
EF078499	24599	POOLWERX SPEARWOOD ANALYTICAL SERVICES	30/05/2014	1,798.90
EF078500	24644	GBC AUSTRALIA STATIONERY SUPPLIES	30/05/2014	173.80
EF078501	24655	AUTOMASTERS SPEARWOOD VEHICLE SERVICING	30/05/2014	4,900.01
EF078502	24665	IRON MOUNTAIN AUSTRALIA DATA STORAGE SERVICES	30/05/2014	438.22

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EF078503	24724	QUALITY MARINE COATING SYSTEMS P/L CLEANING SERVICES - ROAD SURFACES	30/05/2014	2,860.00
EF078504	24736	ZENIEN CCTV CAMERA LICENCES	30/05/2014	22,329.70
EF078505	24748	PEARMANS ELECTRICAL & MECHANICAL SERVICES P/L ELECTRICAL SERVICES	30/05/2014	5,717.67
EF078506	24805	KAREN WOOLHEAD DANCING CLASSES	30/05/2014	1,600.00
EF078507	24816	CONSOLIDATED TRAINING SERVICES TRAINING SERVICES	30/05/2014	2,540.00
EF078508	24861	MELVILLE CITY FOOTBALL CLUB SPORTS FEES	30/05/2014	1,000.00
EF078509	24886	A NATURAL SELF ENTERTAINMENT SUPPLIES	30/05/2014	336.00
EF078510	24945	NS PROJECTS PTY LTD PROJECT MANAGEMENT SERVICES	30/05/2014	16,500.00
EF078511	24946	WT PARTNERSHIP QUANTITY SURVEYING SERVICES	30/05/2014	14,300.00
EF078512	24949	BITUMEN SURFACING BITUMEN SUPPLIES	30/05/2014	511.50
EF078513	24954	FREMANTLE FURY NETBALL CLUB REGISTRATION FEES	30/05/2014	200.00
EF078514	24973	BLUESTONE RECRUITMENT TEMPORARY PERSONNEL SERVICES	30/05/2014	72,622.42
EF078515	24976	SNAP PRINTING - COCKBURN CENTRAL PRINTING SERVICES	30/05/2014	1,491.10
EF078516	25060	DFP RECRUITMENT SERVICES RECRUITMENT SERVICES	30/05/2014	9,284.13
EF078517	25061	RMRI AUSTRALIA PTY LTD CONSULTANCY SERVICES	30/05/2014	8,882.50
EF078518	25072	SANPRO CONSTRUCTION PTY LTD CONSTRUCTION SERVICES	30/05/2014	48,283.00
EF078519	25074	BMT OCEANICA PTY LTD CONSULTANCY SERVICES - ENVIRONMENTAL	30/05/2014	63,746.30
EF078520	25102	FREMANTLE MOBILE WELDING WELDING SERVICES	30/05/2014	1,045.00
EF078521	25115	FIIG INVESTMENT MANAGEMENT SERVICES	30/05/2014	2,750.00
EF078522	25121	IMAGESOURCE DIGITAL SOLUTIONS BILLBOARDS	30/05/2014	3,027.20
EF078523	25128	HORIZON WEST LANDSCAPE & IRRIGATION P/L LANDSCAPING SERVICES	30/05/2014	24,098.31
EF078524	25158	MPIRE SECURITY SECURITY SERVICES	30/05/2014	1,516.06
EF078525	25190	GARBOLOGIE MATTRESS RECYCLING	30/05/2014	2,702.70
EF078526	25193	HILTI AUST PTY POWER AND CORDLESS TOOLS	30/05/2014	312.40
EF078527	25207	LISA DYMOND CONSULTANCY SERVICES	30/05/2014	7,000.00
EF078528	25262	SANDOVER PINDER ARCHITECTS ARCHITECTURAL SERVICES	30/05/2014	263,389.50
EF078529	25263	SYSTEM MAINTENANCE SEWERAGE PUMP MAINTENANCE	30/05/2014	374.00
EF078530	25265	SNAKE R&R TRAIN TRAINING SERVICES	30/05/2014	660.00

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EF078531	25289	PHOEBE KINGSTON DISABILITY AWARENESS TRAINING SERVICES	30/05/2014	300.00
EF078532	25323	CADDS COMPLIANCE BUILDING SURVEYING SERVICES	30/05/2014	517.00
EF078533	25335	JAXON PTY LTD BUILDING CONSTRUCTION SERVICES	30/05/2014	3,196,682.48
EF078534	25384	RICHELLE RUSS ENTERTAINMENT SERVICES	30/05/2014	250.00
EF078535	25415	JANDAKOT STOCK & PET SUPPLIES PET SUPPLIES	30/05/2014	228.00
EF078536	25418	CS LEGAL LEGAL SERVICES	30/05/2014	7,720.05
EF078537	25477	SPOTLESS FACILITY SERVICES (PAINTING DIVISION) PAINTING SERVICES	30/05/2014	27,747.50
EF078538	25494	STEVE'S ALL-TRADE'S SOLUTIONS PAINTING AND ROOF SUPPLIES	30/05/2014	24,299.00
EF078539	25497	SEARLE CONSULTING PTY LTD CONSULTANCY SERVICES	30/05/2014	880.00
EF078540	25539	BROWN CONSULTING (VIC) PTY LTD CONSULTANCY SERVICES	30/05/2014	24,992.00
EF078541	25540	JOHN MASSEY GROUP PTY LTD BUILDING SURVEYING SERVICES	30/05/2014	8,250.00
EF078542	25573	BLUE NUDE ANIMATION DESIGN SERVICES	30/05/2014	9,927.50
EF078543	25575	ROUGHCOPY GRAPHIC DESIGN SERVICES	30/05/2014	650.00
EF078544	25580	BIOMORPHOSIS WASTE TRIAL	30/05/2014	753.00
EF078545	25588	CIVCO MINING SERVICES PTY LTD PLANT / EQUIPMENT HIRE	30/05/2014	6,972.90
EF078546	25637	SHONA HUSK ENTERTAINMENT - READING SERVICES	30/05/2014	150.00
EF078547	25645	YELAKITJ MOORT NYUNGAR ASSOCIATION INC WELCOME TO THE COUNTRY PERFORMANCES	30/05/2014	300.00
EF078548	25647	TUMBLING TIGERS ENTERTAINMENT SERVICES	30/05/2014	520.00
EF078549	25648	MATT NANKIVELL PHOTOGRAPHY SERVICES	30/05/2014	869.00
EF078550	25653	MP ELECTROLOCATION PTY LTD ROAD DESIGN SERVICES	30/05/2014	1,650.00
EF078551	25658	GUNDI CORPORATION ABORIGINAL REFERENCE GROUPS	30/05/2014	3,300.00
EF078552	25665	COLLEAGUES PRINT SOLUTIONS PRINTING SERVICES	30/05/2014	1,741.25
EF078553	25671	NELLA GLOBAL SOLUTIONS CONSULTANCY SERVICES	30/05/2014	4,126.10
EF078554	25713	DISCUS ON DEMAND PRINTING SERVICES	30/05/2014	595.10
EF078555	25731	WHEELIE CLEAN CLEANING SERVICES	30/05/2014	3,030.00
EF078556	25732	ETOO CONSULTANCY SERVICES	30/05/2014	1,980.00
EF078557	25733	MIRACLE RECREATION EQUIPMENT PLAYGROUND REPAIRS	30/05/2014	1,408.00
EF078558	25734	LIVEWELL MASSAGE MASSAGE SERVICES	30/05/2014	360.00

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EF078559	25736	EMERGE ASSOCIATES CONSULTANCY SERVICES	30/05/2014	990.00
EF078560	25737	DATABASE CONSULTANTS AUSTRALIA CONSULTANCY SERVICES	30/05/2014	32,549.00
EF078561	25747	JONATHAN LAKE ARCHITECTS ARCHITECT	30/05/2014	5,000.00
EF078562	25812	SBCM AMUSEMENTS PTY LTD ENTERTAINMENT SERVICES	30/05/2014	368.50
EF078563	11794	SYNERGY ELECTRICITY USAGE/SUPPLIES	30/05/2014	324,536.51
EF078564	12025	TELSTRA CORPORATION COMMUNICATIONS SERVICES	30/05/2014	25,720.90
EF078565	16128	DANICA WICHTERMANN SHOW OFF 10 EXHIBITION - ARTWORK	30/05/2014	330.00
EF078566	19752	SANDY ROBERTSON PURCHASE OF ARTWORK	30/05/2014	1,100.00
EF078567	21105	SHIRE OF KATANNING LOCAL GOVERNMENT	30/05/2014	4,620.43
EF078568	21727	MARGARET COXALL SHOW OFF 10 EXHIBITION - ARTWORK	30/05/2014	1,000.00
EF078569	21813	MARIANNE PRINSLOO SHOW OFF 10 EXHIBITION - ARTWORK	30/05/2014	150.00
EF078570	22123	GEORGE HAYNES SHOW OFF 10 EXHIBITION - ARTWORK	30/05/2014	1,950.00
EF078571	22545	SUKANYA & VINOD KUMAR COMPOST BIN REBATE	30/05/2014	50.00
EF078572	22664	KRYSTAL HICKMAN SHOW OFF 10 EXHIBITION - ARTWORK	30/05/2014	150.00
EF078573	22665	YVONNE THOMSON SHOW OFF 10 EXHIBITION - ARTWORK	30/05/2014	250.00
EF078574	22687	AARON HAYDEN SHOW OFF 10 EXHIBITION - ARTWORK	30/05/2014	1,700.00
EF078575	23830	VALE SATORI SHOW OFF 10 EXHIBITION - ARTWORK	30/05/2014	280.00
EF078576	24879	BRONWYN ELLIOTT SALE OF ART WORK - SHOW OFF EXHIBITION	30/05/2014	645.00
EF078577	25240	ELWYN PARKER DOG REGISTRATION REFUND	30/05/2014	15.00
EF078578	25536	BEELIAR PRIMARY SCHOOL P & C PURCHASE OF FAIRY FLOSS	30/05/2014	600.00
EF078579	25581	BENENGINEERING TRANSPORT EQUIPMENT PTY LTD MAINTENANCE SERVICES	30/05/2014	3,025.00
EF078580	25709	LIFELINE WA CATERING SERVICES - COFFEE	30/05/2014	227.50
EF078581	25712	JOROMI MONDLANE MAMBA BOXING STUDIO FITNESS CLASSES	30/05/2014	1,800.00
EF078582	25719	NATUREWORKS PACKAGING BIN LINERS	30/05/2014	5,999.00
EF078583	25720	SOUTH WESTERN SYDNEY MEDICARE LOCAL PURCHASE OF MANUALS	30/05/2014	1,046.10
EF078584	25800	OPTUM HEALTH & TECHNOLOGY (AUST) PTY LTD CONSULTANCY SERVICES	30/05/2014	2,200.00
EF078585	25821	PERTH SOUTH COASTAL MEDICARE LOCAL LOCAL GOVERNMENT PRESENTATIONS	30/05/2014	152.90
EF078586	25822	MERCURY SEARCH AND SELECTION PTY LTD EMPLOYEE CHECK	30/05/2014	466.95

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EF078587	25864	JENNIFER MURPHY ENTERTAINMENT SERVICES	30/05/2014	280.00
EF078588	25867	DAMIEN HAFFERNAN COMPOST BIN REBATE	30/05/2014	50.00
EF078589	25872	ALL SORTS PARTY HIRE ENTERTAINMENT SERVICES - PONY HIRE	30/05/2014	700.00
EF078590	25883	AKOLADE WORKFORCE PLANNING	30/05/2014	2,418.90
EF078591	25884	STUART TOMLINSON CONSULTANCY SERVICES	30/05/2014	1,140.00
EF078592	25887	JUANETTA KNAPP PURCHASE OF ARTWORK	30/05/2014	900.00
EF078593	25900	NATALIA DE FREITAS CAT STERILISATION REFUND	30/05/2014	100.00
EF078594	25901	SANDRA HARRIS DOG STERILISATION REFUND	30/05/2014	30.00
EF078595	25904	MEL CROKE RATES REFUND	30/05/2014	1,320.43
EF078596	25905	DAVID LOVE RATES REFUND	30/05/2014	6,186.00
EF078597	25907	Y. JAGADISH & J. KRISHAM RATES REFUND	30/05/2014	549.03
EF078598	25909	MARK CHISHOLM DOG STERILISATION REFUND	30/05/2014	30.00
EF078599	25910	VERONICA HEGARTY DOG STERILISATION REFUND	30/05/2014	55.00
EF078600	25911	KATY PELLICANO DOG REGISTRATION REFUND - OVERCHARGED	30/05/2014	50.00
EF078601	25912	CRAIG DIVAL DOG STERILISATION REFUND	30/05/2014	20.00
EF078602	25913	PAUL ZANKI DOG STERILISATION REFUND	30/05/2014	30.00
EF078603	25914	BERNADETTE WRIGHT DOG STERILISATION REFUND	30/05/2014	57.00
EF078604	25916	LYNDSAY GEROVICH DOG STERILISATION REFUND	30/05/2014	57.00
EF078605	25917	ANDREW GEDDES DOG STERILISATION REFUND	30/05/2014	30.00
EF078606	25918	PATRICIA DANIELS DOG STERILISATION REFUND	30/05/2014	30.00
EF078607	25919	NATASHA COYLE DOG STERILISATION REFUND	30/05/2014	57.00
EF078608	25920	PAMELA COLE DOG STERILISATION REFUND	30/05/2014	15.00
EF078609	25921	SUSAN CONGIUSTA DOG STERILISATION REFUND	30/05/2014	30.00
EF078610	25922	ANDREI CABASA DOG STERILISATION REFUND	30/05/2014	57.00
EF078611	25923	MATTHEW SCHUMACHER COUNCIL CROSSOVER CONTRIBUTION	30/05/2014	300.00
EF078612	25924	CHRISTINA SANGINITI COUNCIL CROSSOVER CONTRIBUTION	30/05/2014	300.00
EF078613	25925	MICHAEL MCDONALD COUNCIL CROSSOVER CONTRIBUTION	30/05/2014	300.00
EF078614	25926	ASHISH LAKHANI & SAPNATANNA COUNCIL CROSSOVER CONTRIBUTION	30/05/2014	300.00

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF078615	25927	SUHENDRA MUSA COUNCIL CROSSOVER CONTRIBUTION	30/05/2014	600.00
EF078616	25928	GIUSEPPE LANZA CARICCIO COUNCIL CROSSOVER CONTRIBUTION	30/05/2014	300.00
EF078617	25929	ANDREW Warburton COUNCIL CROSSOVER CONTRIBUTION	30/05/2014	300.00
EF078618	25930	HAYLIE BRYANT COUNCIL CROSSOVER CONTRIBUTION	30/05/2014	300.00
EF078619	25931	TAKIS SINTRIKOS COUNCIL CROSSOVER CONTRIBUTION	30/05/2014	300.00
EF078620	25932	KYM CAPLE & ADAM CULLEN COUNCIL CROSSOVER CONTRIBUTION	30/05/2014	300.00
EF078621	25933	HIOKO RANSON COUNCIL CROSSOVER CONTRIBUTION	30/05/2014	300.00
EF078622	25934	AARON LEWIS COUNCIL CROSSOVER CONTRIBUTION	30/05/2014	300.00
EF078623	25935	DIANNA WILLIAMS COUNCIL CROSSOVER CONTRIBUTION	30/05/2014	300.00
EF078624	25936	CHRISTINE & KENT PITMAN COUNCIL CROSSOVER CONTRIBUTION	30/05/2014	300.00
EF078625	25937	JADE FERULLO COUNCIL CROSSOVER CONTRIBUTION	30/05/2014	300.00
EF078626	25938	EDMUND CHENG CHING HOON COUNCIL CROSSOVER CONTRIBUTION	30/05/2014	300.00
EF078627	25939	V U TRANG RATES REFUND	30/05/2014	503.81
EF078628	25942	BROOKE BOBRIDGE & ANGUS COLE COMPOST BIN REFUND	30/05/2014	50.00
EF078629	25943	SING HOCK LIM COMPOST BIN REBATE	30/05/2014	50.00
EF078630	25951	RICHARD BELL SHOW OFF 10 EXHIBITION - ARTWORK	30/05/2014	1,080.00
EF078631	25953	KAREN WRIGHT SHOW OFF 10 EXHIBITION - ARTWORK	30/05/2014	280.00
EF078632	25954	MARCIA HADLOW SHOW OFF 10 EXHIBITION - ARTWORK	30/05/2014	160.00
025943	13932	ARMAGUARD BANKING SERVICES	7/05/2014	3,056.30
025944	99999	AVA IRANI HALL BOND REFUND	9/05/2014	150.00
025945	99999	GEMMILL HOMES PTY LTD BUILDING PERMIT REFUND	9/05/2014	1,110.95
025946	99999	DALE ALCOCK HOMES PTY LTD BUILDING APPLICATION REFUND	9/05/2014	391.20
025947	99999	DALE ALCOCK HOMES PTY LTD BUILDING APPLICATION REFUND	9/05/2014	5.00
025948	99999	DALE ALCOCK HOMES PTY LTD BUILDING APPLICATION REFUND	9/05/2014	836.41
025949	99999	GREAT AUSSIE PATIOS BUILDING SERVICES LEVY REFUND	9/05/2014	35.50
025950	99999	GREAT AUSSIE PATIOS BUILDING SERVICES LEVY REFUND	9/05/2014	5.00
025951	99999	LAUREN AGLAND PLANNING APPLICATION REFUND	9/05/2014	4,280.00
025952	99999	BEAUCHAMP NOMINEES PTY LTD BOND REFUND - FRANKLAND AVE STAGE 1A/1B	9/05/2014	5,385.22

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account /Payee	Date	Value
025953	99999	REDINK HOMES PTY LTD PLANNING APPLICATION REFUND - 73A NEWTON ST	9/05/2014	618.86
025954	99999	WEBB & BROWN-NEAVES PTY LTD PLANNING APPLICATION REFUND - 20 O'CONNOR CLOSE	9/05/2014	2,044.62
025955	99999	STEVEN T WALSH PLANNING APPLICATION REFUND - 290 WATTLEUP RD	9/05/2014	147.00
025956	99999	SILVER DOLLAR ASSET PTY LTD BOND REFUND - LOT 37 TINDAL AVE	9/05/2014	8,419.00
025957	99999	SILVER DOLLAR ASSET PTY LTD BOND REFUND - LOT 37 TINDAL AVE STAGE B	9/05/2014	9,148.00
025958	99999	GOLD ESTATES HOLDINGS PTY LTD BOND REFUND - EDEN GREEN STAGE 3	9/05/2014	4,211.00
025959	99999	GOLD ESTATES HOLDINGS PTY LTD BOND REFUND - THOMPSONS LAKE STAGE 9C	9/05/2014	5,474.00
025960	99999	GOLD ESTATES HOLDINGS PTY LTD BOND REFUND - EDEN GREEN STAGE 5	9/05/2014	8,776.63
025961	99999	COBURG NOMINEES PTY LTD BOND REFUND - LAKE COOGEE STAGE 3	9/05/2014	19,629.30
025962	99999	LANDCORP BOND REFUND - HARVEST LAKES STAGE 11A	9/05/2014	7,055.78
025963	99999	GOLD ESTATES HOLDINGS PTY LTD BOND REFUND - EDEN GREEN STAGE 5	9/05/2014	8,951.00
025964	99999	JAURDI J TOOMEY PLANNING APPLICATION REFUND - 10/78 COOLBELLUP AVE	9/05/2014	295.00
025965	99999	LARA MARMION PLANNING APPLICATION REFUND - 18L CLARENCE BEACH RD	9/05/2014	147.00
025966	99999	GREAT AUSSIE PATIOS PLANNING APPLICATION REFUND - 62 KESIYA TURN	9/05/2014	147.00
025967	99999	BRETT NEWBOULT PLANNING APPLICATION REFUND - 19 GULLY WAY	9/05/2014	147.00
025968	99999	NAVIN I KIRPALANI PLANNING APPLICATION REFUND - 11 ARISTATA PDE	9/05/2014	222.00
025969	99999	NATALIA FIDYKA HALL BOND REFUND - COOLBELLUP	9/05/2014	150.00
025970	99999	STEPHEN RENTON HALL BOND REFUND - BIBRA LAKE	9/05/2014	150.00
025971	99999	GOLD ESTATES HOLDINGS PTY LTD BOND REFUND - LOTS 451 & 452 FRANKLAND AVE	9/05/2014	37,775.83
025972	99999	KINDY DANCE TIME HALL BOND REFUND - COOGEE	9/05/2014	150.00
025973	99999	TIARA ADLY HALL BOND REFUND - BIBRA LAKE	9/05/2014	12.50
025974	99999	GOLD ESTATES HOLDINGS PTY LTD BOND REFUND - LOT 387 LA GRANGE ST	9/05/2014	963.00
025975	99999	GOLD ESTATES HOLDINGS PTY LTD BOND REFUND - LOT 443 & 444 STAGE 7	9/05/2014	1,179.25
025976	99999	GOLD ESTATES HOLDINGS PTY LTD BOND REFUND - EDEN GREEN STAGE 1 DV	9/05/2014	7,092.23
025977	99999	GOLD ESTATES HOLDINGS PTY LTD BOND REFUND - EDEN GREEN STAGE 1	9/05/2014	14,401.70
025978	99999	KALMAR FACTORY DIRECT BUILDING PERMIT REFUND	9/05/2014	35.50
025979	99999	KALMAR FACTORY DIRECT BUILDING PERMIT REFUND	9/05/2014	5.00
025980	99999	KALMAR FACTORY DIRECT BUILDING PERMIT REFUND	9/05/2014	90.00

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
025981	99999	UNITED VOICE HALL BON REFUND - BEELIAR	9/05/2014	653.00
025982	99999	COLIN P JACKSON ANIMAL REGISTRATION REFUND - DUPLICATE PAYMENT	9/05/2014	40.00
025983	13932	ARMAGUARD BANKING SERVICES	15/05/2014	3,390.40
025984	10589	FINES ENFORCEMENT REGISTRY FINES ENFORCEMENT FEES	19/05/2014	3,956.00
025985	13932	ARMAGUARD BANKING SERVICES	22/05/2014	4,342.05
025986	13932	ARMAGUARD BANKING SERVICES	29/05/2014	2,750.05
025987	10589	FINES ENFORCEMENT REGISTRY FINES ENFORCEMENT FEES	28/05/2014	1,548.00
025988	22381	FRANCES BUCAT CITIZEN OF THE YEAR AWARD WINNER	28/05/2014	200.00
025989	24322	THOMAS GARBIN CITIZEN OF THE YEAR AWARD WINNER	28/05/2014	50.00
025990	99999	VANESSA HAWTHORN PLANNING APPLICATION REFUND - 12/221 CLONTARF RD	28/05/2014	73.00
025991	10747	IINET LIMITED INTERNET SERVICES	30/05/2014	412.09
025992	11760	WATER CORPORATION SEWER EASEMENT	30/05/2014	75,040.89
025993	14665	ANG, SANNY ENTERTAINMENT SERVICES - ORIGAMI	30/05/2014	264.00
025994	17343	RAC BUSINESSWISE MEMBERSHIP SUBSCRIPTION	30/05/2014	46.00
025995	23698	BIKE FORCE SUCCESS BIKES - BIKE ACCESSORIES	30/05/2014	1,264.85
025996	25586	ENVIROVAP HIRE OF LEACHATE UNITS	30/05/2014	27,335.00
025997	25644	DYMOCKS GARDEN CITY PURCHASE OF BOOKS	30/05/2014	1,543.00
025998	25801	SAMOA CULTURAL GROUP ENTERTAINMENT SERVICES	30/05/2014	500.00
025999	15476	DEPARTMENT OF HOUSING RATES REFUND	30/05/2014	4,711.02
026000	25902	HELEN VAN DER WIELEN & KYLE J FLUGGE RATES REFUND	30/05/2014	802.27
026001	25903	MARIE B. MANN RATES REFUND	30/05/2014	168.79
026002	25906	HM WALKDEN RATES REFUND	30/05/2014	306.31
026003	10047	ALINTA ENERGY GAS SUPPLIES	30/05/2014	807.41
026004	11758	WATER CORP WATER USAGE SUPPLIES ADD RETENTION HELD NIL LESS PRIOR PERIOD CANCELLED CHEQUES/EFTS NIL TOTAL	30/05/2014	26,128.23
				10,833,861.57

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
		TOTAL AS PER AP SOURCE 14GLACT9991000		10,833,861.57
		TOTAL AS PER TR SOURCE 14GLACT9991000		10,833,861.57
		ADDITIONAL DIRECT PAYMENTS		
		BANK FEES		
		MERCHANT FEES COC		1,482.13
		MERCHANT FEES SLLC		1,531.11
		MERCHANT FEES VARIOUS OUT CENTRES		157.57
		NATIONAL BPAY CHARGE		1,216.44
		RTGS/ACLR FEE		5.00
		NAB TRANSACT FEE		851.65
				5,243.90
		FAMILY DAY CARE AND IN HOME CARE PAYMENTS		
		FDC PAYMENTS		46,840.57
		IHC PAYMENTS		106,652.37
				153,492.94
		PAYROLL TRANSACTIONS		
		COC 02/05/14 CITY OF COCKBURN 042958		8,617.58
		COC 06/05/14 CITY OF COCKBURN 042958		882,447.46
		COC 06/05/14 CITY OF COCKBURN 042958		2,427.64
		COC 08/05/14 CITY OF COCKBURN 042958		22,685.33
		COC 09/05/14 CITY OF COCKBURN 042958		5,072.34
		COC 09/05/14 CITY OF COCKBURN 042958		775.84
		COC 12/05/14 CITY OF COCKBURN 042958		527.46
		COC 13/05/14 CITY OF COCKBURN 042958		144,485.48
		COC 14/05/14 CITY OF COCKBURN 042958		2,086.70
		COC 16/05/14 CITY OF COCKBURN 042958		3,913.12
		COC 20/05/14 CITY OF COCKBURN 042958		962,255.31
		COC 22/04/14 CITY OF COCKBURN 042958		839.86
		COC 22/05/14 CITY OF COCKBURN 042958		763.04
				2,036,897.16
		CREDIT CARD PAYMENTS		
		CBA CREDIT CARD PAYMENT		40,723.54
				40,723.54
		TOTAL PAYMENTS FOR MAY		13,070,219.11

PAYMENT SUMMARY

CHEQUE PAYMENTS

025943 - 026004

CANCELLED PAYMENTS

Nil.

ELECTRONIC FUNDS TRANSFER PAYMENT

EF077943 – EF078632

STATEMENT OF FINANCIAL ACTIVITY

for the period ended 31 May 2014

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget		Revised Budget	Adopted Budget
	\$	\$	%	\$		\$	\$
Operating Revenue							
Governance	67,511,251	65,316,554	3%	2,194,698 ✓		66,324,953	67,587,336
Financial Services	877,431	866,171	1%	11,260		908,954	684,954
Information Services	730	3,401	-79%	(2,671)		3,706	3,706
Human Resource Management	296,882	122,640	142%	174,242 ✓		133,789	133,789
Library Services	45,612	45,328	1%	284		49,532	49,532
Community Services	6,860,230	6,754,067	2%	106,162 ✓		7,067,161	6,898,253
Human Services	6,077,958	6,209,649	-2%	(131,690) ✗		6,550,099	6,414,360
Corporate Communications	17,534	32,736	-46%	(15,202)		32,736	12,736
Development Services	3,473,538	3,312,844	5%	160,694 ✓		3,522,880	3,310,270
Planning Services	1,266,859	1,302,462	-3%	(35,603)		1,329,514	1,279,514
Waste Services	29,082,865	30,271,843	-4%	(1,188,978) ✗		31,710,988	36,102,121
Parks & Environmental Services	94,639	12,684	646%	81,956		27,963	6,963
Engineering Services	360,945	193,565	86%	167,380 ✓		208,988	208,988
Infrastructure Services	40,905	7,585	439%	33,320		158,304	8,304
	116,007,379	114,451,527	1%	1,555,852		118,029,566	122,700,826
Less: Restricted Grants & Contributions b/fwd	-	-	0%	-		-	-
Total Operating Revenue	116,007,379	114,451,527	1%	1,555,852		118,029,566	122,700,826
Operating Expenditure							
Governance	(3,535,051)	(4,113,953)	-14%	578,902 ✓		(4,831,221)	(4,942,112)
Financial Services	(4,963,085)	(5,122,470)	-3%	159,385 ✓		(5,810,194)	(5,287,789)
Information Services	(3,767,042)	(4,137,340)	-9%	370,298 ✓		(4,538,217)	(4,126,942)
Human Resource Management	(1,993,612)	(2,068,394)	-4%	74,782		(2,253,541)	(2,221,344)
Library Services	(2,393,459)	(2,568,564)	-7%	175,104 ✓		(2,794,948)	(2,778,074)
Community Services	(7,695,752)	(8,516,186)	-10%	820,434 ✓		(9,562,099)	(9,087,564)
Human Services	(6,714,822)	(7,421,941)	-10%	707,119 ✓		(8,126,585)	(7,582,097)
Corporate Communications	(2,258,014)	(2,327,318)	-3%	69,303		(2,642,893)	(2,592,517)
Development Services	(4,057,825)	(4,404,586)	-8%	346,761 ✓		(4,843,718)	(4,681,677)
Planning Services	(1,982,939)	(1,621,780)	22%	(361,158) ✗		(1,758,929)	(1,454,445)
Waste Services	(15,751,462)	(16,047,745)	-2%	296,283 ✓		(17,834,246)	(19,937,008)
Parks & Environmental Services	(9,752,362)	(9,851,807)	-1%	99,444		(10,733,912)	(10,482,547)
Engineering Services	(6,502,677)	(6,943,737)	-6%	441,061 ✓		(7,578,222)	(7,578,222)
Infrastructure Services	(7,304,442)	(7,245,181)	1%	(59,261)		(7,898,357)	(7,681,404)
	(78,672,545)	(82,391,002)	-5%	3,718,457		(91,207,080)	(90,433,743)

OCM 10/7/2014 - Item 15.2

STATEMENT OF FINANCIAL ACTIVITY

for the period ended 31 May 2014

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
	\$	\$	%	\$	\$	\$
Less: Net Internal Recharging	2,700,505	2,832,687	-5%	(132,182) X	3,090,592	3,085,871
Add: Reverse Impairment Charge - Investments	-	-	0%	-	-	-
Add: Depreciation on Non-Current Assets						
Computer & Electronic Equip	(144,929)	(128,568)	13%	(16,361)	(140,256)	(140,256)
Furniture & Equipment	(150,911)	(150,029)	1%	(882)	(163,668)	(163,668)
Plant & Machinery	(2,729,907)	(2,967,030)	-8%	237,123 ✓	(3,236,760)	(3,236,760)
Buildings	(3,013,002)	(3,554,479)	-15%	541,477 ✓	(3,943,239)	(3,943,239)
Roads	(8,275,962)	(8,510,326)	-3%	234,364 ✓	(9,283,992)	(9,283,992)
Drainage	(2,001,760)	(2,065,481)	-3%	63,721	(2,253,252)	(2,253,252)
Footpaths	(1,015,132)	(1,025,321)	-1%	10,189	(1,118,532)	(1,118,532)
Parks Equipment	(2,816,714)	(1,894,519)	49%	(922,195) X	(2,066,748)	(2,066,748)
	(20,148,317)	(20,295,753)	-1%	147,436	(22,206,447)	(22,206,447)
Total Operating Expenditure	(96,120,357)	(99,854,068)	-4%	3,733,711	(110,322,936)	(109,554,318)
Change in Net Assets Resulting from Operations	19,887,023	14,597,459	36%	5,289,563	7,706,631	13,146,507
Non-Operating Activities						
Profit/(Loss) on Assets Disposal						
Plant & Machinery	249,891	(424,766)	-159%	674,657 ✓	(416,641)	(627,141)
Freehold Land	1,204,734	1,445,600	-17%	(240,866) X	5,146,427	2,783,700
Furniture & Office Equipment	(6,165)	-	0%	(6,165)	-	-
Buildings	-	-	0%	-	-	-
	1,448,461	1,020,834	42%	427,627	4,729,786	2,156,559
Less: Movement in Joint Venture	-	-			-	-
Less: Underground Power Infrastructure Contribution	(36,586)	(595,000)	-94%	558,414	(595,000)	(1,040,000)
Asset Acquisitions						
Land and Buildings	(22,716,428)	(30,074,559)	-24%	7,358,131 ✓	(36,212,591)	(25,506,000)
Infrastructure Assets	(10,440,174)	(18,301,197)	-43%	7,861,024 ✓	(26,864,889)	(17,598,224)
Plant and Machinery	(2,115,664)	(4,252,200)	-50%	2,136,536 ✓	(4,360,413)	(3,899,500)
Furniture and Equipment	(80,839)	(114,242)	-29%	33,403	(137,800)	(139,000)
Computer Equipment	(621,711)	(1,282,063)	-52%	660,352 ✓	(1,518,915)	(540,000)
Note 1.	(35,974,815)	(54,024,262)	-33%	18,049,446	(69,094,609)	(47,682,724)
Add: Transfer to Reserves	(21,505,352)	(22,786,304)	-6%	1,280,951 ✓	(45,734,012)	(33,226,292)
	(36,181,271)	(61,787,272)	-41%	25,606,001	(102,987,205)	(66,645,950)

STATEMENT OF FINANCIAL ACTIVITY

for the period ended 31 May 2014

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
	\$	\$	%	\$	\$	\$
Add Funding from						
Grants & Contributions - Asset Development	11,212,548	5,997,834	87%	5,214,714 ✓	8,711,513	5,629,495
Less: held in restricted funds from prior years	-	-	0%	-	-	-
Proceeds on Sale of Assets	4,232,216	3,734,875	13%	497,341 ✓	8,580,727	6,007,500
Reserves	32,699,859	41,943,938	-22%	(9,244,080) ✗	52,847,513	36,284,216
Loan Funds Raised	-	-	0%	-	-	-
Contributed Developer Assets	-	-	0%	-	-	-
	11,963,352	(10,110,625)	-218%	22,073,976	(32,847,452)	(18,724,739)
Less: Transfer from Reserves - Impaired Investments	-	-	0%	-	-	-
Non-Cash/Non-Current Item Adjustments						
Depreciation on Assets	20,148,317	20,295,753	-1%	(147,436) ✗	22,206,447	22,206,447
Profit/(Loss) on Assets Disposal	(1,448,461)	(1,020,834)	42%	(427,627) ✗	(4,729,786)	(2,156,559)
Loan Repayments	(656,657)	(662,574)	-1%	5,917	(1,325,149)	(1,325,149)
Joint Venture Investment	-	-	0%	-	-	-
Non-Current Accrued Debtors	-	-	0%	-	-	-
Non-Current Leave Provisions	18,293	-	0%	18,293	-	-
Net Change in Restricted/Committed Cash	6,281,369	6,281,369	0%	-	6,281,369	-
Deferred Pensioners Adjustment	-	-	0%	-	-	-
	36,306,213	14,783,089	146%	21,523,124	(10,414,571)	0
Opening Funds	11,247,256	11,247,256	0%	(0)	11,247,256	-
Closing Funds	47,553,469	26,030,346	83%	21,523,123	832,686	-
	-	-		-	-	-

Note 2, 3.

