

CITY OF COCKBURN



ORDINARY COUNCIL

AGENDA PAPER

FOR

THURSDAY, 9 JULY 2015

CITY OF COCKBURN

SUMMARY OF AGENDA TO BE PRESENTED TO THE ORDINARY COUNCIL MEETING TO BE HELD ON THURSDAY, 9 JULY 2015 AT 7:00 PM

	Page
1. DECLARATION OF MEETING.....	1
2. APPOINTMENT OF PRESIDING MEMBER (IF REQUIRED)	1
3. DISCLAIMER (TO BE READ ALOUD BY PRESIDING MEMBER).....	1
4. ACKNOWLEDGEMENT OF RECEIPT OF WRITTEN DECLARATIONS OF FINANCIAL INTERESTS AND CONFLICT OF INTEREST (BY PRESIDING MEMBER).....	1
5. APOLOGIES AND LEAVE OF ABSENCE	1
6. ACTION TAKEN ON PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE	1
7. PUBLIC QUESTION TIME	1
8. CONFIRMATION OF MINUTES.....	1
8.1 (OCM 9/7/2015) - MINUTES OF THE ORDINARY COUNCIL MEETING - 11 JUNE 2015.....	1
8.2 (OCM 9/7/2015) - SPECIAL COUNCIL MEETING - 23 JUNE 2015	2
9. WRITTEN REQUESTS FOR LEAVE OF ABSENCE.....	2
10. DEPUTATIONS AND PETITIONS	2
11. BUSINESS LEFT OVER FROM THE PREVIOUS MEETING (IF ADJOURNED)	2
12. DECLARATION OF COUNCILLORS WHO HAVE NOT GIVEN DUE CONSIDERATION TO MATTERS IN THE BUSINESS PAPER	2
13. COUNCIL MATTERS.....	2
13.1 (OCM 9/7/2015) - MINUTES OF THE COCKBURN COMMUNITY EVENTS COMMITTEE MEETING - 18/6/2015 (001/005) (S SEYMOUR-EYLES) (ATTACH).....	2
14. PLANNING AND DEVELOPMENT DIVISION ISSUES	4
14.1 (OCM 9/7/2015) - DUAL KEY APARTMENTS INVESTIGATION (052/001) (A LEFORT)	4
14.2 (OCM 9/7/2015) - COCKBURN YOUTH CENTRE - LEASE WITH TRE COLORI FAMILY TRUST (6017400) (L GATT) (ATTACH).....	8
14.3 (OCM 9/7/2015) - PROPOSED NEW HERITAGE PLACE - BIBRA LAKE (AUSTRALIAN WOMEN'S ARMY SERVICE CAMP) (095/001) (D DI RENZO) (ATTACH).....	11
14.4 (OCM 9/7/2015) - SUBMISSION ON DRAFT PERTH AND PEEL @ 3.5 MILLION (105/001) (C CATHERWOOD/A TROSIC) (ATTACH).....	18

14.5	(OCM 9/7/2015) - PROPOSED STRUCTURE PLAN - LOT 47 (NO. 213) FRANKLAND AVENUE, HAMMOND PARK - OWNERS: EDWARD JOHN PHILIP NEESHAM, KERRY ANNE NEESHAM, CATHERINE THERESE CLARK, DAVID LINDSAY CLARK & LAURIE STUART CLARK - APPLICANT: GRAY & LEWIS LAND USE PLANNERS (110/082) (L SANTORIELLO) (ATTACH)	35
14.6	(OCM 9/7/2015) - PROPOSED VARIATION TO PORT COOGEE STRUCTURE PLAN: VARIOUS LOTS, NORTH COOGEE; APPLICANT: AUSTRALAND (110/023) (D DI RENZO) (ATTACH)	44
15.	FINANCE AND CORPORATE SERVICES DIVISION ISSUES	52
15.1	(OCM 9/7/2015) - LIST OF CREDITORS PAID - MAY 2015 (076/001) (N MAURICIO) (ATTACH)	52
15.2	(OCM 9/7/2015) - STATEMENT OF FINANCIAL ACTIVITY AND ASSOCIATED REPORTS - MAY 2015 (071/001) (N MAURICIO) (ATTACH)	54
16.	ENGINEERING AND WORKS DIVISION ISSUES	63
16.1	(OCM 9/7/2015) - ROADSIDE PARKING FOR HEAVY VEHICLES (163/002) (J MCDONALD) (ATTACH))	63
16.2	(OCM 9/7/2015) - MANAGEMENT OF THE CITY'S STREET TREES (188/001) (A LEES) (ATTACH)	73
17.	COMMUNITY SERVICES DIVISION ISSUES	77
17.1	(OCM 9/7/2015) - CITY OF COCKBURN PARKING AND PARKING FACILITIES AMENDMENT LOCAL LAW 2015 TO CREATE PARKING STATION 2 AT COOGEE BEACH - POWELL ROAD COOGEE (025/001) (J NGOROYEMOTO) (ATTACH)	77
17.2	(OCM 9/7/2015) - PROPOSED AMENDMENT TO BANJUP SUBURB BOUNDARY AND NEW LOCALITY NAME (159/008) (G BOWMAN) (ATTACH)	79
17.3	(OCM 9/7/2015) - CITY OF COCKBURN FIRE CONTROL ORDER (027/007) (R AVARD) (ATTACH)	86
17.4	(OCM 9/7/2015) - COCKBURN BOWLING CLUB & ANCILLIARY RECREATION FACILITIES - VISKO PARK (154/005; 4414245) (R AVARD) (ATTACH)	89
18.	EXECUTIVE DIVISION ISSUES	92
19.	MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN	92
20.	NOTICES OF MOTION GIVEN AT THE MEETING FOR CONSIDERATION AT NEXT MEETING	92
21.	NEW BUSINESS OF AN URGENT NATURE INTRODUCED BY COUNCILLORS OR OFFICERS	92
22.	MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE	92
23.	CONFIDENTIAL BUSINESS	92

	Page
24 (OCM 9/7/2015) - RESOLUTION OF COMPLIANCE (SECTION 3.18(3), LOCAL GOVERNMENT ACT 1995).....	93
25. CLOSURE OF MEETING.....	93

CITY OF COCKBURN**AGENDA TO BE PRESENTED TO THE ORDINARY
COUNCIL MEETING TO BE HELD ON
THURSDAY, 9 JULY 2015 AT 7:00 PM**

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

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

**4. ACKNOWLEDGEMENT OF RECEIPT OF WRITTEN DECLARATIONS OF
FINANCIAL INTERESTS AND CONFLICT OF INTEREST (by Presiding
Member)****5. APOLOGIES AND LEAVE OF ABSENCE****6. ACTION TAKEN ON PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE**

Nil

7. PUBLIC QUESTION TIME**8. CONFIRMATION OF MINUTES****8.1 (OCM 9/7/2015) - MINUTES OF THE ORDINARY COUNCIL MEETING
- 11 JUNE 2015****RECOMMENDATION**

That Council adopt the Minutes of the Ordinary Council Meeting held on Thursday, 11 June 2015, as a true and accurate record.

COUNCIL DECISION

8.2 (OCM 9/7/2015) - SPECIAL COUNCIL MEETING - 23 JUNE 2015

RECOMMENDATION

That Council adopt the Minutes of the Special Council Meeting held on Tuesday, 23 June 2015, 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)

Nil

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

13. COUNCIL MATTERS

13.1 (OCM 9/7/2015) - MINUTES OF THE COCKBURN COMMUNITY EVENTS COMMITTEE MEETING - 18/6/2015 (001/005) (S SEYMOUR-EYLES) (ATTACH)

RECOMMENDATION

That Council receive the Minutes of the Cockburn Community Events Committee Meeting held on Thursday, 18 June 2015, and adopts the recommendations contained therein.

COUNCIL DECISION

Background

The Cockburn Community Events Committee conducted a meeting on 18 June 2015. 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 2015/16.

Strategic Plan/Policy Implications**Community & Lifestyle**

- Community environments that are socially cohesive and embrace diversity.
- Communities that are connected, inclusive and promote intergenerational opportunities.
- People of all ages and abilities to have equal access to our facilities and services in our communities.
- Safe communities and to improve the community's sense of safety.
- Conservation of our heritage and areas of cultural significance

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

N/A

Attachment(s)

Minutes of the Cockburn Community Events Committee Meeting – 18 June 2015.

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 9/7/2015) - DUAL KEY APARTMENTS INVESTIGATION (052/001) (A LEFORT)

RECOMMENDATION

That Council note the information.

COUNCIL DECISION

Background

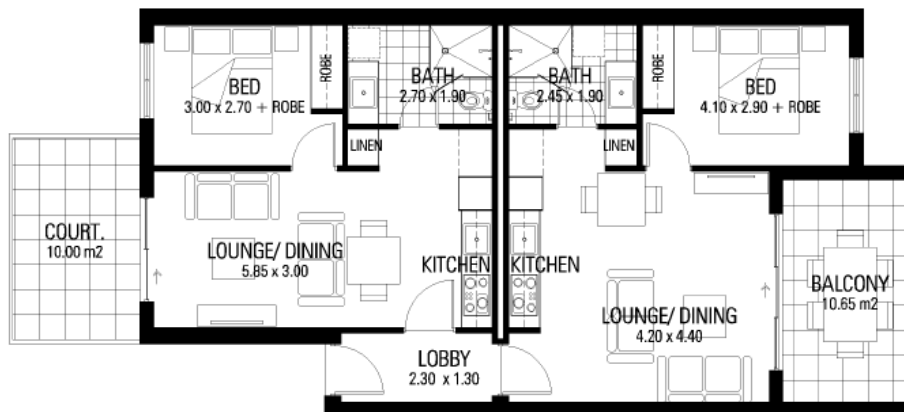
At Council's Ordinary Meeting held on 9 April 2015 Cr Bart Houwen requested under 'Matters to be Noted for Investigation, Without Debate', that a report to be presented to a future Council meeting on the impacts on the growth of developments called dual key units or apartments, and whether there is a need for a policy to be formulated should this type of unit become prevalent within the City.

Submission

N/A

Report

Dual key apartments are a relatively new form of housing in Australia. However, they have been a common housing type in other countries including US, UK and some Asian countries. A dual key apartment is effectively one main dwelling on one title which is split internally into two self-contained dwellings, some may have shared space such as a common hallway or laundry. An example of a floor plan of a dual key apartment is shown below:



Dual key apartments may suit a number of scenarios such as:

- allowing a property owner to live in one portion of the dwelling and use the other portion as rental accommodation;
- Allowing a property owner to live in one portion and use the other portion for a relative or family member (such as an elderly parent or adult children);
- Allowing a property owner to rent out both portions of the dwelling to separate parties.

The only difference between a dual key apartment and two separate apartments is that a dual key apartment is considered one apartment on one title rather than two apartments on two separate titles.

Although the Residential Design Codes (R-Codes) does not reference or provide for dual key apartments, for the purposes of allocating car parking bays, the position of the City has been to allocate parking as if the dwellings were two separate dwellings. This is a logical approach given car parking requirements in the R-Codes are based on the size of each apartment. This would ensure sufficient parking, should the dwellings be used for dual key purposes accommodating two separate, independent households. It would also reduce the likelihood of dual key apartments being designed as a 'loophole' to under-provide car parking within a development.

The advantages of dual key apartments are:

- **Adaptability** – Dual key apartments can provide a flexible housing option that may be adapted over time depending on the needs of the resident. For example, a couple may wish to reside in a dual key apartment using it as a standard two bedroom apartment. Should circumstances change and one partner leaves the household, it could be used as two single bedroom apartments. Another example could be an elderly person who may benefit from being close to a family member but can still enjoy some independence with some self-containment. Alternatively a resident requiring a live in carer could benefit from this type of housing which would provide independent living for the resident and carer within one apartment but providing some independence;
- **Affordability** – Dual key apartments can provide an affordable housing option. For example, a single person may purchase a dual key apartment and chose to live in one portion and rent out the other portion for a period of time in order to reduce the cost of mortgage repayments. There may also be some on-going cost savings with regards to strata fees (only being paid for one dwelling) and other utility connection costs etc. which would be for only one dwelling instead of two;
- **Diversity of Housing** – Dual key apartments typically offer a smaller dwelling option which would provide a greater diversity of dwellings within the City which is dominated by single detached residential dwellings on larger lots. This in turn encourages a diversity of household types including single person and couple households.
- **Flexibility for Investors** – Dual key apartments can provide good flexibility for investors who can rent out each apartment separately or as one apartment depending on the market demand. For example, at one time, a two bedroom apartment may be in high demand but the market could change and single bedroom apartments may be in more demand. In this situation the investor has the flexibility to ensure that the market demand is met.

Whilst there are some examples of dual key apartments that have been approved within the City of Cockburn, none have been constructed, so it is difficult to realise any issues arising or disadvantages this type of development can result in.

Overall, dual key apartments are considered to be an innovative approach to housing which could lead to more adaptable and affordable housing opportunities within the City. Given the limited uptake of dual key apartments in the City of Cockburn, it is not

considered at this point in time that a Local Planning Policy is necessary.

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.

Leading & Listening

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

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

N/A

Attachment(s)

N/A

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

14.2 (OCM 9/7/2015) - COCKBURN YOUTH CENTRE - LEASE WITH TRE COLORI FAMILY TRUST (6017400) (L GATT) (ATTACH)

RECOMMENDATION

That Council

- (1) enter into an Agreement to Lease with 3 Star (WA) Pty Ltd acting for the Tre Colori Family Trust for 416 sq.m. (being the area of their existing premises (currently leased) plus an extension of 138 sq.m. of the Cockburn Youth Centre property situated at Lot 855 Wentworth Parade, Success, subject to:
 1. The applicant obtaining a planning approval for the use of the 138m2 and a building permit.
 2. No objections being received on the advertised proposal.
 3. The Minister for Lands consenting to enter into a new lease for the entire 416 sq.m..
 4. The initial rental being \$85,000 ex GST per annum plus outgoing costs.
 5. A six month rent free period to be made available for the new area of 138 sq. m. following the execution of the Lease.
 6. The outgoings to be paid of the entire lease area from the commencement of the lease.
 7. The rent to be subject to an annual CPI (Perth All Groups) increase and market rent review every four years.
 8. The initial lease term of five years, with the option to extend the lease for a further two terms of five years each.
- (2) require all other terms and conditions of the lease to be to the satisfaction of the Chief Executive Officer; and
- (3) amend the 2015/16 Municipal Budget by increasing Operating Reserve Budget 9535-5324 from \$70,312 to \$85,000.

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL

COUNCIL DECISION**Background**

In May 2008 Council resolved to enter into a lease agreement with 3 Star (WA) Pty Ltd acting for the Tre Colori Family Trust for the use of up to 165 sq.m. of the Cockburn Youth Centre property situated at Lot 855 Wentworth Parade, Success.

At the Ordinary Council Meeting held on 14 July 2011 Council resolved to extend the lease area of the 165 sq. m. by an additional 138 sq.m.. The variation to the lease was not taken up at this time.

The purpose of this report is to detail the conditions to be satisfied prior to the preparation and execution of an Agreement to Lease and a new Lease Agreement for the entire lease area.

Submission

The Tre Colori Family Trust has requested a lease for an additional 138 sq.m. of the commercial lease space in the Cockburn Youth Centre. They propose to extend their cafe area within the facility. The menu would continue to consist of affordable to medium priced food choices for the community and will target local families. The proponent has agreed to a rent of \$85,000 ex-GST plus all outgoing costs and is aware that the rent will be subject to CPI increases and market rental reviews. The proponent is currently paying \$56,602 ex-GST per annum plus outgoings. The proponent has requested a five year lease with an option to renew for two additional five year periods. The proponent has requested 'six months' rent free for the additional 138m2 to compensate for the significant capital outlay for the construction of the additional area.