Notes to Statement of Financial Activity

Note 1.

Additional information on the capital works program including committed orders at end of month:

Assets Classification	Actuals	Commitments at Month End	Commitments & Actuals YTD	YTD Revised Budget	Full Year Revised Budget	Uncommitted at Month End
	\$	\$			\$	\$
Land and Buildings	(22,716,428)	(7,614,736)	(30,331,164)	(30,074,559)	(36,212,591)	5,881,428
Infrastructure Assets	(10,440,174)	(2,400,489)	(12,840,662)	(18,301,197)	(26,864,889)	14,024,227
Plant and Machinery	(2,115,664)	(1,609,145)	(3,724,808)	(4,252,200)	(4,360,413)	635,605
Furniture and Equipment	(80,839)	(2,745)	(83,584)	(114,242)	(137,800)	54,216
Computer Equipment	(621,711)	(300,767)	(922,478)	(1,282,063)	(1,518,915)	596,437
	(35,974,815)	(11,927,882)	(47,902,697)	(54,024,262)	(69,094,609)	21,191,912

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	112,698,105	80,689,081	68,776,146	65,409,779
Rates Outstanding	1,049,509	943,842	-	-
Rubbish Charges Outstanding	324,400	97,721	-	-
Sundry Debtors	2,325,559	449,937	-	-
GST Receivable	1,556,297	-	-	-
Prepayments	413,341	-	-	-
Accrued Debtors	323,136	-	-	-
Stock on Hand	18,076	-	-	-
	118,708,424	82,180,582	68,776,146	65,409,779
Current Liabilities				
Creditors	(3,664,013)	(250,911)	-	-
Income Received in Advance	52,856	-	-	-
GST Payable	(278,086)	-	-	-
Withholding Tax Payable	-	-	-	-
Provision for Annual Leave	(2,569,560)	-	-	-
Provision for Long Service Leave	(2,037,437)	-	-	-
	(8,496,240)	(250,911)	-	-
Net Current Assets	110,212,183	81,929,672	68,776,146	65,409,779
Add: Non Current Investments	4,339,066	-	-	-
	114,551,249	81,929,672	68,776,146	65,409,779
Less: Restricted/Committed Assets				
Cash Backed Reserves #	(64,194,955)	(55,899,326)	(67,943,460)	(62,309,778)
Deposits & Bonds Liability *	(2,802,825)	-	-	-
Grants & Contributions Unspent *	-	-	-	(3,100,000)
	47,553,469	26,030,346	832,686	0
Closing Funds (as per Financial Activity Statement)	47,553,469	26,030,346	832,686	0

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)				0
	590 to							
GL	595	Adjust SLLC salaries including fixing error in salary level		Operating Expenditure		75,762		75,762
GL	241	Extra income from activity for the first six months		Operating Income		649		76,411
	161, 162,							
GL	175	Balancing FESA budget according to its funding		Operating Expenditure		2,568		78,979
			OCM July13					
OP	628	Adjusting Summer of Fun events according to OCM	17.3	Operating Expenditure			5,175	73,804
OP	9170	Correcting funding for Offset Surf Life Saving Club		Operating Income		23,000		96,804
CW	2075	Adding owners contribution to Crossover Construction project		Operating Income		30,000		126,804
OP	6818	New commercial lease at Orsino Boulevard, North Coogee		Operating Income		5,000		131,804
GL	105	Extra Financial Assistance Grant received		Operating Income		167,547		299,351
GL	165	New income from Cats Legislation		Operating Income		10,000		309,351
		Adjusting carry forward budget by increasing Council admin charge and						
GL	202	workers compensation insurance		Operating Expenditure		6,841		316,192
GL	323	Increase in hire income - Youth Axis Room		Operating Income		2,250		318,442
OP	9470	Grant for Regional Concert		Operating Income		20,000		338,442
				Operating Expenditure &				
Various		Mid-year budget review	OCM 13 Feb 14	Income		165,114		503,556
GL	105	Signage correction for mid-year budget review adjustment		Operating Income		329,130		832,686
				Closing Funds Surplus (Deficit)	0	837,861	5,175	832,686

Statement of Comprehensive Income *by Nature and Type*

	Actual	Amended YTD Budget	\$ Variance to YTD Budget	Forecast	Amended Budget	Adopted Budget
	\$	\$	\$	\$	\$	\$
OPERATING REVENUE						
01 Rates	58,805,070	58,038,413	766,658	58,918,471	58,151,814	58,151,814
05 Fees and Charges	38,851,584	40,209,663	(1,358,080)	40,932,974	42,291,054	46,273,232
10 Grants and Subsidies	7,595,575	6,944,141	651,434	8,473,223	7,821,788	9,046,274
15 Contributions, Donations and Reimbursements	1,140,534	770,985	369,549	1,180,168	810,619	474,614
20 Interest Earnings	5,771,923	4,784,206	987,716	6,232,542	5,244,826	5,044,826
25 Other revenue and Income	17,880	8,669	9,211	18,677	9,466	10,066
Total Operating Revenue	112,182,565	110,756,077	1,426,488	115,756,054	114,329,566	119,000,826
OPERATING EXPENDITURE						
50 Employee Costs - Salaries & Direct Oncosts	(36,285,217)	(37,194,758)	909,542	(39,667,341)	(40,576,882)	(40,783,674)
51 Employee Costs - Indirect Oncosts	(584,536)	(912,767)	328,232	(627,706)	(955,938)	(929,483)
55 Materials and Contracts	(29,715,446)	(31,695,933)	1,980,487	(33,752,935)	(35,733,422)	(33,543,022)
65 Utilities	(3,823,669)	(4,039,337)	215,668	(4,189,111)	(4,404,779)	(4,315,599)
70 Interest Expenses	(91,671)	(91,671)	-	(171,505)	(171,505)	(171,505)
75 Insurances	(2,245,574)	(2,235,067)	(10,507)	(2,245,574)	(2,235,067)	(2,005,067)
80 Other Expenses	(5,926,433)	(6,221,468)	295,035	(6,834,452)	(7,129,487)	(8,685,393)
85 Depreciation on Non Current Assets	(20,148,317)	(20,295,753)	147,436	(22,059,011)	(22,206,447)	(22,206,447)
Add Back: Indirect Costs Allocated to Capital Works	2,700,505	2,832,687	(132,182)	2,958,410	3,090,592	3,085,871
Total Operating Expenditure	(96,120,357)	(99,854,068)	3,733,711	(106,589,224)	(110,322,936)	(109,554,318)
CHANGE IN NET ASSETS RESULTING FROM OPERATING ACTIVITIES	16,062,209	10,902,009	5,160,199	9,166,830	4,006,631	9,446,507
NON-OPERATING ACTIVITIES						
11 Capital Grants & Subsidies	3,122,134	2,557,953	564,181	5,666,009	5,101,828	2,081,658
16 Contributions - Asset Development	8,090,414	3,439,881	4,650,533	8,260,218	3,609,685	3,547,837
95 Profit/(Loss) on Sale of Assets	1,448,461	1,020,834	427,627	5,157,413	4,729,786	2,156,559
57 Acquisition of Crown Land for Roads	-	-	-	-	-	-
58 Underground Power Scheme	(36,586)	(595,000)	558,414	(36,586)	(595,000)	(1,040,000)
Total Non-Operating Activities	12,624,422	6,423,668	6,200,754	19,047,053	12,846,299	6,746,054
NET RESULT	28,686,631	17,325,677	11,360,953	28,213,883	16,852,930	16,192,561

Notes to Statement of Comprehensive Income

Note 1.

Additional information on main sources
of revenue in fees & charges.

	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
<u>Community Services:</u>				
Recreational Services	495,043	474,173	524,136	524,136
South Lake Leisure Centre	2,600,106	2,772,480	2,992,450	2,941,890
Law and Public Safety	527,270	381,119	399,737	361,346
	3,622,420	3,627,772	3,916,323	3,827,372
<u>Waste Services:</u>				
Waste Collection Services	17,185,260	17,189,631	17,240,000	16,807,430
Waste Disposal Services	11,884,065	13,063,977	14,451,995	19,256,811
	29,069,325	30,253,608	31,691,995	36,064,241
	32,691,745	33,881,380	35,608,318	39,891,613

Note 2.

Additional information on Salaries and
Direct On-Costs by each Division.

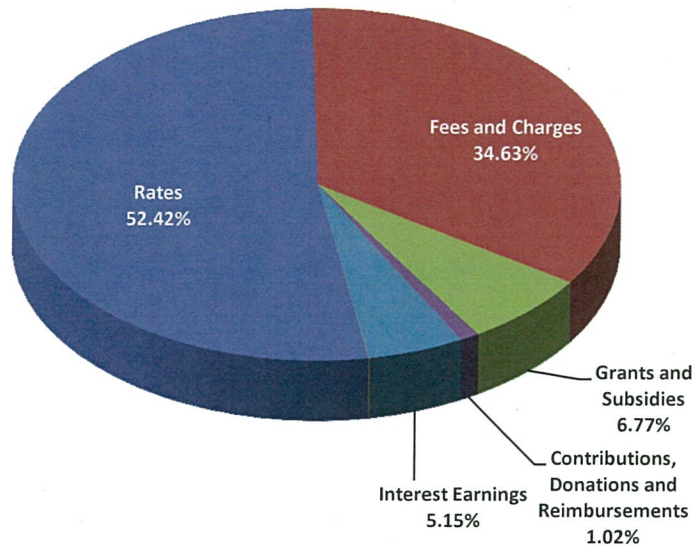
	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
Executive Division	(1,675,128)	(1,824,313)	(1,990,610)	(2,242,610)
Finance & Corporate Services Division	(5,528,553)	(5,693,372)	(6,204,163)	(6,150,515)
Community Services Division	(10,960,062)	(11,299,748)	(12,320,144)	(12,187,347)
Planning & Development Division	(4,271,711)	(4,218,791)	(4,602,322)	(4,743,558)
Engineering & Works Division	(13,849,763)	(14,158,534)	(15,459,644)	(15,459,644)
	(36,285,217)	(37,194,758)	(40,576,882)	(40,783,674)

Note 3

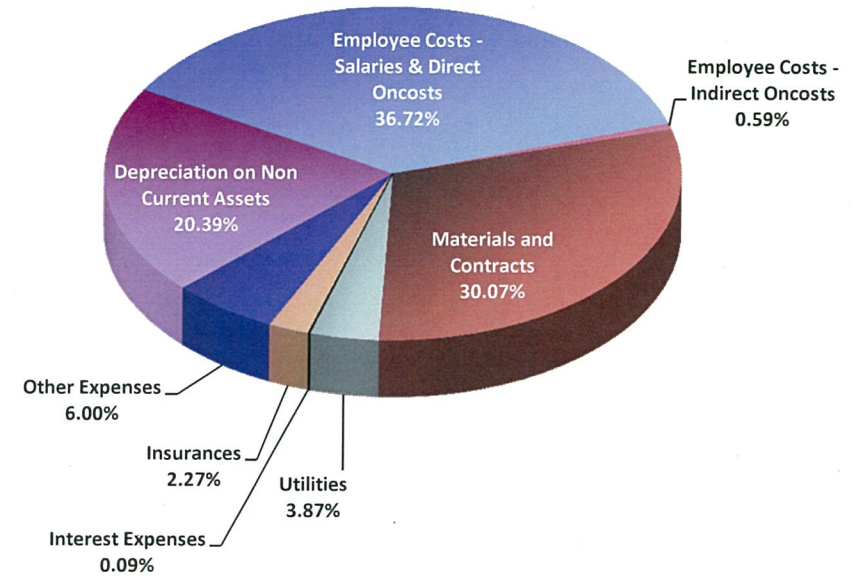
Additional information on Materials and
Contracts by each Division.

	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
Executive Division	(1,331,231)	(1,609,422)	(1,925,625)	(1,839,190)
Finance & Corporate Services Division	(2,363,386)	(3,008,718)	(3,741,486)	(3,089,257)
Community Services Division	(6,458,035)	(7,667,596)	(8,524,710)	(7,652,734)
Planning & Development Division	(1,657,872)	(1,699,690)	(1,889,133)	(1,285,508)
Engineering & Works Division	(17,904,922)	(17,710,508)	(19,652,468)	(19,676,332)
Not Applicable	0	0	0	0
	(29,715,446)	(31,695,933)	(35,733,422)	(33,543,022)

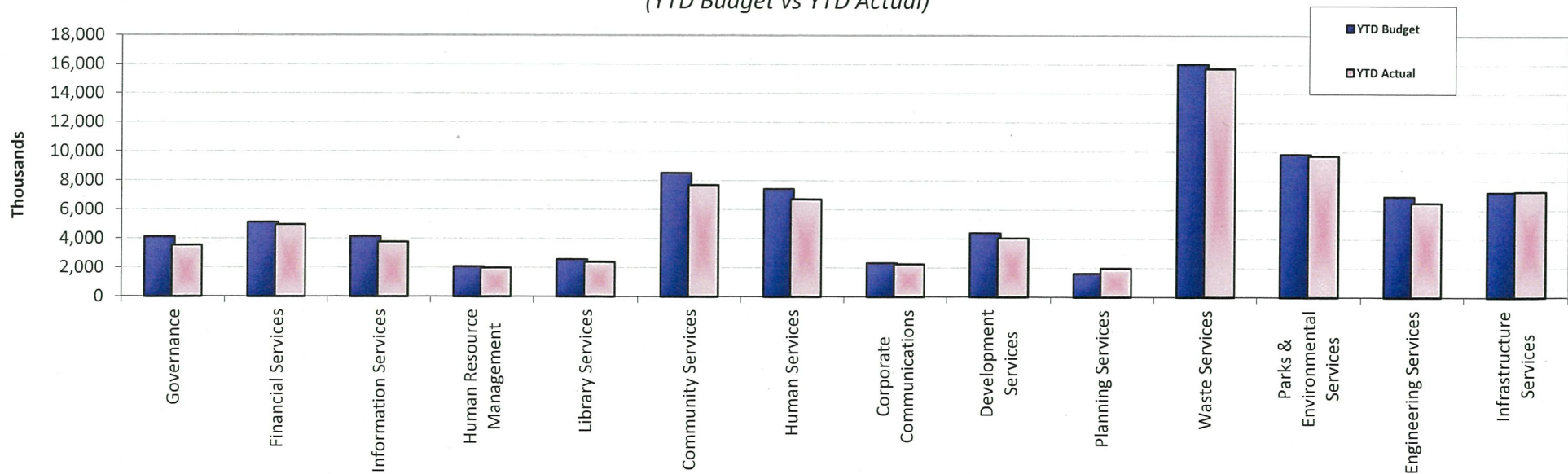
Operating Income by Nature and Type
(YTD Actual)



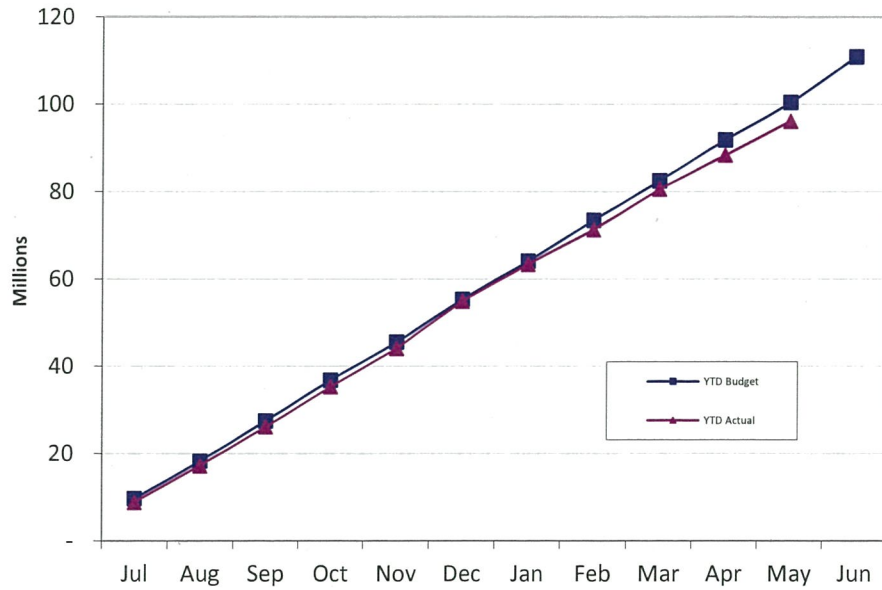
Operating Expenditure by Nature and Type
(YTD Actual)



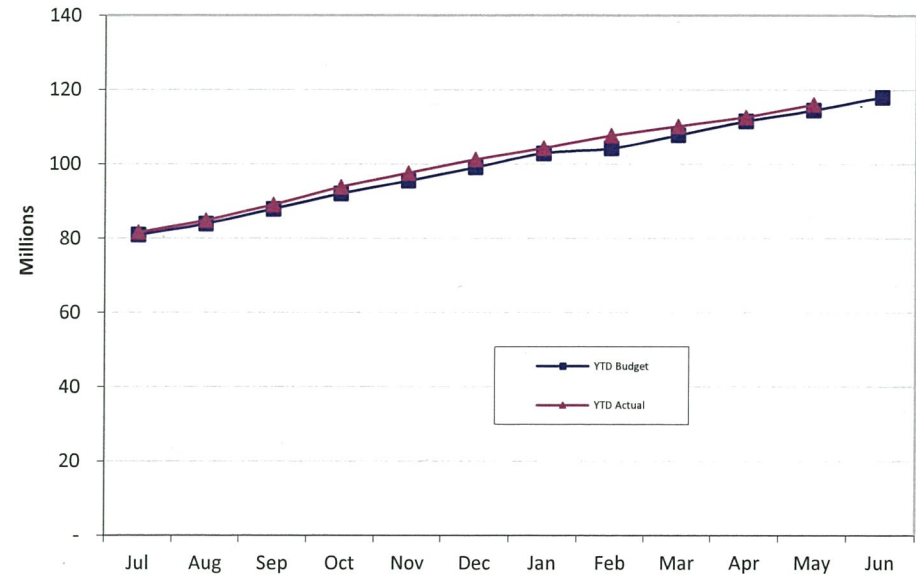
Operating Expenditure by Business Unit
(YTD Budget vs YTD Actual)



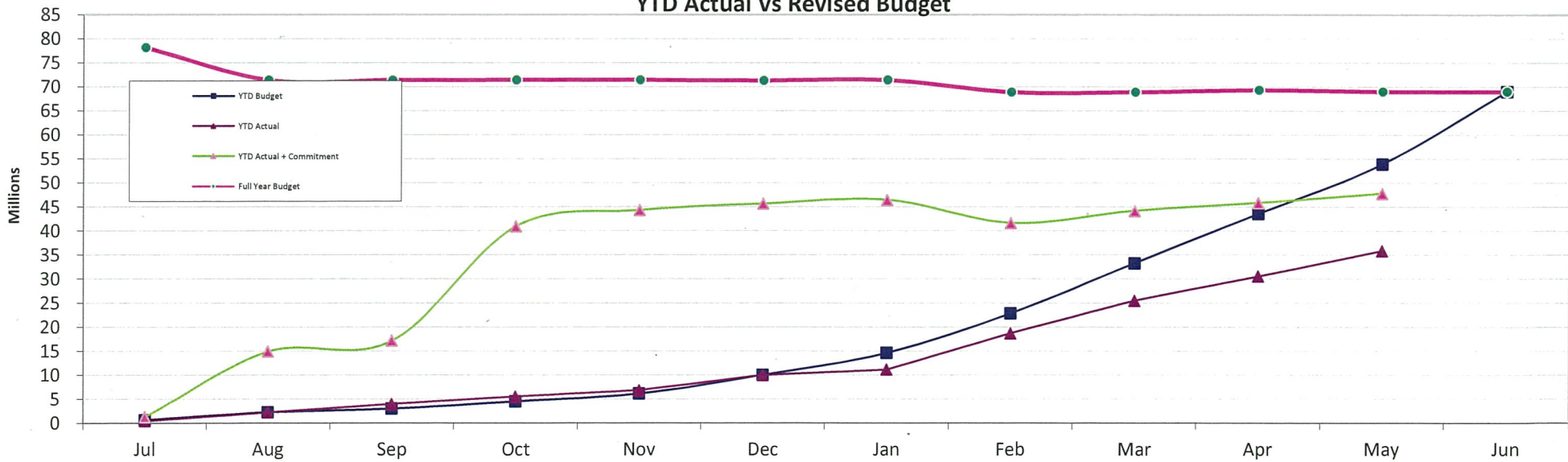
YTD Operating Expenditure Vs YTD Revised Budget



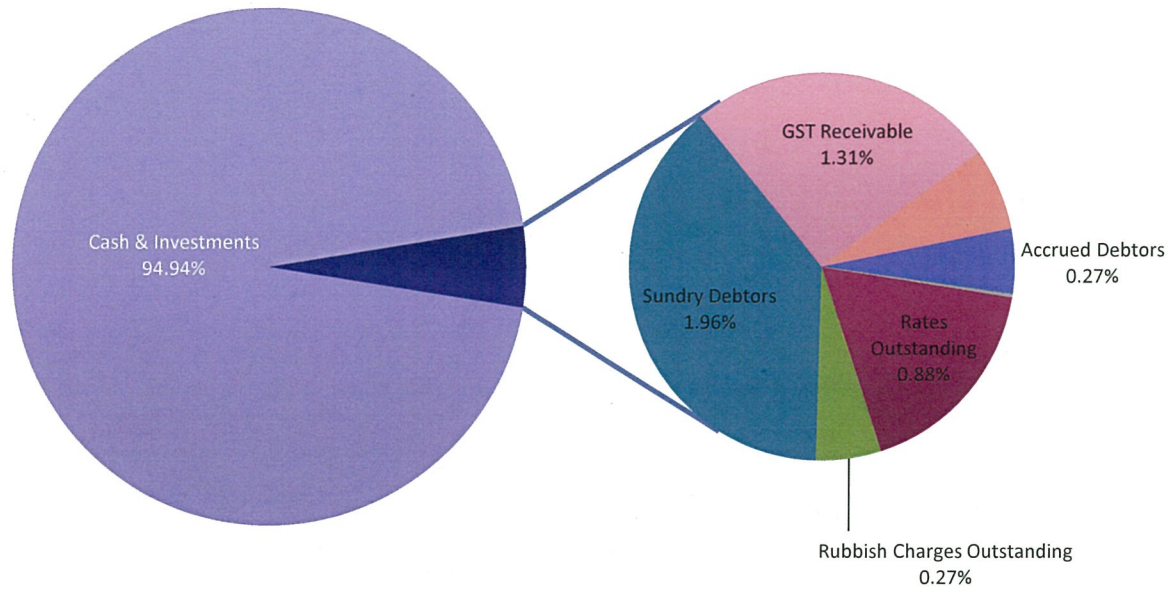
YTD Operating Income Vs YTD Revised Budget



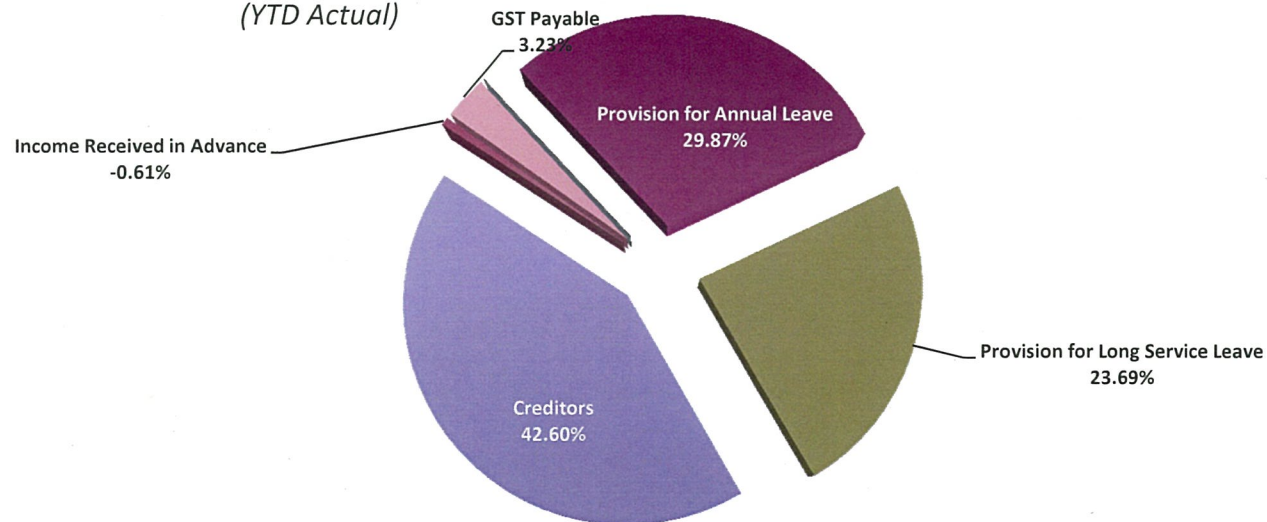
Capital Expenditure YTD Actual Vs Revised Budget



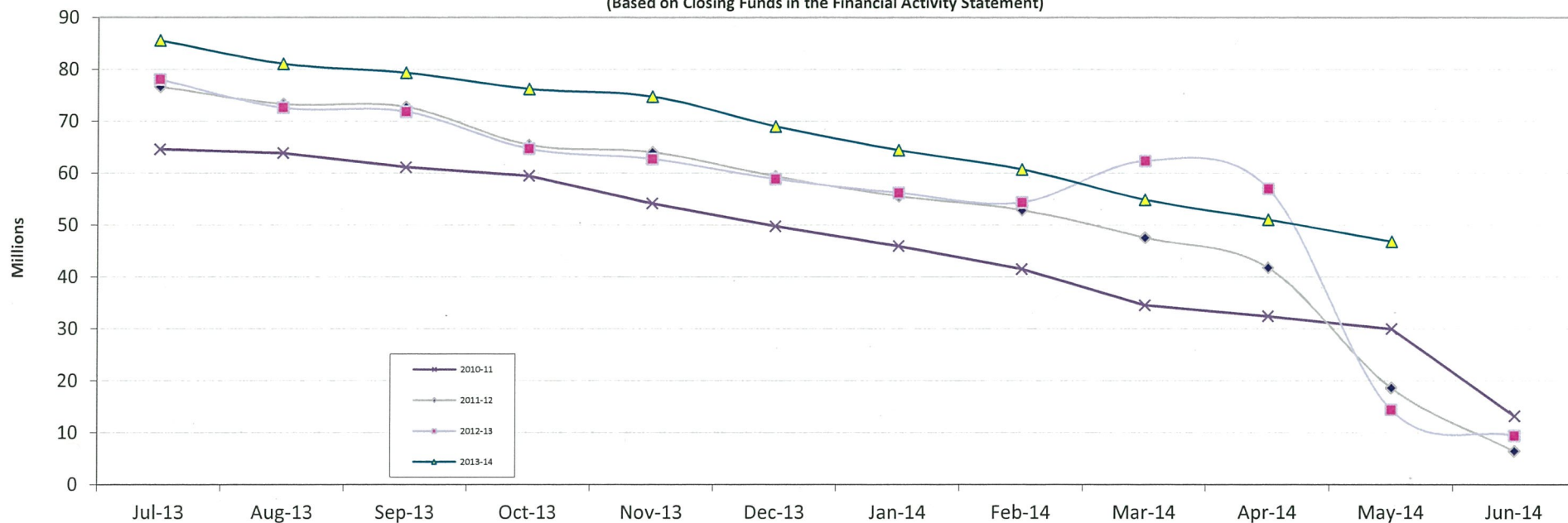
Current Assets (YTD Actual)



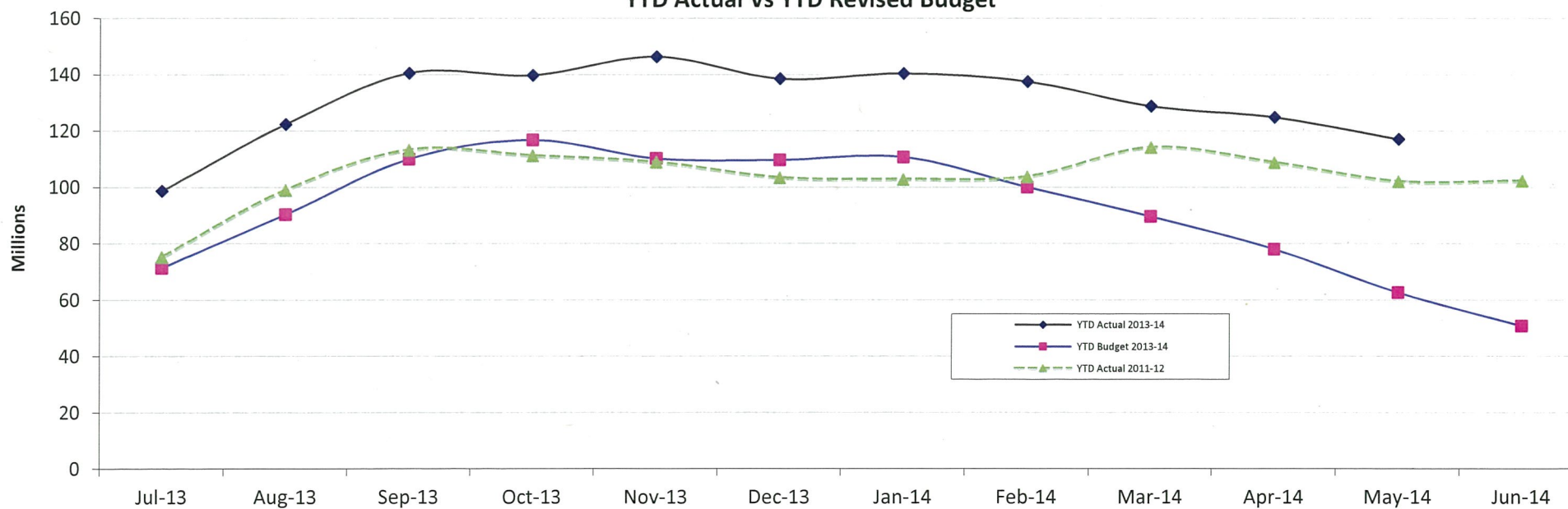
Current Liabilities (YTD Actual)



Municipal Liquidity Over the Year
(Based on Closing Funds in the Financial Activity Statement)



Cash & Investments Positions
YTD Actual Vs YTD Revised Budget



City of Cockburn - Reserve Funds

Financial Statement for Period Ending 31 May 2014

Account Details	Opening Balance		Interest Received		t/f's from Municipal		t/f's to Municipal		Closing Balance	
	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual
Council Funded										
Bibra Lake Management Plan Reserve	1,014,207	1,014,207	-	23,132	-	-	(191,559)	(110,531)	822,648	926,808
Bibra Lake Nutrient Managment	305,625	305,625	10,395	7,134	-	-	-	-	316,020	312,759
Carbon Pollution Reduct Scheme Res CPRS	-	-	-	-	-	-	-	-	-	-
Community Infrastructure	10,890,947	10,890,947	172,410	208,510	8,733,787	-	(11,285,576)	(9,444,706)	8,511,568	1,654,751
Community Surveillance Levy Reserve	498,556	498,556	25,230	11,149	193,294	-	(254,258)	(60,728)	462,822	448,977
Contaminated Sites	1,999,849	1,999,849	43,790	46,328	500,000	-	(200,000)	(31,726)	2,343,639	2,014,451
DCD Redundancies Reserve	2,916	2,916	-	68	-	-	-	-	2,916	2,984
Environmental Offset Reserve	357,376	357,376	-	7,806	-	-	(138,591)	(56,134)	218,785	309,048
Green House Emissions Reductions	579,053	579,053	11,792	13,124	200,000	-	(507,000)	(104,963)	283,845	487,214
Information Technology	428,166	428,166	31,635	8,494	124,671	-	(487,550)	(227,964)	96,922	208,695
Land Development & Investment Fund Reserve	13,933,953	13,933,953	241,058	310,061	7,683,727	3,669,520	(17,506,991)	(9,516,426)	4,351,747	8,397,107
Major Buildings Refurbishment	2,409,325	2,409,325	22,038	56,181	2,998,545	-	(30,043)	(30,043)	5,399,865	2,435,463
Mobile Rubbish Bins	209,552	209,552	20,773	2,940	-	-	(170,000)	(148,425)	60,325	64,067
Municipal Elections	493,285	493,285	11,274	8,473	-	-	(490,000)	(428,032)	14,559	73,726
Naval Base Shacks	596,438	596,438	13,956	13,890	158,854	158,854	(220,228)	(3,944)	549,020	765,238
Plant & Vehicle Replacement	3,731,633	3,731,633	65,118	78,685	3,469,500	-	(2,896,600)	(1,021,190)	4,369,651	2,789,128
Port Coogee Special Maintenance Reserve	809,083	809,083	19,595	19,620	235,000	271,464	(96,907)	(96,907)	966,771	1,003,260
Roads & Drainage Infrastructure	2,087,403	2,087,403	86,338	31,370	1,250,000	-	(2,984,325)	(1,350,869)	439,415	767,903
Staff Payments & Entitlements	2,261,717	2,261,717	133,904	50,128	105,000	-	(186,000)	(150,500)	2,314,621	2,161,345
Waste & Recycling	13,772,203	13,772,203	532,326	317,872	6,737,224	-	(2,963,818)	(886,081)	18,077,935	13,203,994
Waste Collection Levy	132,072	132,072	1,306	3,083	310,732	-	-	-	444,110	135,155
Workers Compensation	399,501	399,501	13,154	9,161	-	-	(30,000)	(30,000)	382,655	378,662
POS Cash in Lieu (Restricted Funds)	4,031,593	4,031,593	112,890	88,929	-	547,000	(436,364)	(436,363)	3,708,119	4,231,158
	60,944,452	60,944,452	1,568,982	1,316,136	32,700,334	4,646,838	(41,075,809)	(24,135,532)	54,137,958	42,771,893
Grant Funded										
Aged & Disabled Vehicle Expenses	424,948	424,948	9,170	9,366	68,496	6,696	(72,000)	(62,047)	430,614	378,963
Cockburn Super Clinic Reserve	4,242,180	4,242,180	121,679	76,219	-	-	(4,703,516)	(2,574,842)	(339,656)	1,743,557
Family Day Care Accumulation Fund	64,233	64,233	2,500	1,499	-	-	(2,800)	-	63,933	65,732
Naval Base Shack Removal Reserve	272,408	272,408	3,624	6,803	54,000	54,000	-	-	330,032	333,212
Restricted Grants & Contributions Reserv	-	-	-	5,777	6,287,369	6,287,369	(3,398,671)	(3,398,671)	2,888,699	2,894,476
UNDERGROUND POWER	1,301,740	1,301,740	-	33,717	1,200,000	1,310,679	(1,967,063)	(1,294,310)	534,677	1,351,825
Welfare Projects Employee Entitlements	452,182	452,182	16,911	9,855	-	388,361	(83,958)	(461,260)	385,135	389,137
	6,757,691	6,757,691	153,884	143,237	7,609,865	8,047,105	(10,228,007)	(7,791,130)	4,293,433	7,156,902
Development Cont. Plans										
Aubin Grove DCA	167,325	167,325	21,604	3,903	-	-	(730)	(306)	188,199	170,923
Community Infrastructure DCA 13	3,361,786	3,361,786	105,715	138,990	2,000,000	5,889,111	(129,496)	-	5,338,005	9,389,887
Gaebler Rd Development Cont. Plans	760,607	760,607	4,944	17,753	-	-	(8,610)	(306)	756,941	778,054
Hammond Park DCA	(9,371)	(9,371)	-	(219)	383,540	-	-	-	374,169	(9,590)
Munster Development	724,330	724,330	8,498	13,445	8,753	176,710	(15,700)	(478,075)	725,881	436,411
Muriel Court Development Contribution	(43,595)	(43,595)	-	(3,335)	206,000	-	(162,472)	(140,262)	(67)	(187,191)
Packham North - DCA 12	(18,720)	(18,720)	-	(1,563)	515,000	-	(75,131)	(68,185)	421,149	(88,468)
Solomon Road DCA	97,272	97,272	-	4,776	257,500	264,547	(15,060)	-	339,712	366,595
Success Lakes Development	1,582,041	1,582,041	-	36,928	-	-	(1,429,357)	(306)	152,684	1,618,664
Success Nth Development Cont. Plans	601,206	601,206	10,661	15,052	10,981	373,563	(10,410)	(306)	612,438	989,516
Thomas St Development Cont. Plans	11,778	11,778	-	275	-	-	-	-	11,778	12,053
Wattleup DCA 10	(4,674)	(4,674)	-	(109)	-	-	(13,010)	-	(17,684)	(4,783)
Yangebup East Development Cont. Plans	188,928	188,928	3,986	4,399	57,150	299,869	(9,010)	(54,598)	241,054	438,598
Yangebup West Development Cont. Plans	268,405	268,405	10,712	8,409	95,903	109,533	(7,210)	(30,855)	367,810	355,492
	7,687,318	7,687,318	166,120	238,706	3,534,827	7,113,332	(1,876,196)	(773,196)	9,512,069	14,266,160
Total Reserves										
	75,389,461	75,389,461	1,888,986	1,698,078	43,845,026	19,807,274	(53,180,013)	(32,699,859)	67,943,460	64,194,955

Variance Analysis					
Municipal Financial Activity Statement for the period ended 31 May 2014					
	YTD Actuals	YTD Revised Budget	Full Year Revised Budget	YTD Variance	√ = Favourable X = Unfavourable
	\$	\$	\$	\$	May-14
OPERATING REVENUE					
Governance	67,511,251	65,316,554	66,324,953	2,194,698	√ GRV Industrial Rates and GRV Commercial Rates received are \$130k and \$592k ahead from ytd budget respectively. Interest earnings from Municipal are \$904k over ytd budget. Income received from Underground Power Service Charges are \$115k over ytd budget. Grant received for Roads and General are \$166k and \$260k over ytd budget respectively.
Human Resource Management	296,882	122,640	133,789	174,242	√ Income received from insurance claim revenue - Workers Compensation is ahead of ytd budget by \$142k.
Community Services	6,860,230	6,754,067	7,067,161	106,162	√ Dog Registration Fees received are over ytd budget by \$162k. However, income received from SLLC are under ytd budget by \$180k.
Human Services	6,077,958	6,209,649	6,550,099	(131,690)	X Income received from In-Home Care Subsidies (Federal) is \$310k over ytd budget. However, Income received from Family Day Care Scheme and grant (Operational Federal) received for Community Aged Care Packages are under ytd budget by \$244k and \$112k respectively.
Development Services	3,473,538	3,312,844	3,522,880	160,694	√ Income received from development application fees are over ytd budget by \$230k. However, income received from building permits are under ytd budget by \$201k.
Waste Services	29,082,865	30,271,843	31,710,988	(1,188,978)	X Landfill fees received and Income received from sale of waste gas resources are \$1m and \$228k under ytd budget respectively.
OPERATING EXPENDITURE					
Governance	3,535,051	4,113,953	4,831,221	578,902	√ Expenses for Governance-Elected Members and Material & Contract expenses for Senior Management Group are under ytd budget by \$111k and \$100k respectively. Contract Salaries for EA agreement provision and contract expenses for Community Consultant have not come in yet, resulting in favourable variance of \$127k in total. Contract Expenses for LG Reform Provision is overspent by \$201k. Contract expenses for Council Functions/receptions operation projects and operating expenses for Executive Support Services are \$229k and \$123k under ytd budget respectively
Financial Services	4,963,085	5,122,470	5,810,194	159,385	√ Operating expenditure for accounting services is under ytd budget by \$106k.
Information Services	3,767,042	4,137,340	4,538,217	370,298	√ Operating expenditure for information technology is under ytd budget by \$142k. Total Expenses for Records and Business Systems Services are under ytd budget by \$127k.
Library Services	2,393,459	2,568,564	2,794,948	175,104	√ Direct employee costs are under ytd budget by \$122k
Community Services	7,695,752	8,516,186	9,562,099	820,434	√ Service & Contract expenses in Cosafe is under ytd budget by \$188k. Fitness Expenses for SLLC is under ytd budget by \$102k. Contract expenses for Administration Recreation Operating Projects are under ytd budget by \$144k. The remaining balance of expenditures are over ytd budget by \$386k.
Human Services	6,714,822	7,421,941	8,126,585	707,119	√ Direct employee costs of Aged Disabled Services are under ytd budget by \$118k. Materials & Contract Expenses of Family Services and Youth Services are under ytd budget by \$237k and \$146k respectively.
Development Services	4,057,825	4,404,586	4,843,718	346,761	√ Contract expenses in contaminated site investigation (council owned sites) have not come in yet, resulting in favourable variance of \$189k.
Planning Services	1,982,939	1,621,780	1,758,929	(361,158)	X This unfavourable variance is mainly from the payment to the landowner for reimbursement of land provided for Beeliar Drive for \$496k.
	15,751,462	16,047,745	17,834,246	296,283	√ Expenses in Landfill levy are under ytd budget by \$327k. Direct employee costs of waste disposal overheads are \$104k under ytd budget. Contact Expense for Waste Disposal Services Operating Project is \$107k over ytd budget.

Variance Analysis						
Municipal Financial Activity Statement for the period ended 31 May 2014						
	YTD Actuals	YTD Revised Budget	Full Year Revised Budget	YTD Variance	√ = Favourable X = Unfavourable	May-14
	\$	\$	\$	\$		
Engineering Services	6,502,677	6,943,737	7,578,222	441,061	√	Power Expenses in Street Lighting Operation are \$256k under ytd budget. Employee Costs - Salaries & Direct Oncosts of Road Construction Overheads are \$117k under ytd budget.
ADDITIONAL FUNDING RECEIVED						
Grants & Contributions - Asset Development	11,212,548	5,997,834	8,711,513	5,214,714	√	Owner Contribution received for DCA1, DCA5, DCA6 and DCA13 are ahead of its ytd budget by \$363K, \$276k, \$186k and \$4m respectively. Owner Contribution for DCA12,DCA9 and DCA11 have not been received resulting unfavourable variance of \$1.1m. Grant for MRD Blackspot program of Beeliar Drive received is \$330k ahead of its ytd budget. Developer Contribution received for New Cockburn Central Aquatic & Recreation Centre are ahead of its ytd budget by \$298k. Regional Road Grant-Projects received are ahead of its ytd budget by \$160k. Contribution received from POS Cash in Lieu of Lot91 Howe Street Beeliar and Lot35 Tindal Ave are ahead of its ytd budget by \$547k. Bike Network Grants for North Lake Road (Discovery to Masefield) have not been received resulting unfavourable variance of \$211k.
Proceeds on Sale of Assets	4,232,216	3,734,875	8,580,727	497,341	√	Subdivision and development of Lot1, 4218 and 4219 Quarimor sold ahead of its budget by \$1.5m. Subdivision of Lot2242 sold ahead of its budget by \$510k. Lot40 Cervantes Loop and Lot23 Russell Road have not been sold, resulting in unfavourable variance of \$675k and \$500k respectively.

Capital Expenditure

for the period ended 31 May 2014

	Actuals	YTD Revised Budget	Full Year Revised Budget	\$ Variance to YTD Budget	√ = Favourable X = Unfavourable	Explanation
\$	\$	\$	\$	\$		
SUMMARY						
Purchase of Land and Buildings	22,716,428	30,074,559	44,042,673	7,358,131	√	
Acquisition & Development of Infrastructure Assets	10,440,174	18,301,197	23,558,540	7,861,024	√	
Purchase of Plant and Machinery	2,115,664	4,252,200	5,543,561	2,136,536	√	
Purchase of Furniture and Equipment	80,839	114,242	11,736	33,403	√	
Purchase of Computer Equipment	621,711	1,282,063	2,974,879	660,352	√	
	35,974,815	54,024,262	76,131,390	18,049,446		
Material Variances Identified:						
<u>Works in Progress - Roads Infrastructure</u>						
2442 - Frankland Avenue construction Single carriaway Roper Bouleva	1,310,960	1,207,029	1,432,000	(103,931)	X	Cash flow issue with regards to YTD budget. Major works completed October 2013, with a minor street lighting project to be complete before financial year.
3523 - WELLARD ST (Quarimor Rd to 260m south of Quarimor Rd	1,559	114,771	132,720	113,212	√	Projected completed last year. Cashflow issue may have carry forward the funds from last into this year.
2436 - Intersection of North Lake Road/Gwilliam Dr/Forrest Rd	0	158,667	290,000	158,667	√	Blackspot project. Traffic signal to be placed. In progress, 23% complete. Committed order of \$64k to main Roads to be paid.
3548 - Russell Power and Henderson Intersection	36,158	200,000	0	163,842	√	In the design stage. \$165k to be carried forward with project to be completed next financial year.
2989 - Berrigan Dr – [Kwinana Fwy to Jandakot] Construct 2nd cwy	2,700	963,600	0	960,900	√	Expected to begin the project next financial year, with the \$1.06 million full year budget to be carried forward. The construction design has not been issued and other projects have been given priority.
3545 - Beeliar Drive Hammond Road North and South	708,347	1,791,390	0	1,083,043	√	Western Power causing delays as street lighting issues are present. Kerbing and slip lane to be done on the project. Carry Forward of \$700k.
3544 - North Lake Road (Hammond to Kentucky)	324,695	3,089,680	0	2,764,985	√	Committed order of \$178k. Design caused the initial delay but has been completed. Construction underway. Expected to spend approx \$420k, with \$3.7 million to be carried forward.
Sub Total	2,384,419	7,525,137	1,854,720	5,140,718		
<u>Works in Progress - Drainage</u>						
3556 - Phoenix Rd & Bullfinch St - Drainage Upgrade stage 3	327,935	130,000	0	(197,935)	X	Initial pipes needed to cleared and dug again at a deeper depth with required higher materials and Road employees. As a consequence Timesheet charges are \$117k.
2939 - Mala Wy/Sutton Dr - Drainage Upgrade	18,978	175,000	69,500	156,022	√	Design issues with this project. Begun major works March 2014, and expected to spend the funds before the financial year.
2932 - 14 Elderberry Dr - Drainage Upgrade	23,129	250,000	115,558	226,871	√	Design caused the initial delay. The project expected to be finished before financial year with a saving.
Sub Total	370,042	555,000	185,058	184,958		
<u>Works in Progress - Footpaths</u>						
2448 - Banjup - Footpath	20,717	305,720	350,000	285,003	√	In the design stage. Construction to begin before end of financial year and completed July 14.
Sub Total	20,717	305,720	350,000	285,003		\$75k to be carried forward.
<u>Works in Progress - Parks Hard Infras</u>						
5487 - Irrigation Renewal - Michigan Park	12,992	120,000	0	107,008	√	Expected to spend the budget before the end of financial year.
5407 - Park Development - Coogee Beach Master Plan	7,328	150,806	50,000	143,478	√	\$33k in committed orders. Committee is consulting on the project. Carry forward of \$147k.
Sub Total	20,320	270,806	50,000	250,486		
<u>Works in Progress - Landfill Site Infr</u>						
1954 - Household Hazardous Waste Shed	13,273	150,000	0	136,727	√	The project estimated to cost \$300k not \$150k budgeted for. The project in the consultancy stage and the remaining \$140k budget to be carried forward.

Capital Expenditure

for the period ended 31 May 2014

	Actuals	YTD Revised Budget	Full Year Revised Budget	\$ Variance to YTD Budget	✓ = Favourable ✗ = Unfavourable	Explanation
1929 - Henderson Waste Recovery Park Commercial Transfer Station	\$ 7,555	\$ 188,750	\$ 200,000	\$ 181,195	✓	No design has been submitted. Project going to tender. Carry forward of the remaining budget.
Sub Total	20,828	338,750	200,000	317,922		
Freehold Land						
1584 - Subdivision and development of Lot 1, 4218 and 4219 Quarimor	25,100	133,333	0	108,233	✓	In the design stage with Porter consultants to provide suitable pavement and drainage.
1554 - Purchase of portion of Koorilla School Site aged persons lan	0	137,500	150,000	137,500	✓	Waiting on third parties to progress. Expected to finish the project before the end of the financial year.
1585 - Lot 23 Russell Road, Hammond Park	10,627	150,000	0	139,373	✓	Committed order of \$17k for architect design work done March 14
1553 - Subdivision and development of Lot 915 and Reserve 38537	9,453	357,654	400,000	348,201	✓	Approval from department of housing needed to progress. \$100k to be carried forward.
1539 - Subdivision Lot 702 Bellier Pl & Lot 65 Erpingham Rd	2,455	537,900	604,700	535,445	✓	Project has been delayed due to accessing potential joint ventures. Expected carry forward of \$500k.
Sub Total	47,635	1,316,387	1,154,700	1,268,752		
Works in Progress - Buildings						
006 - Coogee Surf Life Saving Club	914,256	748,038	5,235,144	(166,218)	✗	Project completed December 2013 on time. \$350k to received in mid year budget review.
026 - Cockburn Central Aquatic Recreation Ctr	1,645,369	2,775,001	0	1,129,632	✓	Currently \$2.03 million in committed orders. Includes the Cockburn Aquatic and Recreation center. Design and document stage. Expected to spend \$100k more with \$5 million to be carried forward.
005 - Cockburn Integrated Health Facilities	18,533,436	21,721,308	29,269,466	3,187,872	✓	Initial delay due to change of construction methodology and changing builders from Gavin construction to Jaxon. Currently \$5.6million in committed orders. Carry forward of \$2 million.
4238 - Phoenix Central Revitalisation Plan	0	127,084	127,084	127,084	✓	In progress, 25% complete. The funds may be dropped for this project to \$20k . Carry forward of that budget.
4464 - Coogee Toilet Upgrade sewerage from domestic system	3,330	211,320	70,000	207,990	✓	Design just underway. Remaining funds to be carried forward.
4472 - Naval Base Reserve Improvements (drainage, lighting, beach a	800	210,228	100,000	209,428	✓	Awaiting response from planning and development director on the management plan for the project. Carry forward of the remaining budget.
4504 - Manning Southern Toilet Block Replacement	73,775	300,000	0	226,225	✓	In Progress. \$100k of funds to be requested next financial year, as it was accessed as not being enough. Carry forward of the remaining \$270k.
4471 - Civic Bldg Energy Reduction Initiative	0	262,000	1,106,900	262,000	✓	Full year budget amended to 262k. Project still in the scoping stage. Expected to being major works next financial year. Carry forward of the entire budget.
4473 - Coogee Holiday Park Electrical Supply Upgrade	110	468,067	380,000	467,957	✓	Further consultation required. Carry forward of the entire budget, with no more expected to be spent this financial year.
Sub Total	21,171,076	26,823,045	36,288,594	5,651,969		
Computers						
010 - CCTV	83,054	268,389	908,575	185,335	✓	Project held up by Department of contracts and development. Expected to finish before June 2014.
1366 - EDMS	150,049	325,000	771,700	174,951	✓	In the tender stage to complete the Content Management System. Expected to spend the budget with a possible \$100k over spend.
Sub Total	233,103	593,389	1,680,275	360,286		
Plant & Machinery						
7704 - Mitsubishi Flocon Roads	0	135,000	0	135,000	✓	Currently \$138k in committed orders. Delivered May 14
7701 - Isuzu FVR 950L Tipper - Roads	0	150,000	0	150,000	✓	Delivered April 14. Currently \$174k in committed orders to be paid.
7757 - Isuzu FVZ 1400 Water Truck - Roads	0	280,000	0	280,000	✓	Expected delivery July 14. Carry Forward of the \$280k budget.
7756 - New Waste Collection Truck PL756-1	0	340,000	0	340,000	✓	Currently \$325k in committed orders. Expected delivery August-14 with the budget to be carried forward.
7783 - Heavy Fleet Side Loader Recycling Waste Truck	0	340,000	0	340,000	✓	Expected delivery July 14. Carry Forward of the \$340k budget.
7755 - Heavy Fleet-Waste Iveco F2350G/260 Rubbish Truck PL7551	0	350,000	0	350,000	✓	Currently \$343k in committed orders. Expected delivery August 14 with the budget to be carried forward.
Sub Total	0	1,595,000	0	1,595,000		

Integrated Transport Plan

Strategy Report





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Mayor's foreword

Transport is a critical part of our life. We travel using different modes to commute to and from work, school, and any other destination we choose. It is important that we can access road, bike and pedestrian networks to allow us to travel safely and efficiently.

The City's population is expected to grow by 27% by 2031 to 139,950. As urban development increases, so do the traffic impacts generated development. The growth of our neighbouring Cities will further make traffic congestion an issue for the growth of our City.

Traffic congestion was identified as one of the community's highest concerns during the most recent Community Perception Survey.

To address this, the City's vision on transport contained in the Strategic Community Plan is to have **a robust, safe and integrated network that meets people and industry needs while minimising environmental impacts**. To help achieve this vision the City has a strategy for the delivery of road infrastructure upgrades, improvements, and extensions but it will become increasingly less possible to address traffic growth by providing more road capacity.

Sustainable transport is the smarter way of the future. This transport involves walking, riding, or using public transport to get around. A change in travel patterns has the potential to reward us in a number of ways with better health; a better environment; a reduction in personal transport costs and, better engagement with our local community.

Higher density residential areas will create vibrant activity centres with a high frequency of public transport services. The City has already begun planning in areas such as Cockburn Central, Cockburn Coast and Port Coogee. These precincts will provide residents with a high frequency of public transport services.

The City is working to further its vision for sustainable transport. To do this the City is developing this Integrated Transport Strategy through the feedback received during the community and stakeholder consultation. Your voice has helped shape the direction and actions contained in this report. A big thank you to our community for the significant number of contributions to the collaborative mapping process.

I encourage you to read this strategy to understand the direction that our City is taking to our transport needs. I challenge you to start making a difference by thinking about how you can personally contribute to the solutions.

Yours sincerely

Mayor Logan Howlett JP

Executive summary

The City of Cockburn engaged Arup to develop an Integrated Transport Plan (ITP) for the Cockburn Local Government Area (LGA). The ITP has been developed in close collaboration with the City of Cockburn and involved liaison with the Department of Transport (DoT), Department of Planning (DoP), the Public Transport Authority (PTA) and Main Roads Western Australia (MRWA).

As a precursor to the ITP, the City updated the District Traffic Study (DTS) and associated traffic model in order to understand the potential impacts of forecast population growth, land use changes, employment creation, extrapolation of current mode shares and committed/ planned changes to the road network.

The DTS highlighted that it will not always be economically viable or sustainable to increase road network capacity to alleviate forecast congestion. It indicates that a mode shift away from private vehicle travel (which made up 84% of trips in the base year of 2011 for all trip types) will be required for travel to/ from and within the City in order to sustain population and employment growth.

The ITP sets the vision and framework for a transport network that will be able to provide realistic alternative mode choices to reduce the dependency on making trips by private car. The ITP identifies the current and expected future transport situation through examination of 'Cockburn of Today' and 'Cockburn of Tomorrow'.

The objectives of the ITP are:

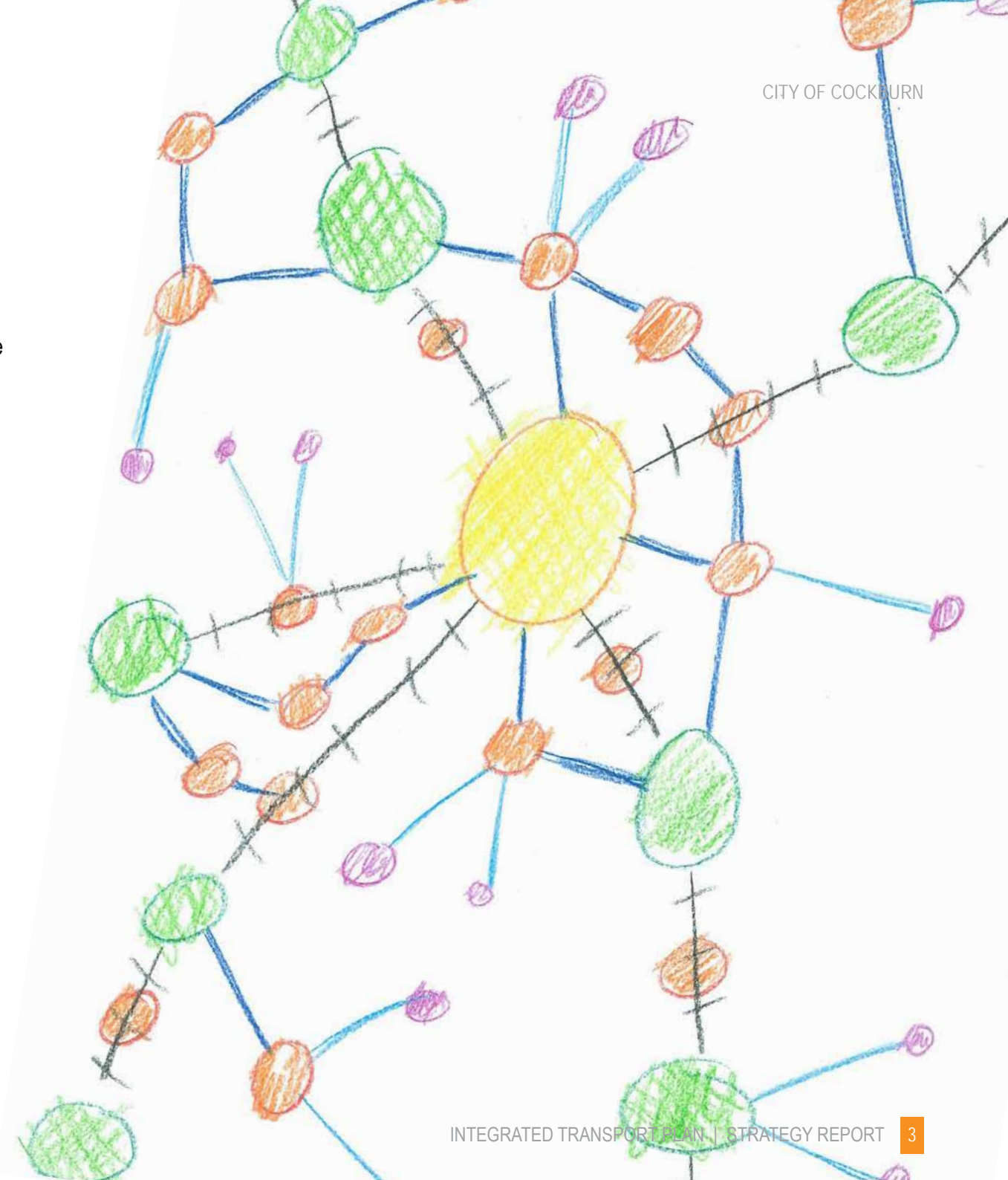
- To have a transport system that efficiently integrates with land use, enables multi-modal trips, and allows flexible management of the City's road space.
- To provide an efficient and highly connected movement network for pedestrians and cyclists that caters for and encourages healthy active transport travel for trips of any length.
- To provide a transport system that is safe and efficient, accepting that a level of traffic congestion will always exist, and is planned to meet the long-term transport needs of a growing city.
- To have a legible, well-structured arterial road network that provides efficient routes for local heavy vehicles and general traffic for intra-city and regional trips.
- To provide infrastructure and promote behaviour that encourages patronage of public transport in a sustainable manner and creates efficient and prioritised movement for public transport and other high occupancy vehicles.



- To raise community awareness of transport alternatives to private cars, and keep them regularly updated on transport issues in Cockburn.

An implementation plan containing 41 actions has been developed with short, medium and long term horizons for measures noting that a significant focus is required in the short term on improving sustainable travel modes. This is to create a more balanced transport system but needs to be matched by travel demand management to discourage unnecessary private vehicle use. Identified measures include new infrastructure, behaviour change approaches and policy change.

It is intended that this ITP be a live document that is actively implemented and updated every three to five years.



1 Introduction

1.1 Overview

The City of Cockburn engaged Arup to develop an Integrated Transport Plan (ITP) for the Cockburn Local Government Area (LGA). This ITP sets the vision and framework for a transport network that will be able to provide realistic alternative mode choices to reduce the dependency on making trips by private car.

As a precursor to the ITP, the City updated the District Traffic Study (DTS) and associated traffic model in order to understand the potential impacts of forecast population growth, land use changes, employment creation, extrapolation of current mode shares and committed/ planned changes to the road network.

The DTS highlighted that it will not always be economically viable or sustainable to increase road network capacity to alleviate forecast congestion. It indicates that a mode shift away from private vehicle travel (which made up 84% of trips in the base year of 2011 for all trip types) will be required for travel to/ from and within the City in order to sustain population and employment growth. This mode share is consistent with the combined car driver and car passenger category in the 2011 Census (Journey to Work trips). This high car driver mode share cannot be sustained and a shift to more sustainable modes is a key focus of this ITP.

A mode shift away from private vehicle trips cannot be achieved without having the supporting infrastructure and services for public transport, walking and cycling in order to encourage these forms of travel to be taken up for trips for work, education, shopping and recreation.

This ITP identifies the current and expected future transport situation through examination of 'Cockburn of Today' and 'Cockburn of Tomorrow'. The research process has included:

- A literature review
- Examination of existing transport infrastructure and travel patterns
- Review of transport and land use policy
- Feedback from the community on existing transport issues.

The ITP is structured to consider the future transport vision for Cockburn through the following:

- Articulation of the future transport vision for the City
- Development of a set of objectives aimed at achieving the vision
- Investigation into forecast future demographic and land use changes across the City and how these changes need to be catered for to achieve the ITP objectives
- Development of an implementation plan, which identifies soft and hard measures to achieve the ITP vision and objectives.

This ITP has been developed in close collaboration with the City of Cockburn and involved liaison with the Department of Transport (DoT), Department of Planning (DoP), the Public Transport Authority (PTA) and Main Roads Western Australia (MRWA).

1.2 District Traffic Study

In 2006 the City undertook a District Traffic Study (DTS), aimed at developing traffic forecasts for the years 2016 and 2031. This DTS was then updated in 2013 to consider future transport conditions in years 2020 and 2031 based on anticipated growth in land use, population and employment but additionally through traffic trips as forecast by the MRWA Regional Operations Model (ROM). The DTS model took into account forecasted trips from significant development including the Cockburn Central area, Murdoch Activity Centre, Jandakot Airport Development, Latitude 32, Australian Marine Complex and Cockburn Coast development.

The DTS model was also used to test future possible road network upgrades such as the North Lake Road Bridge across Kwinana Freeway, Bartram Road overpass of Kwinana Freeway and Roe Highway Stage 8 extension.

Travel mode share has a significant bearing on the overall vehicular trips on the road network. For the purposes of the DTS a combined car driver and car passenger mode share of 84%¹ was adopted which equates to the following additional vehicular trips on the road network:

- 100,000 to 115,00 additional daily car trips on the network between 2012 and 2020²
- 170,000 to 200,000 additional daily car trips on the network between 2012 and 2031

This is a significant number of new trips to be absorbed onto the City's network. These trips that have an origin or destination within the City and do not take into account any growth in through traffic trips which is also highly likely.

The outcomes of the modelling show that despite significant investment in road network upgrades, it is not possible to solve the City's congestion and related safety issues. These were the two areas of primary concern raised by the community as part of the collaborative mapping exercise. Congestion was defined as a volume to capacity ratio of 80% or greater and level of service 'D' (refer to **Table 1**).