Report

The 138 sq.m. (Shop 2) at the Cockburn Youth Centre has recently become vacant. The 138 sq.m. was previously leased to the Six Four Skate Shop and recently the office of the GP Super Clinic. A copy of a sketch detailing the entire proposed lease area can be viewed at Attachment 1.

MMJ has been appointed to represent the City for the management of leases within the Cockburn Youth Centre and they have recently valued the premises and advise that \$85,000 per annum is a fair market rent for the premises. The Lessee will be responsible for all

outgoings costs and for a proportion of the costs associated with the common areas of the overall building. In addition to this the rent will be increased on an annual basis according to CPI and market reviews every four years.

The Lessee has agreed to be responsible for the full fit out of the area, changes to the air conditioning, ceilings, floor coverings and lighting. MMJ has advised that the Lessor would normally be at least partially responsible for the removal of the wall partitioning, changes to the air conditioning plumbing and fixtures so a six month rent free term would be considered reasonable.

The proponent has requested a five year lease with an option to renew for two additional five year periods. This period is considered necessary for the proponent to regain the large capital outlay and develop the business to its potential. It is proposed that the lease for the existing area of 278 sq.m. will be surrendered at the time of entering into this new lease agreement.

The proponent has been informed that due to the purpose of the building, no liquor licence will be approved by the City. They have identified their intention to continue to have BYO alcohol served with meals. The original Management Plan for the Cockburn Youth Centre identified that a Café is a compatible use of the space. The proposal to increase the lease area to the current Lessee for the purpose of a Café and provide a separate entrance for the existing take away food trade is therefore within this use.

Strategic Plan/Policy Implications

Growing City

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

Community & Lifestyle

- Community environments that are socially cohesive and embrace diversity.
- Communities that are connected, inclusive and promote intergenerational opportunities.

Leading & Listening

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

A Prosperous City

- Investment in the local economy to achieve a broad base of services and activities.

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

Budget/Financial Implications

The budget revenue for Café Nocello to be increased by \$9,041.56 for the 2015/16 financial year.

Legal Implications

Section 18 of the Land Administration Act 1997
Section 3.58 of the Local Government Act 1995

Community Consultation

Advertising in the West Australian Newspaper was undertaken in accordance with Section 3.58 of the *Local Government Act* 1995 on 18 June 2015 providing a period of two weeks for comment. No submissions were received at the close of the advertising period.

Attachment(s)

Sketch of Lease Area.

Advice to Proponent(s)/Submissioners

The Proponent(s) has been advised that this matter is to be considered at the 9 July 2015 Council Meeting.

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

Nil.

14.3 (OCM 9/7/2015) - PROPOSED NEW HERITAGE PLACE - BIBRA LAKE (AUSTRALIAN WOMEN'S ARMY SERVICE CAMP) (095/001) (D DI RENZO) (ATTACH)

RECOMMENDATION

That Council

- (1) adopt the 'Australian Women's Army Service Camp, Bibra Lake (Site)' as a draft place record for the purposes of community consultation;

- (2) advertise the proposed inclusion of 'Australian Women's Army Service Camp, Bibra Lake (Site)' on the Local Government Inventory as shown in Attachment 1 for a period of twenty-one (21) days;
- (3) advertise the proposed inclusion of 'Australian Women's Army Service Camp, Bibra Lake (Site)' on the Heritage List pursuant to clause 7.1.3 of City of Cockburn Town Planning Scheme No. 3 for a period of twenty-one (21) days; and
- (4) advise SouthMetro Connect of Council's intention to include the 'Australian Women's Army Service Camp, Bibra Lake (Site)' on the City of Cockburn Local Government Inventory and Heritage List. SouthMetro Connect are also requested to consider this important heritage site as further reason not to proceed with the Roe Highway extension.

COUNCIL DECISION

Background

In May 2015 the Bibra Lake Residents Association alerted the City to a former Australian Women's Army Service ("AWAS") World War II Army Camp site on Hope Road in Bibra Lake.

The Australian Women's Army Service or "AWAS" was a non-medical women's service established in Australia during the Second World War.

The AWAS was formed on 13 August 1941 to release men from certain military duties for employment in fighting units. The service grew to over 20,000-strong and provided personnel to fill various roles including administration, driving, catering, signals and intelligence.

Following the end of the II World War, the service was demobilised and ceased to exist by 1947.

'We answered the call' by Eileen (Reilly) Tucker makes reference to the camp site in Bibra Lake.

The site is located on Hope Road, and comprises the ruins of a World War II army camp, established for a Searchlight Troop, staffed by the Australian Women's Army Service. Although all prefabricated buildings and infrastructure were removed immediately after the War, there are

sufficient traces on the surface to identify latrines, shower blocks, and tracks.

Further information and photographs of the site are included at Attachment 1.

The traces of the camp extend over an extensive area, but there is no evidence that they have ever been investigated archaeologically, and no plans of the camp are known to exist.

The City engaged Heritage Consultant, Eddie Marcus from History Now to undertake a heritage assessment of the place and to make a recommendation as to whether it should be included on the City's Local Government Inventory and/or Heritage List.

Submission

N/A

Report

The existence of the site was brought to the City's attention by the Bibra Lake Residents Association.

The purpose of this report is for Council to consider advertising the proposed inclusion of the former AWAS Camp in Bibra Lake on the City of Cockburn Local Government Inventory and Heritage List.

Subject Land

The site is located on Reserve 46787 Progress Drive, Bibra Lake. The site itself is located close to Hope Road, opposite Native Arc (172 Hope Road), Bibra Lake Scouts (174 Hope Road), and the Cockburn Wetland Education Centre (184 Hope Road).

The site is owned by the State of Western Australia, with a Management Order to the City of Cockburn.

It is reserved 'Parks and Recreation' under the Metropolitan Region Scheme ("MRS") and City of Cockburn Town Planning Scheme No. 3 ("the Scheme").

The site is located approximately 170m to the south of the current Primary Regional Road reservation for the Roe Highway extension. While the City has already clearly documented the reasons why Roe Highway is not a viable project, the discovery of the former AWAS Camp in Bibra Lake is further evidence as to why the Roe Highway

would have an unacceptable impact if it proceeds. It is recommended that the SouthMetro Connect team be made aware of this.

Heritage Assessment

The City has engaged Eddie Marcus from History Now to undertake a heritage assessment of the place, and to make a recommendation regarding whether it has heritage significance and is worthy of inclusion on the City of Cockburn Local Government Inventory 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 heritage 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.

The heritage consultant has assessed the Bibra Lake Australian Women's Army Service Camp site using these criteria, and considers that the place has heritage significance as follows:

AWAS Army Camp (site), Bibra Lake, is significant for its associations with the area's role in defending the western coastline during World War II.

AWAS Army Camp (site), Bibra Lake, is significant for its association with the Australian Women's Army Service and their critical role in operating the searchlights during World War II.

AWAS Army Camp (site), Bibra Lake, is significant for its archaeological potential for increasing our understanding of a World War II army camp.

AWAS Army Camp (site), Bibra Lake, is significant for its educational potential to assist people to further understand the development of such sites during World War II.

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

Based on the heritage significance of the site it is recommended that it be included as a 'Management Category B' place, which means it has 'considerable significance, as follows:

Very important to the heritage of the locality. Conservation of the place is highly desirable. Any alterations or extensions should be sympathetic to the heritage values of the place

It is also recommended that this place be included on the Heritage List pursuant to Town Planning Scheme No. 3 ("the Scheme").

Currently all Management Category A and B places on the LGI are also included on the Heritage List pursuant to 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.

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.

The purpose of the Heritage List is to offer a greater level of statutory protection to heritage places by requiring planning approval prior to any works being undertaken. This therefore provides Council with the opportunity to assess the impact of development on the identified heritage values of a place through the development approval process.

However, in accordance with clause 3.2.3 of the Scheme, the approval of the local government under the Scheme is not required for the commencement or carrying out of any use or development on a Regional Reserve.

However, the provisions of the Metropolitan Region Scheme continue to apply to such Reserves and approval is required under the Metropolitan Region Scheme from the Western Australian Planning

Commission ("WAPC") for the commencement or carrying out of any use or development on a Regional Reserve.

The WAPC would refer any development applications to the City of Cockburn for comment, and the City would have the opportunity to assess the proposal and make a recommendation to the WAPC.

The WAPC would also take into consideration the City's recommendation, and the fact that the place is included on the City's LGI and Heritage List.

It is therefore still recommended that Council include the place on the Heritage List pursuant to the Scheme to reflect the heritage values of the site.

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, and 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.

Future of the Site

While the site has high heritage value, the condition, integrity and authenticity of the site is low, given that it comprises only remnant physical features of a site.

Condition: The current state of the place in relation to the values for which that place has been assessed, and is generally graded on a scale of High, Medium or Low.

Integrity: The extent to which a building retains its original function, generally graded on a scale of High, Medium or Low.

Authenticity: The extent to which the fabric is in its original state, generally graded on a scale of High, Medium or Low.

The site has the potential to be interpreted as an educational site, particularly given its location opposite Native Arc and the Cockburn Wetland Centre.

The heritage consultant has recommended that a provisional archaeological investigation take place, which can be considered into

the future once the advertising process of considering inclusion of the site on the LGI and Heritage List has concluded.

It would also be important to consider interpretation of the site in to the future. The heritage consultation has recommended that some kind of interpretive panel be placed near the entrance to the park, so its history can be understood by visitors.

Conclusion

Based on the heritage assessment undertaken by the City's Heritage Consultant, it is recommended that Council adopt the Draft Place Record for the 'Australian Women's Army Service Camp, Bibra Lake (Site)' for the purposes of community consultation, and advertise the proposed inclusion of the place on the Local Government Inventory as a Management Category B Place, and the Heritage List pursuant to the Scheme.

Strategic Plan/Policy Implications

Infrastructure

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

Community & Lifestyle

- Community environments that are socially cohesive and embrace diversity.
- Conservation of our heritage and areas of cultural significance

A Prosperous City

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

Budget/Financial Implications

The heritage assessment of the site has been undertaken within the Strategic Planning operational budget. Any further required heritage assessments would be subject to further reports to Council.

Legal Implications

N/A

Community Consultation

If adopted for community consultation.

Attachment(s)

Draft Local Government Inventory Place Record 'Australian Women's Army Service Camp, Bibra Lake (Site)'.

Advice to Proponent(s)/Submissioners

The Bibra Lake Residents Association has been advised that this matter is to be considered at the 9 July 2015 Council Meeting.

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

Nil.

14.4 (OCM 9/7/2015) - SUBMISSION ON DRAFT PERTH AND PEEL @ 3.5 MILLION (105/001) (C CATHERWOOD/A TROSIC) (ATTACH)

RECOMMENDATION

That Council

- (1) adopt the Schedule of Comments (Attachment 1) on the Draft Perth and Peel @ 3.5 million suite of documents, with particular emphasis of the following points:
 1. For the future development of the Banjup north precinct, a more legible spatial boundary should be adopted based upon Armadale Road; Warton Road; Jandakot Road; Berrigan Drive and; the Kwinana Freeway. This will enable a further strategic planning element to take place by local government, working with landowners and the community to determine the ultimate nature of land use and development in the precinct;
 2. Questions are raised about what happens in the area north of Jandakot Road and particularly surrounding Jandakot Airport. Is it realistic that the document seek to retain a rural setting, typified by 2ha lots sizes with the landscape containing buildings, or will this area be unable to support required levels of rural amenity given its proximity to the airport and urban development to the south;
 3. The area shown in previous planning studies (bounded by Kwinana Freeway, Rowley Road and properties on the eastern side of Kinley Rd) has not been identified in this document for urban expansion. This appears to have been an oversight in leaving this area out of the urban expansion area, given the definition used for urban

expansion within the document.

4. The area shown as 'Industrial Investigation' between the future Latitude 32 and central wetlands change is not supported. To indicate this land as such is completely inconsistent with the City's planning framework and the long held State planning framework which indicates the majority of this area should remain rural in the long term. This is in order to not only protect significant environmental features of our city, but to enable more resilience in the face of climate change and reduced rainfall;
 5. The designation of the narrow strip of land between the Munster urban community and eastern foreshore of Lake Coogee for industrial investigation was inevitable, however needs to be recognised for the difficulties it will pose in delivery a viable form of industrial development;
 6. There is concern that if the proposed road shown in a dotted line running north-south through the Latitude 32 industrial area is directly aligned; it could be used as a reason for MRWA to delay construction of important Primary Regional Roads. In recent years, the City has been advised by MRWA this was their intention in another project area, which creates lasting negative outcomes for the community and frustrates the implementation of proper and orderly planning;
 7. Further work is needed to analyse the regional sports needs of the sub-region, before deciding whether the location on Jandakot Road as currently designated by the document is appropriate;
 8. The delivery of a future Jandakot Road Other Regional Road will need to be based upon developer contributions, and need to limit land impacts to the north, given it is the southern adjoining land use that is changing from rural to urban;
 9. Roe Highway should be removed from the document given it is not considered a viable infrastructure solution based upon the planning principles espoused by the document.
- (2) refer the Schedule of Comments to the Department of Planning for their consideration.

COUNCIL DECISION

Background

WAPC has now developed the draft Perth and Peel@3.5 million suite of documents that plan out to 2050 (for 3.5 million people) and indicate:

- where future homes and jobs should be located;
- how we can protect important environmental assets;
- how we can best utilise existing and proposed infrastructure; and
- appropriate areas for greater infill development and residential density.

The suite consists of:

- the Perth and Peel@3.5million report that provides a snapshot of where we are now and where we might be in the future; and
- a set of subregional planning frameworks. Cockburn is in South Metropolitan Peel.

Once finalised, the frameworks will become sub-regional structure plans. They will be used by State agencies and local governments to guide residential and industrial development, and supporting infrastructure. Landowner/developer expectations will also be set by these documents. The City of Cockburn has not been consulted in the formulation of the document, and some proposals represent inconsistencies with both the local and prevailing regional planning framework. Other proposals also are sub-optimal to the planning and development which the City has and continues to embark upon for its district. As this document seeks to present a new regional planning framework, it is important that the City emphasise particularly the issues which pertain to a spatial element of the draft plan.

Submission

N/A

Report

Detailed comments have been set out in Attachment One under the following subheadings:

- Draft Perth and Peel @ 3.5 million document;
- Draft South Metropolitan Peel Sub-regional Planning Framework document; and

- Draft South Metropolitan Peel Sub-regional Planning Framework map.

However there is a need in this report to emphasise the issues which particularly have a spatial consequence associated. It is these issues which have the potential to impact the pattern of future land use and development within the City, and in representing our community we need to be satisfied that a future spatial form will support the vision and highest level objectives held by our community. There are a number of elements within the current draft documents that will not support the vision for our district, and will create a negative outcome if they are not addressed. These form the basis of discussion going forward.

Lack of guidance for land use

The draft documents lack guidance (particularly infrastructure coordination) for land, other than where it is indicated as urban. There is also a lack of capacity planning on community facilities, aviation needs and transport needs.

As a general comment, the complete lack of engagement with local government is extremely disappointing for such a critical exercise in determining the future shape and liveability of the metropolitan region. In some instances, the City of Cockburn would have been able to provide a localised level of knowledge, which would have altered a number of the elements of the spatial plan which are considered to be sub-optimal. By way of example, the selection by the Department's staff of a site for a regional sport ground should have had input from the City's specialised sport and recreation planners. These staff have better access to our community and clubs and in liaison with the City's strategic planners could have readily identified a suitable site.

Some landowners have mentioned to the City when they have contacted the Department of Planning, they have been advised they are not affected. This seems to be a misleading statement to give landowners of property on a road with an existing direct road connection into a rural area earmarked as 'Industrial Investigation'. It does not provide the City with a sufficient level of confidence its landowners are being engaged with in a transparent fashion. These are issues which most certainly would arise at the rezoning and development stages but the opportune time to acknowledge such issues is now. For a draft set of documents which have far reaching implications for all members of our community, there has been a lack of ground based involvement with the community to importantly help inform the document.