1.3 Community engagement

1.3.1 Approach




AA month-long community engagement period during August 2013 was held in the course of the ITP preparation. The community input was solicited using an online e-engagement tool called Collaborative Map.

Collaborative Map is a mapping application that is viewed in a standard internet browser and uses the Google Maps interface as its source of mapping data. It allows people to participate in engagement activities and provide information from their own computers, thus broadening the reach of engagement programs.

¹ The Mode share proportions were kept constant at 2012 levels.

² 15,000 trips per day difference depends on the number of employment trips generated from within versus outside the city.

Table 1 Level of Service definitions (*Source AustRoads 2009*)

LoS	DESCRIPTION
	A A condition of free flow in which individual drivers are virtually unaffected by the presence of others in the traffic stream. Freedom to select desired speeds and to manoeuvre within the traffic stream is extremely high, and the general level of comfort and convenience provided is excellent.
	B In the zone of stable flow where drivers still have reasonable freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience is a little less than with LoS A.
	C Also in the zone of stable flow, but most drivers are restricted to some extent in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience declines noticeably at this level.
	D Close to the limit of stable flow and approaching unstable flow. All drivers are severely restricted in their freedom to select their desired speed and to manoeuvre within the traffic stream. The general level of comfort and convenience is poor, and small increases in traffic flow will generally cause operational problems.
	E Traffic volumes are at or close to capacity, and there is virtually no freedom to select desired speeds or to manoeuvre within the traffic stream. Flow is unstable and minor disturbances within the traffic stream will cause breakdown.
	F In the zone of forced flow, where the amount of traffic approaching the point under consideration exceeds that which can pass it. Flow breakdown occurs, and queuing and delays result.

The Collaborative Map was set up in close collaboration with the City's Communications and Engineering teams. Input was invited via information circulated with Rates Notices, the Cockburn Soundings Newsletter, the local newspaper and the City's website and Facebook page.

The map enabled the following information to be collected:

- Spatially referenced comments on existing transport conditions and issues under the following categories:
 - Congestion
 - Road safety
 - Parking
 - Freight
 - Public Transport
 - Cycling
 - Walking

Users were able to add an unlimited number of comments to the map by category and were able to 'agree' or 'disagree' with comments posted by others on the map. All comments were visible to all visitors to the site.

- Travel pattern statistics and preferences. A short questionnaire was administered, asking the following questions:
 - What transport mode(s) you use most often to get to work or place of education:
 - Why do you use this mode?

- What is the postcode of your workplace/ place of education?
 - If you travel by car - what would make you consider changing to public transport, walking or cycling?
 - If you travel by car, how much per week do you estimate your commute to work costs (fuel and parking costs)?
- Details of the individual posting the comment, including postcode and email address.

Whilst the feedback received during the Collaborative Map process included comments of a strategic nature, there were many comments about operations issues. All feedback has been collated will be reviewed in detail by the City officers and actioned as necessary.

1.3.2 Outcomes

Over the month-long engagement, a total of 612 unique comments were posted, there were 938 visits to the website and 2,360 votes (i.e. agree or disagree) were made on the comments. The spatial distribution of the 612 comments posted by category is shown in **Figure 1**.

Figure 2 shows the distribution of the comments across the seven categories. The most popular categories were Road Safety and Congestion with 30% and 26%; respectively.

- Congestion
- Cycling
- Freight
- Parking
- Public Transport
- Road Safety
- Walking

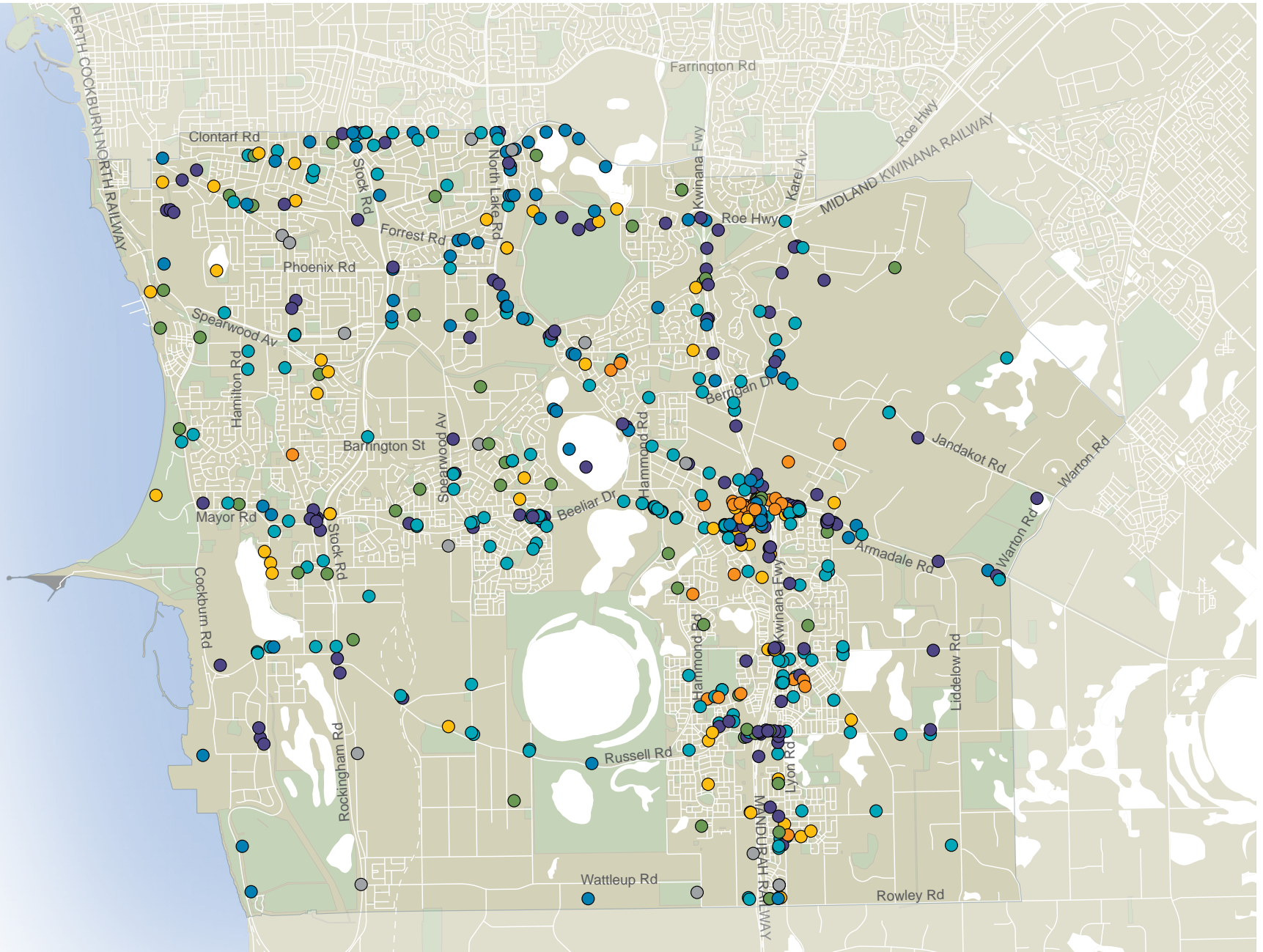


Figure 1 Spatial distribution of comments received using the Collaborative Maps

Figure 1 shows a good distribution of comments across the City although the greatest concentration in comments occurred at, and in the vicinity of, Cockburn Central. The nature of these comments was centred on congestion issues. Congestion is at the root cause of issues in the area affecting other modes. This includes difficulty in pedestrians crossing Beeliar Drive to walk between Cockburn Central Station and Cockburn Gateway shopping centre and delays to drivers exiting the station's Park 'N' Ride facilities. There have been no provisions made for bus priority through Cockburn Central and there is therefore only limited advantage in accessing the station by this mode. A lack of parking at Cockburn Central was also cited as a popular issue although clearly there is a relationship between parking supply, traffic generation and congestion which cannot be overlooked.

The need for a connection across the Kwinana Freeway at Bartram Road has strong support on the basis it would provide an alternative to Beeliar Drive/ Armadale Road for local east-west trips. For the same reasons, the exercise also showed there is community support for the North Lake Road connection across the Kwinana Freeway. Kwinana Freeway is being increasingly seen as a barrier to east-west movements.

The community picked up strong linkages between traffic congestion and road safety issues including poor driver behaviour such as risk taking, issues for pedestrians crossing busy arterial roads and rat-running.

Public transport issues were also centred on access to Cockburn Central Station and concern was raised around potential congestion at the proposed Aubin Grove Rail Station at Russell Road/ Gibbs Road if not proactively planned for. Other public transport issues centred on the desire for more bus services in the northern suburbs of the City to provide direct connections to Murdoch Station and a need to improve bus service coverage to industrial employment centres such as Spearwood, Bibra Lake and Henderson.

Parking was not seen as a widespread issue across the City but rather a localised issue mostly at Cockburn Central but also around schools.

There were only limited comments received around freight, indicating it is not a key issue for the community at present but may emerge as an issue with increased industrial developments such as Latitude 32 and the Australian Marine Complex. Brownfield development in areas such as Cockburn Coast is expected to see more people living nearby freight routes.

Further discussion on the feedback is contained in Section 2 'Cockburn of Today'. Appendix A also contains the full set of tabulated comments from the collaborative mapping exercise. Names and contact details of responses have been removed for privacy reasons.

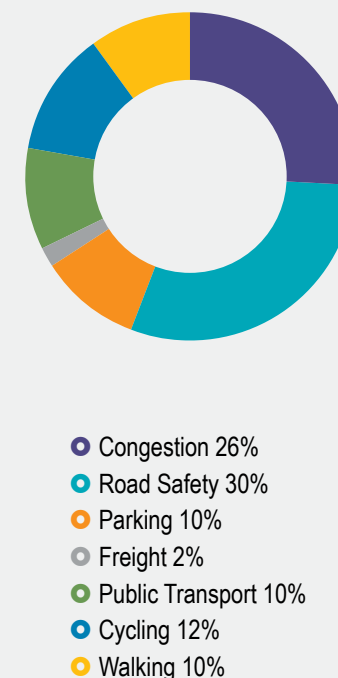


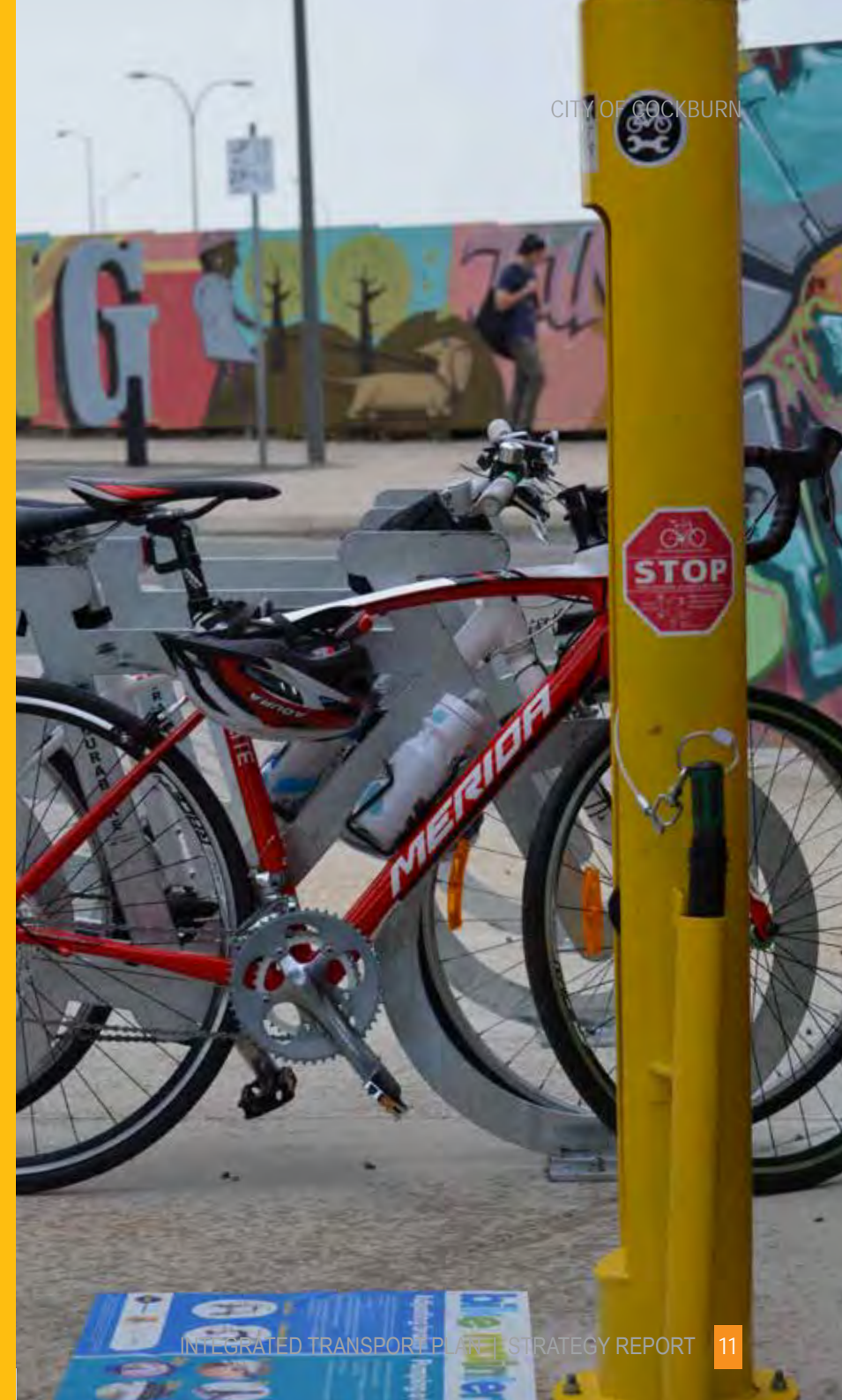
Figure 2 Community feedback on transport issues, by category



The DTS clearly directs that options to curb the growth of private vehicle trips on the road network need to be explored as part of an integrated transport plan. This is the purpose of this ITP which is underpinned by the following objectives:

ITP objectives:

- To have a transport system that efficiently integrates with land use, enables multi-modal trips, and allows flexible management of the City's road space.
- To provide an efficient and highly connected movement network for pedestrians and cyclists that caters for and encourages healthy active transport travel for trips of any length.
- To provide a transport system that is safe and efficient, accepting that a level of traffic congestion will always exist, and is planned to meet the long-term transport needs of a growing city.
- To have a legible, well-structured arterial road network that provides efficient routes for local vehicles and general traffic for intra-city and regional trips.
- To provide infrastructure and promote behaviour that encourages patronage of public transport in a sustainable manner and creates efficient and prioritised movement for public transport and other high occupancy vehicles.
- To raise community awareness of transport alternatives to private cars, and keep them regularly updated on transport issues in Cockburn.





The City of Cockburn is located approximately 24km south of the Perth CBD, and 8km south of Fremantle.

- The City covers an area of approximately 170 square kilometres. Land usage is predominantly for residential and industrial purposes, with some commercial areas.
- The City is located between the Cockburn Sound coast to the west and a north-south chain of wetlands to the east.
- Cockburn is home to approximately 103,000 residents in 39,000 dwellings.
- The City has an employment self sufficiency of 77%³.
- 38%⁴ of residents live and work within the City.
- Most residents in Cockburn travel to work by car.
- Major employment destinations outside the City include the Perth CBD, Fremantle, Canning and Melville.
- Private car travel is declining but remains higher than the Perth metropolitan average.
- In 2006 public transport accounted for 7% of trips and in 2011 this increased to 12%.

(Source: 2006 and 2011 Census)

2 City of Today

There are some locations within the City that are not identified as primary freight routes but carry a notable percentage of heavy vehicles such as Barrington Street in Bibra Lake (over 16% heavy vehicles) and Wattleup Road (over 20% heavy vehicles).

2.1 Transport infrastructure and services

2.1.1 Roads

The City of Cockburn's road network is 907km in length (refer to **Figure 3**). Kwinana Freeway is a State-controlled primary distributor road that acts as the major north-south connection through Cockburn. Other major routes that connect Cockburn to different parts of the region are Roe Highway, Stock Road, Armadale Road, Rockingham Road, Carrington Street, Cockburn Road, Karel Avenue and North Lake Road.

As discussed in sections 1.1.1 and 2.2.3, the traffic modelling and collaborative mapping have raised congestion and safety issues in different parts of the road network.

2.1.1.1 Freight

Existing and future primary freight roads and rail routes within the City of Cockburn are illustrated in **Figure 3**. These are routes as noted in the State Planning Policy 5.4 (Road and Rail Transport Noise and Freight Considerations in Land Use Planning). Routes are defined as a primary road or rail route due to their role and importance for the movement of freight to and within the Perth Metropolitan Region, not necessarily due to the volume or percentage of heavy vehicles they carry.

Table 2 shows the freight roads by jurisdiction. While some of these routes are under State Government jurisdiction, many strategic freight routes fall within the City's control.

There are some locations within the City that are not identified as primary freight routes but carry a notable percentage of heavy vehicles such as Barrington Street in Bibra Lake where 16.6% of traffic using this route are heavy vehicles. This is largely due to the industrial land uses located within Bibra Lake and so this percentage is not unexpected. Another example is Wattleup Road where more than 20% of the vehicles using this route are heavy vehicles. This is not unexpected due to the connectivity this route provides between Rockingham Road and Kwinana Freeway however this route is also characterised by frequent spacing of driveways, adjacent rural residential land uses and rural road standards (lack of turning lanes and shoulders are unsealed). Rowley Road is expected to transfer to Main Roads WA's jurisdiction as part of the future Latitude 32 development. The extension of Rowley Road is expected to provide relief to Wattleup Road.

³ Employment self sufficiency (ESS) measures the quantity of jobs available in a given area as a proportion of that area's labour force. Cockburn has a 77% employment self sufficiency (2011 Census) meaning that 77% of the local labour force have the potential to gain a job there.

⁴Source: Census 2011 Journey to Work data.

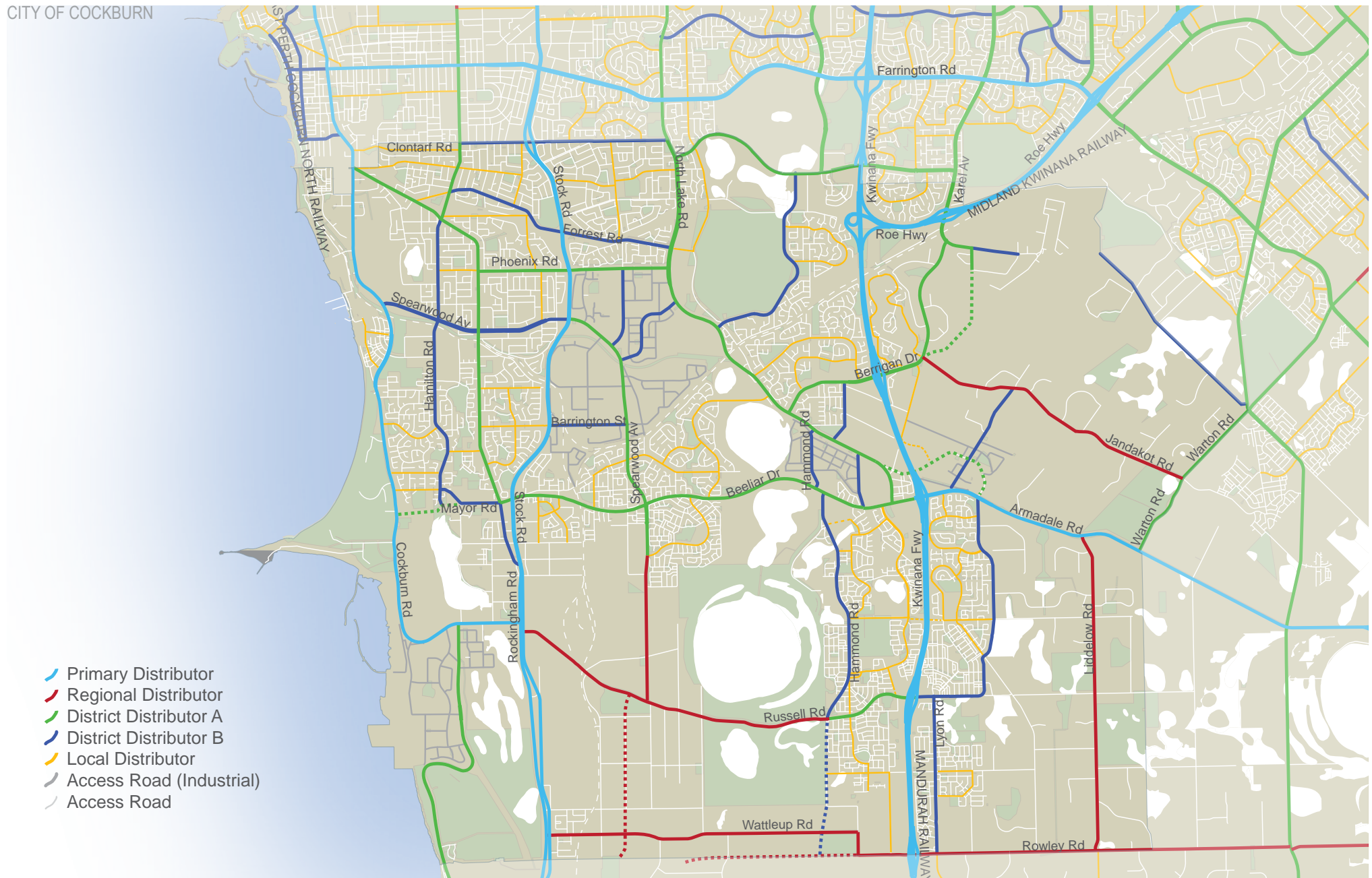


Figure 3 Existing road hierarchy

Primary Freight Road – Main Roads WA jurisdiction	Primary Freight Road – City of Cockburn jurisdiction
<ul style="list-style-type: none"> • Kwinana Freeway • Armadale Road • Roe Highway • Stock Road • Russell Road West • Rockingham Road (south of Stock Road) • Rowley Road (west of freeway) 	<ul style="list-style-type: none"> • Beeliar Drive • Cockburn Road (south of Russell Rd West) • Russell Road East • Rowley Road (east of freeway) • North Lake Road • Phoenix Road (Stock Road – North Lake Road) • Warton Road

Table 2 The City's Primary Freight Roads

During the collaborative mapping engagement exercise the freight category did not attract many comments. The limited comments relating to freight are summarised as follows:

- Noise/amenity issues from freight traffic in residential areas (including the freight rail line)
- Freight traffic passing through the east-west roads in Cockburn to access Fremantle Port
- Desire for more freight movements to be made by rail

- Heavy vehicles parking informally in inappropriate locations (e.g. residential streets).

Specific consultation with industry groups has not been undertaken as part of the preparation of this ITP but based on general sentiment from industry and businesses across metropolitan Perth, key concerns are expected to include:

- Growing congestion, not just in the traditional peak hours but notable portions of the day
- Travel time variability
- Growing conflict between heavy and light vehicles on the road network
- Freight routes not meeting desirable standards for the proportions of heavy vehicles using them. Some local roads are substandard when it comes to lane and shoulder widths and surfaces
- Deficiency of convenient rest stops for freight drivers in/between industrial areas. This is a safety issue for the driver and other road users, and also results in amenity issues for the community when heavy vehicle drivers park in inappropriate locations.

In the 2013 Royal Automobile Club (RAC) BusinessWise and Chamber of Commerce and Industry WA (CCIWA) congestion survey (published in September 2013), 83% of businesses noted that congestion was affecting their productivity. The survey also found that eight out of 10 businesses were using alternative roads/routes to reduce the impact of congestion on their bottom line.

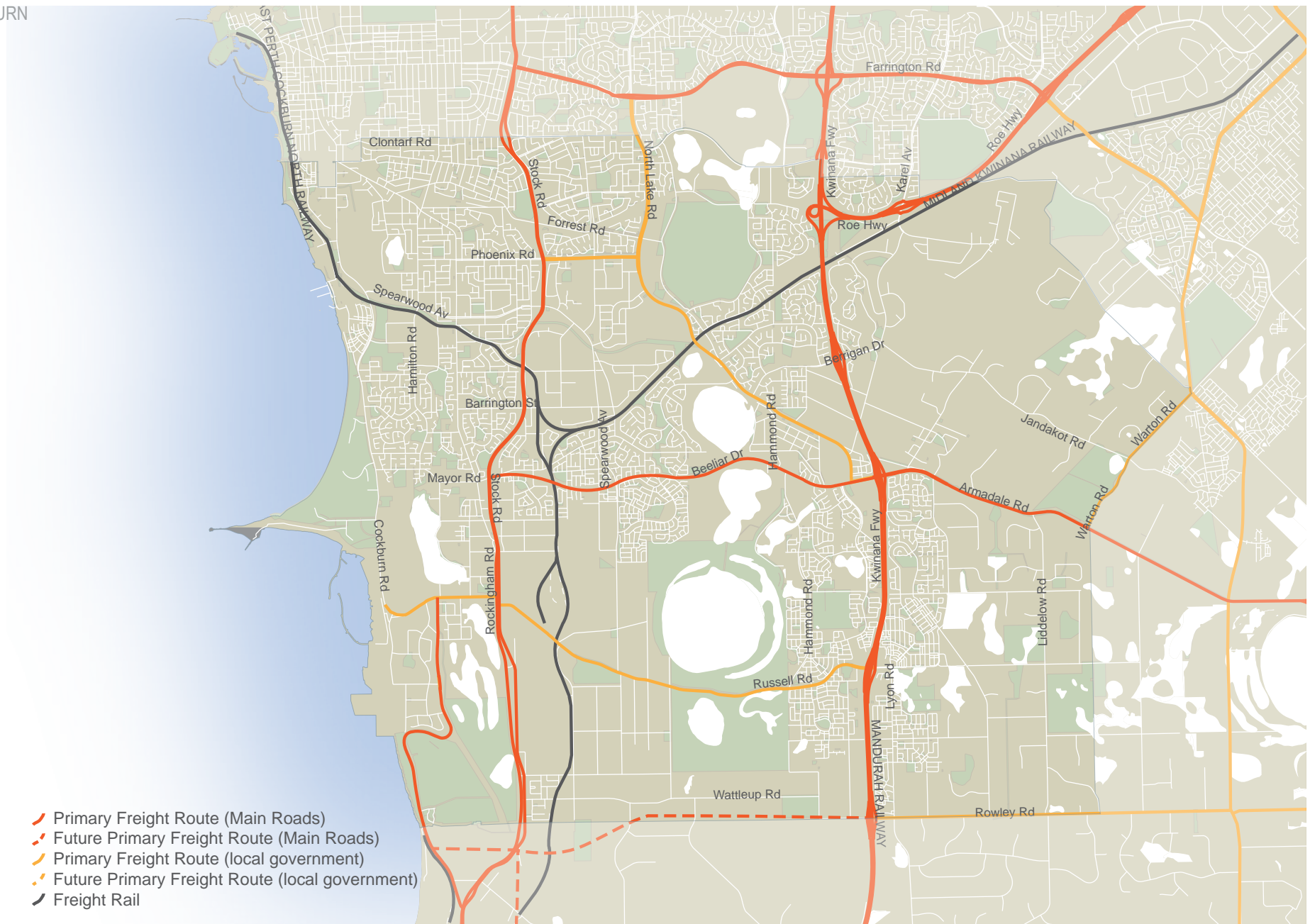


Figure 4 Existing and future primary freight network (Source: Western Australia Planning Commission)

2.1.2 Parking

Historically car parking provision within the City of Cockburn has been plentiful and available for use free of charge. However rapid population growth in the City has placed pressure on parking supply especially in relation to the Park 'N' Ride car parks associated with Cockburn Central Station. These car parks fill to capacity on most typical weekdays between 7 and 8am. Congestion is commonplace, particularly in the PM peak period with lengthy delays of approximately 20-30 minutes regularly experienced by drivers exiting the Knock Place car parks.

Issues raised in relation to parking within the City focused on

- Cockburn Central Station Park 'N' Ride operating at capacity and long delays to exit
- Lack of Park 'N' Ride facilities encouraging people to drive to the city
- Insufficient all day parking for local workers
- Illegally parked cars – footway parking
- Cockburn Gateway shopping centre staff parking
- Inconsiderate or illegal outside school entrances at school drop off and pick up times

2.1.3 Public transport

The City of Cockburn is currently serviced by buses and rail, as shown in **Figure 5**. Cockburn Central Station is on the Perth-Mandurah rail line and has bus feeder services and a large Park 'n Ride facility. Approximately 13 bus services operate to/ from the station in addition to school services. The bus interchange is located on the western side of the station and accessed via Beeliar Drive.

SmartRider data provided by the PTA shows that there has been a 64% increase in passengers alighting or boarding train services at Cockburn Station between 2009 and 2012 fiscal years. This is a significant increase and helps to explain why there have been pressures on access to the station by car and bus modes develop in recent years.

Figure 5 shows the current bus network coverage in Cockburn. This shows gaps in provision mostly in the southern and eastern areas of the Cockburn local government area. These are typically growth areas and/ or non-residential zoned land. The lakes and parkland south of Beeliar Drive form a natural barrier to east-west travel and means that some bus routes are more circuitous than desirable. The network coverage map shows that there is a need to plan for new bus services as areas to the east of the Kwinana Freeway continue to develop.

There has been a 64% increase in passengers alighting or boarding train services at Cockburn Station between 2009 and 2012.

Source: Transperth SmartRider data

The station's Park 'N' Ride car parks are located east and west of the station, north of Beeliar Drive and Armadale Road. There is significant pressure on the existing Park 'N' Ride bays with the car parks filling to capacity on most typical weekdays between 7 and 8am. Congestion is commonplace, particularly in the PM peak period with lengthy delays of approximately 10 minutes experienced by drivers exiting the Knock Place car parks.

Public transport was a key focus of the community during the collaborative mapping exercise. **Figure 6** shows the 'hot spot' locations where clusters of comments were raised. The dark circle/point, shows the greater number of comments. There are clear pockets/ locations where there was the greatest focus. The issues raised at these locations can be summarised as follows:

- Cockburn Central Station: congestion on the road network around the station, Park 'N' Ride operating at capacity and long delays to exit, poor pedestrian connections between the station and Cockburn Gateway shopping centre and conflict between cyclists and pedestrians using the Principal Shared Path near the station
- Proposed rail station at Aubin Grove (near Russell Road): strong desire for the rail station here in order to avoid using Cockburn Central Station. Some concern regarding existing and potential future growth in traffic congestion on Russell Road/ Gibbs Road/ Kwinana Freeway interchange
- Henderson: desire for additional bus services including a direct connection to Cockburn Central station

- Port Coogee: desire for passenger rail services to operate on the freight rail line, connecting between Cockburn Central and Fremantle
- Bibra Lake: lack of public transport services to this employment node. Similar comments have been raised in other industrial areas such as Spearwood and Wattleup.

Other general issues raised included 'long travel times' and limited service coverage at evenings and on weekends. The community has also raised concerns of limited public transport services to and from the following locations:

- Jandakot Airport
- Between Cockburn Central and Armadale to the east
- Between northern suburbs in Cockburn such as North Coogee to Murdoch Station (rather than diverting to Cockburn Central Station)
- Southern part of Cockburn (e.g. south of Russell Road, Hammond Park and Aubin Grove).

The desire for a train link between Fremantle and Perth Airport/ Welshpool via Cockburn Central was also raised by the community.

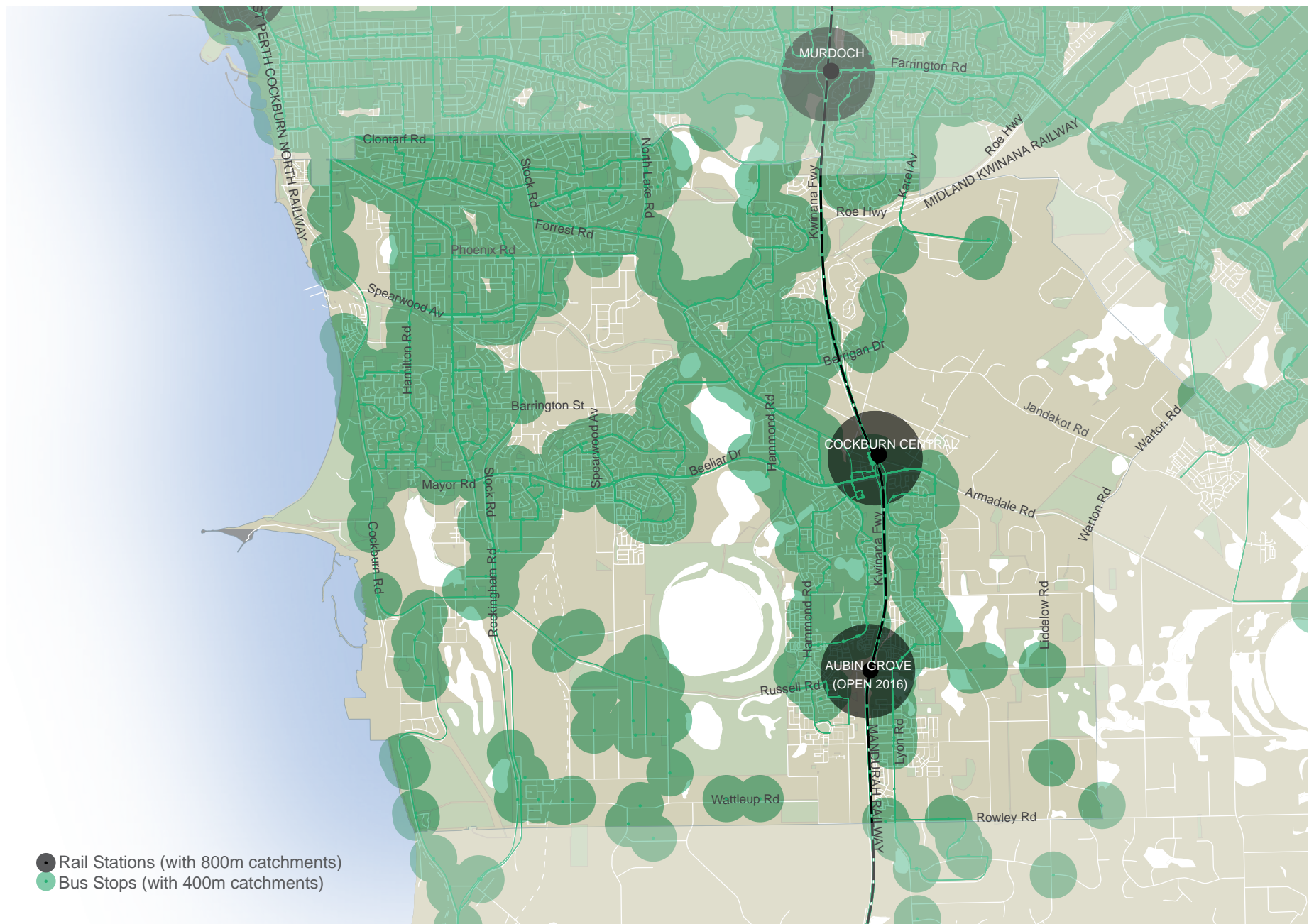


Figure 5 Current public transport network

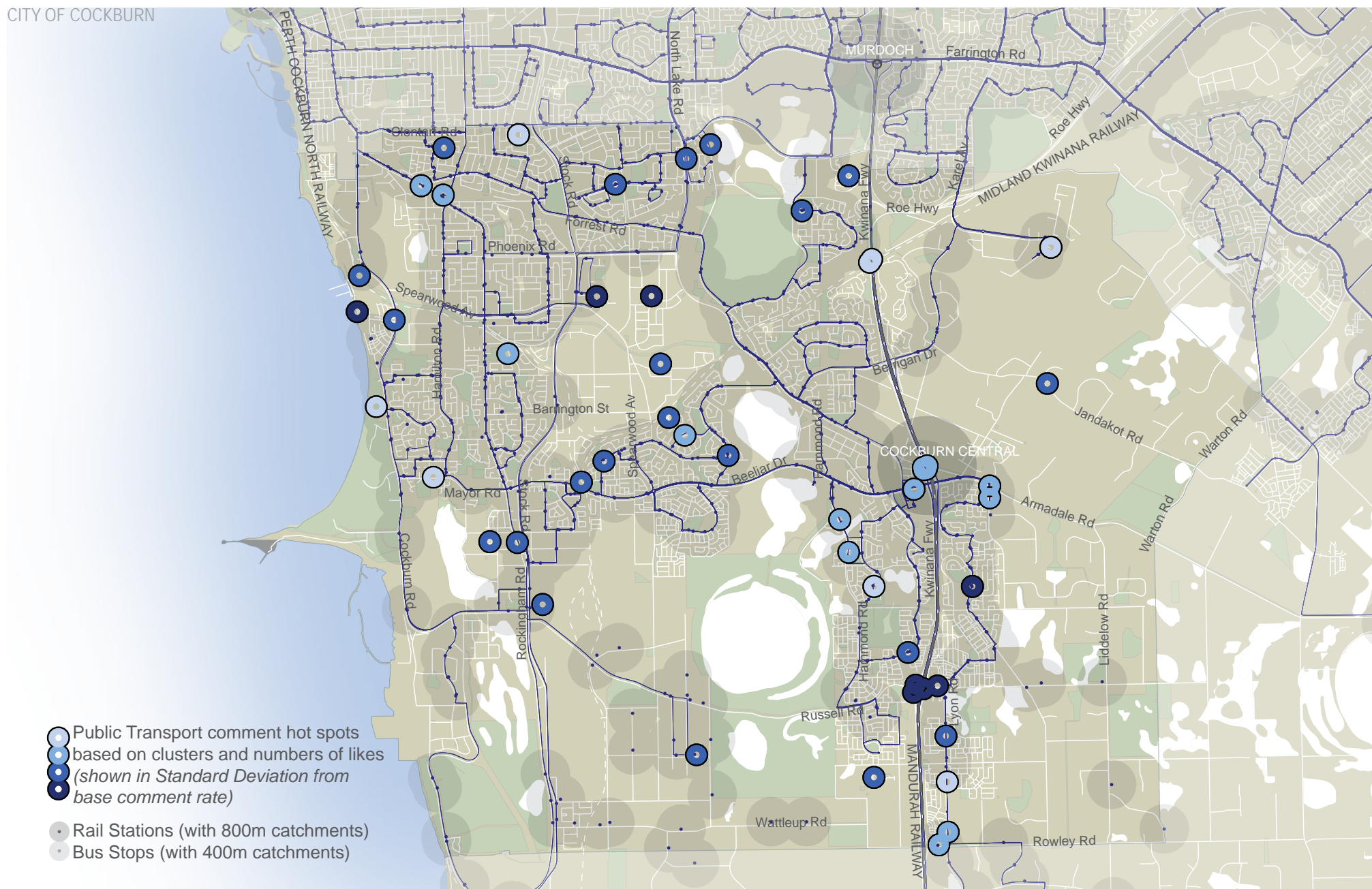


Figure 6 Collaborative map – Public transport comments overlaid with the existing public transport network

2.1.4 Cycling

The City of Cockburn has a combination of on and off-road cycling facilities as shown in **Figure 7**. A Principal Shared Path (PSP) along the western side of Kwinana Freeway serves as a major north-south connection for Cockburn cyclists. There are continuous signed routes throughout Cockburn that are part of the Perth Bicycle Network (PBN).

The City of Cockburn is proactive at promoting cycling for commuting, recreation and fitness. In 2010 the City adopted the City of Cockburn Bicycle Network and Footpath Plan. The plan identifies a range of built and non-built recommendations for improving the network. The City also has a dedicated TravelSmart Officer responsible for promoting cycling. Examples of existing measures to encourage and promote cycling by the City of Cockburn are detailed in Section 2.2.2.

The community has raised concerns that there is currently a lack of east-west connection to the PSP on Kwinana Freeway. The desired connections include Farrington Road, Hope Road, Armadale Road, Forrest Road (via Bibra Lake and Hope Road), Rowley Road and across North Lake Road.

In addition, there is a need to improve cycling access to key coastal destinations, particularly Woodman Point and Coogee Beach. A continuous path from Beeliar Drive on to Mayor Road and to the AMC Henderson Marine Facility was also identified as an item of interest.

Other concerns include the following:

- Cycle lanes terminating short of intersections
- Lack of maintenance on existing pathways
- Desire for continuous paths on busy arterial roads, such as North Lake Road, Stock Road, Cockburn Road and Russell Road
- Rails/U-bars restricting access to paths.

Figure 8 shows the cycling 'hot spots' that are of particular concern for the community from the collaborative mapping analysis.

The City applies for PBN funding on an annual basis and is relatively successful at obtaining grant funding to implement cycling infrastructure in Cockburn. The 2013/14 PBN grants program has included a shared path on North Lake Road in two sections - between Discovery Drive and Masefield Avenue and from Forrest Road to Tait Place. This will go some way to address the gaps identified in the current network.

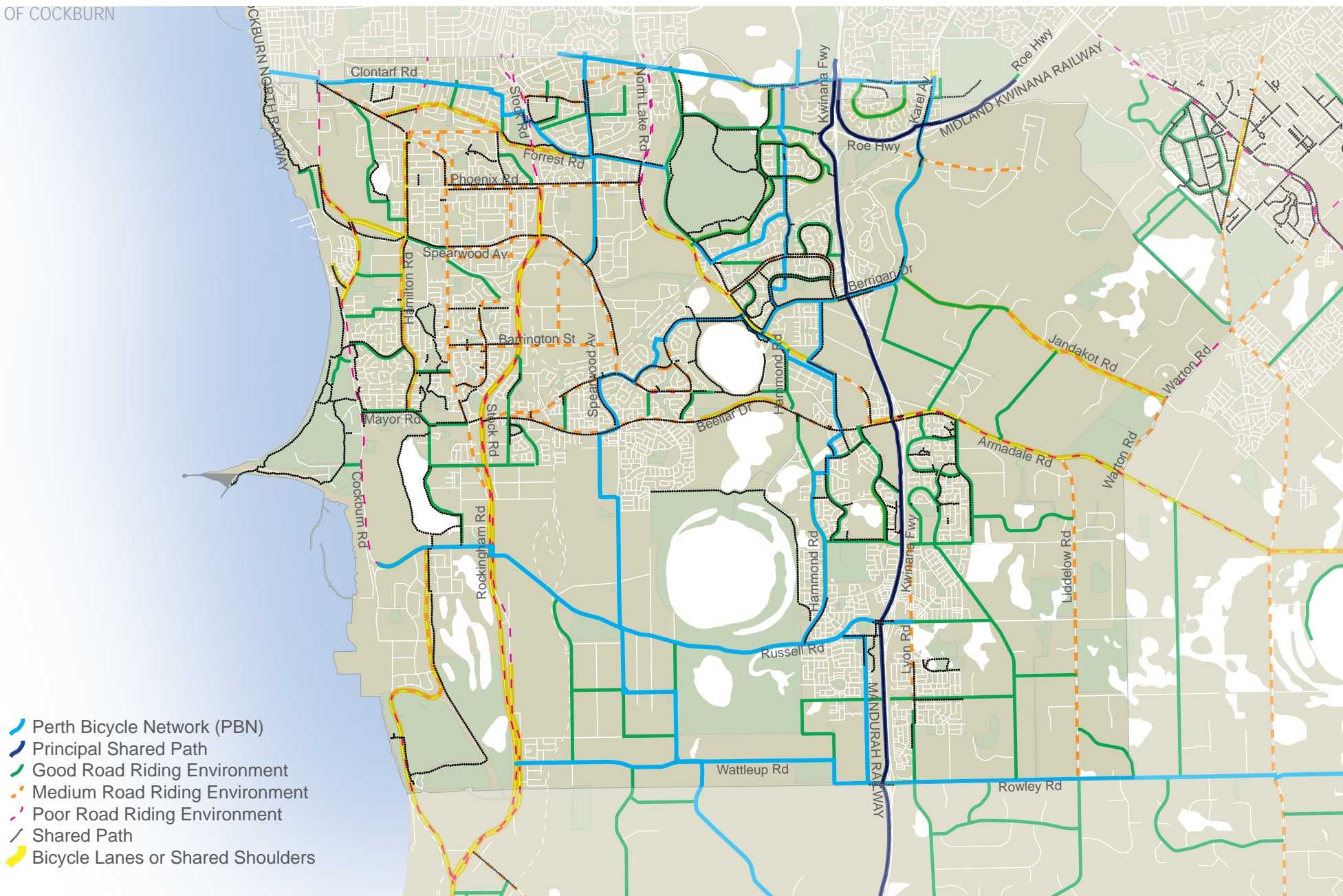


Figure 7 Perth Bicycle Network in Cockburn (Copyright: Department of Transport, 2009)

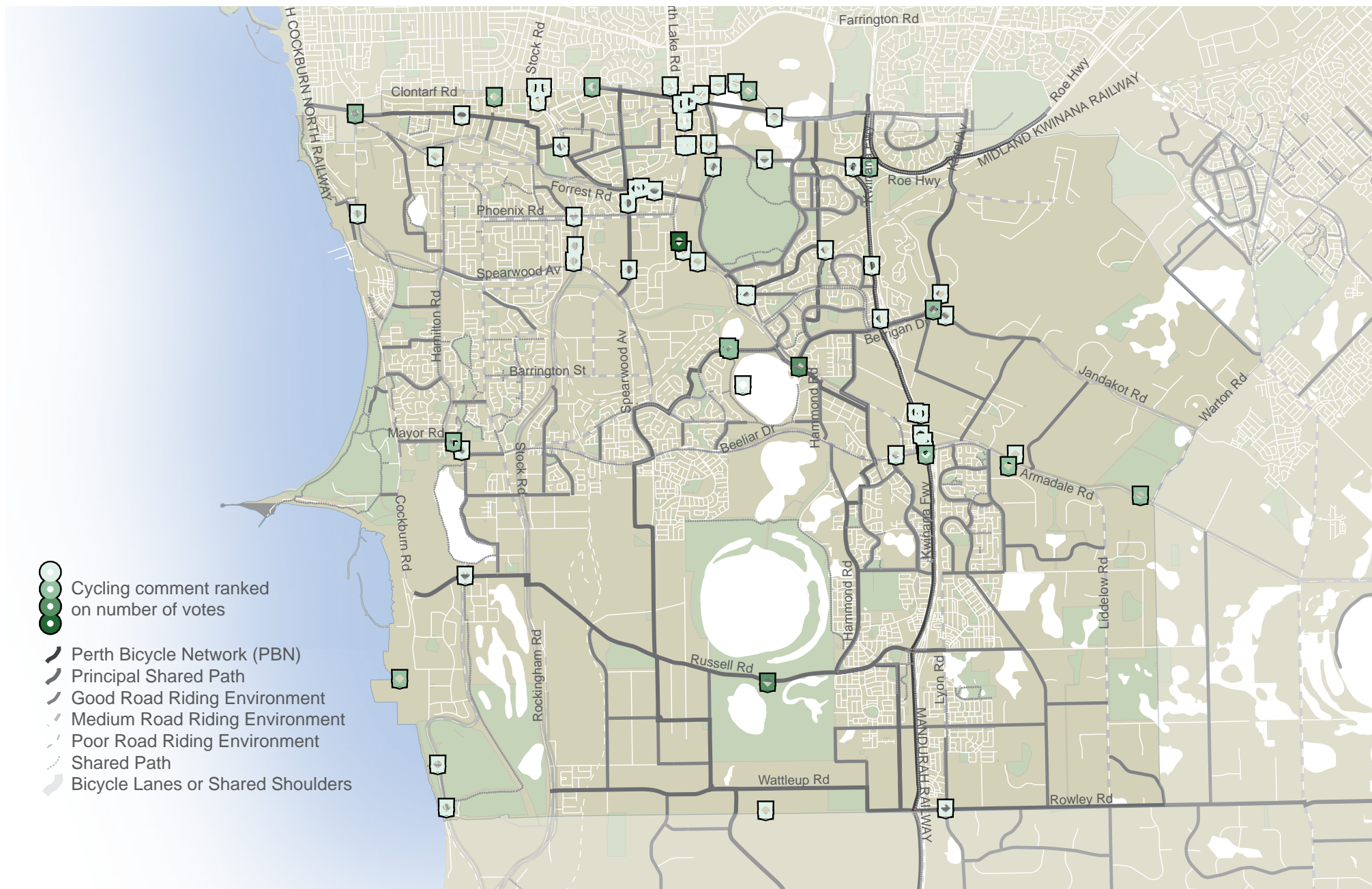


Figure 8 Collaborative mapping - cycling results

2.1.5 Walking

The City of Cockburn has an extensive network of footpaths and pedestrian facilities. Notable pedestrian routes include north-south connectivity to Fremantle by means of a coastal shared path and a good quality east-west shared path along Beeliar Drive. Shared and pedestrian footpaths are present along many existing roads, reserves, gardens, parks, lakes and Cockburn Coast.

The City of Cockburn is proactive at promoting walking for commuting, leisure and fitness. The provision of new path infrastructure is guided by the City's Bicycle Network and Footpath Plan. This is complemented by the City's Trails Masterplan, adopted in 2013, which sets 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. The City also has a dedicated TravelSmart Officer responsible for promoting walking. Examples of existing measures to encourage and promote walking by the City of Cockburn are detailed in Section 2.2.2.

From the collaborative mapping exercise, the community has expressed concerns with the existing pedestrian networks in Cockburn. They include the following:

- Difficulties crossing busy arterial roads, particularly Beeliar Drive in Cockburn Central, Russell Road at Hammond Park (Success Primary School) and Armadale Road
- Suggestions for a pedestrian overpass across Beeliar Drive to get to Gateway Shopping Centre for safety and better connectivity
- Lack of pedestrian infrastructure particularly in new development areas (e.g. Aubin Grove and access to Aubin Grove Primary School)
- Roundabouts provide no pedestrian priority and therefore present safety issues for these users
- Conflict between cyclists and pedestrians using the PSP near Cockburn Station
- Poor lighting along pathways in recreational areas and reserves.

Figure 9 illustrates that the major concerns with the community are particularly in Cockburn Central, Atwell and Aubin Grove.

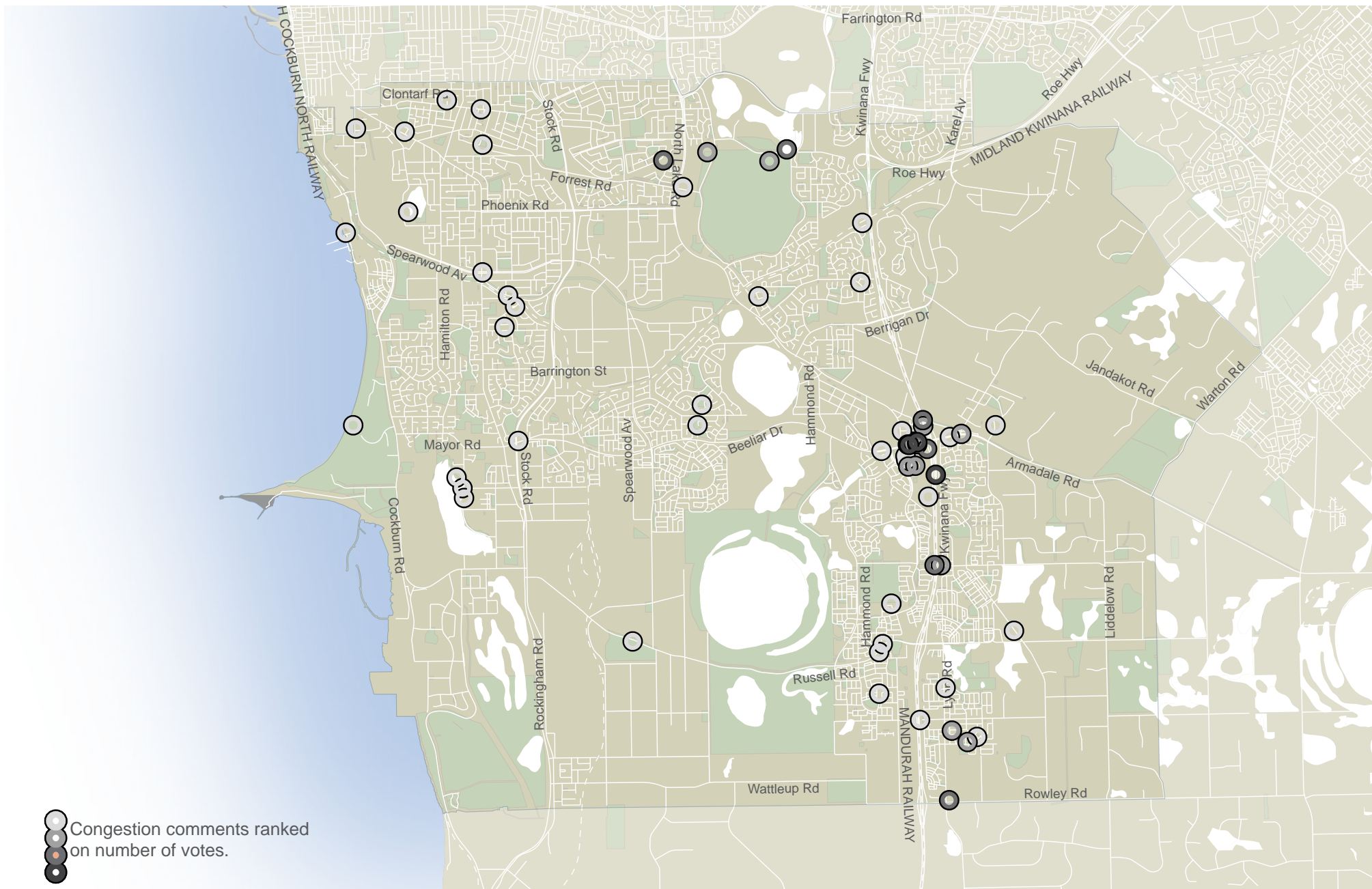


Figure 9 Collaborative mapping – walking results

Between the 2006 and 2011 Census' there has been a 3% reduction in car driver mode share for journeys to work originating in Cockburn.

2.2 Travel behaviour, patterns and issues

2.2.1 How do people currently travel?

Journey to Work (JTW) data and results from the Collaborative Map survey were used as tools to gain an understanding of the current travel behaviours of City of Cockburn residents.

The JTW data was based on the 2011 Census and indicates that residents of the City of Cockburn rely predominantly on the private car for commute trips, as shown in **Figure 10**. In 2011, approximately 85% of residents reported car driver to be their primary mode for the journey to work (including motorbikes/scooters), compared to 12% and 2% using public and active transport, respectively. **Figure 11** shows the 2006 JTW analysis results and it illustrates that there is a decreasing trend in car usage and an increase in public transport usage. A major factor in the increase of public transport usage, particularly train, was the opening of the Mandurah rail line in 2007.

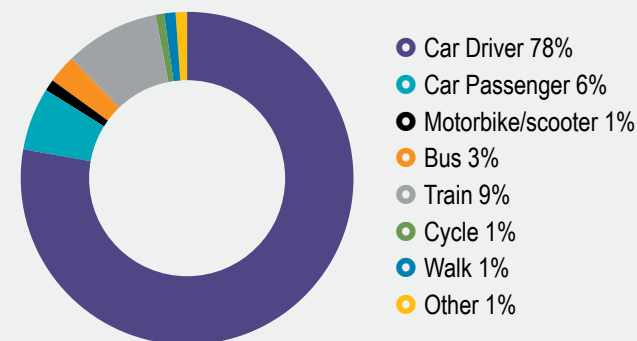


Figure 10 2011 Census Journey to Work - City of Cockburn LGA

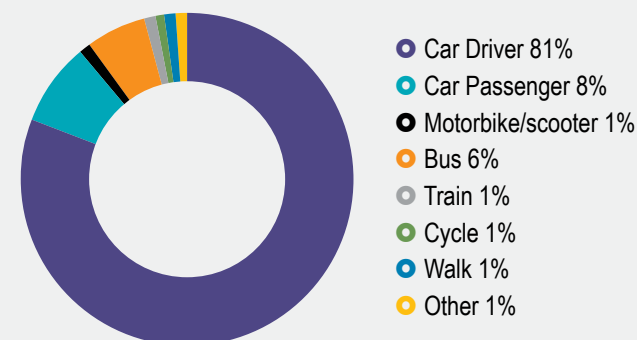


Figure 11 2006 Census Journey to Work - City of Cockburn LGA

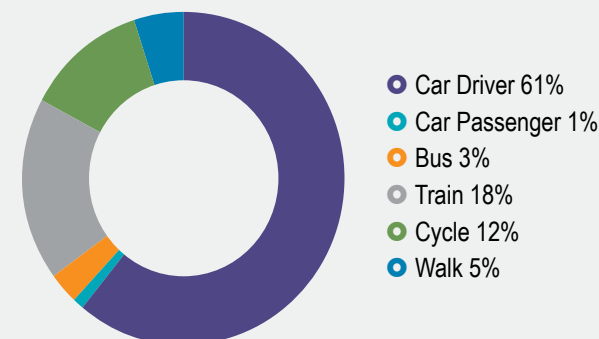


Figure 12 Collaborative Mapping - Travel Mode

Origin and destination data were also derived from the Journey to Work dataset and are illustrated in **Figure 14** and **Figure 15**. The data shown correlate with the Collaborative Mapping results, illustrating that a high percentage of commute trips occur internal to the City of Cockburn.

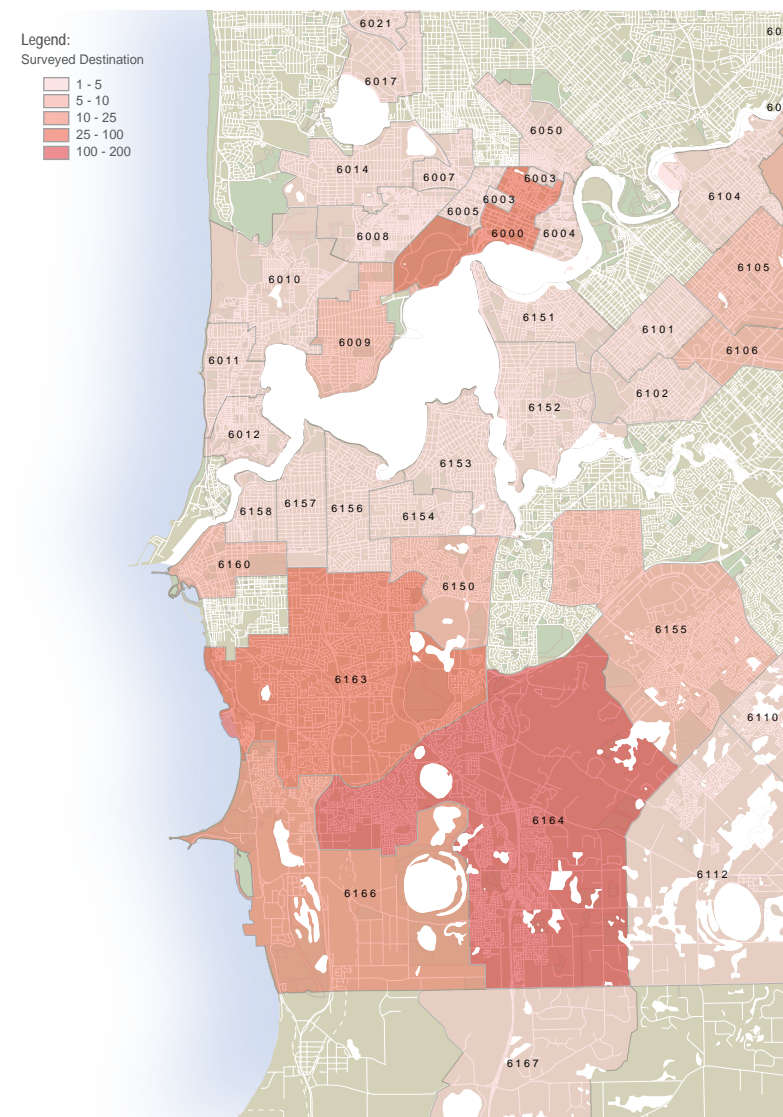


Figure 13 Collaborative mapping - destination of work/ education trips by postcode from Cockburn LGA

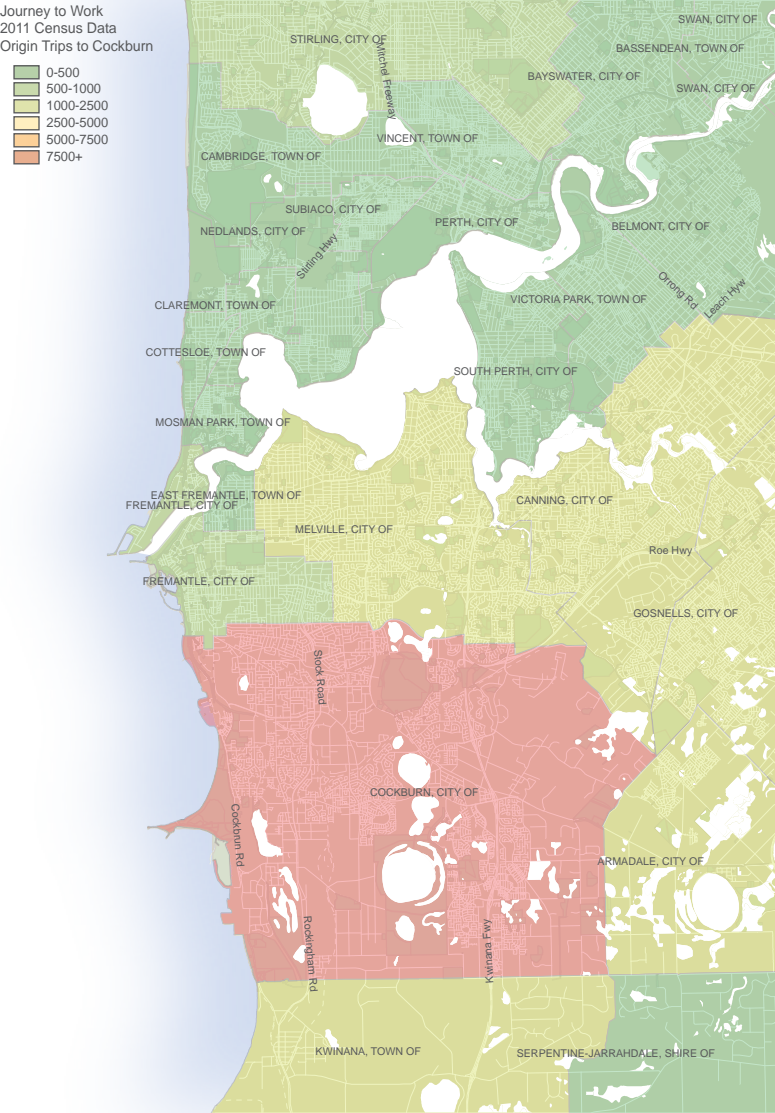


Figure 14 2011 Census Journey to Work - Origin Trips to Cockburn



Figure 15 Census 2011 Journey to Work - Destination Trips from Cockburn

2.2.2 Behaviour change programs in the City

TravelSmart and Your Move are two programs instrumental in inspiring local residents to opt for active travel modes for short trips in and around the City. TravelSmart, a state government initiative, is provided at a local level by the City's TravelSmart Officer and provides a suite of initiatives and events to City employees, local schools and the local community.

The City's TravelSmart Officer has worked closely over the last 18 months with staff from the Department of Transport, Department of Sport and Recreation to see the development and provision of 'Your Move'. 'Your Move' will see 10,000 Cockburn households set personalised goals to motivate them to switch car trips to active modes and increase physical activity by providing highly personalised information, feedback and support.

'Your Move' has been delivered by 14,576 phone calls to participants, through distribution of 14,645 fitness centre and bike shop vouchers, 144 free outdoor fitness sessions, 40 bike education sessions and 6 bike maintenance sessions at 6 local primary schools, 10 community bike education and bike maintenance sessions provided in four different locations throughout the City and a four week beginners bike education course for Seniors. 28% of households have set goals to walk instead of drive, 17% plan to take the train, 8% plan to catch a bus and 7% ride instead of driving. These trips are planned from home to the local shops (14%), around Perth (10%), within the City (7%) and to work (4%).

The programs formal evaluation will be completed by September 2014 but ongoing qualitative results show a community who is extremely supportive of Your Move as a program that has encouraged participants to get motivated and get more active.

The City's TravelSmart Officer has close contact with many primary schools by engaging them with the 'TravelSmart to School' program. The City supports schools to engage their teachers, parents and children in becoming more active for the school day commute by leaving family cars at home. Children who ride, scoot, walk and take public transport to school benefit in many ways – additional minutes of physical activity, engage with their surroundings, have a sense of confidence and connectedness to the communities and also develop an understanding and an interest in the concepts surrounding sustainability. Parents who accompany their children by bike or on foot act to reduce the congestion on local roads and make roads safer for their school communities. The City TravelSmart program provides small grants to schools to hold special event days to promote National Ride to School Day, Walk Safely to School Day and Walk Over October – Walk to School Day to inspire and celebrate year round achievements of families who opt for active travel.



The 2013-14 financial year has seen 10 schools awarded with Connecting Schools Grants, funded equally by the City's TravelSmart Program and Department of Transport. Schools have improved or installed brand new cycling infrastructure including new sheds, new covered structures with bike parking, scooter and skateboard racks, signage at school entrances to celebrate active travel and one school has installed a sensory bike path complete with a set of miniature road traffic signs so students can be taught bike education at school. These grants are complimentary to the Perth Bicycle Network grants that are managed by the City's Engineering team seeing priority items from the City's Bike Plan co-funded by Department of Transport.