The following discussion looks at elements of the spatial plan itself which are of concern to the City:

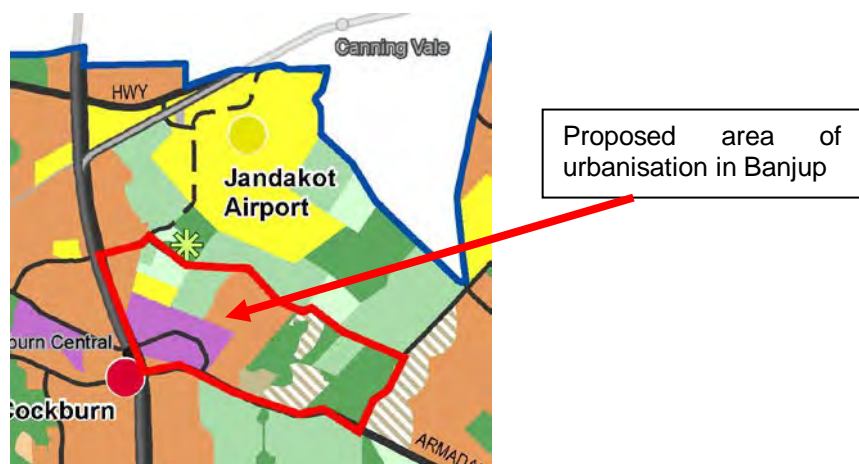
Urbanisation in Banjup between Jandakot Road and Armadale Road

As a general principle, the piecemeal approach taken over the last 5 years or so with the urbanisation of Banjup is not helpful. The landowners of Banjup and the City of Cockburn should be provided greater certainty about where urbanisation will occur in Banjup, as this is a conflict between regional planning priorities. That being whether the planning justification to support development overcomes the planning objective to regulate land use above the Jandakot Water Mound? This is something that the Minister for Planning, on advice from the Western Australian Planning Commission, needs to address.

An overall assessment needs to be done to confirm areas which can reasonably be excluded from the groundwater protection areas, where competing planning priorities such as access to activity centres and public transport nodes are clear.

There is an emerging area east of the Calleya development where an area of urban expansion is shown. This however does not reflect a spatial extent which is either clear or based upon planning objectives. If this Banjup precinct is being considered for urban development on a timeframe out to 2050, then surely planning objectives like proximity to a strategic activity centre; access to wide ranging services and facilities; access to employment; access to quality public and private transport infrastructure; all means that a more strategic view should be taken of the precinct.

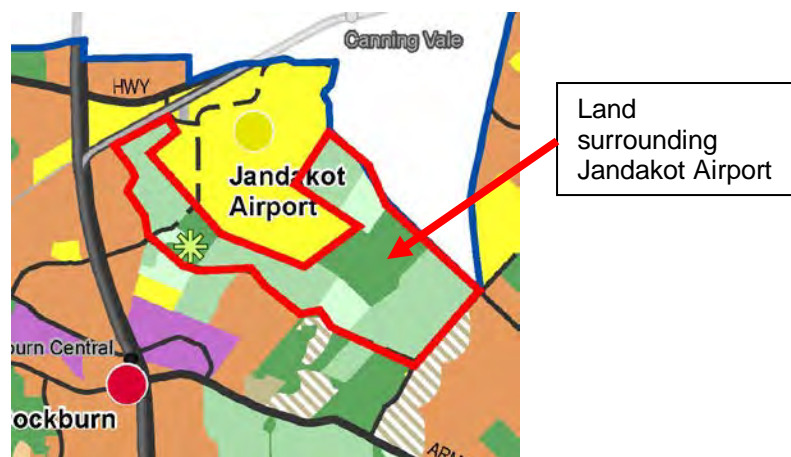
This strategic view would create a more legible spatial boundary given the high level nature of this document. This boundary could be something like Armadale Road; Warton Road; Jandakot Road; Berrigan Drive and; the Kwinana Freeway. This is shown in red following:



Importantly there would still be a further strategic planning element that would need to occur, and this is something that local government is capable of delivering – working with landowners and the community to determine the ultimate nature of land use and development in the precinct. In the absence of a strategic land designation however, the draft document will create an unrealistic form of future development to follow.

The future of land surrounding Jandakot Airport

This in turn raises the question about what happens in the area north of Jandakot Road and particularly surrounding Jandakot Airport. Do we want to see this retained in a rural setting, typically 2ha lot sizes with the landscape containing buildings, or is this rural setting to the point that it won't deliver the intended rural amenity? It may be appropriate that this rural ribbon be maintained around Jandakot Airport, as a limitation to urban development encroaching closer to the airport. However if the amenity in this area is so far removed from a rural setting, then should consideration be given to an alternate land use? This is a question that remains open in the document. The area in question is shown in red below:

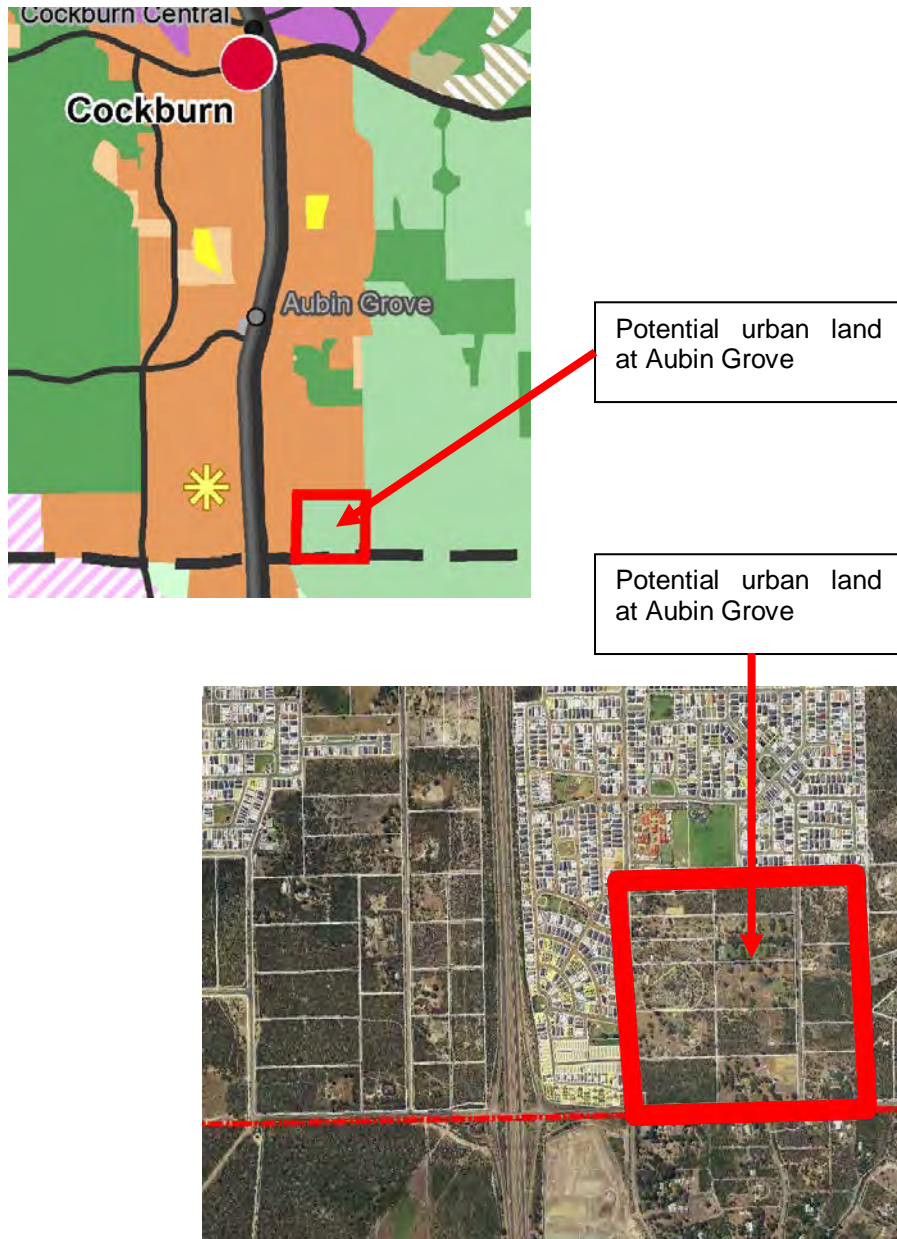


It is noted that other parts of the City, particularly with a greater prospect of being able to maintain high levels of rural amenity, have been identified as industrial investigation. This begs the question of what consideration (if any) has been given of this land precinct, between a growing industrial park and airport and urban communities to the south. This is in need of more careful consideration.

Aubin Grove Urban Extent

There is an area shown in previous planning studies (bound by Kwinana Freeway, Rowley Road and properties on the eastern side of Kinley Rd) that has not been identified in this document. This seems to

have been an oversight in leaving this area out of the urban expansion area.



The background to this area is that the land was identified as Future Urban within the Urban Expansion Policy Statement (1990) (proposals 36 and 37). This was a (then) Department of Planning and Urban Development document. Following this, DPUD released the Draft Jandakot Landuse and Water Management Strategy (1992) which also identified the land as Urban (existing or proposed). However the final (1995) version of the JLUWMS omitted the land, replacing it instead with the following text:

The following land may have the potential for urban development in the future if the development constraints can be overcome:

- (i) *Land located on the north side of Rowley Road abutting both sides of Kinley Road and extending west to Lyon Road, Banjup*

Possible urban development of this land should be assessed in light of the findings of the Select Committee on Development over Groundwater area in the Metropolitan Region and an assessment of environmental and drainage management issues.

Referring back to the Urban Expansion Policy Statement (1990), proposals 36 and 37 were subject to district planning by virtue of the South Jandakot/Mandogalup District Planning Strategy (1993). The subject land was included in the district structure plan, with the following notes:

The Structure Plan report states, "There is nothing in the physical nature of the land or environmental constraints which differentiates it from the future urban land to the north or west. However, the land has been excluded from Amendment No. 938/33 because it did not form part of the environmental approval to the Thomsons Lake Urban Structure Plan."

Coming back to the Select Committee reference in the JLUWMS, within the MRS documentation report on hearings which introduced the Rural Water Protection zone, the following information was stated:

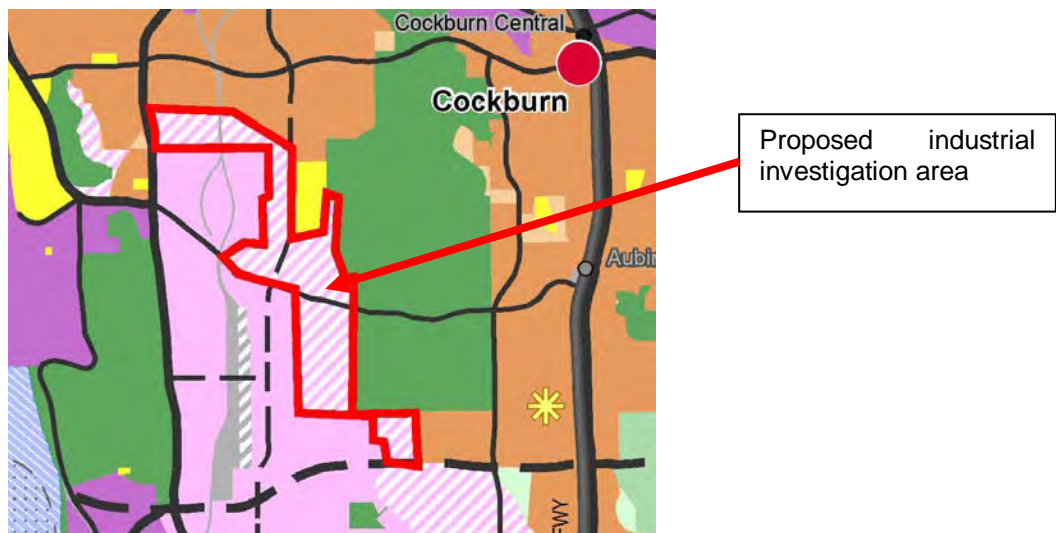
Recommendation 4.8 of the Select Committee Report indicated that where areas have been classified as Priority 2, which contain urban development and commercial zones or have been zoned for such uses, consideration should be given to changing the Priority 2 classification to Priority 3, so as to remove any inconsistency with the objectives of Priority 2. The areas zoned 'Urban' or 'Urban Deferred' in the Metropolitan Region Scheme should not be included in the RGPCZ and should be classified for Priority 3 source protection area. This will eliminate providing a precedent for further inappropriate development in Priority 2 areas. Some level of groundwater quality protection will be maintained in this area by their being retained within the Jandakot UWPCA.

Accordingly, as this land was not zoned Urban deferred already (not part of MRS Amd 938/33 due to not being part of environmental approvals for the Thomsons Lake Urban Structure Plan) it was retained within P2 and had its Rural zoning under the MRS shifted to the Rural Water Protection zoning.

This is important to recognise as the definition contained within the draft documents identifies urban expansion as “land that has been identified for potential urban development in preceding planning studies, or represents the logical expansion of an existing urban area.” Given that this precinct of land was indeed identified in previous planning studies, and represent arguably a more logical expansion of an existing urban area in comparison to the Banjup proposals, it should be included within the draft documents for urban expansion.

‘Industrial Investigation’ area adjacent to Latitude 32 and Lake Coogee (areas of comment shown circled in light blue)

This aspect of the document has caused a lot of concern among landowners. It relates to the designation of the rural interface between the future Latitude 32 industrial area and the central wetlands system being identified for industrial investigation. This is shown following:



In considering this proposal, a Key Principle espoused by the document is to “Avoid, protect and mitigate environmental attributes (with the emphasis on avoiding and protecting) when allocating proposed land uses”. It does not seem consistent with the above principles to indicate a large area of currently rural land adjacent to the Ramsar wetland of Thomson’s Lake as ‘Industrial Investigation’.

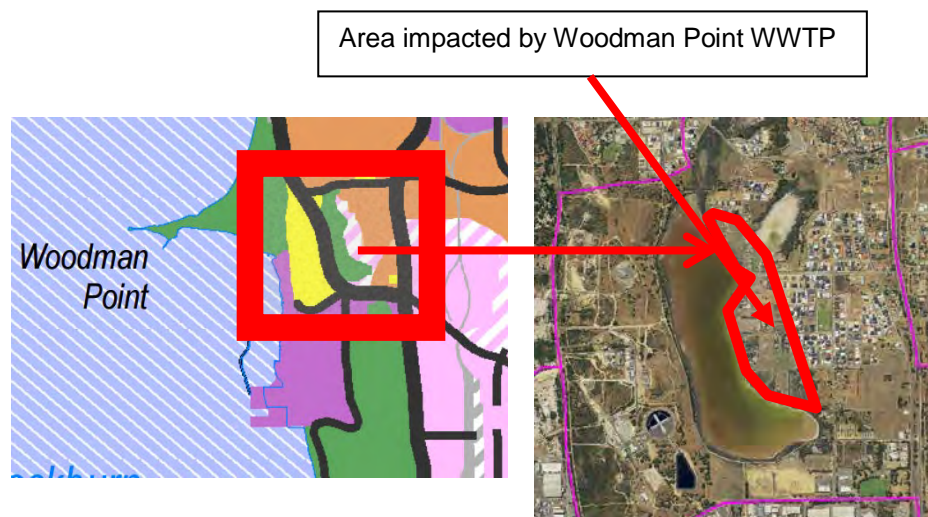
The area shown as ‘Industrial Investigation’ is not supported. To indicate this land as such is completely inconsistent with the City’s planning framework and the long held State planning framework which indicates the majority of this area should remain rural in the long term. The planning objective to protect the sensitive environmental wetlands through a ribbon of rural development on the western side is considered still a relevant objective to hold. Should we want significant environmental features of our city to not only be protected but to become more resilient in the face of climate change and reduced

rainfall, it is crucial that we look to protect such areas and ensure they be used to shape more intensive development - rather than be shaped by development as appears the current situation.