TravelSmart local resources including two maps that are printed bi-annually that feature the cycling network – including cycle friendly streets, bike parking, bike repair stations, reserves and places of interest and on the reverse public transport routes around the City and their links to Cockburn Central train station. These resources are complemented by (524) way finding signs that have been installed around the suburbs prompting locals to walk to destinations close by; they provide a directional arrow and an approximate time to walk. Two new bicycle repair stations have been installed, one at Cockburn Central train station and within the City's civic complex for riders to do quick repairs.

Events are an important part of community engagement – TravelSmart has a presence at many of the City's Summer of Fun events and provides specific events for Bikeweek, Walk Over October and a summer series of bike maintenance programs.

2.2.3 Congestion

The Cockburn District Traffic Model (DTM) was developed for the City using a cordon from the MRWA Regional Operations Model (ROM) for forecast future years. The modelling purpose was to forecast traffic volumes on key routes throughout the City. This is aimed at assisting decision making on future road network improvements and management of the arterial/ distributor road network. While this model is more refined than ROM, MRWA uses the ROM in their strategic road network planning.

The model is a tool that can be used to confirm or identify the current congestion issues within the City of Cockburn. The model run for the 2011 base year identified congestion hotspots at multiple locations throughout the city.

Current traffic conditions in the City of Cockburn involve pronounced peak traffic conditions during weekday commuter peaks and in the lead up to long weekends due to people travelling south along Kwinana Freeway. North-south heavy vehicle flow between western industrial areas such as Henderson and Fremantle, and east-west between the Kwinana Freeway and Fremantle also affect the overall congestion within the transport network in the City of Cockburn.

The collaborative mapping results showed that there is a correlation between the traffic modelling results and congestion locations raised by the community. Significant sites include:

- Gateway Shopping Centre access
- Beeliar Drive
- North Lake Road
- Armadale Road
- Cockburn Station Park 'N' Ride access
- Roe Highway / Kwinana Freeway interchange
- Russell Road / Gibbs Road around Kwinana Freeway ramps
- Kwinana Freeway.

Figure 16 illustrates the congestion hot spots in the City of Cockburn based on the collaborative mapping results.

The DTS identified current congestion issues at:

- Kwinana Freeway throughout the City of Cockburn
- Armadale Road (between Tapper Road and Warton Road)
- Stock Road (various stretches but mostly concentrated to south of Phoenix Road)
- Beeliar Drive (at Cockburn Central and west of Hammond Road)
- Farrington Road (especially between North Lake Road and Bibra Drive and west of Karel Avenue)
- Berrigan Drive (north of Jandakot Road) Jandakot Road (east of Berrigan Drive).

The Moving People Network Plan (MPNP) being developed by the Department of Transport has highlighted the presence of eight congestion hotspots throughout the City of Cockburn. It is understood that these locations have been identified on the basis of current issues through stakeholder consultation. Four of the locations, as listed below, correlate with the collaborative map results:

- Rockingham Road/ Cockburn Road/ Hampton Road intersection
- Roe Highway/ Kwinana Freeway interchange
- Roe Highway/ Karel Avenue intersection
- Beeliar Drive/ Armadale Road/ Kwinana Freeway interchange

While there may be a few isolated comments raised on the collaborative map for the remaining sites, there were no concentrations of user comments. These locations are:

- Murdoch Drive/ Farrington Road intersection
- Berrigan Drive/ Kwinana Freeway interchange
- Berrigan Drive/ Jandakot Road intersection
- Russell Road/ Rockingham Road intersection.

There were a number of isolated comments around Russell Road/ Rockingham Road/ Sparks Road raised in the collaborative mapping exercise. Further development at the Australian Marine Complex and Latitude 32 may see these areas emerge as future congestion hotspots.

The sites cited in the MPNP that do not correspond with the collaborative mapping feedback highlight that these are possibly emerging congestion locations for consideration in the ITP but also that there are other locations that have been raised through the collaborative mapping which need to be elevated in status with key agencies. These locations are namely:

- Hope Road, north of Bibra Lake
- North Lake Road/ Poletti Road
- Hammond Road/ Beeliar Drive
- Bartram Road adjacent to the Kwinana Freeway. Bartram Road currently terminates on each side of the freeway. An overpass in this location would help to relieve congestion on adjacent east-west routes (Armadale Road/Beeliar Drive, Russell Road/Gibbs Road) and provide more direct local access to Atwell College.

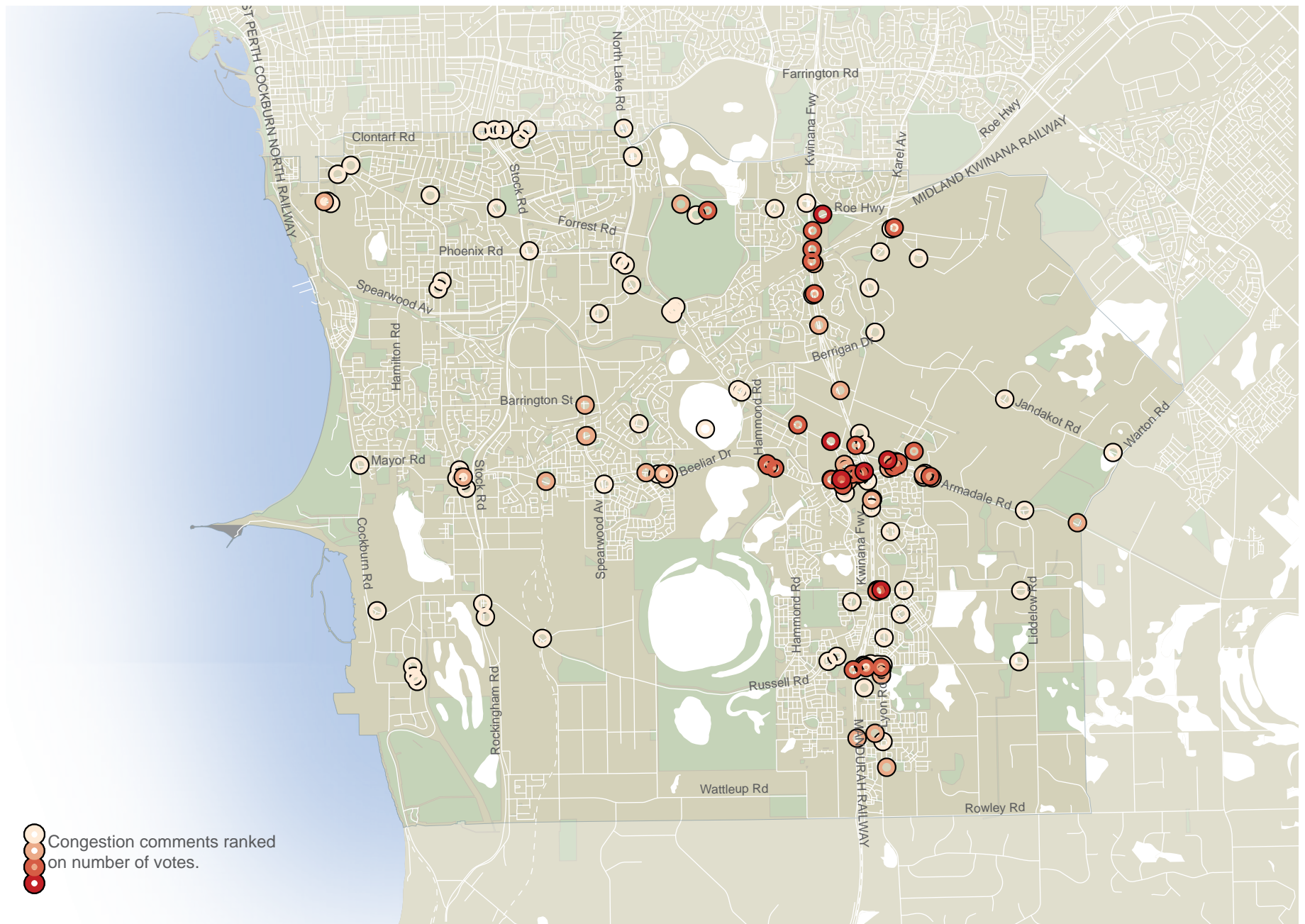


Figure 16 Collaborative mapping - congestion hot spots

2.2.4 Safety and security for all transport system users

The community has expressed concerns that there are security and road safety issues in the City of Cockburn. These are as follows:

- Speeding on residential streets
- Lack of pedestrian footpaths and pedestrian crossings
- Close intersection spacing and poor traffic signal coordination causing rear-end collisions
- Issues around schools, such as vehicles parking on footpaths, motorists exceeding 40km/h in school zones and a need for more dedicated off-street parking
- Localised issues where roundabouts, stop signs, turn pockets or signals need to be introduced
- Poor road geometry, such as blind corners and motorists speeding around curves
- Long delays to access busy roads such as Beeliar Drive, Cockburn Road, Russell Road and Berrigan Drive from side streets
- Maintenance issues relating to road surfaces and the obstruction of sight distances by roadside vegetation
- “Hooning” behaviour in residential streets, including Fawcett Road, Lesueur Pass, Beenyp Road and The Grange.

Figure 17 shows the locations of the road safety comments raised by the community overlaid on the last five years of actual crash data (sourced from MRWA).

This shows a clear correlation between community views on locations where road safety is an issue and actual crash occurrences so community perceptions are generally validated by the crash data. A comparison with **Figure 16** also shows that there is a connection between crash locations and community views on congestion hotspots. This result is not surprising given that congestion can lead to safety issues mainly stemming from driver impatience and frustration. Examples include travelling too close to the vehicle in front (ie tailgating), speeding through signalised intersections during the green phase, running amber/ red signals, picking insufficient gaps to enter the major traffic stream from side streets/ driveways and traffic queues blocking intersections.

The City annually applies for, and is successful in obtaining, Black Spot Program grant funding from Main Roads WA for road safety improvements. Projects recently completed under the Black Spot Program include:

- Realignment and signalisation of Beeliar Drive/Hammond Road intersection
- Installation of signal mast arms on North Lake Road at three intersections

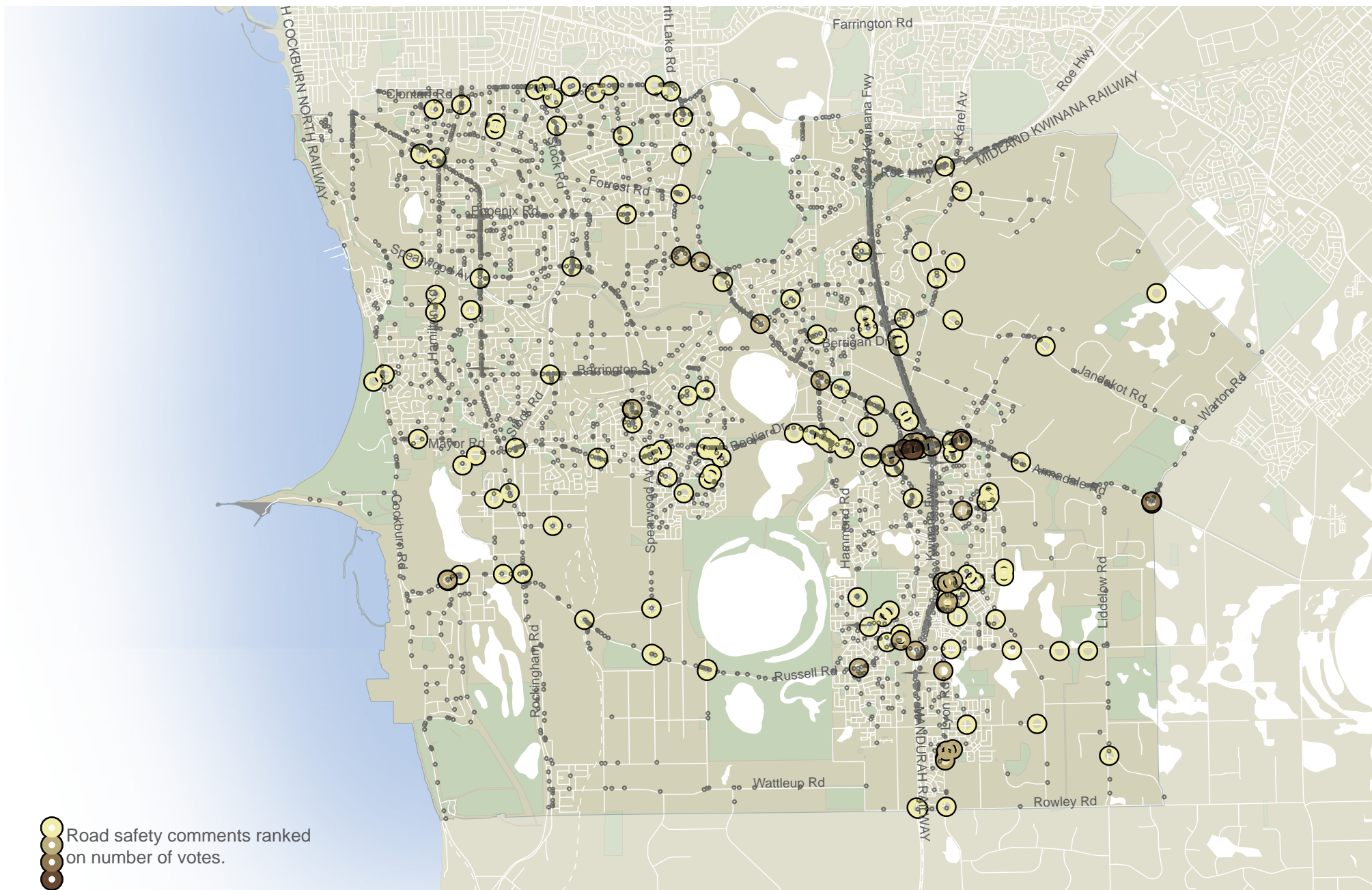


Figure 17 Collaborative mapping road safety comments overlaid on MRWA crash records (for 2008-2012)

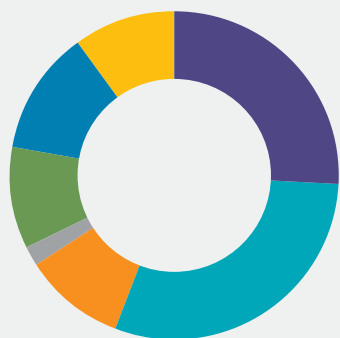


Figure 18 Summary of the proportions of community comments by category

2.3 Summary of key issues

The feedback from the collaborative map has revealed the key transport concerns facing the community at present. **Figure 18** shows the percentage of responses by topic.

The transport issues facing the city are numerous; however, a few key issues are highlighted below:

- Congestion, particularly around Cockburn Central, the Kwinana Freeway and the Kwinana Freeway interchanges
- Busy arterial roads forming barriers to walking and cycling
- General lack of pedestrian crossing facilities
- Growing road safety issues and evidence of a strong correlation between congestion and actual road safety issues
- Lack of bus priority, particularly problematic at Cockburn Central where numerous bus services converge
- Some key employment locations are not currently serviced, or well serviced, by public transport
- Community perception that bus services are infrequent and have a limited service span
- Kwinana Freeway forms a barrier between communities and concentrates traffic flows to a few, heavily congested locations.

2.3.1 What are the impediments to using sustainable transport modes?

The collaborative mapping exercise included a brief questionnaire on current travel patterns and reasons for using a chosen travel mode. The results from this survey revealed the following:

- Of the people who currently travel by car only (as driver or passenger), 65% stated that they use that mode because *'Public transport is not available or not an option between my trip origin and destination or at the times I need to travel'*. 16% state that they use the car *'for convenience'*. Other factors for using private vehicle included the supply of free parking at the workplace, needing a car for employment, or their workplace is too far to use active modes
- For bus and train users, this mode is chosen because it is convenient and it is too far to walk or cycle
- The majority of cyclists use that mode due to convenience
- Similarly, the majority of walkers stated that they use that mode for convenience.

This information reveals two key lessons:

- Car use is high because motorists do not have public transport as an available alternative. This is either a perception requiring more information on available public transport options to be made available or a fact with no/ limited public transport options existing
- Convenience is a strong reason why some people chose non-car travel modes.



WA Tomorrow (2012) predicts that the City of Cockburn could have between 121,900 and 141,600 residents by 2026. The population is expected to age with the greatest proportional increase in population in the over 55 years group.

- The City of Cockburn has a large supply of undeveloped and underdeveloped urban and urban deferred zoned land at approximately 1,170ha (at 2012) which indicates that the majority of growth will be via new greenfield sites but this could be expected to run out around 2020/21.
- Brownfield development will also have a role with two major projects underway at Cockburn Coast and Port Coogee.
- Achieving the *Directions 2031 and Beyond* targets for employment self-sufficiency in the South-West sub-region (Cockburn, Kwinana and Rockingham) will require the creation of approximately 41,000 additional jobs by 2031.
- Directions 2031 sets aspirations that *'all people should be able to easily meet their educational, employment, recreation, service and consumer needs within a reasonable distance of their home'*.
- Major transport projects in planning for the City of Cockburn include rapid transit connecting Fremantle, Cockburn Coast and Cockburn, a new rail station at Aubin Grove (Russell Road) and the westerly extension of Roe Highway.
- Road infrastructure will come under increasing pressure due to traffic generated by major projects. Farrington Road and Kwinana Freeway (driven by the Fiona Stanley Hospital), Russell and Rowley Roads (outer harbour and intermodal terminal), Cockburn Road, Rockingham Road, Spearwood Avenue and Hampton Road (associated with the Cockburn Coast development) are likely locations.

3 City of Tomorrow

3.1 Strategic planning directions

A review of the State and local planning policies provides the strategic framework for the ITP. Key documents and their relevance to the Cockburn ITP are discussed below.

(National) Department of Infrastructure and Transport – Our Cities, Our Future (2011)

Our Cities, Our Future is the National Urban Policy document that sets an agenda on the future of Australian cities. The document defines principles, goals and objectives and breaks the document into the four defined themes of productivity, sustainability, liveability and governance.

Relevant objectives to this ITP include:

- Integrate land use and infrastructure
- Improve the efficiency of urban infrastructure
- Improve accessibility and reduce dependence on private vehicles
- Support community wellbeing
- Improve the planning and management of our cities
- Evaluate progress.

Relevant priorities under 'Integrate land use and infrastructure', notes productive capacity of cities can be improved with more effective integration of land use and infrastructure. This can include maximising yields on land use, improving productive capacity and leveraging investments in infrastructure.

Western Australian Planning Commission – Directions 2031 and Beyond (2010) and Draft Outer Metropolitan Perth and Peel Sub-region Strategy

Directions 2031 proposes that new growth occur in a more balanced way around a diverse network of activity centres, linked by a robust movement network and supported by a green network of parks, conservation and biodiversity areas so as to achieve a connected city scenario.

The 'connected city' is a medium-density development scenario, which targets 47% of dwellings (154,000) are to be delivered through medium density housing. Central to this are the following outcomes that are sought:

- Reducing the need to travel
- Support travel choice for travel to services, facilities and employment
- A more energy efficient urban form.

By 2031 the Perth and Peel region will have a population of 2.2 million people. This represents over half a million new residents to be housed in 328,000 new dwellings and needing 353, 000 new jobs.

Developments such as the Hamilton Hill Revitalisation Strategy, Cockburn Central TOD and Cockburn Coast will help deliver infill targets and the wider objectives of a compact city. Two of these sites however are currently not well serviced by high quality public transport services such as rail or rapid transit. Hamilton Hill and Cockburn Coast developments should be an impetus for investment in rapid transit.

A total of 41,000 additional dwellings are required in the south west metropolitan area by 2031 according to the Draft Outer Metropolitan Perth and Peel Sub-region Strategy. Specifically Cockburn is to contribute an additional 11,100 dwellings by infill and a further 18,280 dwellings by greenfield and brownfield development. The principal urban expansion areas are:

- Munster
- Banjup

Cockburn Central has been identified as a “Secondary Centre” in the Activity Centres hierarchy while Cockburn Coast and Spearwood are District Centres. Jandakot Airport is recognised as a specialised centre with a primary function of aviation and logistics services.

The Australian Maritime Complex and Western Trade Coast are recognised as strategic industrial centres while Bibra Lake, Cockburn Central, Jandakot Airport and North Coogee are recognised as existing industrial centres.

Fremantle, a regional centre, and Murdoch, a specialised centre, are also in close proximity to Cockburn and will continue to be major attractors for employment, education, retail and major health services.

Western Australian Planning Commission - State Planning Policy 4.2 – Activity Centres for Perth and Peel

The main purpose of the Activity Centres Policy is to specify broad planning requirements for the planning and development of new activity centres and the redevelopment and renewal of existing centres in Perth and Peel. The policy objectives of greatest significance to this ITP are as follows:

- Increase the density and diversity of housing in and around activity centres to improve land efficiency, housing variety and support centre facilities
- Ensure activity centres provide sufficient development intensity and land use mix to support high-frequency public transport
- Maximise access to activity centres by walking, cycling and public transport
- Plan activity centre development around a legible street network and quality public spaces
- Concentrate activities, particularly those that generate high numbers of trips, within activity centres.





For Cockburn Central, the target is to achieve a minimum 25 dwellings/ha and a desirable 35 dwellings/ ha residential density target within 400m catchment of the rail station. The policy also stipulates details on parking supply including maxima, promoting an efficient supply of car parking by a suitable allocation of on-street, off-street public and shared parking. Use of mechanisms such as cash-in-lieu and reciprocal / shared use arrangements are also supported.

Department of Transport - Moving People Network Plan (yet to be released)

The Department of Transport is in the process of developing the Moving People Network Plan that together with the proposed Moving Freight Plan will provide the overall strategic direction for multi-modal transport planning in Perth. The Public Transport Network Plan, WA Bicycle Network Plan and CBD Transport Network Plan will all sit under the framework of the Moving People Plan. It is understood that the Moving People Plan covers the following themes:

- Invest in public transport
- Optimise road network efficiency
- Expand the road network
- Demand management
- Future planning and integration.

The plan is aimed at identifying preferred functions for key roads within metropolitan Perth – this concept is referred to as SmartRoads and is based on the VicRoad's model, and recognises that roads cannot fulfil all functions equally rather it is best to focus/prioritise certain functions on certain routes. Preferred future routes within Cockburn include:

- Traffic: Roe Highway extension (to Stock Road), Rowley Road (possible future route), Power Avenue (possible future route), Bartram Road (between Hammond Road and Tapper Road) and new connections to/ from/ around Jandakot Airport
- Public Transport: Phillips Road/ Power Avenue, Cockburn Road, Hamilton Road, North Lake Road, Phoenix Road, Forrest Road, Winterfold Road, Berrigan Drive, a number of routes through Aubin Grove/ Atwell and new networks around Jandakot
- Cycle: Forrest Road, Hamilton Road, Rockingham Road, Stock Road, Cockburn Road, an off road coastal path and connections to Jandakot Airport.

Two possible future traffic routes in the south – Power Avenue and Rowley Road are expected to be in response to the proposed Latitude 32 development and further growth at AMC. No new 'preferred pedestrian' routes have been designated.

The City of Cockburn considers that Stock Road should be highlighted as a preferred traffic route.

It is evident that the emphasis of the plan is on improving the permeability of the public transport and active mode networks. Greater detail is required regarding the planning and management of these future preferred routes consistent with their intended function.

The Moving Freight Plan is yet to be released for comment.

Department of Transport – Draft Public Transport Plan for Perth in 2031

The draft document provides the framework for the future public transport network in metropolitan Perth. It focuses on required upgrades to 2031 but also identifies long term plans for post 2031. The plan focuses on a three-tier transit network comprising:

- Heavy rail
- Light rail (LRT)
- Bus rapid transit (BRT)

Projects to be delivered as part of stage one of the plan (prior to year 2020) includes BRT along Rockingham Road/ Hampton Road, connecting from Beeliar Drive to Fremantle Rail station. This picks up brownfield developments at Port Coogee and Cockburn Coast.

In 2031, the preferred scenario for public transport involves daily patronage on the Mandurah rail line through Cockburn increasing from 10 – 30,000 passengers per day (ppd) currently to 30 – 50,000ppd.

Stage Two projects, to be implemented between 2020 and 2031, include a new station on the Mandurah line at Aubin Grove (State Government has since announced will be delivered in late 2016), extension of BRT southward to connect along the coast between Fremantle and Rockingham, picking up a large catchment through Cockburn including industrial areas that are not presently well served by public transport. A new-east west BRT service; connecting between Fremantle (via the coastal BRT and Beeliar Drive) and Cockburn Station is proposed. No BRT is planned in Cockburn pre-2031 east of the rail line.

The plan also outlines the following principles to support public transport service provision and use:

- *Concentrate development in centres particularly designated strategic centres* - Develop concentrated centres containing the highest appropriate density housing, employment, services, retail and public facilities within an acceptable walking distance (400 – 1,000 metres) from major public transport nodes such as railway stations and high frequency bus routes with at least a 15 minute frequency at peak times.
- *Align centres within corridors* - Concentrate high density mixed use, accessible centres along major public transport corridors within urban areas
- *Connect streets* - Provide street networks with multiple connections to public transport services and efficient access for road based public transport

- *Improve access* - Provide walkable environments and give priority to pedestrians including people with disabilities. Ensure that pedestrian access to public transport is direct and pleasant with good lighting and natural surveillance from adjacent uses
- *Manage parking supply* - Use the location, availability and supply of parking to discourage car use
- *Improve road management* - Improve transport choice and promote an integrated transport approach by managing road traffic flow and protect and promote priority public transport routes.

In 2031, the preferred scenario for public transport involves daily patronage on the Mandurah rail line through Cockburn increasing from 10 – 30,000 passengers per day (ppd) currently to 30 – 50,000ppd. Clearly congestion issues around Cockburn Central Station and good forward planning for access to the proposed Aubin Grove Station will be needed to help achieve this growth.

The Plan also outlines the proposal for extension of the Thornlie heavy rail line to the Mandurah Line. This has the potential to change service patterns through Cockburn/ Aubin Grove, increase rail capacity through the corridor but also increase passenger transfers at Cockburn Station.

Parsons Brinckerhoff (on behalf of LandCorp, along with Cities of Fremantle, Cockburn and Melville)
- Southwest Metro Rapid Transit Network Study - Recommendations Report

This report investigates the future needs for a rapid transit network, specifically considering both BRT and LRT. Of interest to Cockburn are proposed linkages From Fremantle to Cockburn Central via Cockburn Coast and Phoenix Road Shopping Centre but also another trunk line connecting Fremantle and Murdoch along South Street via Kardinya Park Shopping Centre.

The study recommended BRT on all the corridors forming the Southwest Metro Rapid Transit Network (See **Figure 19**), with the Fremantle to Murdoch and Cockburn Coast to Fremantle corridors also recommended for incremental staging from BRT to LRT at 2031. Specifically the section between Cockburn Coast and Cockburn Central was recommended as BRT rather than LRT in line with the forecast patronage and employment growth. This corridor would potentially pick up patronage in Spearwood and Bibra Lake. The section between Cockburn Coast and Fremantle was identified as warranting upgrading from BRT to LRT at 2031. The report notes that further work is required to define the preferred operating routes.

SOUTHWEST METRO TRANSIT NETWORK KEY ACTIVITY CENTRES



Figure 19 Southwest Metro Transit Network (Source: Parsons Brinckerhoff)



South West Group of Councils – Travelling Together (2003)

This integrated transport plan has been developed in partnership between the local governments of Cockburn, Melville, Rockingham, East Fremantle and Kwinana. While the document is dated it outlines the desired future vision for transport in the metropolitan south west. This vision and how it may specifically relate to the City of Cockburn is summarised in **Table 3**. Lobbying is underway by the councils to produce an updated ITP.

Vision	Relevance for Cockburn
Balanced multi-modal transport system with an efficient network that links local, district and regional centres and which provides employment, education, shopping and recreational facilities.	<p>Linkages between Cockburn and the Rockingham and Fremantle (Strategic Metropolitan Centres) is possible via bus however the travel times are disproportionate compared to private vehicle travel.</p> <p>Connections between the smaller activity centres within the LGAs are generally not possible by public transport without making at least one change.</p>
Balanced transport system that promotes economic activity by providing a high level of accessibility in all modes.	Industrial areas within Cockburn play a significant role in the economic prosperity of the City and region however there is limited travel choice to these locations.
Multi-modal transport system that sustains and supports healthy lifestyles, offering travel choice with a high level of accessibility.	This highlights that walking and cycling should be promoted as travel modes and not just for recreation.
Sustainable transport system that improves air quality and other environmental standards by actively promoting use of public transport, walking and cycling within safe and convenient networks that link activity nodes within communities.	Congestion and road safety were highlighted as the two greatest issues during the collaborative map engagement, indicating that this vision remains current but clearly more has to be done to realise it.
Transport system that offers affordable and safe accessibility for all social age groups within communities.	This is particularly important noting the aging population and the fact that greenfield development is expected to continue for the foreseeable future where affordable transport options are vital.

Table 3 Relevance of the South West Councils – Travelling Together ITP to Cockburn

City of Cockburn – Strategic Community Plan 2012 to 2022

The City's strategic community planning process seeks to engage the people of Cockburn to examine seven key focus areas. They are; Growing the City, Communities and Lifestyles, A Prosperous City, Environment and Sustainability, Infrastructure, Moving Around, Leading and Listening.

The required outcome of the Plan is to develop road, pedestrian and cycleway networks to facilitate the safe movement of people and goods while advocating improvements to the public transport system. It identifies five key 'wants':

- An integrated transport system which balanced environmental impacts and community needs
- Facilitate and promote healthy transport opportunities
- A safe and efficient transport system
- A defined freight transport network
- Infrastructure that supports the uptake of public transport and pedestrian movement

City of Cockburn - Local Planning Strategy (LPS)

The City's Local Planning Strategy establishes a framework for the future planning and directions of the municipality which are then enacted through the Town Planning Scheme. Transport is a strategy under the LPS which establishes the following directions:

- Maximise development near public transport routes
- Provide for a safe and efficient network of local and arterial roads facilitating access and the distribution of traffic through the area
- Minimise trip lengths in order to maximise public convenience and minimise the impacts of private car users
- Encourage cycling by defining and implementing cycle networks and promoting the provision of end of trip facilities.

City of Cockburn Long Term Financial Plan 2012/13 – 2021/22

The City has identified a range of major and transport infrastructure that it is seeking to deliver over the next 20 years. The Long Term Financial Management Plan contains an updated major road infrastructure program totalling \$118.24M over the life of the plan.

City of Cockburn - Local and Commercial Activity Centres Strategy (LCACS), 2012

LCACS sets the vision for the planning and development of the City's commercial centres over the next 10-15 years. It takes into account State Planning Policy No. 4.2 Activity Centres for Perth and Peel (SPP 4.2) and Directions 2031 and beyond: Metropolitan planning beyond the horizon (Directions 2031). This document sets nine objectives for the outcomes sought from the strategy and includes *to facilitate the optimization of access to and within centres*. The current levels of accessibility to centres was not established as part of the strategy but clearly is a worthwhile action in future. It does set a framework for the desired level of accessibility for centres as follows:

- Activity centres that facilitate multiple purpose/multiple occupancy trips in alignment with its defined role
- Activity centres that encourage active transport options for users when accessing and moving within activity centres
- A highly efficient movement network at the local, district and regional level.

The strategy requires access to be considered at either one or all of the following approval steps: structure planning, detailed areas planning and significant development applications at neighbourhood and local centres. Access targets are to be established for secondary, district and neighbourhood centres. This could include a certain proportion of trips to be made by sustainable modes.

Cockburn Disability Access and Inclusion Plan (DAIP) 2012 – 2017

The intention of the DAIP is to assist with the coordination of planning and activities conducted by the City of Cockburn to ensure that all community members have equitable access to services, events, and public spaces and buildings. Delivery is coordinated by a Disability Access and Inclusion officer (DAIO).

The City has set up a Disability Reference Group (DRG) which consists of an open membership of Councillors, Council Officers, service provider representatives, people with disabilities and carers. The DRG provides advice and input in a range of issues, and receives regular reports from the DAIO on progress of the DAIP. The reference group has been consulted on major projects in the region, such as the Cockburn Central and Port Coogee developments.

City of Cockburn - District Traffic Study, 2013

Further details on the 2013 District Traffic Study are provided in Section 1.2 of this report.

Roe Highway Stage 8

The State Government is committed to the extension of the Roe Highway, west of the Kwinana Freeway to Stock Road in Coolbellup. However, the City of Cockburn opposes the extension on the grounds that it will impact adversely upon environmentally sensitive wetland areas between North Lake and Bibra Lake.

City of Cockburn Bicycle Network and Footpath Plan, 2010

The City of Cockburn Bicycle Network and Footpath Plan provides a review the City's existing network of cyclist and pedestrian infrastructure. The plan identifies improvements to the existing cyclist and pedestrian networks and potential non-built solutions to enhance existing networks, their maintenance and future provision.

City of Cockburn Trails Masterplan, 2013

The City of Cockburn Trails Masterplan compliments the Bicycle Network and Footpath Plan and sets 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.