The environmental qualities of the area would stand to be adversely impacted particularly when balancing issues associated with managing bushfire risk and enabling development of private land to occur. Reducing water runoff and impacts on water quality would also represent threats to the environmental corridor.

Woodman Point Waste Water Treatment Plant

The draft documents indicate that the private land adjoining the eastern foreshore of Lake Coogee will not be developed for sensitive residential purposes. This is an area of key concern to residents within Munster, who face the prospect of a ribbon of industrial development taking place between the residential area and Lake Coogee. This is shown following:



By way of background, Council at its 12 April 2012 meeting passed the following resolution:

that Council:

- (1) *immediately advises the WAPC and the State Planning Minister of:*
 1. *Council's long standing policy position to support landowners in reducing WPWWTP odour buffer back to the eastern edge of Lake Coogee, if possible.*
 2. *Council's intention to reduce the 750m buffer guideline back to the eastern edge of Lake Coogee*

(approx 500m) immediately if there is no scientific objection to do so.

- (2) *immediately write to the EPA and DEC to give notice that, if there is no scientific justification to maintain the 750m buffer, it is the City's intention to amend the local planning strategy as soon as possible to reflect the new buffer definition at the eastern edge of Lake Coogee and remove the provision which restricts development on DA5 in Schedule 11 of TPS3."*

In accordance with Parts 1 and 2 of Council's resolution, the City wrote detailed letters on 24 April 2012 to: The Minister for Planning; The Chairman of the WAPC; The Director General of the Department for Planning; The EPA; the DEC.

As per Part 2 of Council's resolution, there was a specific intent to ascertain scientific justification to support the maintenance of the current 750m buffer. In response, the EPA did not see it as appropriate to attempt to confirm the scientific basis of a buffer in their response. This was on the basis that the decision making responsibilities of such a decision lay with the WAPC. The DEC responded similarly, advising of their role in respect of providing advice and not as a decision maker, and also advised that the DEC were not able to "to comment outside of this process."

The responses from both the Hon Minister and Department of Planning on behalf of the WAPC provided further clarity on this. Their responses stated as follows:

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

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

Although the Odour Improvement Plan has resulted in the reduction of odour, it cannot guarantee that there will not be odours from the plant. The report indicates that there will still be an odour impact extending to roughly the eastern edge of the urban deferred land and accordingly, that the current buffer should be retained."

The emphasis added in the last paragraph was critical to the consideration of the matter. Being the view that there was still an odour

impact, and that the current buffer and Urban Deferment under the MRS which prevented residential development should be retained.

It was therefore determined that until such time that the buffer issue was fully resolved by the WAPC in respect of the WPWWTP, there appeared no ability to advance amendments to the Local Planning Strategy or Town Planning Scheme in specific respect to reducing the extent of the odour buffer. Such amendment would be inconsistent with the relevant statutory framework presented through the *Planning and Development Act 2005* and *Environmental Protection Act 1986*.

Setting aside the issue of the buffer for one moment, there is little strategic justification which would support such an unusual precinct of land being developed for industrial purposes. The precinct is:

- difficult to access from a primary road network;
- has no real degree of exposure to a primary road network;
- takes place within a very sensitive natural area by virtue of the existence of Lake Coogee; and
- as a narrow elongated stretch of land, will provide limited opportunities in which to appropriately interface the adjoining residential area.

While it has been known for some time that the WAPC would only allow a non-residential land use outcome in this precinct, it is nonetheless an extremely difficult planning position that the City of Cockburn has to resolve. As part of Council's recent refusal of a Proposed Structure Plan for Lot 9001 Korcula Court, it was resolved to undertake District Structure Planning over the coming 12 months for this precinct. The draft document provides some certainty that such district structure planning will be limited to dealing with the structural elements of how industrial type development could occur.

Proposed Road: Spearwood-Wattleup-Postans

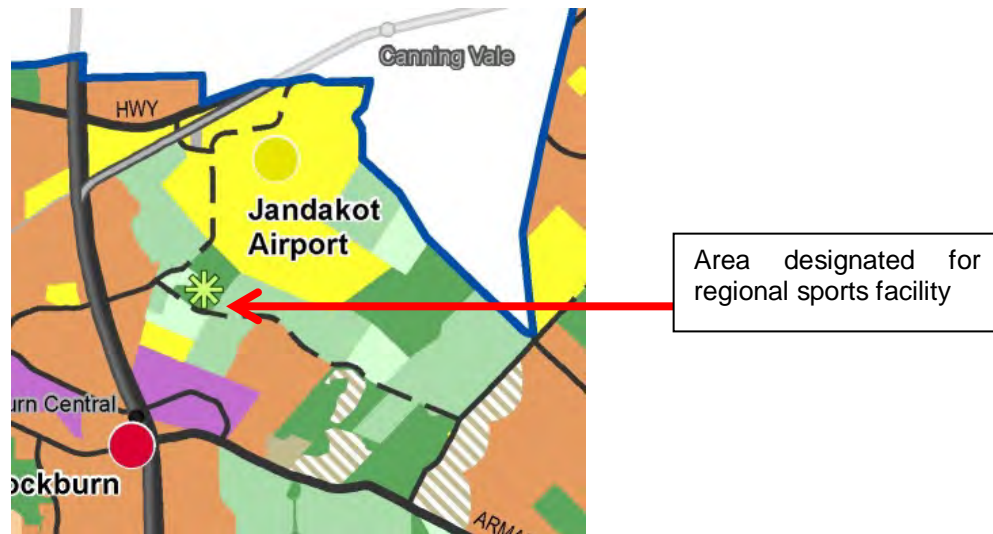
There is a proposed road shown in a dotted line running north-south through the Latitude 32 industrial area (shown in pale purple).

This is roughly the same alignment as what is known as the 'north-south road' mentioned in Latitude 32 planning to date. This is currently aligned to Abercrombie Rd to the south (to Thomas Road in Kwinana) and meets Russell Road near Henderson Rd (continuation of Spearwood Ave)

There is some concern this link if directly aligned it could be used as a reason for MRWA to delay construction of important Primary Regional Roads. In recent years, the City has been advised by MRWA this was their intention in another project area, which creates lasting negative

outcomes for the community and frustrates the implementation of proper and orderly planning.

Regional Open Space – Sport facility location



The pale green asterisk indicates the proposed location of a 20ha sport and recreation facility intended to serve greenfield areas of the South Metropolitan Peel sub-region, though given the location primarily serves the Central Sub-region. It is noted there is a site proposed for investigation of a 120ha regional sports facility immediately east of Jandakot Airport in the City of Canning. The Central Sub-region framework does not address regional sporting needs, which is why this facility is not indicated on the plan for that sub-region.

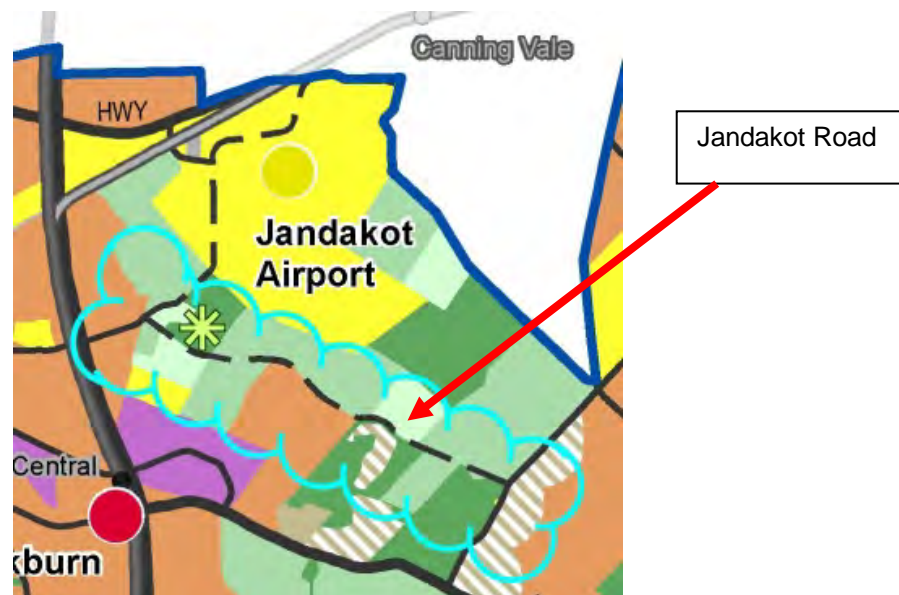
The City has been advised by Department of Planning officers, the amount of sport space required for existing and future urban areas was determined in consultation with the Department of Sport and Recreation ("DSR"). The site was identified and delineated by the Department of Planning. The Department of Planning officers have also confirmed it was not a drafting error to show the proposed Jandakot facility so close to the proposed City of Canning facility.

City officers reviewed the DSR analysis which had included liaison with City officers during formulation. Interestingly, the analysis only includes to 2031 so it is somewhat limited in its usefulness as the sub-regional framework seeks to plan to 2050. Nevertheless, the analysis contains some specific statements regarding provision of regional open space for Cockburn, which City officers concur with. The Cockburn Central West site was deemed to fulfil some of the regional needs, though the future need ideally is to sites further south to be closer to greenfield growth areas of Cockburn and Kwinana.

The site nominated by the Department of Planning is approximately 8 kilometres from our southern boundary with Kwinana. While it is acknowledged the space would need to serve beyond local government boundaries, the provision of this space so far north in the South Metropolitan Peel sub-region almost provides a greater resource to the Central Sub-region. It also provides a barrier, by virtue of distance to our southern neighbours the City of Kwinana which the DSR analysis indicates requires access to a regional space (by 2031).

Further work needs to occur to analyse, with local government, the sport and recreation needs beyond 2031. The annotation of a regional sport and recreation facility at Jandakot seems to be at odds with the DSR analysis to date and poorly located in terms of servicing the South Metropolitan Sub-region.

Jandakot Road (areas of comment shown circled in light blue)



The City supports this proposal given the current traffic volumes on this road as well as the proposed urban developments in the area.

Jandakot Road also has potential to accommodate a priority transit route function to link into the City's suggested train station at Jandakot Airport on the proposed rail line to Thornlie. Importantly, it is recommended that this infrastructure item form part of the consideration of a broader strategic land use proposal which has been discussed earlier in the report. This infrastructure will be an important element to how the land precinct bound by Armadale Road; Warton Road; Jandakot Road; Berrigan Drive and; the Kwinana Freeway would be developed. The expectation that the City wishes to set is that the cost of this road is met by the development of this urban precinct. Its function will be intended to recognise the changing land use from a

rural locality to an urban locality, which hinges upon the development of this land as a precinct. It will be foreshadowed in the City's submission that developer contribution, from the future development of the Banjup cell, will form the basis for delivering this infrastructure.

Extension of Roe Highway (west of the freeway)

The City of Cockburn opposes the construction of the Roe Highway west of the freeway (also referred to as 'Roe 8').

An alternative proposal is recommended by the City (as adopted at the 11 June ordinary meeting of Council) to:

"call on the State Government to bring development of the intermodal facility for the Outer Harbour forward by investigating and costing the City's proposal to construct an intermodal facility (similar to that currently in Forrestfield) in the Latitude 32 Precinct including the associated infrastructure as a realistic alternative to the construction of Roe 8 and cease actions associated with the proposed Roe 8 in terms of awarding contracts for its construction while the process above is completed".

Conclusion

The City's comments as provided at Attachment 1 are comprehensive. There is however the need to elevate critical comments to the headline of the City's submission, and this report, and these are as follows:

- For the future development of the Banjup north precinct, a more legible spatial boundary should be adopted based upon Armadale Road; Warton Road; Jandakot Road; Berrigan Drive and; the Kwinana Freeway. This will enable a further strategic planning element to take place by local government, working with landowners and the community to determine the ultimate nature of land use and development in the precinct;
- Questions are raised about what happens in the area north of Jandakot Road and particularly surrounding Jandakot Airport. Is it realistic that the document seek to retain a rural setting, typified by 2ha lots sizes with the landscape containing buildings, or will this area be unable to support required levels of rural amenity given its proximity to the airport and urban development to the south;
- The area shown in previous planning studies (bounded by Kwinana Freeway, Rowley Road and properties on the eastern side of Kinley Rd) has not been identified in this document for urban expansion. This appears to have been an oversight in leaving this area out of the urban expansion area, given the definition used for urban expansion within the document.

- The area shown as 'Industrial Investigation' between the future Latitude 32 and central wetlands change is not supported. To indicate this land as such is completely inconsistent with the City's planning framework and the long held State planning framework which indicates the majority of this area should remain rural in the long term. This is in order to not only protect significant environmental features of our city, but to enable more resilience in the face of climate change and reduced rainfall;
- The designation of the narrow strip of land between the Munster urban community and eastern foreshore of Lake Coogee for industrial investigation was inevitable, however needs to be recognised for the difficulties it will pose in delivery a viable form of industrial development;
- There is concern that if the proposed road shown in a dotted line running north-south through the Latitude 32 industrial area is directly aligned; it could be used as a reason for MRWA to delay construction of important Primary Regional Roads. In recent years, the City has been advised by MRWA this was their intention in another project area, which creates lasting negative outcomes for the community and frustrates the implementation of proper and orderly planning;
- Further work is needed to analyse the regional sports needs of the sub-region, before deciding whether the location on Jandakot Road as currently designated by the document is appropriate;
- The delivery of a future Jandakot Road Other Regional Road will need to be based upon developer contributions, and need to limit land impacts to the north, given it is the southern adjoining land use that is changing from rural to urban;
- Roe Highway should be removed from the document given it is not considered a viable infrastructure solution based upon the planning principles espoused by the document.

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

N/A

Legal Implications

The framework is expected to be referenced as part of State Planning Policy No. 1 and lead to statutory changes in zonings in the Metropolitan Region Scheme ("MRS").

As per section 124(2) of the Planning and Development Act 2005, a local government is then required to ensure its local planning scheme is consistent with the MRS.

Community Consultation

The documents were released in early May for advertising closing 31 July 2015. A letter to local governments from the chairperson of the WAPC noted they would like help in "providing as many options as possible for people to view the suite of documents to help inform their submissions".

The Department of Planning website contained information including copies of the documents. The City has supplemented this with an enlarged map display in the administration foyer and a copy of the documents for our residents and landowners to read.

Additional copies were requested from the WAPC to enable these to be placed in our libraries where opening hours and location may allow better access to people who don't often visit the administration centre, or may not be comfortable using the website option the WAPC had provided. Unfortunately, no response had been received at the time of writing this report and no additional hard copies have been received.

Given the extent of the changes proposed for some areas of Cockburn, in particular some of our rural areas, the City has also written to landowners of affected properties. Over 1800 letters were sent. The City also wrote to nearby landowners who may be affected by change to the neighbouring landholdings (for example in residential areas where the adjacent land is earmarked for 'Industrial Investigation'). A number of letter recipients have taken the time to come into the administration office and view the plans and/or view them on the website.

Submissions are open on the draft Perth and Peel@3.5 million suite of documents till 31 July 2015. This report sets out the major elements of the proposed submission from the City of Cockburn.