3.2 Major capital works program

The Long Term Financial Plan 2012/13 – 2021/22 presents the City's planned major road projects (refer to **Figure 20**).

Congestion was raised by the community as a significant issue facing the City. It is recommended based on this feedback that the City's major road works program be reviewed based on congestion and road safety feedback through the ITP. This plan should identify tier 1 (high priority) and tier 2 (normal priority) projects. Feedback from the ITP has identified the following high priorities:

- North Lake Road extension and Verde Drive construction
- Bartram Road overpass.
- Gibbs Road/ Russell Road upgrade: needed before Aubin Grove station is operating
- Jandakot Road.
- Encourage MRWA to undertake a review of traffic signal timings and phasing at the following locations:
- Armadale Rd and the following intersections: Tapper Rd, new intersection proposed Verde Drive, Kwinana Freeway Ramps
- Beeliar Drive and the following intersections: North Lake Road/ Wentworth Parade/ Kwinana Freeway Ramps

Major capital works

 Congestion	✓
 Road Safety	✓
 Parking	
 Freight	✓
 Public Transport	
 Cycling	
 Walking	

Other major works

● Congestion	✓
● Road Safety	✓
● Parking	
● Freight	✓
● Public Transport	
● Cycling	
● Walking	

3.3 Other major works

A recent study by the RAC has indicated that improving traffic signal sequencing and timings can reduce congestion by as much as 27% (refer to media release dated 21 October 2013). Considerations should be given to cycle lengths, coordination between sets of signals along key routes and opportunities to include filtered right turns.

The following actions are recommended:

- Encourage MRWA to introduce managed freeways on the Kwinana Freeway with priority locations: Beeliar/ Armadale, Berrigan Drive, Roe Highway and Russell/ Gibbs and working with the City of Cockburn regarding adverse impacts on the local road network
- Undertake an advocacy role to lobby the State Government for funds for Kwinana Freeway widening and Armadale Road widening and safety improvements.
- Lobby MRWA for Beeliar Drive to be upgraded to a 'Primary Regional Road' on the basis of the forecast traffic volumes (up to 51,000 vpd in 2020 and over 60,000vpd without North Lake Rd overpass). This should apply as a minimum to the section of Beeliar Drive between the Freeway and Wentworth Parade and ultimately for the full length from the Freeway to Stock Road.

The DTS highlights that other roads may also be worthy of categorisation to primary regional road status such as Farrington Road (between North Lake Road and Kwinana Freeway; particularly should a northbound off ramp be introduced), North Lake Road (noting that in 2031 sections of North Lake Road are forecast to carry higher volumes than Stock Road). The City should work with MRWA to define a monitoring plan.

- Work with the DoP to identify roads requiring a review of the MRS reservation. A formal request must be made and roads recommended for review based on the DTS forecasts include Warton Road, Berrigan Drive/ Karel Avenue, Farrington Road, Jandakot Road, Russell Road and Phoenix Road.

These roads do not have regional road status however 2031 forecasts suggest they should be considered and road reservation widths reviewed. These reviews should also, as a priority, consider future public transport priority needs. The following roads are designated 'other regional roads' but are forecast to carry notable traffic volumes in future (as per the DTS 2031 forecasts) and accordingly their reservations should be reviewed: North Lake Road overpass/ Verde Drive (the need for widening at Solomon Rd), North Lake Road and Russell Road ('blue' road, but the road reserve identified in the MRS is inadequate for a dual carriageway).

- Liaise with the DoT to ensure that the planning of identified future 'preferred traffic' routes under the Moving People Plan is not compromised through approvals of new developments

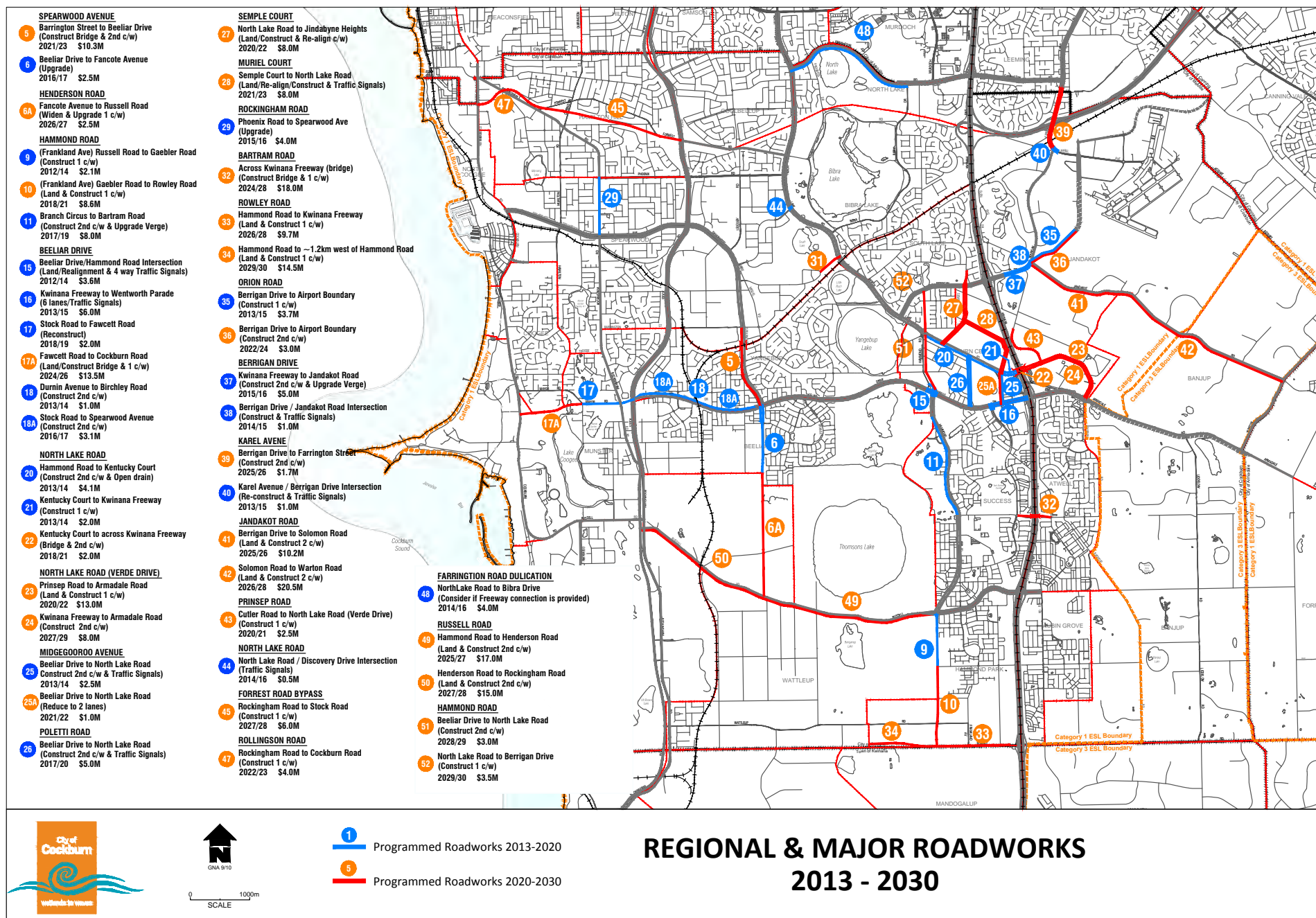


Figure 20 Major Road Projects Source: City of Cockburn

- Require all Transport Assessments for structure plans and subdivisions and any other developments generating more than 100 trips in a peak hour to use forecast traffic volumes from the DTS to assess the future impacts of developments on the future road network.
- MRWA is progressing planning of Roe Hwy extension to Stock Road. It is understood that the City of Cockburn does not support this project. To 'Do Nothing' is not a realistic option as this will increase traffic in the Hamilton Hill area and pressures on other parallel routes such as Farrington Road, Phoenix Road and Forrest Road. The impacts of not extending the Roe Highway have been investigated as part of the DTS. It is recommended that, without Council support for the Roe Highway extension, an alternative plan be identified and presented to MRWA. This plan should include public transport improvements such as the BRT route between Fremantle and Murdoch identified in the Southwest Metro Rapid Transit Network Study.

3.4 Leading practice in land use integration and travel demand management

Perth has experienced unprecedented levels of population growth in recent years. Much of this growth has taken place in Perth's suburbs; however, the Perth CBD continues to be the metropolitan area's most significant employment, entertainment and leisure hub providing around 25% of white collar and 18% of all metro jobs.

Congestion is a growing issue for the city and there is realisation that this cannot be addressed solely through adding capacity to the road network (refer to **Figure 21**). Recent evaluation of peak hour congestion undertaken by the Royal Automobile Club (WA) showed that the lowest levels of service is experienced on trunk routes, particularly on approach to and around the CBD.

The 2013 Congestion Index developed by TomTom shows that Perth is now ranked second worst of major Australasian Cities behind Sydney⁴. This growth in congestion has clearly impacted City of Cockburn residents and business with congestion ranking as the most commented issue during the community engagement exercise.

Some locations in Perth are embracing travel demand management through measures that include paid parking, restricting parking supply, using revenue from parking or developer contributions to fund public transport and encouraging use of sustainable travel modes through travel plans and integrated transport plans.

Leading practice in land use integration and travel demand management

Congestion	✓
Road Safety	
Parking	✓
Freight	
Public Transport	✓
Cycling	✓
Walking	✓

⁴TomTom (2013) *TomTom Australia & New Zealand Traffic Index*, TomTom International BV, 12pp..

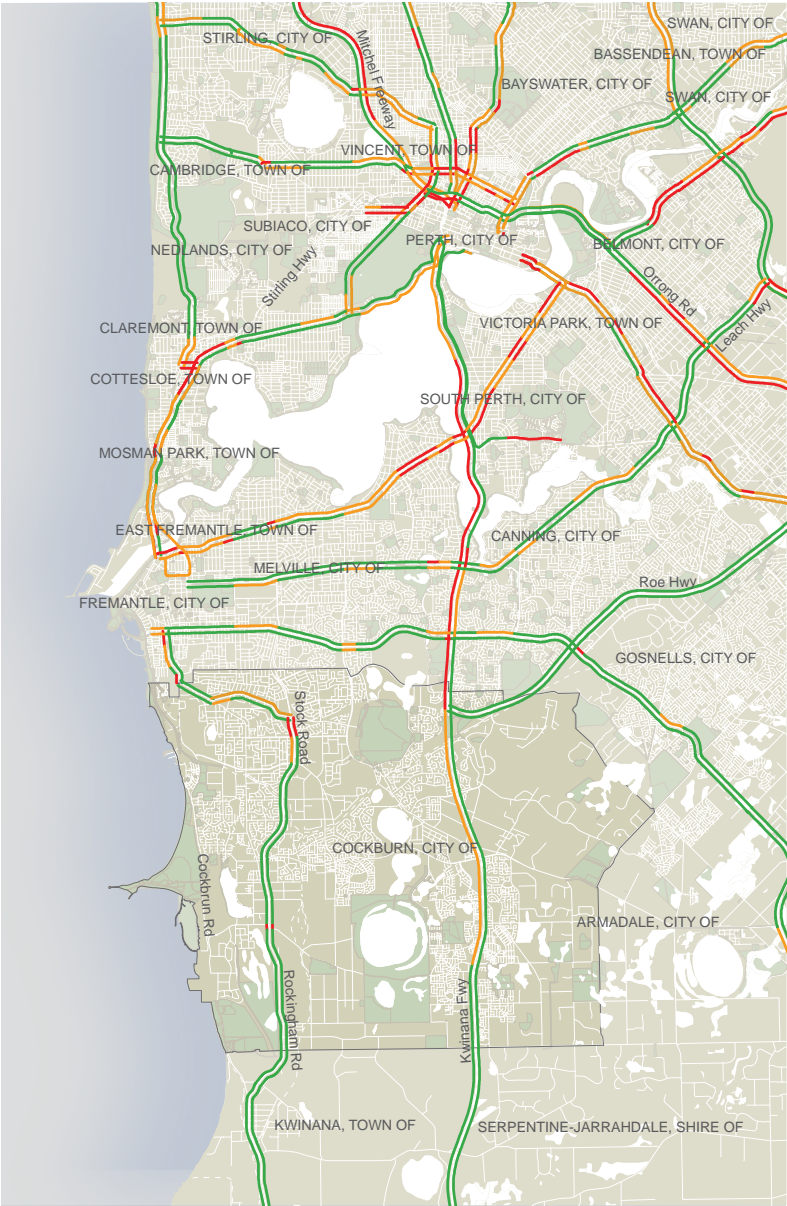


Figure 21 RAC's congestion evaluation outcomes

RAC's congested evaluation outcomes - Posted Speed (kph)				
Observed Average Speed (kph)	Arterials/Highways		Freeways/Highways	
	50-70 kph	80-90 kph	80 kph	100 kph
	< 25	< 33	< 40	< 40
	25-40	33-49	40-65	40-75
	> 40	> 49	> 65	> 75



On an international scale these measures, while effective, are a step removed from leading practice.

Congestion and access management initiatives may be grouped broadly into two categories: vehicle access controls and investment in non-car modes. Examples are provided in **Table 4**.

3.4.1 Vehicle access controls

There is a strong correlation between the supply and cost of car parking verses car use. Easily available cheap car parking is a key driver towards car dependency. The control of parking, especially located within Cockburn Central and other key areas, is therefore paramount to encouraging use of alternative modes of transport and ensuring existing parking supply is used efficiently.

Parking controls include:

- Paid parking – parking priced based on location and duration of stay (long term/short term)
- Duration of stay restrictions – short-term parking in areas where high turnover is preferred i.e. shopping areas and the control of long-term commuter parking

ITS is being used more often in the control of parking and can play an important role in the efficient use of supply and collection of revenue.

The City of Perth has developed a mobile app for smartphone and tablet devices which enables users to find available car parking spaces in the city.

The app provides users with real time availability as well as fee and time restriction information. This app assists in reducing traffic congestion by reducing the time spent by vehicles circulating on the CBD road network while looking for an available parking bay.

A common measure used nationally and internationally is the use of in-ground parking sensor technology. An in-ground sensor is a device that is buried underground within a parking bay and records when a vehicle arrives and departs from a parking bay. Once a vehicle has overstayed the permitted time limit in a parking pay, plus a grace period of five minutes, a signal is sent from the sensor in the bay to the nearest parking officer's hand-held device. The parking officer will check to see if a parking offence has occurred before issuing a parking ticket.

Vehicle access controls	Investment in non-car modes
Parking supply caps/ reductions	Public transport service enhancements
Parking pricing	Public transport prioritisation
Road capacity constraints/ road diets	Pedestrian realm/ infrastructure investments (e.g. wider footpaths)
Reduced speed limits	Improved cycling links and end of trip facilities.
Reduced vehicle connectivity	Reduced signal cycle times
Traffic management and control	
Reduced through-routing	

Table 4 Types of congestion and access management

Future travel behaviour and patterns in Cockburn

● Congestion	✓
● Road Safety	✓
● Parking	✓
● Freight	
● Public Transport	✓
● Cycling	✓
● Walking	✓

3.5 Future travel behaviour and patterns in Cockburn

The City of Cockburn has recently faced unprecedented growth and planning and construction activity. The City is expected to continue to be a highly sought-after place to live and work due to its coastal location, easily commutable distance (travel time) to the Perth CBD, existing and potential for new employment, access to heavy rail, natural assets and available greenfield sites for development. The City will therefore continue to transform as it becomes increasingly urbanised.

Population, employment and land use changes

Key population, employment and land use changes forecast include:

- Growing from a population of 88,599 (2010) to 114,212 by 2020 and to around 130,000 by 2031
- Tapering off of greenfield development post 2020 – 2022
- Reduction in greenfield development will see greater infill development and reducing household sizes and potentially reducing housing affordability
- Families settling in greenfield sites and an aging population in established suburbs
- Greenfield development mostly focussed in the south and east of the City

- Growth in employment opportunities from 22,000 in 2006 to a forecast 55,000 in 2030

Policy directions suggest major residential growth areas will be centred on Aubin Grove, Success, Hammond Park – Wattleup, Coogee-North Coogee and Beeliar. The most significant growth is expected around Hammond Park, Wattleup, Banjup and Munster.

Success, Hammond Park and Aubin Grove are within a reasonable catchment of the Cockburn and future Aubin Grove train stations; however, new public transport infrastructure must be a priority to cater for growth in Coogee/ North Coogee and Beeliar. Issues associated with access to Cockburn station by all modes is a high priority.

Travel opportunities and challenges

How these demographic and population changes translate to opportunities and needs on the transport system could include:

- Greater reliance on public and community transport in locations housing the aging population. Locations include Cockburn Central, Coolbellup and Hamilton Hill
- Greater employment self-sufficiency, potentially leading to people living closer to their workplace and therefore shorter trips that can be catered for by walking and cycling/scooter/ motorbike
- Requirement for improved public transport options to support planned residential development in Coogee/ North Coogee and Beeliar. BRT has been explored and shown to be viable but this planning needs to be progressed



- Trips to industrial areas have historically been difficult to service by public transport however the medium to long term phase of industrial development will be focussed at AMC/ Latitude 32 and Jandakot Airport Precinct. Industrial development of this scale may be able to support improved public transport provision
- Expansion of the public transport network to greenfield developments in the south and east. It will be important for public transport services to new residential subdivisions to be provided upfront/ at an early stage of development to help prevent new residents from forming a car dependency.
- Increased industrial development will lead to additional freight movements to be catered for on the road network and greater mixing of heavy and light vehicle traffic. Increased use of freight rail lines could help to minimise these impacts but noise impacts

would need to be assessed given the surrounding residential land use in some locations

- A need to better manage existing transport infrastructure through the employment of intelligent transport systems which may include MRWA's initiative for managed freeways, introducing variable parking pricing (peak and off peak) and introducing parking guidance systems at key locations such as Cockburn Central.

The City will require a suite of interventions to change travel behaviour that will need to be up-scaled over time. For instance provision of additional bus services and localised bus priority in key congestion locations (eg Cockburn Central) will be a first stage of wider corridor upgrades such as BRT and ultimately LRT.

End of trip cycle facilities

● Congestion ✓

● Road Safety

● Parking ✓

● Freight

● Public Transport

● Cycling ✓

● Walking ✓

3.6 End of trip cycle facilities

End-of-trip facilities are designated places that support cyclists, joggers and walkers in using alternative ways to travel to work rather than driving or taking public transport.

End-of-trip facilities include:

- secure bicycle parking
- locker facilities
- change rooms
- drying areas

Traditionally end-of-trip facilities have only been available for use by occupants of the building in which they are located. Example of publically available facilities are available however.

The City of Melbourne and the City of Brisbane have both installed publically available end-of-trip facilities within their respective central business districts. The City of Brisbane's Cycle 2 City facility is a fully staffed, secure bike storage facility with showers. Additional facilities include daily fresh towel provision, laundry service and on-site bicycle workshop.

Opportunities for the installation of end-of-trip facilities will be investigated by the City of Cockburn. Potential locations include Cockburn Central and the future Aubin Grove railway station. Providing end-of-trip facilities at key transport interchanges provides opportunities for users to access the public transport network by bicycle rather than driving and utilising limited Park 'N' Ride facilities.

The City will also encourage workplace building owners to install quality of end-of trip facilities for staff use.



4 Key Drivers: Gaps, emerging trends and issues

A review of the City of Today and City of Tomorrow highlights a number of key existing and emerging issues, gaps and trends. These are the key drivers for the ITP to address.



4.1 Issues

Issues of today

- Traffic congestion, primarily centred on Cockburn Central but increasingly being created by other major developments are expected to have notable impacts on the road network including Fiona Stanley Hospital, Murdoch Activity Centre, AMC and Latitude 32 (Wattleup Road)
- Traffic congestion perpetuates further congestion as busy arterial roads become barriers to pedestrian movements and encourage car use for short trips
- Lack of pedestrian facilities to allow safe and convenient crossing of arterial roads
- Growth in road safety issues and a strong correlation between road congestion and road safety issues
- Roads that have been developed to a rural standard now carrying significant traffic volumes on a daily basis. Russell Road and Jandakot Road are clear examples
- A grid network of arterial routes is difficult to achieve in Cockburn due to the presence of natural barriers; however, the road reservations for some strategic arterial roads do not allow for future growth or introduction of bus priority because they are not currently wide enough

- The existing preferred public transport routes under the Moving People Network Plan (Beeliar Drive/ Armadale Road, Rockingham Road) do not have public transport priority and are known congestion locations

Potential issues of tomorrow

- Congestion on the rail network, making it difficult for passengers to board services in the AM peak from Cockburn and Aubin Grove stations
- Congestion and parking shortages around Aubin Grove train station
- Future residential development will involve some infill and brownfield development but is likely to occur in greenfield locations for the most part. It will be important for public transport provisions to be introduced at early stages, which is likely to require developer contributions through levies (such as the Perth Parking Management Act) and rates levies (as is the case in Queensland for the Gold Coast Rapid Transit system). The layout of these areas needs to strongly support the use of public and active travel modes.
- Growth in congestion and parking demands in future growth areas, particularly Cockburn Coast, Jandakot Airport, Aubin Grove Station, Port Coogee, Spearwood, the Muriel Court precinct and Hamilton Hill. Impacts on bus service reliability and travel times

- Roe Highway extension the impacts of building it versus not building it and lack of a well-conceived alternative for future transport needs
- Managing parking demand vs. supply at activity centres and the increased resources needed to manage and monitor parking
- Growth in freight movements. Requirements for designated, purpose-designed, off street heavy vehicle parking.

4.2 Gaps

- Limited public transport provision to industrial areas. Some employment centres such as the Jandakot Airport specialised activity centre is not connected by public transport to the nearby Cockburn Central town centre
- Limited public transport provision to link neighbourhood activity centres with district centres
- Potential lag of BRT provision in growth areas to the east of the municipality e.g. Banjup
- No bus priority and missed opportunities for bus priority around Cockburn Central
- Strategic planning such as the 'Plan for the District' focuses solely on road transport infrastructure for private vehicle travel and should reference the city's cycle and walking plans more strongly and in a more integrated way

- Some major road projects are required to improve the permeability of travel through Cockburn, which is important for local accessibility and to permit the efficient movement of freight
- Funding gaps: numerous road network upgrades have been identified but most require State government funding. Funding has yet to be committed
- Lack of coordinated information on the impacts of significant industrial and logistic related development in Cockburn and clear freight management strategy for Cockburn.

4.3 Emerging trends

- Creation and linkage of activity centres (neighbourhood, secondary, regional)
- Growing employment self-sufficiency and more dispersed trip origins and destinations
- Rapid growth in public transport use since the introduction of the Perth-Mandurah rail line
- Growing interest in healthy communities and opportunities for utilitarian and leisure transport to play a role in improving health and wellbeing
- Further residential growth in areas surrounding Cockburn and how this may influence travel to, from and through Cockburn
- An aging population and providing people with limited mobility with realistic travel choices other than private car.



5 The Future Transport Vision for Cockburn

5.1 Vision

A workshop was held in September 2013 with a select group of officers from the City to discuss the feedback from the community engagement and to identify a vision and objectives for the ITP. The general sentiment at the workshop was that while existing issues raised by the community were important to address; the ITP needed to be visionary. The City wants to be in a position to shape the transport future rather than reacting to existing issues.

It was also acknowledged through the workshop that the ITP needed to help implement and therefore be consistent with the Strategic Community Plan for the City. Drawing on the vision articulated in the Strategic Community Plan, the ITP is underpinned by the following vision:

Our mission is for a robust, safe and integrated transport network that meets the current and future needs of people and industry while minimising environmental impacts.

5.2 Objectives

The key objectives of this ITP are:

- To have a transport system that efficiently integrates with land use, enables multi-modal trips, and allows flexible management of the City's road space.
- To provide an efficient and highly connected movement network for pedestrians and cyclists that caters for and encourages healthy active transport travel for trips of any length.
- To provide a transport system that is safe and efficient, accepting that a level of traffic congestion will always exist, and is planned to meet the long-term transport needs of a growing city.
- To have a legible, well-structured arterial road network that provides efficient routes for heavy vehicles and general traffic for intra-city and regional trips.
- To provide infrastructure and promote behaviour that encourages patronage of public transport in a sustainable manner and creates efficient and prioritised movement for public transport and other high occupancy vehicles.
- To raise community awareness of transport alternatives to private cars, and keep them regularly updated on transport issues in Cockburn.

These objectives translate to the themes shown in **Figure 22** and the implementation plan has been shaped around these themes.



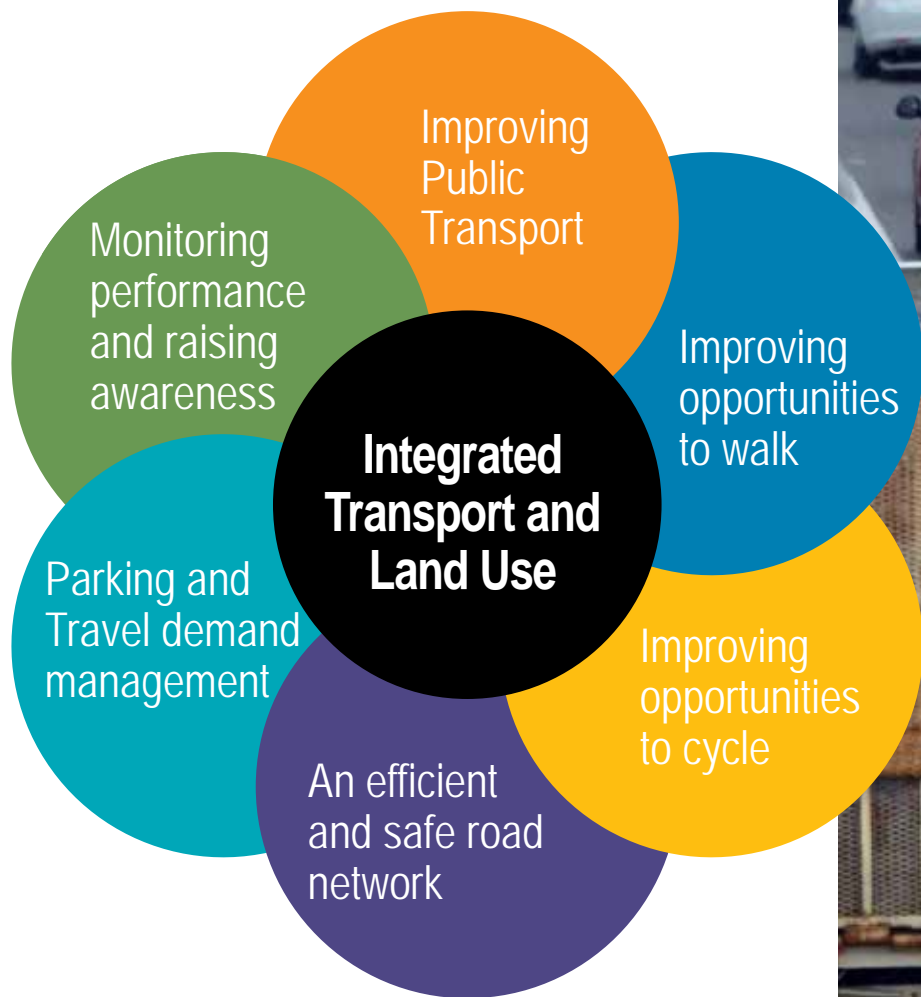


Figure 22 ITP themes



6 Implementation Plan

6.1 Implementation Plan

The implementation plan is presented in the table in this section. Note that specific road capacity upgrades have not been included in the implementation plan but are planned for in the City's Major Capital Works Programme.

The actions within the plan have been given a priority according to the following timescales:

- Short: to 2017
- Medium: 2018 to 2021
- Long: 2022 to 2031.

Actions centred on management, advocacy, policy/strategy development or education have generally been categorised as short term actions, under the assumption that the City will provide sufficient resources to drive these actions forward.

Scale of Cost

0	Operational ⁵
\$	Low (< \$100,000) ⁶
\$\$	Medium (\$100,000 - \$500,000)
\$\$\$	High (>\$500,000)

⁵ Sourced from existing budget. Assumed work done in-house using existing staff and funding resources.

⁶ May be funded from operational sources if there is capacity for work to be done in-house.



Improving public transport

Action	Description/ justification	Priority	Responsibility	Cost
Improve access to rail	<p>Work with the PTA to review crowding issues on AM peak hour services at Cockburn Station. Understand planned level of service at Aubin Grove Station.</p> <p>Liaise with MRWA to review opportunities to improve the safety and efficiency of access to park and ride bays located off Armadale Road, at Knock Place.</p>	Short	CoC/ PTA (Transperth)/ MRWA	0
Improve connections to the Murdoch Activity Centre	<p>Work with the PTA to provide an efficient access route for the new bus service planned to Murdoch Activity Centre from Spearwood.</p> <p>Identify opportunities for on-street bus priority for this service (eg Farrington Road/ Murdoch Drive) and the location of new stops.</p>	Short	CoC/ PTA (Transperth)	0
Improve bus efficiency	<p>Work with the PTA to investigate the opportunities for bus priority through Cockburn Gateway/ Beeliar Drive and the future North Lake Road overpass as a high priority. Other locations where congestion exists or expected to occur in future should also be investigated (in line with the Moving People Network Plan):</p> <ul style="list-style-type: none"> • Rockingham Road/ Cockburn Road/ Hampton Road intersection • Murdoch Drive/ Farrington Road intersection • Berrigan Drive/ Jandakot Road intersection • Russell Road/ Rockingham Road intersection. <p>Beeliar Drive bus priority at Cockburn Station/ Gateway would form the first part of the BRT outlined in the (Draft) Long Term Public Transport Plan for Perth</p>	Medium	CoC/ PTA (Transperth)/ DoT/ MRWA	0
	<p>The (Draft) Long Term Public Transport Plan for Perth highlights two parallel BRT routes: Murdoch Station to Cockburn Road (via South St) and Cockburn Station to Cockburn Road via Beeliar Drive. The Southwest Metro Rapid Transit Network Study also recommended BRT between Cockburn Central and Cockburn Coast but noted that the preferred alignment of this corridor needed further investigation. The investigation itself to safeguard the route should be a short term measure.</p>	Short/ Medium	CoC/ DoT/ PTA/ MRWA	0

Action	Description/ justification	Priority	Responsibility	Cost
Improve east-west public transport	<p>Investigate with PTA a potential east-west bus route between Cockburn and Armadale; irrespective of BRT. The Long Term PT Plan Perth identifies BRT between Armadale and Cockburn post 2031. With new developments such as Piara Waters/ Banjup – the need for this service could be earlier than expected (at least from Nicholson Road to Cockburn Station). Feedback from the community has shown interest in this bus route and could link key destinations such as Cockburn Coast (and potential LRT) with Murdoch Activity Centre and/or Cockburn Central. JTW postcode mapping shows propensity for east-west trips to be made by car.</p> <p>Consideration should also be given to the potential impacts on the extension of the Thornlie Rail Line as per the Draft Long Term PT Plan for Perth. This is expected to see a change in service patterns and potentially increased passenger interchange at Cockburn Central Station.</p>	Medium	CoC/ PTA (Transperth)/ MRWA	0
Review bus service span and frequency	Work with the PTA to undertake a review of service span and regularity of bus services on weekends and evenings with a focus on: Coogee, Hamilton Hill and Beeliar.	Short	CoC/ PTA (Transperth)	0
Improve public transport to industrial areas and key employment nodes	Pilot scheme to connect industrial areas with bus services. Work with the PTA to investigate opportunities for peak-only services (mini buses), potential to divert existing services through industrial areas and the potential for demand responsive feeder services.	Short	CoC/ PTA (Transperth)	\$
	Work with PTA and Jandakot Airport to investigate the potential for a bus service from Cockburn Station to Jandakot Airport.	Short	Jandakot Airport Holdings/ CoC/ PTA (Transperth)	0
Investigate potential for small Park n Ride facilities.	Investigate potential locations for small Park 'N' Ride facilities (car/bicycle/motor cycle) servicing strategic bus routes, particularly on major roads to reduce longer trips by private vehicle to bus/rail stations	Medium	CoC/ PTA (Transperth)/ MRWA	0
Review existing bus stop infrastructure.	Development of a program to review existing bus stop infrastructure, develop target standards/ policy for same; and commitment of increased annual budget for that purpose.	Short	CoC/ PTA (Transperth)	0
Future taxi ranks	Consult with DoT/ Taxi Industry Board/ Taxi Council of WA regarding current/ future needs for taxi ranks in Cockburn.	Short	CoC/ Taxi Council	0

Improving opportunities to walk

Action	Description/ justification	Priority	Responsibility	Cost
Improve and protect the quality of existing infrastructure	Continue to deliver the actions outlined in the City's Bicycle Network and Footpath Plan (July 2010). Consider categorising the pedestrian routes in activity centres so as to protect (via the planning scheme) the proliferation of crossovers on busy pedestrian routes. A similar categorisation scheme is in place in the City of Perth under the Perth Parking Management Act.	Short	CoC/ WAPC	\$\$ 0
Improve pedestrian safety and network efficiency	Monitor pedestrian crossing behaviour and safety on Beeliar Drive, at the Cockburn Central Town Centre, to determine the patronage and effectiveness of the underpass (once completed) and the signalised crossing facilities at the North Lake Road (Midgegooroo Avenue) intersection. Investigate length of pedestrian crossing phase at Spearwood Avenue and Rockingham Road and the need for a new pedestrian crossing at Kent Street on Rockingham Road adjacent to the shopping centre. If necessary, consider options to improve the convenience and safety of pedestrians crossing between the Town Centre and Gateway Shopping Centre. One intervention could include reducing signposted speed limits or use of variable speeds (peaks and off peaks). This investigation should involve working closely with the DoT and the team involved in the Connecting Stations project.	Short	CoC/ DoT/ MRWA	0
	Liaise with MRWA for the automatic inclusion of pedestrian walk phases at signalised intersections and reduce the length of signal cycle times to reduce wait times for pedestrians in main activity centres, near schools and recreation facilities. Suggested locations include the following intersections: North Lake Road/ Beeliar Drive, Rockingham Rd/Phoenix Rd, Rockingham Rd/ Spearwood Ave.	Short	CoC/ MRWA	\$\$

Action	Description/ justification	Priority	Responsibility	Cost
Improve the permeability of the pedestrian infrastructure network	Provide pedestrian footbridge across the Kwinana Freeway linking Gateway shopping centre and Atwell.	Long	CoC/ Perron Group/ MRWA	0
	Actively participate in the review of Liveable Neighbourhoods and ensure that footpaths are mandatory on both sides of the street for all new structure plans and subdivisions and clearer guidance is provided on requirements for a safe and high quality pedestrian environment (i.e. where the use of certain intersection treatments are and are not suitable).	Short	CoC/ WAPC	0
	Work with the DoT to determine whether the preferred pedestrian environments identified in the Moving People Network Plan require any improvements to wayfinding, signage and lighting. Identify future 'preferred pedestrian' routes based on planned/ committed development (eg Hamilton Hill, Cockburn Coast and Port Coogee).	Short	CoC/ DoT	0
Mandatory end of trip facilities	Review the town planning scheme to require mandatory end of trip facilities. This includes lockers and change facilities not just for cyclists but also walkers.	Short	CoC/ WAPC	0
Improve access to rail	Undertake an audit of the cycle and walking network within 1km of the proposed Aubin Grove train station. Work with PTA to implement upgrades to improve quality and permeability of routes and crime prevention through environmental design (CPTED) principles before the station opens.	Short	CoC/ DoT/ PTA	\$
Promotion of walking as a travel mode	Work closely with the DoT to reinforce the behaviour change (and behaviour change interest) generated as part of the Your Move, Connecting Schools and Connecting Stations projects. Where not already in existence, encourage schools to develop a safe walking and cycling to school program.	Short	DoT/ DET/ CoC	0
	City of Cockburn to develop a travel plan for the council workplaces and require major workplaces to develop travel plans (as part of development approval processes).	Short	CoC/ WAPC	0
Improving access to recreational facilities, parks and reserves	Undertake a lighting audit of pathways around recreational facilities and reserves (noting that lighting may be intentionally dimmed around reserves to minimise impacts on wildlife).	Short	CoC	\$

Action	Description/ justification	Priority	Responsibility	Cost
Review existing footpath plan.	The current Bicycle Network and Footpath Plan is four years old and should be reviewed. Report on the delivery of the existing plan and produce a new plan in 2015 using a Perth Bicycle Network grant. Progress on implementing the revised plan should be reported annually (in line with the Disability, Access and Inclusion Plan).	Short	CoC/ DoT	\$
Infrastructure for disabled persons and mobility scooters.	Undertake a review the City's road design standards, subdivision specifications, policies etc. to ensure that a high standard of infrastructure is provided for growing demand for disability access and travel by an aging population.	Short	CoC/ Disability Services Commission	\$
Audits	Develop standards/ policy within the City's planning scheme for cycleability and walkability audits of public and private infrastructure, networks and developments.	Short	CoC/ WAPC	0

Improving opportunities to cycle

Action	Description/ justification	Priority	Responsibility	Cost
Improve and protect the quality of existing infrastructure	Deliver the actions outlined in the City's Bicycle Network and Footpath Plan.	Short	CoC/ WAPC	\$\$
	Review 'footpaths' for width, safety, surface treatment and connectivity to determine whether they can be designated as shared paths and designated on the district cycle plan.			\$
	Arterial roads that have shoulders which meet width standards to be designated as cycle lanes. Line mark, colour and stencil, and update district cycle plan accordingly.			\$\$
	Review the path maintenance regime throughout the City on a regular basis. Community feedback includes poor path surface and trees overhanging pathways.			0

Action	Description/ justification	Priority	Responsibility	Cost
Improve the permeability of the cycling infrastructure network	Improve east-west cycle links to freeway along the following routes: Farrington Road, Hope Road, Armadale Road, Forrest Road, Rowley Road and across North Lake Road.	Medium	CoC/ DoT/ MRWA	\$\$
	Investigate the opportunities to include separate shared paths along busy arterial routes: North Lake Road, Stock Road, Cockburn Road, and Russell Road. Identify potential constraints (i.e. corridor width, infrastructure and services, significant vegetation, some key roads are MRWA managed) and undertake a review of crash statistics in order to develop priorities, staging plan and costings. This work should be undertaken in partnership with the DoT and MRWA, noting that most of these routes are identified as future preferred cycle routes under the Moving People Network Plan.	Medium	CoC/ DoT/ MRWA	\$
	Define an improvements programme and apply for PBN funding through the Department of Transport to expedite capital works. Liaise with the local bicycle user groups to collaboratively develop the list of priorities.	Short	CoC/ WAPC	\$
	Actively participate in the review of Liveable Neighbourhoods to make sure that cyclists' needs are considered in their own right.	Short	CoC/ WAPC	0
	Review of arterial road reservations are required on key roads in the City and future cross sections must allow for cycle infrastructure.	Short	CoC/ DoP/ WAPC	0
Mandatory end of trip facilities	Review the town planning scheme to require mandatory end of trip facilities.	Short	CoC/ WAPC	0
Audits	Develop standards/ policy within the City's planning scheme for cycleability and walkability audits of public and private infrastructure, networks and developments.	Short	CoC/ WAPC	0
Freeway Principal Shared Paths	Include an action to lobby MRWA for a Principal Shared Path on the east side of the Kwinana Freeway, adjacent to suburban areas, with connectivity to those suburbs and across the freeway. Highest priority location should be section between Cockburn Central and proposed Aubin Grove stations.	Short	CoC/ DoT/ MRWA	0

Action	Description/ justification	Priority	Responsibility	Cost
Bicycle Break-down services	Lobby RAC(WA) to extend their break down services to bicycles (as per Victoria) and motorcycles. This would provide reassurance to cyclists and motor cyclists, particularly women, and help increase those travel modes.	Short	CoC/ RAC	0
Strategically located end of trip centres	Investigate investment in intermodal/ end of trip facilities at key destinations such as Cockburn Central shopping centre or train station, Murdoch Activity Centre, Aubin Grove Station. These could offer more than just bicycle parking for the public but include for example male and female shower facilities, secure lockers, towel service, ironing facilities and hair dryers, bicycle maintenance service and dry cleaning service. This could be established in partnership with a bicycle hire operator but this is expected to be a longer term prospect due to the limited successes of similar schemes in other Australian cities.	Medium/ Long	CoC/ DoT/ commercial enterprises	\$

Parking and travel demand management

Action	Description/ justification	Priority	Responsibility	Cost
Improve management of car parking	Undertake a detailed review of parking within Cockburn Central Town Centre. Consider whether time restrictions require review to better meet demand, the role of enforcement and potential for parking charges. This should be considered in the activity centre structure plan being developed for the centre.	Short	CoC/ DoP/ WAPC	\$
	Review parking provision rates in the planning scheme within activity centres, areas well serviced by public transport and where higher density development is proposed (e.g. Hamilton Hill).	Short	CoC/ DoP/ WAPC	0
	Identify short term measures to better manage construction workforce parking in Cockburn Central to free up on street spaces for residents and business visitors.	Short	CoC/ construction contractors	0
	Investigate whether a resident permit scheme may need to be introduced to manage parking around mixed use areas or key nodes that interface with residential areas (e.g. proposed Aubin Grove Rail station).	Medium	CoC/ DoP/ WAPC/ PTA	0

Action	Description/ justification	Priority	Responsibility	Cost
Improve access to and efficiency of existing parking	North Lake Road overpass – to provide alternative options for buses to access the Cockburn Station Bus interchange; bus priority is fundamental. This road should also facilitate another means of access to the Park 'N' Ride facility. Preference is to provide access options rather than channelling traffic to a single location as is currently the case.	High	CoC/ PTA (Transperth)/ MRWA	\$\$\$
	Introduce Intelligent Transport Systems (ITS)/ way-finding solutions for parking, especially at Cockburn Central. Use of dynamic signage systems have been effective in reducing vehicle kilometres travelled by minimising the need for drivers to circulate streets to find available bays.	Short	CoC/ Perron Group	\$\$
	Increase on-street motorcycle parking provisions in activity centres.	Medium	CoC	0
	Liaise with PTA to introduce priority parking bays for people who car share. This would be used to encourage car share trips to the station. Need to consider how this could be implemented and managed (e.g. the need to swipe two Smartcards registered to two separate people and the tickets print an extra line stating 'car share').	Short	CoC/ PTA	\$
Strategic position on parking	Prepare a City wide Parking Strategy (similar to the City of Subiaco's) to guide the management of parking in the City. Primary focus is to address parking on public roads but could include private parking facilities.	Short	CoC/ WAPC	\$
Investigate potential induced demand impacts of new road capacity infrastructure	The City needs to strike a balance between new/ upgraded roads to manage congestion or provide for local accessibility against providing additional demand that may induce additional car trips. This test should be considered in partnership with the Department of Planning, using the Strategic Transport Evaluation Model.	As required	CoC/ DoP	0
Accessible parking at community facilities	Review the design and supply of accessible parking bays at all of the City's community facilities, buildings etc. to ensure that they comply, or are upgraded, to current standards and meet the on-going needs of the aging community.	Short	CoC	\$

Action	Description/ justification	Priority	Responsibility	Cost
Accessible parking on private property	a. Develop an annual program to provide funding assistance to upgrade accessible parking on private property to the current standard.	Short	CoC	\$
	b. Develop an annual program to provide funding assistance to upgrade accessible parking on private property to the current standard.			\$

An efficient and safe road network

Action	Description/ justification	Priority	Responsibility	Cost
Development of a strong freight movement network	Review of Freight Network and Functional Road Hierarchy in consultation with MRWA. This must include an assessment of whether the road reserve can adequately accommodate current/ future needs, the MRS classification (e.g. Jandakot Road should be a blue road based on traffic forecasts) and the ownership of the distributor roads.	Short	CoC/ DoP/ WAPC/ MRWA	\$
	Provide input to the DoT on the development of the Moving Freight Plan specific to the future requirements of the City and managing freight access to significant planned development at Latitude 32, AMC and Jandakot Airport.	Short	CoC/ DoT	0
	Consult with relevant industry groups on the findings of this ITP. Together with industry groups, investigate whether there is a need for a heavy vehicle parking/ assembly area to the western side of the Kwinana Freeway in order to address the informal parking issues	Short	CoC/ industry groups	\$
	Lobby MRWA for the upgrade of Rowley Road to provide access to the Coast/ proposed Kwinana Outer Harbour	Short	CoC/ DoT/ MRWA	0
	Develop a service vehicle management plan for Cockburn Central.	Short	CoC/ Perron Group	\$
	Consult with heavy vehicle drivers and their industry about the need for short term parking facilities for heavy vehicles that are also located close to amenities.	Short	CoC/ industry groups	\$

Action	Description/ justification	Priority	Responsibility	Cost
Improve planning for multi-modal access to industrial land	Develop guidelines for the development of transport networks in industrial zones. Current planning does not provide for pedestrian and cyclist access which was highlighted as being desired by workers in industrial areas to provide them with some travel options	Short	CoC/ DoT/ DoP/ WAPC	0
Coordination and focus for road safety improvements and road upgrades	Develop a Black Spot Program funding application priority list drawing on historical crash data in addition to feedback from the community from the collaborative mapping exercise.	Short	CoC/ MRWA	0
	Some 'rural' standard roads are carrying notable traffic volumes (including heavy vehicles) and upgrading the road (e.g. widen or seal shoulders, reseal, introduce lighting, review clear zones to vegetation, introduce pedestrian and cyclist infrastructure) should be a priority. Identify a list of locations and undertake road safety audits. Focus should be on freight routes and busy routes: Wattleup Road, Tapper Road, Jandakot Road and Liddlelow Road, Russell Road, Berrigan Drive (north of Jandakot Road), Rowley Road and Henderson Road.	Short	CoC	0
	Review the City's reported crash history for crashes involving vulnerable road users (pedestrians, cyclists and motor cyclists) to determine if any user group-specific road safety improvements are warranted.	Short	CoC	0
	Liaise with MRWA regarding the rollout of managed freeways and the use of variable speed limits on roads and use of variable message signs to warn motorists of incidents on the road network. Priority routes should be those linking to the Kwinana Freeway.	Medium	CoC/MRWA	0
	Encourage MRWA to introduce managed freeways on the Kwinana Freeway with priority locations: Beeliar/ Armadale, Berrigan Drive, Roe Highway and Russell/ Gibbs and working with the City of Cockburn regarding adverse impacts on the local road network	Short	CoC/MRWA	\$
	Undertake an advocacy role to lobby the State Government for funds for Kwinana Freeway widening and Armadale Road widening and safety improvements.	Short	CoC	\$

Action	Description/ justification	Priority	Responsibility	Cost
	Lobby MRWA for Beeliar Drive to be upgraded to a 'Primary Regional Road' on the basis of the forecast traffic volumes (up to 51,000 vpd in 2020 and over 60,000vpd without North Lake Rd overpass). This should apply as a minimum to the section of Beeliar Drive between the Freeway and Wentworth Parade and ultimately for the full length from the Freeway to Stock Road.	Short	CoC/MRWA	\$
	Work with the DoP to identify roads requiring a review of the MRS reservation. A formal request must be made. Roads recommended for review based on the DTS include Warton Road, Berrigan Drive/ Karel Avenue, Farrington Road, Jandakot Road, Russell Road and Phoenix Road.	Short	CoC/DoP	\$
	Liaise with the DoT to ensure that the planning of identified future 'preferred traffic' routes under the Moving People Plan is not compromised through approvals of new developments	Short	CoC/DoT	\$
	Require all Transport Assessments for structure plans and subdivisions and any other developments generating more than 100 trips in a peak hour to use forecast traffic volumes from the DTS to assess the future impacts of developments on the future road network.	Short	CoC	\$
Raise road safety awareness within the community	Include road safety snapshot post on City's website in order to nominate/ vote for black spot problem locations. The City is to then evaluate these against actual crash stats.	Short	CoC/ WA Police	\$
	Include list on website of Black Spot Program funding applications including the status of applications and highlight priority locations where future funding applications will be made.	Short	CoC	0
	Work more closely with schools regarding management of parking and student education on road safety.	Short	CoC/ DET	\$
	Work with the ORS to run a campaign on road safety in the local newspaper as this was a priority issued raised by the community. Provide facts and figures on crashes – where are they happening, causes, etc. and provide driver education messages (e.g. adjusting to conditions, speeding, enjoy the ride, etc.).	Short	CoC/ ORS	\$

Action	Description/ justification	Priority	Responsibility	Cost
	Create a combined Road Safety Officer/ TravelSmart officer position to promote road safety issues and behaviour change to the community. Increase the existing part-time TravelSmart officer position to a full time role in Engineering.	Short	CoC	\$
Focus on eliminating 'hoon' behaviour and speeding	Promote the WA Police "Traffic Complaint Report" to report hoon behaviour. The Community Safety and Crime Prevention Plan (2011 to 2014) recommend cameras in council vehicles to report poor driving and allow prosecution.	Medium	CoC/ WA Police	
	Define, in consultation with MRWA, Office of Road Safety and Police, potential locations for fixed speed cameras/ red light cameras.	Medium	CoC/ WA Police/ ORS	0
	Continue to partner with the WA Police in the Local Government Speed Enforcement Program	Short	Coc/WA Police	0

Monitoring performance and raising awareness

Action	Description/ justification	Priority	Responsibility	Cost
Monitor the performance of transport networks in the region.	It is intended that this ITP be a live document that is actively implemented and updated every three to five years. The document should be made available online, and report upon the progress made towards achieving targeted goals. Monitoring of the status of actions should be formally undertaken every 12 months.	Short	CoC	0
Seek feedback and consultation with community members.	Establish a working group encompassing a broad cross section of the community and stakeholders to meet recurrently with City of Cockburn representatives. These sessions will provide the community with an opportunity to give feedback regarding observed transport conditions.	Short	CoC/ MRWA/ DoT/ DoP	0
Cockburn Central Strategic Plan	The outcomes from this ITP should be considered in the preparation of the Cockburn Central Activity Centre Plan.	Short	CoC	0

Action	Description/ justification	Priority	Responsibility	Cost
Update Travelling Together document	Many transport challenges in Cockburn are not unique to Cockburn and it will be important to work with adjacent Councils to solve issues holistically. Councils should collectively lobby for funding to update the South West Group of Councils – Travelling Together document.	Short	CoC/ City of Kwinana/ City of Rockingham/ Melville (City), East Fremantle (Town)/DoT	\$
	Use the outcomes of this ITP to help set the accessibility targets for activity centres as Perth the LCACS.			0



The City of Cockburn desires a significantly different transport future to the current situation. The City will need to drive the implementation of the ITP however to be successful it will need to do so in partnership with state government agencies, businesses/industry, major institutions, community groups and the wider community.

7 Making it happen: Evolving to an integrated approach to Transport Planning

The plan ultimately relies on many people within the community adopting a change to their travel habits which may include:

- Reducing the need for travel and making fewer trips on a typical day
- Reducing the length of trips
- Increased use of public transport, walking and cycling
- Using more than one mode for a single journey
- Travelling at an alternative time (e.g. outside core peak periods)
- Increased car pooling

This ITP has been informed by engagement with the community to understand transport related issues. As expected, this has mainly focussed on issues of today rather than looking to change the future transport scene.

The next step of implementation should seek support and buy in of the ITP's objectives and the implementation plan before the plan is adopted. This can be done through a number of means including:

- Making the ITP available for public comment
- Further consultation with government agencies and industry bodies with an aim to develop partnerships
- Gaining buy in from whole of government.

7.1 Risks and rewards

The local planning policies, collectively aim to improve land use and transport integration in order to create a better place to live, work and visit. Transport and the implementation of the ITP is clearly central to this outcome and helping to shape a more balanced transport network that delivers on the objectives outlined in Section 5.2.

The ITP however is written as a strategic document and needs to go through the process of being adopted by Council as a formal policy document.

The potential risks or barriers to implementing the ITP are summarised below, in addition to mitigation measures.

Potential barrier/ risk	Description	Possible mitigation
Funding	Lack of obvious available funding sources.	Seek advice from the Department of Transport, Main Roads WA, the Department of Planning or the Western Australian Local Government Association. Investigate potential for private sector partnerships – particularly where these organisations seek to gain substantially from the implementation of the ITP. Other avenues include cash in lieu schemes and special rate levies.
Community engagement	Lack of community interest, buy-in, understanding	‘Launch’ the ITP and provide regular updates on progress and breakthroughs. Developing an ITP focus group.
Resources	Capacity of officers within the City to drive the plan forward	Monitor officer capacity to deliver the ITP. Appoint new roles to help drive key action areas forward. Regular communications to update officers of progress/changes/ breakthroughs in order to keep officers engaged.
Visibility	Lack of signs that the ITP is having any impact ITP sits on the shelf and not actively implemented	Consider developing targets that can be clearly monitored. Work more closely with the Department of Transport to see how the ITP could dovetail with other initiatives (e.g. <i>YourMove</i> , <i>Healthy Active By Design</i>).

7.2 Monitoring

This ITP has not included specific mode share targets however this is something that the City may choose to develop particularly as it helps to understand the impacts of the ITP. It is important that the targets set are realistic and that the impacts of the targets are understood and can be met by the particular mode (either based on existing or planned capacity). For instance a 5% shift to public transport may not be possible within the limits of the capacity of the current system.

It is intended that this ITP be a live document that is actively implemented, updated every three to five years and progress reviewed annually.



8 Conclusion

The City of Cockburn desires a significantly different transport future to the current situation. Rapid population growth in the City has placed pressure on existing transport infrastructure with new infrastructure not keeping pace with this growth in population and associated travel demands. Transport provision in many cases has been reactionary, too focussed on road building and created hostile environments for pedestrians and cyclists to negotiate. This has led to a vicious cycle of more people turning to private vehicles for travel including relatively short trips.

The heavy reliance on private vehicle travel has been borne by a suburban mentality where it is possible to drive from your doorstep to shops or workplace relatively unimpeded and with plentiful, free parking at your destination.

Now the City is facing unprecedented levels of congestion and road safety issues. Over 50% of the comments raised by the community during the engagement process related to congestion and road safety. The District Traffic Study has demonstrated that it is not possible to build the City out of congestion and a range of integrated transport and land use measures are required to create a more balanced transport system and reduce reliance on private vehicle travel.

This ITP seeks a step change in travel behaviour and aims to create a transport system that:

- Efficiently integrates with land use, enables multi-modal trips, and allows flexible management of the City's road space.
- Provides an efficient and highly connected movement network for pedestrians and cyclists that caters for and encourages healthy active transport travel for trips of any length.
- Is safe and efficient, accepting that a level of traffic congestion will always exist, and is planned to meet the long-term transport needs of a growing city.
- Includes a legible, well-structured arterial road network that provides efficient routes for local heavy vehicles and general traffic for intra-city and regional trips.
- Provides infrastructure and promotes behaviour that encourages patronage of public transport in a sustainable manner and creates efficient and prioritised movement for public transport and other high occupancy vehicles.
- Is supported by raised community awareness of transport alternatives to private cars, and keep them regularly updated on transport issues in Cockburn.

It is important for the ITP not simply be reactive to existing transport issues but identify progressive outcomes to avoid these issues from spreading.



An implementation plan has been developed with short, medium and long term horizons for measures noting that a significant focus is required in the short term on improving sustainable travel modes. This is to create a more balanced transport system but needs to be matched by travel demand management to discourage private vehicle use. The tabled measures include new infrastructure, behaviour change approaches and policy change.

The City will need to drive the implementation of the ITP however to be successful it will need to do so in partnership with state government agencies, businesses/ industry, major institutions, adjacent local government authorities, community groups and the wider community. It is intended that this ITP be a live document that is actively implemented and updated every three to five years.

9 Glossary

The following terms and abbreviations have been used throughout this document:

AMC	Australian Marine Complex	ORS	Office of Road Safety
CoC	City of Cockburn	ROM	Regional Operations Model
DoP	Department of Planning	SouthWest Connect	Extension of Roe Highway west of Kwinana Freeway
DoT	Department of Transport	STEM	Strategic Transport Evaluation Model
DTS	Cockburn's District Traffic Study (1012)	TOD	Transit Oriented Development
Fwy	Freeway	vpd	Vehicles per day
Hwy	Highway	WAPC	Western Australian Planning Commission
ITP	Integrated Transport Plan		
MAC	Murdoch Activity Centre		
MPNP	Moving People Network Plan		
MRWA	Main Roads of Western Australia		





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ARUP

City of Cockburn

9 Coleville Crescent,
Spearwood, WA 6163

www.cockburn.wa.gov.au



LICENCE CERTIFICATE
RECREATION & LEISURE TRADERS LICENCE
(Kite Surfing/Stand Up Paddling)



Name:

Service being sold:

Address:

Phone No:

Vehicle Registration:

Period of licence: 1st September 2014 – 30th June 2016. The Licensee must notify the City if you intend to cease operating prior to the conclusion date of the operating period. Licences are non-transferable.

Days & hours: **Kite Surfing** - 7 days per week between the hours of 12noon and sunset on the same day

Stand up Paddling - 7 days per week between the hours of sunrise and 12 noon.

Location: The location of the activity prescribed in this permit must operate in the area known as Woodman Point within the 'shared commercial zone' as outlined on the map attached.

Operating Area: Schools are to operate in their designated zone and alternate between Zone A and B on a weekly basis. Zones are outlined in the map attached.

Instructors: No more than three instructors operating at the one time. Instructor must wear council identification armband.

Participants: **Kite Surfing** - No more than four participants per instructor

Stand up Paddling – No more than 8 participants per instructor

Accreditation: **Kite Surfing** - Instructors to have International Kiteboarding Organization (IKO) Level 2 or British Kite Surfing Association (BKSA) accreditation

Stand up Paddling – Instructors to hold minimum Level 1 ISA qualification

Operating Conditions: No lessons to occur when wind conditions are above 25 knots

Equipment: Must erect a flag indicating school site location

Conditions: Refer to page 2

Manager Community Services

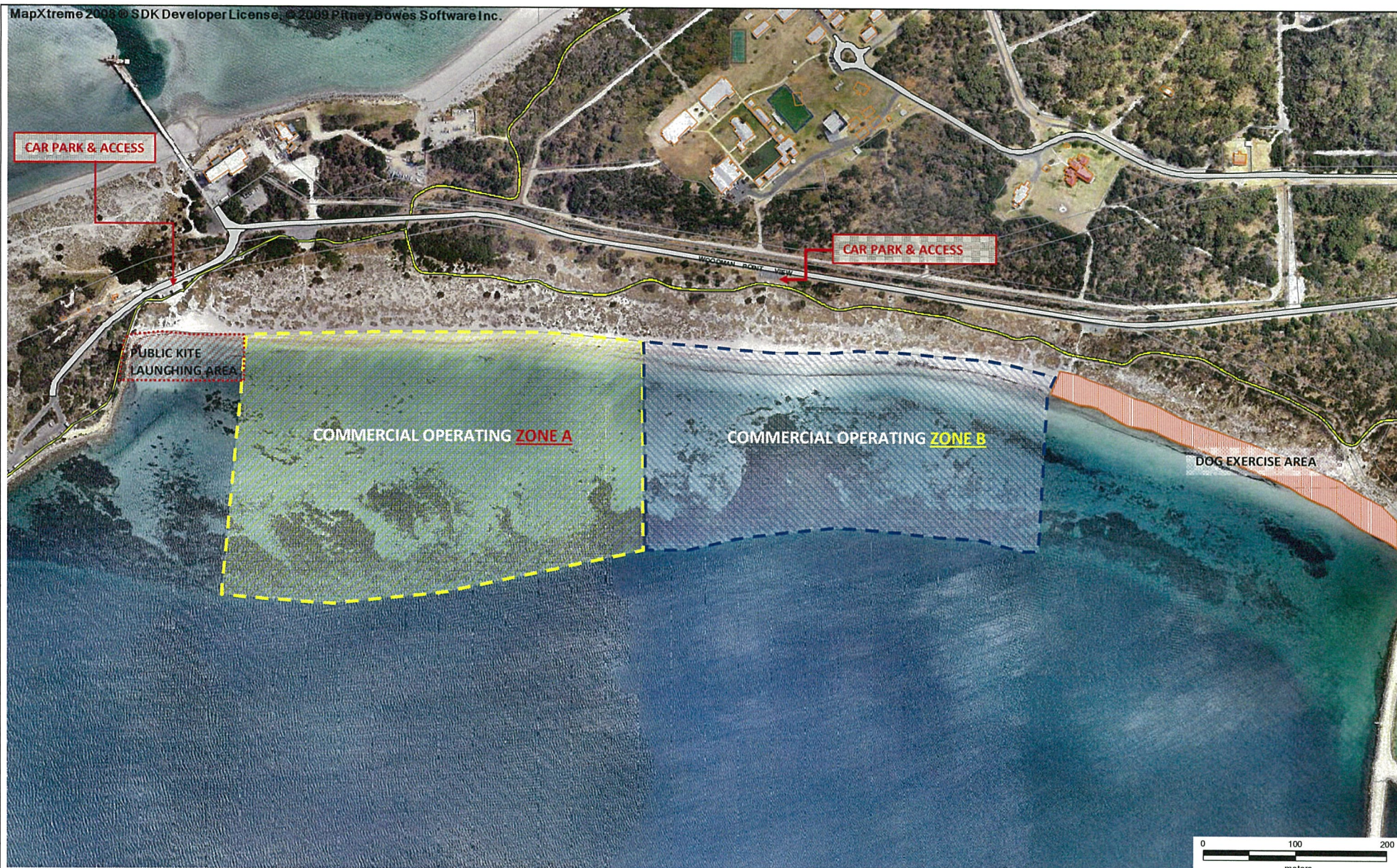
Date:

CONDITIONS OF APPROVAL

RECREATION & LEISURE TRADERS LICENCE

(Kite Surfing/Stand Up Paddling)

- a) This approval is valid for the duration specified under the 'Period of Licence'
- b) The Licensee must ensure that this site is left in a clean and tidy condition during and after use.
- c) The Licensee is required to ensure that the natural ground coverage or dune stabilisation growth is not disturbed. Should degradation of the site by operators be evident, the Licensee will be required to undertake necessary repairs. Consideration will be given to withdrawing the licence should remediation works not be carried out as required.
- d) The licensee must comply with Council's Local Law and policy APD72 relating to signage with all signs being removed after each day's trading or as agreed by Council at the completion of the event period in which the operation included.
- e) The Licensee is responsible for ensuring that payment of all Licence and Charge Fees, together with the written approval if required from other Statutory Authorities, relevant Accreditation Certification and a Certificate of Currency for insurances have been submitted to Council's Recreation Services Department prior to the commencement of operations.
- f) Any substantiated complaints received regarding a breach of these conditions will be forwarded to the permit holder for his/her attention. Should the operator/Licensee be unable or unwilling to satisfactorily address such complaints, then consideration will be given to either varying the conditions of use, altering the location of the site or withdrawing the Recreation Traders Licence for the continued use of the site.
- g) The Licensee must ensure that public liability insurance, relevant qualifications and risk management plans are maintained as current for the duration of this licence.
- h) The licensee must remove any equipment used in the location prescribed in the licence, at the completion of each day's activity.
- i) The Licensee must give the City notice in writing after any incident involving injury, or property damage, within 24 hours of the incident or property damage. The notice must include the incident details, cause and how the licensee will remedy the risk in the future.
- j) The licence holder, or an authorised person nominated by the licence holder, must keep a copy of the licence readily available to be presented on request for the duration of the activity.



City of Cockburn
GLS Services Department

**RECREATION TRADERS LICENCE – KITE SURFING COMMERCIAL
OPERATING AREAS - MAY 2014**

PRINTED ON: Monday, 26 May 2014

SCALE = 1:4000

DISCLAIMER - The City of Cockburn provides the information contained herein and bears no responsibility or liability whatsoever for any errors, faults, defects or omissions of information contained in this document.





SAT

State
Administrative
Tribunal

Western Australia

Local Government Act 1995

IN THE MATTER OF:

Caroline Bradley trading as Elemental Surf
-and-
City Of Cockburn

Applicant

Respondent

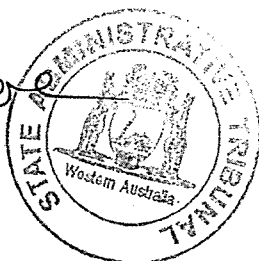
Matter Number: DR 441 2013
Application Lodged: 22 November 2013

ORDER

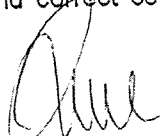
On the application heard before Member Rebecca Moore on 1 April 2014, it is ordered that:

1. Pursuant to s 46(1) of the *State Administrative Tribunal Act 2004* (WA) the applicant has leave to withdraw this proceeding and the proceeding is hereby withdrawn.


Member Rebecca Moore



I certify the foregoing to be a true
and correct copy of the original


State Administrative Tribunal
Date: 2/4/14



SAT

State
Administrative
Tribunal

Western Australia

Matter No: DR 441 of 2013
Contact Officer: Suzy
Your Ref: Woodman Point – Att: A Lacquiere

City Of Cockburn
9 Coleville Crescent
SPEARWOOD WA 6163

Dear Sir/Madam

Caroline Bradley trading as Elemental Surf v City Of Cockburn

I enclose a copy of orders made by the Tribunal on 1 April 2014.

If you have any enquiries please contact the Tribunal on (08) 9219 3111.

Yours sincerely

for EXECUTIVE OFFICER

2 April 2014

Enc.

cc: Caroline Bradley trading as Elemental Surf

CITY OF COCKBURN
DOC No
07 APR 2014
SUBJECT 111/006
RETENTION 12.2 D 7
PROPERTY
APP
ACTION ADRIAN LACQUIERE