Attachment(s)

Schedule of Comments

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

- 14.5 (OCM 9/7/2015) - PROPOSED STRUCTURE PLAN - LOT 47 (NO. 213) FRANKLAND AVENUE, HAMMOND PARK - OWNERS: EDWARD JOHN PHILIP NEESHAM, KERRY ANNE NEESHAM, CATHERINE THERESE CLARK, DAVID LINDSAY CLARK & LAURIE STUART CLARK - APPLICANT: GRAY & LEWIS LAND USE PLANNERS (110/082) (L SANTORIELLO) (ATTACH)**

RECOMMENDATION

That Council:

- (1) in pursuance of Clause 6.2.9.1 (a) of City of Cockburn Town Planning Scheme No. 3 ("Scheme") adopt the Proposed Structure Plan for Lot 47 (No. 213) Frankland Avenue, Hammond Park, subject to the following conditions:
 1. The 'Local Water Management Strategy' ('LWMS') included within the Structure Plan report under Attachment 5 is to be amended in line with the comments received from the *Department of Water* ('DoW') as outlined within their letter dated 2 June 2015 (Ref: RF13643 & SRS39147). This is to be to the satisfaction of the City of Cockburn in consultation with the Department of Water.
 2. To be consistent with the already adopted Structure Plans for Lots 31 and 33 Barfield Road, the Structure Plan for lot 47 is to be modified so that the Irvine Parade Road reserve, depicted as 20 metres in width, is to be reduced in width to 19.4 metres and the western 'shared use path' as depicted on the 'Local Structure Plan' is to be modified from 'shared use path' to 'foot path'.
 3. Remove reference to 'Local' with regard to 'Local Structure Plan' throughout the 'Structure Plan' report inclusive of images and figures.
 4. Structure Plan Report Part One; Section 3.2 replace 'Development Area No.9' with 'Development Area No. 26', delete the 'note' within section 4.2, section 6.1 (1) replace 'Bushfire' with 'Fire' with reference to Attachment

6, delete 5.1, 5.2 (existing) to include an additional point (2) in column three as follows *“The medium-density single house development standards as prescribed by State Planning Policy 3.1 The Residential Design Codes are varied in accordance with the relevant provisions of the WAPC Planning Bulletin 112/2015.”*, update 6.2 (1) (i)/ 6.3 to reference the most recent Fire Management Plan (date and title), replace the text within column 3 of section 7.1 with *“(1) Contribute proportional amount as per DCA 9 and DCA 13 Community Infrastructure as prescribed in the City of Cockburn Town Planning Scheme No. 3. (2) Road Upgrades – Frankland Avenue is to be proportionally upgraded to a residential standard.”* and accordingly amend the contents page and the subsequent Part One sections numbering where relevant.

5. Relocate the ‘Structure Plan Map’ to the end of Part One.

6. Structure Plan report Part Two; section 5.1 replace ‘Development Area 9 (DA 9)’ with ‘Development Area 26 (DA 26)’, delete section 5.1.1 and figure 5 from the report, section 6.3 delete the words *‘who are currently in the process of developing a Structure Plan for the site.’*, update section 8.1 inclusive of figure 8 in line with the outcome of condition ‘a’ above relating to the LWMS updates as specified by the Department of Water. Accordingly update the contents page and the subsequent Part Two sections numbering where relevant.

7. The title of the Structure Plan Report and Structure Plan map should be modified to include the street number as follows ‘Lot 47 (No. 213) Frankland Avenue Hammond Park’.

(2) endorse the Schedule of Submissions prepared in respect of the Proposed Structure Plan;

(3) advise the proponent and those persons who made a submission of Council’s decision; and

pursuant to Clause 6.2.10.1 of the Scheme forward the proposed Structure Plan to the Commission for its endorsement.

COUNCIL DECISION**Background**

The Proposed Structure Plan was received by Council on 22 December 2014. It was prepared by Gray and Lewis Land Use Planners on behalf of the landowners Edward John Philip Neesham, Kerry Anne Neesham, Catherine Therese Clark, David Lindsay Clark and Laurie Stuart Clark.

The Proposed Structure Plan relates to land within the Southern Suburbs District Structure Plan Stage 3 ('SSDSP3') area, namely Lot 47 (No. 213) Frankland Avenue, Hammond Park ("subject site").

The subject site is approximately 5.1907 hectares in area with frontages to the eastern side of Frankland Avenue. Under the SSDSP3 approximately 2.36 hectares of the subject site is identified for part of a future high school. The future high school is expected to cover parts of 5 separate lots inclusive of lot 47. Council has adopted 3 of the 5 required Structure Plans for the future high school. Following the adoption of this Structure Plan, for lot 47, the final remaining portion required for the future high school site will be from Lot 32 Barfield Road, Hammond Park.

The land to the north of the subject site includes two separate sites, the existing Hammond Park Catholic Primary School and Lot 31 Barfield Road. Both lot 31 and the western lot, in relation to the subject site, is yet to be developed in line with the adopted Structure Plan. The Barfield Road Structure Plan has been adopted by Council over the land to the south and east of the subject site (Vivente Estate). Recently this estate has been partially cleared of native vegetation including the land immediately to the south of the subject site.

The Proposed Structure Plan was advertised for a period of 21 days in accordance with Scheme requirements. The purpose of this report is for Council to consider this proposal in light of the information received during the advertising process. In total the City received nine (9) submissions which are discussed in the 'Report' section below and elaborated on in Attachment 3 of this report.

Submission

Gray and Lewis Land Use Planners on behalf of the land owners have lodged a Structure Plan for the subject site.

Report

Planning Background

The subject site is zoned 'Urban' under the Metropolitan Region Scheme ("MRS") and 'Development' under the City of Cockburn Town Planning Scheme No. 3. The subject site is also located within Development Area No. 26 ("DA 26"), Development Contribution Area No. 9 ("DCA 9") and Development Contribution Area No. 13 ("DCA 13").

Pursuant to Clause 6.2.3.1 of the Scheme *"the development of land within a Development Area is to comply with Schedule 11"*. The specific provisions applicable to DA 26 in Schedule 11 are outlined as follows;

1. *Structure Plan/s adopted and endorsed in accordance with Clause 6.2 of the Scheme to guide subdivision, land use and development.*
2. *To provide for residential development and compatible land uses.*
3. *The provision of the Scheme shall apply to the land uses classified under the Structure Plan in accordance with Clause 6.2.6.3.*

Residential Development

The subject land is located within the Southern Suburbs District Structure Plan – Stage 3 ('SSDSP3') area. The SSDSP3 prescribes a minimum of 15 dwellings per gross urban zoned hectare of land as the minimum standard. This prescribed density target is in accordance with the Western Australian Planning Commissions' Directions 2031 and Beyond ('Directions 2031') and Liveable Neighbourhoods ('LN').

The Outer Metropolitan Perth and Peel Sub-regional Strategy forms an integral part of the Directions 2031 vision. It provides information about the levels of expected population growth by local government area, and highlights development opportunities and density targets in Greenfield areas, including the south-west outer sub region which the City of Cockburn is located.

The Strategy identifies the subject land as being part of the "SOU1" area which has a future dwelling target of 3000+.

The proposed Structure Plan provides for 16.95 dwellings per gross urban hectare and 29.17 dwellings per site hectare. The proposed

density yield exceeds the minimum expectation of State and local policy.

The intent of the Proposed Structure Plan is to guide the subdivision and subsequent development of the subject site including an estimated yield of 48 lots (58.11% residential), 0.283 hectares for Public Open Space (10%) and 2.36 hectares for part of a future high school which equates to 45% of the total site area.

The SSDSP3, as adopted by Council, designates the subject site as a 'Medium Density' area. Residential R30 is identified as the minimum base coding in the 'Medium Density' areas of the Southern Suburbs District Structure Plan.

The SSDSP3 prescribes a density range of R35-R60 for land surrounding areas of public open space, activity nodes and public transport routes.

The proposed structure plan provides for a base density code of R30 and provides a portion of R40 coded land opposite the proposed Public Open Space. The R40 coded land directly adjoins the Public Open Space which will be serviced by a rear laneway for vehicle access and egress. The frontage of these lots will address the Public Open Space and be constructed to include uniform fencing to contribute to the amenity and visual surveillance of the Public Open Space.

The proposed density codes and lot yield meet the expectations of the SSDSP as well as the State density targets as prescribed by the Western Australian Planning Commissions' Directions 2031 and Beyond ('Directions 2031'), Liveable Neighbourhoods ('LN') and the Outer Metropolitan Perth and Peel Sub-regional Strategy.

Public Open Space (P.O.S)

Public Open Space (P.O.S) within the Structure Plan Proposal, as described above, comprises a single consolidated 'Local Park' totalling 0.283 hectares in area which equates to 10% of the subject site (see Attachment 2 for details).

The proposed Public Open Space is centrally located as per the SSDSP3 and is located opposite the future high school. At subdivision stage and in accordance with State Policy No. DC 2.3, the Western Australian Planning Commission's normal requirement in residential areas is that 10 percent of the gross subdivisible area be given up free of cost by the subdivider and vested in the Crown under the provisions of Section 152 of the Planning and Development Act 2005 (as amended) as a Reserve for Recreation.

The proposed Local Park is provided with a high degree of accessibility through direct street frontage on three sides. Under LN local parks are described as being provided for local children's play and as resting places, designed as small intimate spaces, where appropriate, and to allow pedestrian connectivity, and create a sense of place.

The Public Open Space will be developed pursuant to the requirements of LN in that it will include a minimum standard including full earthworks, basic reticulation, grassing of key areas, pathways that form part of the overall pedestrian and/or cycle network and maintained for two summers, in accordance with a landscape plan which will be provided by the applicant and approved by the City of Cockburn at subdivision stage.

A spring vegetation and flora survey of the site, excluding the high school portion which will be investigated further by the Department of Education at a later date, was carried out by a botanist on behalf of the applicant. A copy of which is included in Attachment 2 of the Structure Plan report. The report identifies the current condition of the native vegetation over the planned residential and POS component of the site. The POS serves a drainage function and accordingly the POS is required to be located at the lowest lying land of the site.

The native vegetation over the POS area is classified as 'Completely Degraded' to 'Cleared of most native plants'. The approximate location on the accompanying aerial photograph of the proposed POS is where the current dwelling and swimming pool is positioned on lot 47, see Attachment 1 for details. On this basis and unlike the Lot 33 Barfield Road Structure Plan, which was considered by Council on 11 June 2015 Ordinary Council Meeting ('OCM'), the proposed Structure Plan does not aim to retain any native vegetation. Notwithstanding, the applicant is required to obtain and secure any State and/ or federal clearing permits prior to clearing the subject site of native vegetation.

The relative small size and intricacies of Lots 33 and 47 prevent the protection of a significant local natural area of bushland in a viable size and configuration.

The City's Strategic Planning department aims to retain native vegetation, where possible, throughout the larger Structure Planning areas of the SSDSP such as those owned by Gold Estates (Vivente Estate) which is located to the south of the subject site. In that example the City was able to negotiate the retention of viable local natural areas of bushland which extends towards the much larger 20 hectare future 'Frankland Park Bushforever' site which is approximately 200 metres south south east of lot 47.

The major source of water runoff to the POS drainage system will be that from the internal roads and the adjacent section of Frankland Avenue. Runoff from internal road reserves will be conveyed by low-flow pipes and road surface to an infiltration basin within the central POS. Runoff will be captured and infiltrated in a rain garden in the centre of the basis. Runoff from larger storms will be captured in an infiltration basin surrounding the rain garden.

The Department of Water (DoW) was formally consulted during the advertising process. DoW advised that they were not satisfied with the Local Water Management Strategy ('LWMS') as originally submitted. Whilst the POS location and size is considered acceptable the details within the LWMS require further modification. The DoW advised that they are satisfied for City officers to recommend a condition requiring the final LWMS to be provided as a condition of adoption. This recommendation has been included as part of this report for Council's consideration.

Bushfire Management

A Fire Management Plan ('FMP') was prepared and included as part of the Structure Plan report under Attachment 6. The FMP covers the entire site and an additional 100 metres surrounding its perimeter.

The aim of the FMP is to minimise the impact of bushfires within the site, thereby reducing the threat to life, property and the environment.

Landholdings to the north, south and west of the site are intended for future urban development in accordance with the SSDSP3 and Council adopted Structure Plans. These lots will therefore pose only a temporary bushfire hazard consideration. For instance it is noted native vegetation within the Hammond Park Catholic Primary School, to the north of the subject site, has since been cleared following the preparation of the FMP in line with stage 2 of the schools development expansion.

Any new dwelling constructed within 100 metres of identified classified vegetation will require consideration of the need for increased construction requirements to address AS3959-2009 '*Construction of Buildings in Bushfire Prone Areas*'.

The FMP mandates the need for a Bushfire Attack Level assessment to be undertaken as part of the subdivision process to confirm the BAL ratings for each individual new lot created. Furthermore the FMP and the Structure Plan report specify that any future lots will not be created (subdivided) until the temporary bushfire hazards have been removed by the surrounding land, being adequately cleared and developed or subdivided. Similar to the clearing at the existing primary school site as

described above, it is noted that the land to the South 'Vivente Estate', being developed by Gold Estates Holdings, was recently cleared of native vegetation within 100 metres of the south of the subject site.

The FMP recognises that the area is subject to ongoing change due to incremental subdivision and clearing associated with the surrounding lots and their Structure Plans and clearing approvals.

A specific BAL assessment at subdivision state will reflect any change in the status of surrounding temporary bushfire hazards. Clearing within 100 metres of the subject site will lessen or eliminate the need for future increased bushfire standards for residential land on the subject site.

It is mandated through the Structure Plan report that any lots deemed to require fire management responses through BAL assessment, will be subject to notification pursuant to section 70A of the *Transfer of Land Act 1983* placed on the certificate(s) of title indicating that the lot(s) are subject to the requirements of a FMP.

Conclusion

The proposed Structure Plan yields a density of approximately 16.95 dwellings per gross urban hectare and 29.17 dwellings per site hectare. This equates to the approximate housing provision for a total of 81 people.

The Proposed Structure Plan provides for Public Open Space to be centrally located as per the SSDSP3 and opposite the future high school. The proposed POS is provided with a high degree of accessibility through direct street frontage on three sides. The native vegetation over the POS area is classified as 'Completely Degraded' to 'Cleared of most native plants'.

Clearing associated with the existing residential dwelling and ancillary development on the subject site in conjunction with the required drainage requirements, for the proposed development, results in a situation whereby the proposed Structure Plan cannot allow for the retention of native vegetation on site.

From a strategic perspective, to offset the clearing on the subject site, native vegetation has been secured in the larger Structure Planning areas of the SSDSP3 such as those owned by Gold Estates Holdings (Vivente Estate) which is located to the south of the subject site. In that example the City was able to negotiate the retention of viable local natural areas of bushland which extends towards the much larger 20 hectare future 'Frankland Park Bushforever' site which is approximately 200 metres south south east of lot 47.

The Structure Plan mandates that any new dwelling constructed within 100 metres of identified classified vegetation will require consideration of the need for increased construction requirements to address AS3959-2009 '*Construction of Buildings in Bushfire Prone Areas*'.

The FMP mandates the need for a Bushfire Attack Level assessment to be undertaken as part of the subdivision process to confirm the BAL ratings for each individual new lot created. Furthermore the FMP and the Structure Plan report specify that any future lots will not be created (subdivided) until the temporary bushfire hazards have been removed by the surrounding land being adequately cleared and developed or subdivided.

It is recommended that Council adopt the Structure Plan, for Lot 47 (No. 213) Frankland Avenue Hammond Park, subject to modification and then pursuant to clause 6.2.10.1 of the Scheme refer the Structure Plan to the Western Australian Planning Commission for their endorsement.

Strategic Plan/Policy Implications

Growing City

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

Community & Lifestyle

- Communities that are connected, inclusive and promote intergenerational opportunities.

Budget/Financial Implications

The required fee was calculated on receipt of the proposed Structure Plan and has been paid by the proponent. There are no other direct financial implications associated with the Proposed Structure Plan.

Legal Implications

Clause 6.2.9.1 of the Scheme requires Council to make a decision on the application within 60 days from the end of the advertising period. The advertising period formally concluded on 8 June 2015.

Community Consultation

In pursuance of Clause 6.2.8 of the City's Scheme public consultation was undertaken for a period of 21 days. The advertising period commenced on 19 May 2015 and concluded on 8 June 2015.

Advertising included a notice in the Cockburn Gazette, advertising on the City's webpage, letters to selected landowners surrounding the Structure Plan area as well as letters to State Government agencies and service providers.

In total Council received nine (9) submissions from residents, government agencies and service providers. Of these nine submissions one objected to the proposal and the remaining eight were in support of the proposal. The objection was received from a local resident who currently lives approximately 350+ metres from the subject site.

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

Attachment(s)

1. Aerial Photograph/Location Plan
2. Proposed Structure Plan
3. Schedule of Submissions

Advice to Proponent(s)/Submissioners

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 9 July 2015 Council Meeting.

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

Nil.

14.6 (OCM 9/7/2015) - PROPOSED VARIATION TO PORT COOGEE STRUCTURE PLAN: VARIOUS LOTS, NORTH COOGEE; APPLICANT: AUSTRALAND (110/023) (D DI RENZO) (ATTACH)

RECOMMENDATION

That Council

- (1) pursuant to Section 6.2.8 of City of Cockburn Town Planning Scheme No. 3 ("Scheme"), advertise the proposed variation to the Port Coogee Structure Plan, subject to the following

modifications being undertaken to the Structure Plan:

1. Dedicated public road access into Stage 5 on the southern and western sides of the island, with parking on the western side, and sufficient space to accommodate landscaping to create amenity for pedestrians while providing separation from private development;
2. Location of a dedicated public parking area in Stage 5 showing a minimum of 23 parking bays as part of the broader public road reserve as well as a drop off and pick up area with appropriate turnaround facilities;
3. A pedestrian accessway of at least 8.0m in width on the south, east and western sides of the Stage 5 island;
4. 150 public boat pens being clearly designated on the Structure Plan, so as to ensure this is physically capable of construction;
5. Reinstating of the laneway perpendicular to Scout Turn and Medina Parade;
6. a detailed building modelling analysis to provide 3D modelling of the proposed height changes as viewed from the key areas of the Marina Beach; the public look out at the top of the hill; key entrance roads to the estate; and key areas of open space. This should also consider the compatibility of bulk and scale with nearby development, as well as potential impact on views.

COUNCIL DECISION

Background

The Port Coogee Structure Plan was originally adopted by Council in March 2004 in conjunction with the Scheme Amendment introducing Development Area 22 ("DA 22"). The Amendment was gazetted in June 2005.

There have been a number of modifications to the Structure Plan since its initial adoption.

The Port Coogee Structure Plan area is zoned 'Urban' under the Metropolitan Region Scheme ("MRS") and 'Development' under City of Cockburn Town Planning Scheme No. 3 ("Scheme"). The subject land is also located within Development Area 22 ("DA 22") and Development Contribution Area No. 13 ("DCA 13").

Submission

The variation to the Port Coogee Structure Plan has been submitted by Taylor Burrell Barnett on behalf of Australand.

Report

The purpose of this report is for Council to consider whether it is prepared to advertise the variation to the Port Coogee Structure Plan.

In accordance with clause 6.2.6.4 of the Scheme, a proposed structure plan must be consistent with orderly and proper planning prior to advertising being undertaken.

Delegation

Ordinarily, delegation is used to advertise a structure plan, or a proposed variation thereof. In this case, the delegation set out in 'APD55 Structure Plans' cannot be utilised as the proposed variation presents a conflict with adopted Council policy 'APD81 Structure Plans and Structure Plan Variations' ("APD81").

The source of conflict is that the proposed variation is deemed to materially alter the intent of the Structure Plan (in accordance with the Policy), yet it has not been submitted in the Part 1 (Statutory) and Part 2 format as required by Clause 2(1a) of APD81.

Proposed Variation to Local Structure Plan

Various residential density increases and road design changes

The proposed variation to the Structure Plan includes a redesign on the north eastern section of the Structure Plan area, bound by Medina Parade and Caledonia Loop (see Attachment 1).

The redesign includes an increase to residential coding from R25, R35 and R50 to R60 and R80, with no changes proposed to building heights. This proposes small lots which are primarily rear-loaded lots.

The variation includes a proposed redesign of the road network and POS to facilitate higher density, as shown in Attachment 1. These

changes facilitate smaller lots and greater housing diversity in this area.

Change of Residential Density Code within Stage 3A

The proposed variation seeks to increase the residential density coding of land within Stage 3A from R50 and R30 to R80 and remove the public laneway shown on the current structure plan.

Stage 3A generally fronts Medina Parade between Scout Turn and Caledonia Loop.

The stated purpose of the variation is to facilitate a higher density development outcome in keeping with neighbouring R80 land to the south (existing) and north (proposed) than is currently likely under the existing residential density code.

It is envisioned the proposed increase in the residential density code will facilitate relatively small scale multiple dwellings on Medina Parade in this area.

It is proposed that vehicular access would be in a similar configuration as the existing Structure Plan, with an accessway from Scout Turn incorporated within the development site rather than as a public laneway.

Alternatively, it is also possible that the land may be developed for small lots (similar to the intended subdivision of the R80 land to the north). In this event, the proponent has advised that a public laneway (as shown on the current Structure Plan) would be provided at subdivision stage.

The proponent has stated that removing the laneway in this area to allow for a multiple dwelling development will have no impact on the proposed adjoining lots fronting Scout Turn as these gain vehicular access from Scout Turn (in accordance with approved subdivision WAPC Ref:149291). However, the laneway forms part of the subdivision approval referred to, with on-street parking shown on Scout Turn.

The removal of this laneway is not supported because it will result in garages dominating the Scout Turn streetscape (which has rear-loaded lots on the opposite side of the road); and the loss of on street parking bays which are critical in areas of medium to high density such as these. The proposed increased density of the adjacent land (as shown in Attachment 1) would make this laneway even more important as pressure for parking increases in the area.

It is therefore recommended that the Scout Turn laneway be reinstated (as a public laneway) on the proposed Structure Plan variation prior to advertising.

Modification Stage 5 residential coding from R60 to R80 and increase in maximum height

Stage 5 is within the 'other water based residential' Structure Plan precinct, located immediately north of the Port Coogee Marina Village, and is sometimes referred to as 'the island'.

Stage 5 is almost completely surrounded by the marina waterway; road access for vehicles and pedestrians from the dry land residential area is via a land bridge (Maraboo Wharf).

The proposed modification seeks to increase the residential density coding of land within Stage 5 from R60 to R80 and increase the maximum building height limit from 13.6m to 17.3m (see Attachment 3). The purpose of the variation is to facilitate a higher density development outcome on the site to include more dwellings and coverage of the site.

It is intended that the proposed density and building height increases will facilitate the development of multiple dwellings, which will contribute to the dwelling diversity within the water based residential precinct. A modification is proposed to the Building Height plan of the Port Coogee Structure Plan to increase the maximum building height (from 13.6m to 17.3m) in the Stage 5 area.

The proponent has produced a plan providing three cross sections of the Port Coogee development examining potential views towards and beyond Stage 5 (Attachment 4). This however lacks detail, particularly to understand clearly what the associated bulk and scale differences will be between a potentially single 17.3m building, versus the current Structure Plan which provides for a mix of separate allotments and apartment buildings all capped at a building height of 13.6m.

The City has concerns about what impression a taller and potentially more solid building will have, when viewed from key public areas such as the Marina Beach; the public look out at the top of the hill; key entrance roads to the estate; and key areas of open space. Accordingly it is recommended that the applicant be required to prepare a detailed building modelling analysis which will provide 3D modelling of the proposed changes as viewed from these key areas. This should also consider the compatibility of bulk and scale with nearby development, as well as potential impact on views.

Stage 5 Public Access, Boat Pens and Parking

The current endorsed Structure Plan (Attachment 2) shows the island being accessible by a public road with a central parking area for visitors and boat pen licence holders. There are 8.0m wide pedestrian Access Ways are included on the south, east and western sides, which are connected by a public road.

The Port Coogee Transport Strategy required parking bays to be provided at a rate of 0.3 bays per public boat pen, based on AS3962 Guidelines for Design of Marinas which requires 0.3 parking bays per public boat pen; and surveys at Mandurah Marina, where a demand of up to 0.22 parking bays per boat pen was surveyed.

The Port Coogee Waterways Agreement set out the requirement for a total of 300 public boat pens to be provided in Port Coogee, and 150 of these are being provided by Australand in the area adjacent to the Marina Village. This leaves the remaining 150 boat pens to be provided adjacent to Stage 5.

It is therefore critical that any planning for Stage 5 takes into consideration provision of these boat pens, and public accessibility. It also needs to take account of the current parking issues which the City is aware of throughout the area. The objective of any change is to prevent issues occurring into the future.

'Development Area 33' requires:

The Structure Plan is to provide for public access to the coast and waterways and provide for a continuous dual use path along the foreshore connecting into the existing pathway system.

The proposed variation to Stage 5 indicates the whole island as 'R80', and does not show how public access will occur. This is not acceptable to the City.

The proponent has advised the City that it seeks to propose an apartment building complex that will encompass a significant portion of the site, with Pedestrian Access Ways on the south, west and eastern side of the island.

From Maraboo Wharf, in the south eastern corner of the island there will be a private entrance to the apartment building, and another entrance to the public parking area that is to be located predominately underneath the apartment building on the southern edge.

The proponent has advised that this would allow access to the parking to be restricted to boat pen leaseholders only, which will assist in the management of the parking area.

However, this is not considered acceptable to creating and maintaining a viable marina environment, together with creating and maintaining broader community access to the site. It is considered that there should be a clear separation between the public and private realm to secure public access to the island, and to ensure the protection of residential amenity for residents of the apartments.

Public road access is considered critical to enable the City to construct and maintain the 150 boat pens that are proposed to the island. Breaking up the island in this way is the only option that is considered viable, in order to secure the demonstrated public benefit that the boat pens represent as part of the broader project.

From a commercial point of view for the City, who will be managing these boat pens, the establishment of adequate public parking and access is critical to ensure the commercial success and operation of the marina.

It is also important that Stage 5 does not become 'privatised' by controlling public access to such a degree that it is perceived by people that do not live there as being private land. Under the proposed Structure Plan it is considered likely that from Maraboo Wharf the island will appear largely as a residential apartment complex, thus appearing privatised to a greater extent than development pursuant to the current Structure Plan.

The proposed increase to the residential coding and re-design of Stage 5 includes the deletion of public roads that were a feature of the original Structure Plan, and the current Structure Plan. This includes a public road network with on-street parking, and dwellings that address the public streets. These streets themselves are 'public spaces'.

The proposed increase to the residential coding of Stage 5 removes interconnected 'public spaces' formed by the public roads, public parking and PAWs, and therefore restricts public access to a greater extent than the current Structure Plan,

It is also noted that while the proposed variation to the Structure Plan proposes to retain the PAWs on the south, west and eastern sides, these are not connected as they are in the current Structure Plan by public roads, where a circuit is created.

It is likely that the pedestrian amenity of the PAWs and waterfront environment will be negatively impacted on by the minimal setbacks to

the PAW on all sides; and the fact that there is no public road connecting the PAW.

It is therefore considered that the current proposal is not supported, and instead the design be modified to secure:

- Dedicated public road access into Stage 5 on the southern and western sides of the island, with parking on the western side, and sufficient space to accommodate landscaping to create amenity for pedestrians while providing separation from private development;
- Location of a dedicated public parking area in Stage 5 showing a minimum of 23 parking bays as part of the broader public road reserve as well as a drop off and pick up area with appropriate turnaround facilities;
- A pedestrian accessway of at least 8.0m in width on the south, east and western sides of the Stage 5 island;

This is also considered to improve the situation of waste management for the island.

Public Boat Pens

The Structure Plan for Stage 5 should show 150 boat pens to accurately reflect the total required number of public boat pens.

The required total 300 public boat pens was set out in the 'Port Catherine Project Agreement No. 2 Deed of Variation', dated 9 June 2005.

Conclusion

To ensure orderly and proper planning is addressed, it is appropriate for Council to initiate advertising of the structure plan variation only if the changes discussed in this report and outlined in the recommendation are undertaken prior to advertising.

Strategic Plan/Policy Implications

Growing City

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

Leading & Listening

- 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

If there is no public road on the south and western sides of the island this may incur greater costs to the City in undertaking construction (if this occurs after the development of the apartments) and future maintenance to the public boat pens.

Legal Implications

N/A

Community Consultation

Should Council consent to advertise this variation, it would be advertised as per Section 6.2.8 of the Scheme (not less than 21 days).

Attachment(s)

1. Structure Plan Variation (Comparison Plan)
2. Extract from current Structure Plan (Stage 5)
3. Proposed Maximum Building Height Plan
4. Port Coogee Viewlines

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

15. FINANCE AND CORPORATE SERVICES DIVISION ISSUES

15.1 (OCM 9/7/2015) - LIST OF CREDITORS PAID - MAY 2015 (076/001) (N MAURICIO) (ATTACH)

RECOMMENDATION

That Council adopt the List of Creditors Paid for May 2015, 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 2015 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 2015.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

15.2 (OCM 9/7/2015) - STATEMENT OF FINANCIAL ACTIVITY AND ASSOCIATED REPORTS - MAY 2015 (071/001) (N MAURICIO) (ATTACH)

RECOMMENDATION

That Council

- (1) adopt the Statement of Financial Activity and associated Reports for May 2015, as attached to the Agenda; and
- (2) amend the 2014/15 Municipal Budget by adjusting the following projects and activities:

CW 4449-6200	CCW RPAEC – Construction Cost	\$1,500,000
CW 4449-5114	CCW RPAEC – State Govt. Capital Grant Funding	(\$1,500,000)
OP 8201-4183	Reduce Funding for MSW Bin Purchases - Mobile Bins Reserve	\$85,000
OP 8201-4593	Increase Funding for MSW Bin Purchases – Waste Collection Levy Reserve	(\$85,000)
OP 9554-4183	Reduce Funding for Recycling Bin Purchases – Mobile Bin s Reserve	\$23,000
OP 9554-4593	Increase Funding for Recycling Bin Purchases – Waste Collection Levy Reserve	(\$23,000)
CW 2473-6200	Bibra Drive, North Lake Road Roundabout – Landscaping Works	\$60,000
OP 9710-6200	LG Reform Provision Expenses	(\$283,000)

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.

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.

Local Government (Financial Management) Regulations - Regulation 34 (5) states:

- (5) *Each financial year, a local government is to adopt a percentage or value, calculated in accordance with the AAS, to be used in statements of financial activity for reporting material variances.*

This Regulation requires Council to annually set a materiality threshold for the purpose of disclosing budget variance details. Council adopted a materiality threshold of \$200,000 for the 2014/15 financial year at its August meeting.

Submission

N/A

Report

Opening Funds

The opening funds actuals of \$13.17M represents the audited closing municipal position for 2013/14 and the revised budget was updated to this figure in the mid-year budget review.

The opening funds cover the \$3M surplus forecast in the adopted budget, \$8.9M of municipal funding attached to carried forward works

and projects and a residual balance of \$1.3M in uncommitted funds that was applied to the CCW Development Fund Reserve in accordance with Council's budget policy.

Closing Funds

The City's closing funds of \$41.0M were \$22.5M higher than the YTD budget target. This comprised net favourable cash flow variances across the operating and capital programs as detailed within this report.

The revised budget shows end of year closing funds of \$183k in deficit. This was due to the \$183k of budget funding adjustments reported to Council in last month's report. A reduction of surplus funding within the LG Reform project budget this month will return the budget bottom line to a small surplus next month.

The budgeted closing funds fluctuate throughout the year, due to the ongoing impact of Council decisions and budget recognition of additional revenue and costs. 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 \$122.2M was ahead of the YTD budget forecast by \$1.3M. The significant variances in this result were:

- Rates revenue \$1.0M ahead of YTD budget due to a strong level of part year rating adjustments.
- Operating grants & subsidies were over YTD budget by \$0.4M, mainly due to additional child care subsidies received.
- Reimbursement of costs received (e.g. legal, insurance) was collectively \$0.4M ahead of YTD budget.
- Revenue from parking infringements was \$0.3M greater than budget.
- Lease income from commercial property is \$0.2M ahead of the cash flow budget, but remains on track to the full year budget.
- Commercial landfill fees were \$0.8M behind the adjusted YTD budget and will underperform against the full year budget.

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

Operating Expenditure

Cash operating expenditure of \$81.0M (excluding asset depreciation) was under the YTD budget by \$3.6M. Inclusive of non-cash

depreciation, total operating expenditure of \$101.3M was \$3.3M lower than the YTD target.

The following significant items were identified:

- Material and Contract expenses were \$2.2M under YTD budget overall, with Waste Services contributing \$1.0M to this result (waste collection \$0.7M, waste disposal \$0.3M), CoSafe under budget by \$0.2M and LG reform costs under by \$0.2M. Conversely, facilities maintenance is \$0.3M over their YTD budget for contract expenses.
- Indirect employee costs were collectively \$0.6M under the YTD budget, with nearly \$0.4M of FBT charges not yet accounted for.
- Insurance costs were \$0.3M below budget due to savings in premiums for property and workers compensation insurance.
- Under Other Expenses, Council's grants & donations program was \$0.2M under YTD budget.
- The internal recharging of operating costs to the capital works program was nearly \$0.4M behind YTD budget, consistent with the budget variance within the infrastructure assets capital program.

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

The following table shows the operating expenditure budget performance at the consolidated nature and type level. The internal recharging credits reflect the amount of internal costs capitalised against the City's assets:

Nature or Type Classification	Actual Expenses \$M	Revised Budget YTD \$M	Variance to YTD Budget \$M	FY Revised Budget \$M
Employee Costs - Direct	30.44	32.60	2.16	35.92
Employee Costs - Indirect	0.64	1.24	0.60	1.33
Materials and Contracts	1.95	2.22	0.26	2.22
Utilities	3.99	4.24	0.25	4.62
Interest Expenses	38.54	38.76	0.22	43.86
Insurances	22.94	23.01	0.07	25.10
Other Expenses	5.36	5.43	0.06	7.54
Depreciation (non-cash)	0.07	0.07	0.00	0.12
Internal Recharging-CAPEX	(2.66)	(3.02)	(0.36)	(3.25)
Total	101.27	104.54	3.27	117.46

Capital Expenditure

The City's total capital spend at month end was \$34.3M, representing an under spend of \$17.0M against the YTD budget of \$51.3M.

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	Commit Orders \$M
Roads Infrastructure	8.68	9.96	1.29	16.77	8.68
Drainage	0.64	1.06	0.42	1.60	0.64
Footpaths	0.82	0.77	(0.05)	1.10	0.82
Parks Hard Infrastructure	3.14	5.13	1.99	8.48	3.14
Parks Soft Infrastructure	0.77	0.89	0.12	0.93	0.77
Landfill Infrastructure	0.10	0.28	0.18	0.85	0.10
Freehold Land	1.40	1.41	0.01	2.38	1.40
Buildings	14.88	25.20	10.32	33.97	14.88
Furniture & Equipment	0.01	0.01	0.00	0.01	0.01
Computers	0.56	1.06	0.50	1.14	0.56
Plant & Machinery	3.31	5.52	2.21	5.52	3.31
Total	34.29	51.30	17.00	72.75	34.29

The CCW project is responsible for \$8.6M of the net \$10.3M underspend variance in Buildings, with another \$1.7M comprising the net underspend for all other building projects.

Parks infrastructure projects were collectively \$2.0M underspent against their YTD budget of \$6.0M. This included YTD underspending of \$0.26M on the Coogee Beach Master Plan and \$0.32M on the Bibra Lake Adventure Playground.

The roads construction program is \$1.3M under the YTD budget with, North Lake Road (Hammond to Kentucky) contributing \$0.22M, North Lake Road/Osprey Drive - \$0.24M under, Beeliar Drive (Spearwood – Stock) - \$0.26M under and traffic safety management initiatives - \$0.22M under. Beeliar Drive (Hammond Road North and South) was completed ahead of schedule and is \$0.39M ahead of the YTD budget.

The City's drainage capital works program was \$0.42M behind YTD budget with several significant projects yet to start and likely to be carried forward into 2015/16.

Spending on major plant items was \$2.2M behind the YTD budget, with \$1.2M of this amount already on order and awaiting delivery. The majority of the uncommitted balance will be carried forward into the new financial year.

Software related capital projects are collectively \$0.5M under the YTD budget, with many having started and requiring funding to be carried forward.

Further details on these variances are disclosed in the attached CW Variance analysis report.

Capital Funding

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

Significant variances for the month included:

- Transfers from financial reserves were \$5.1M behind YTD budget due to the capital budget under spend.
- Developer contributions received under the Community Infrastructure plan were \$1.0M over the full year budget, even though the budget was significantly increased through the mid-year review. This reflects ongoing strong levels of land development activity across the City.
- Developer contribution plans revenue for roads infrastructure was \$0.5M ahead of the YTD budget setting.
- Development partner contributions for the CCW RPAEC project were \$0.3M behind YTD budget forecasts.
- Road grant funding was collectively \$0.35M ahead of YTD budget.
- Sale of land revenue from various sub-divisions was \$3.7M behind the YTD budget. This included \$1.3M for Lot 702 Bellier Pl & Lot 65 Erpingham Rd, \$0.7M for lot 1, 4218 and 4219 Quarimor Rd, \$0.9M for lot 23 Russell Road and \$0.8M for lot 40 Cervantes Loop. Bellier/Erpingham is expected to settle in June 2015.
- Proceeds from the trade-in and sale of plant were also collectively \$0.6M behind the YTD budget.

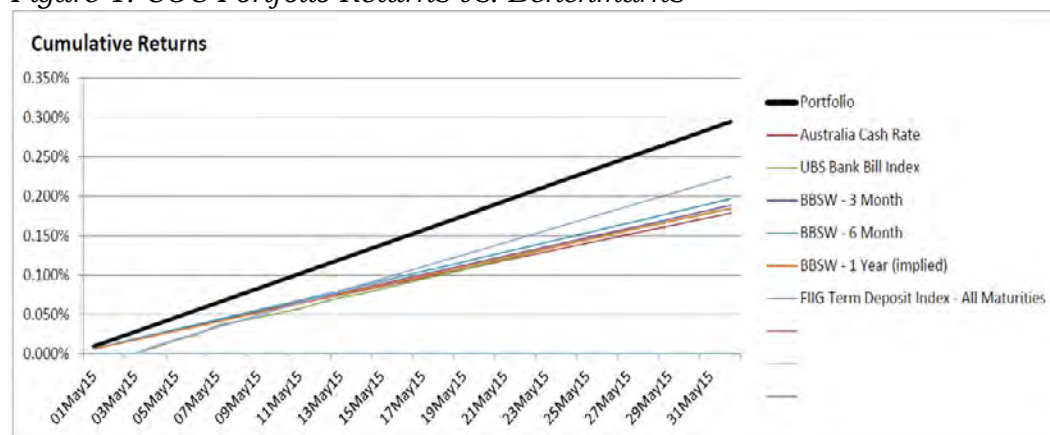
Cash & Investments

The closing cash and financial investment holding at month's end totalled \$141.5M, down from \$149.3M the previous month. \$88.6M of this balance represented the amount held for the City's cash backed financial reserves. Another \$6.3M represented restricted funds held to cover deposit and bond liabilities. The remaining \$46.6M represented the cash and financial investment component of the City's working capital, available to fund current operations, capital projects, financial liabilities and other financial commitments (e.g. end of year transfers to financial reserves).

The City's investment portfolio made a weighted annualised return of 3.41% for the month, marginally down from 3.47% the previous month and 3.52% in March. Whilst this result compares favourably against the UBS Bank Bill Index annualised rate of 2.12% and the BBSW 6 month

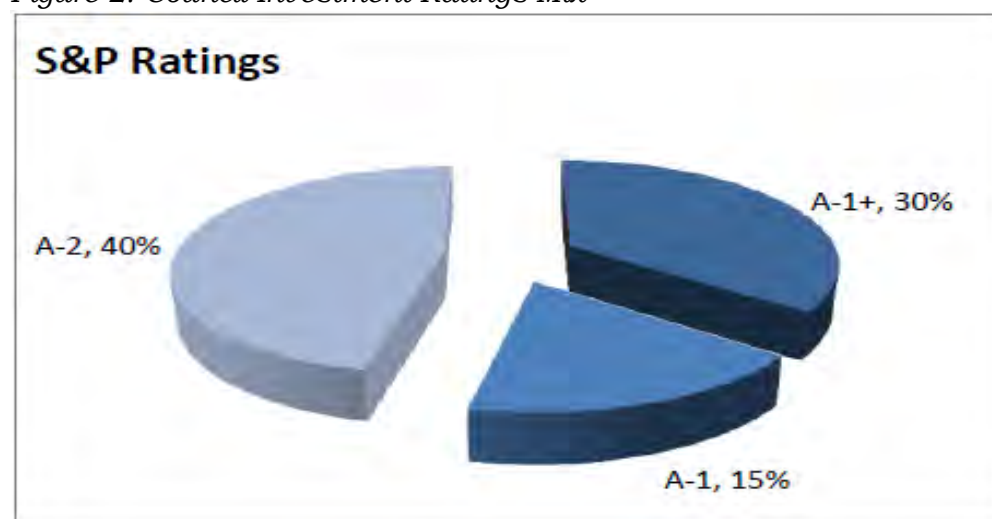
benchmark rate of 2.27%, it continues to trend downwards due to the falling Australian official cash rate impacting term deposit rates offered for new or renewed investments. The cash rate currently sits at 2.00% following the 0.25% cut by the Reserve Bank at its May board meeting. Industry expectations of a further cut later this calendar year will put pressure on the City's interest earnings budget of \$5.4M for the 2015/16 financial year.

Figure 1: COC Portfolio Returns vs. Benchmarks



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 from three to twelve months. All investments comply with the Council's Investment Policy and fall within the following risk rating categories:

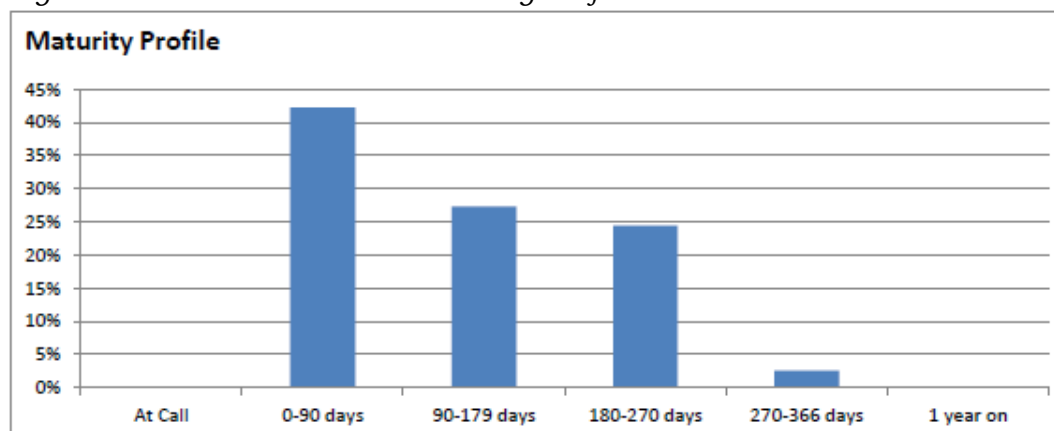
Figure 2: Council Investment Ratings Mix



The current investment strategy seeks to secure the best possible rate on offer over the longer duration terms allowed under legislation and policy (6 to 12 months for term deposits), subject to cash flow planning

requirements. The City's investment portfolio currently has an average duration of 132 days (slightly down from 135 last month) as graphically depicted below:

Figure 3: Council Investment Maturity Profile



Budget Revisions

Several budget amendments have been recommended to deal with the following matters:

- The City has received \$1.5M of the state government's \$10M capital grant towards the RPAEC project at Cockburn Central West. The income and expenditure budgets for this project have been adjusted to account for this in the 2014/15 financial year.
- Funding for the purchase of MSW and recycling bins has previously been provided from the Mobile Rubbish Bins Reserve. The funds within this reserve have been run down over the past couple of years due to a rationalisation of existing reserves. To meet the funding shortfall this year, the funds have been taken from the Waste Collection Levy Reserve.
- Additional funding of \$60k over existing allocations is required to complete landscaping works for the Bibra Drive/North Lake Road Roundabout.
- The LG Reform Provision budget allocation has excess funding of \$283k available to be returned to the municipal budget. This will eliminate the current \$183k budget deficit and fund the \$60k needed for the Bibra Drive/North Lake Road Roundabout, leaving the budget in surplus by \$40k.

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

- Effective and constructive dialogue with all City stakeholders.
- Manage our financial and infrastructure assets to provide a sustainable future.
- A culture of risk management and compliance with relevant legislation, policy and guidelines

Budget/Financial Implications

The budget amendments included in the recommendation return the closing budget position to a small surplus of \$40k from the existing \$183k deficit.

Legal Implications

N/A

Community Consultation

N/A

Attachment(s)

Statement of Financial Activity and associated reports – May 2015.

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 9/7/2015) - ROADSIDE PARKING FOR HEAVY VEHICLES (163/002) (J MCDONALD) (ATTACH))****RECOMMENDATION**

That Council

- (1) receive the information;
- (2) place on the Draft 2016/17 budget an amount of \$100,000 for roadside heavy vehicle parking, and if approved that this allocation continues for the next four (4) years; and
- (3) commence the parking prohibition and enforcement at the locations identified as not suitable for heavy vehicle parking.

COUNCIL DECISION**Background**

At the Ordinary Council Meeting held on 11 September 2014 Cllr. Portelli raised the following Matter to be Noted for Investigation, Without Debate regarding roadside parking for trucks:

“Given that Cockburn has many truckers stopping in locations to get drinks and food at activity hubs dotted around Cockburn for example, The Hive at Russell Road, Hammond Park; Fitzzy’s at Berrigan Drive, South Lake; First Choice Liquor at North Lake Road, Cockburn Central, can the City please investigate and report on the following:

- *Note and photograph locations trucks frequently park on roadside, verge side, kerb side within Cockburn;*
- *Survey trucking operations on best locations for*

roadside parking;

- *Investigate the cost of rolling out special parking for truckers to use for lunch and tea breaks;*
- *Propose optimum times for parking; and*
- *Look at trucking companies to assist in siting bays looking to provide facilities at major locations.*

The aim is to make Cockburn more trucker friendly. We are a major destination and thoroughfare for trucks with an estimated 650,000 container movements growing to 3,000,000 to 2031 for the whole metropolitan area and Cockburn being between two ports, one of them proposed, we are going to be hugely impacted.

Submission

N/A

Report

The availability of on-street parking for heavy vehicles is a genuine issue and one that is typically not well acknowledged or provided for in metropolitan areas by road authorities. When this parking does occur it is often at locations where no formal physical provision has been made for the significant loads and greater geometric turning needs of heavy vehicles. This can then lead to damage to the City's road assets such as road pavements, paths, verges and shoulders, and/or creates road safety issues such as obstruction of paths or traffic lanes, and sight lines being reduced at intersections

The City of Cockburn contains a number of industrial and commercial precincts generating heavy vehicle traffic and the City is also a through route for heavy vehicle traffic travelling to/from surrounding trip generators such as the Fremantle Harbour, and the Latitude 32 precinct. City Officers recognised that there was a demand for short-term heavy vehicle parking and included the following action in the City's Integrated Transport Plan (refer Page 75), that was adopted by the Council on 10 July 2014:

Implementation category	Action	Description/justification
An efficient and safe network	Development of a strong freight movement network	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.

The logical approach to identifying roads to be considered for on-street heavy vehicle parking is to give priority to the roads in the City that have been designated by the Department of Planning as being Primary freight roads as listed below in Table 1.

Table 1: Primary freight roads in the City of Cockburn

Road name	Authority
Armadale Road	Main Roads WA
Beeliar Drive	City of Cockburn
Cockburn Road - south from Russell Rd west	City of Cockburn
Kwinana Freeway	Main Roads WA
North Lake Road	City of Cockburn
Phoenix Road - Stock Rd to North Lake Rd	City of Cockburn
Rockingham Road – south from Stock Rd	Main Roads WA
Roe Highway	Main Roads WA
Rowley Road - East of Kwinana Fwy	City of Cockburn
Rowley Road extension - west of Kwinana Fwy	Main Roads WA
Russell Road - east of Rockingham Rd	City of Cockburn
Russell Road - west of Rockingham Rd	Main Roads WA
Stock Road	Main Roads WA
Warton Road	Cities of Cockburn / Armadale

Heavy vehicle movements are not limited to the above roads and locations, so other distributor roads need to be considered, particularly those in and around industrial/commercial precincts. Generally, those locations would be in the vicinity of lunch bars, neighbourhood centres, shopping centres, petrol stations and fast food outlets.

As noted at the Ordinary Council Meeting of 11 September 2014, a few locations known to attract on-street truck parking are shown below in Table 2:

Table 2: Identified heavy vehicle parking locations

Affected road	Attractor
Aspiration Circuit, Bibra Lake	Lunch bars on Discovery Drive
Barrington Street, Bibra Lake	Cheffy's Food Bar
Beeliar Drive, Cockburn Central	BP Petrol Station
Berrigan Drive, South Lake	Fitzzy's Lakeside Tavern / South Lake Shopping Centre
Cockburn Road, Hamilton Hill	Newmarket Lunch Bar and Cafe
Cockburn Road, Henderson	Cockburn Beach Kiosk, adjacent to Naval Base Holiday Park
North Lake Road, South Lake	Lakes Shopping Centre
North Lake Road, Cockburn Central	First Choice Liquor
Poletti Road, Cockburn Central	Jay Jay's Lunch Bar
Rockingham Road, Wattleup	Wattleup Lunch Bar
Russell Road, Hammond Park	The Hive Shopping Centre
Solomon Road and Cutler Road, Jandakot	Solomon Road Lunch bar

Affected road	Attractor
Stock Road, Yangebup	Muzz Buzz Coffee, Shallcross Street
Wellard Street, Bibra Lake	Blue Post Lunch bar

Table 2 above is not an exhaustive list but represents a list of sites currently known to City Officers where heavy vehicle parking has been observed or is known to occur. In consultation with a representative of the Transport Workers Union (TWU), who was until recently a truck driver, the use of many of these locations by truck drivers was confirmed.

It was also confirmed that short-term on-street heavy vehicle parking is rarely, if ever, provided in the metropolitan area by road authorities. The need for long-term parking for heavy vehicles was discussed but not considered necessary by the TWU representative, who also agreed that on-street parking should not be permitted if it creates any safety issues.

Whilst the intent of the investigation is to identify suitable locations where short-term on-street parking might be provided for heavy vehicles, consideration needs to be given to locations where it might be inappropriate to provide that parking because of potential safety and/or amenity issues for other road users or adjacent residents or businesses.

It is also important to note that the parking would not be long-term, because this can introduce amenity issues if vehicle engines, cabin air-conditioners, or refrigeration truck systems are left running continuously or at inconvenient times of the night. It is important that heavy vehicle parking is compatible with the surrounding land uses.

To identify and prioritise suitable locations to provide on-street heavy vehicle parking the following criteria are proposed:

- The location will ideally be on a designated freight route and/or distributor road. Local streets shall typically be avoided to discourage their use by heavy vehicles and avoid unnecessary circulation through the local road network;
- There must be an adjacent service that can be demonstrated will attract heavy vehicle drivers;
- It must be possible to provide a safe facility that does not create a safety hazard for any other road users or pedestrians;
- The location of any parking bay must be compatible with adjacent land uses;
- Any heavy vehicle parking provided will be short-term parking eg. 30 minutes maximum;
- Priority will be given to providing facilities on roads that the City has responsibility for.

A preliminary assessment of the above parking locations has been completed which includes a site inspection, a review of current parking facilities and assessment for parking provision. This is discussed below and summarized in Attachment 1. Aerial photographs of the sites recommended for improvement are included as Attachment 2 and general photographs of the sites are included as Attachment 3.

Aspiration Circuit, Bibra Lake

Two cafes located on opposite corners of the Aspiration Circuit/Discovery Drive intersection create a demand for on-street parking, predominantly by small vehicles. Heavy vehicle parking attracted to this location would typically be rigid trucks.

Any parking within approximately 50 metres of the intersection is undesirable for safety and to ensure the crossovers on both sides of the street in that section of road are unobstructed. Beyond that distance, occasional short-term (informal) on-street parking is acceptable but long-term parking by heavy vehicles should be discouraged.

Barrington Street, Bibra Lake

A wide on-street parking area has been provided outside Cheffy's Food Bar and would accommodate up to a single large semi-trailer. There is evidence of verge damage by vehicles approaching that parking bay and further evidence of verge damage on the opposite side of the road. The damage to the verge should be made safe and further assessment conducted to providing a second similar size parking bay on the opposite side of Barrington Street, as there is clearly a demand at this site.

Beeliar Drive, Cockburn Central

Eastbound heavy vehicles have been known to park in left-turn lanes into the BP Petrol Station, or just past there into Lakeridge Drive. Whilst this is not desirable, it is infrequent and at least out of the through traffic lanes. When this site was visited, a semi-trailer was observed parked briefly in the petrol station forecourt. It is considered that no immediate action is required in this case, and the site be monitored. If this site does become a problem then on-street parking would need to be banned because of the presence of the left-turn lanes and associated driveways and side street (Lakeridge Drive).

Berrigan Drive, South Lake - Fitzzy's Lakeside Tavern / South Lakes Shopping Centre

Fitzzy's Lakeside Tavern is part of the South Lake Shopping area and it is located at north east corner of the intersection of South Lake Drive and Berrigan Drive. The Shopping Complex and Tavern provide reasonable car parking areas but they are not suitable for heavy vehicle traffic. Oil stains on the shared path and on-road cycle lane outside the shopping centre are evidence of heavy vehicle parking. This is undesirable in this location because of the safety hazard it creates for pedestrians and cyclists. It might be possible to provide a parking bay for heavy vehicles just east of the tavern, although this would require realignment of a shared path.

The verge on the southern side was noticeably worn by heavy vehicle parking and that area could potentially be formalised for parking. There may be an opportunity to construct some truck parking under the high voltage power line, as marked on Attachment 2.

Cockburn Road, Hamilton Hill – Newmarket Lunch Bar and Café / Ed's Sports Bar

There is evidence that the verge on the east side of Cockburn Road, immediately north of Boyd Crescent, has been used by heavy vehicles for parking. The verge is degraded and although it appears wide enough to formalise a parking bay there, it is not recommended because of sight line issues associated with the adjacent intersection at Boyd Crescent. Verge parking at this location should be banned.

Cockburn Road, Henderson – Cockburn Beach Kiosk (Naval Base Holiday Park)

Truck drivers who are visiting the kiosk adjacent to the Naval Base Holiday Park are parking their vehicles along Cockburn Road and cause noticeable damage to the verges on both sides of the road, but particularly on the east side of the road next to a bus embayment.

The verge on this section of Cockburn Road is more than 4 metres wide and there is the possibility that parking areas for trucks can be constructed, probably incorporating the existing bus embayments. The cost for construction of two parking bays on both sides of Cockburn Road would be between \$90,000 and 120,000 for civil work only, not including any land acquisition or existing service relocations.

North Lake Road, Cockburn Central - First Choice Liquor

First Choice Liquor on North Lake Road, Cockburn Central, has an off-street car park but it is not intended to cater for heavy vehicles. As a

result, drivers have been observed verge parking along North Lake Road or using the left turn-lane to the shop for their short stop. The City is currently constructing a second carriageway of North Lake Road, between Hammond Road and Kentucky Court, and there will not be opportunities to provide for short-term heavy vehicle parking. This site will be monitored and if heavy vehicle parking becomes a problem then parking restrictions will be considered.

North Lake Road, South Lake – Lakes Shopping Centre

Heavy vehicles have occasionally been observed parking in the left-turn lanes into the shopping centre or Omeo Street when drivers stop to buy food at the various fast food businesses. This parking is not ideal but it happens out of the traffic lane. As this parking is low impact and fairly random, it is recommended that the site is monitored and further action only taken if it becomes a regular problem.

Poletti Road, Cockburn Central – Jay Jay's Lunch Bar

The verges on Poletti Road and Spencer Street have been noticeably degraded by heavy vehicles being parked outside this business, despite a No Parking sign being present on Poletti Road.

Formalising that parking is not recommended on Poletti Road because of the proximity of the intersection. However, there is the potential for that to happen on Spencer Street.

Rockingham Road, Wattleup - Wattleup Lunch Bar

On Rockingham Road, a paved area in front of the lunch bar provided a place for heavy vehicles to be parked out of the traffic lane. There is evidence of verge damage by heavy vehicles on the west side of the southbound carriageway of Rockingham Road and nearby Wattleup Road. Those damaged areas should be maintained and consideration given to improving them to reduce ongoing damage to the verge and footpaths.

Russell Road, Hammond Park (The Hive Shopping Centre)

The Hive Shopping Centre, which is located at the intersection of Russell Road and Macquarie Boulevard, is a small suburban local centre that has limited parking spaces available for small vehicles, but not heavy vehicles. There is evidence of verge damage on the southern side of Russell Road which is most likely caused by heavy vehicles. The available road reserve along Russell Road and the road layout adjacent to the local centre does not provide adequate space for constructing a heavy vehicle parking bay. Parking restrictions should be installed to discourage this parking practice.

Solomon Road, Jandakot – Solomon Road Lunch Bar

This location was experiencing problems with heavy vehicles parking on Solomon Road and Cutler Road and was recently addressed by installing parking restrictions. Evidence of verge damage on Cutler Road, east of Solomon Road exists and needs to be addressed.

Alternative verge parking for heavy vehicles could be formalised on the western side of Solomon Road, just north of Cutler Road, without impact on any businesses.

Stock Road, Yangebup - Muzz Buzz Coffee, Shallcross Street

Truck drivers who visit the Muzz Buzz Coffee, Shallcross Street, are parking on both sides of Stock Road. Most of this parking appears to be occurring on the eastern side of the road where there is a very wide, but degraded verge.

It seems reasonable to formalise the parking on the east side of the road and this should be recommended to Main Roads Western Australia, who are responsible for the management of Stock Road.

Wellard Street, Bibra Lake (Blue Post Lunch Bar)

The verge outside this lunch bar has been degraded and verge parking presents a safety risk to drivers exiting Rivers Street, although that is a low volume access street. The verge needs to be maintained and improved, with a possibility for providing parking for heavy vehicles safely.

As a result of the above investigation, the following actions are recommended regarding the identified sites:

Monitor:

- Beeliar Drive, Cockburn Central (BP Petrol Station near Hammond Rd);
- North Lake Road, Cockburn Central (First Choice Liquor);
- North Lake Road, South Lake (Lakes Shopping Centre)

Introduce on-street parking restrictions:

- Aspiration Circuit, Bibra Lake (Lunch bars)
- Cockburn Road, Hamilton Hill (Newmarket Lunch Bar)
- Russell Road, Hammond Park (Hive Shopping Centre);

Recommended improvement sites, in order of priority:

- Wellard Street, Bibra Lake (Blue Post Lunch Bar);
- Berrigan Drive, South Lake (South Lake Shopping Centre);
- Cockburn Road, Henderson (Cockburn Beach Kiosk);
- Barrington Street, Bibra Lake (Cheffy's Food Bar);
- Rockingham Road and Wattleup Road, Wattleup (Wattleup Lunch Bar);
- Poletti Road and Spencer Street, Cockburn Central (Jay Jay's Lunch Bar);
- Stock Road, Yangebup (Muzz Buzz); and
- Solomon Road, Jandakot (Solomon Road Lunch Bar)

The improvements suggested for the above sites may be maintenance and/or a combination of maintenance and the construction of new/improved parallel parking facilities for heavy vehicles. Where any maintenance/improvement works are on a MRWA managed road (i.e. Cockburn Road, Rockingham Road and Stock Road) then MRWA will be requested to carry out this work.

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

- Effective and constructive dialogue with all City stakeholders.

Moving Around

- An integrated transport system which balances environmental impacts and community needs.
- A safe and efficient transport system.
- A defined freight transport network.

Budget/Financial Implications

The construction of any heavy vehicle parking facility at locations identified on public roads managed by the City will be the City's responsibility. Based on the consultation with the TWU representative, any on-street heavy vehicle bay would need to be a minimum of 2.5 metres wide (3.5 metres preferred on busy roads) and up to 40m long, depending on the size and number of vehicles to be accommodated in the parking bay. The estimated cost of constructing this infrastructure is between \$45,000 and 60,000 for civil works only, and does not include any land acquisition or the relocation of any existing services.

Where those facilities are identified for Primary Distributor roads such as Armadale Road, Cockburn Road (north of Russell Road West), Stock Road, the future Rowley Road extension, then Main Roads Western Australia would theoretically be responsible for funding those facilities. However, if they were not considered a priority by MRWA then the City may wish to consider funding the construction of those facilities.

Ideally this type of facility should be provided by the developer of the lunch bar, café etc at the time of development, at their expense. Statutory Planning and Engineering Officers involved with development applications will be encouraged to include this as a condition of development approval.

It is recommended that an annual budget of \$100,000 for heavy vehicle on-street parking be considered for inclusion in the 2016/17 financial year budget and, if approved, continue to place \$100,000 for at least a further 4 years. In the interim, the recommended improvement sites should be maintained to a safe standard.

Legal Implications

N/A

Community Consultation

Consultation on this matter was made with the Transport Workers Union (TWU). A representative of the TWU confirmed that a number of the identified locations were used by truck drivers for short-term parking.

Should the funding be approved in future Council budgets, stakeholder consultation will be required for each location with the local businesses.

Attachment(s)

1. Summarised assessment of on-street parking areas for heavy vehicles.
2. Aerial photographs of on-street truck parking sites.
3. Photographs of the identified heavy vehicle parking sites.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

16.2 (OCM 9/7/2015) - MANAGEMENT OF THE CITY'S STREET TREES (188/001) (A LEES) (ATTACH)

RECOMMENDATION

That Council continue to manage the City's Street Trees in accordance with current asset management strategies and policies.

COUNCIL DECISION

Background

At the Ordinary Council meeting 9 April 2015, Cr Portelli requested under 'Matters to be Noted for Investigation, Without Debate' for Officers to investigate and report options and costs to have a staged replacement program of inappropriate verge trees. This report provides an outline of the City's current management of street trees.

Submission

N/A

Report

Street trees are an integral component of the road reservation that contribute and define the aesthetic character of the City's urban environment. Street trees play an important role in enriching the experience for the road users and adjacent residential property owners. In order to achieve these key attributes and to reinforce climatic, cultural and historical associations the management and selection of the most appropriate tree species is critical. Trees are selected to ensure consistency with the other components of the streetscape, utility services alignment and the surrounding infrastructure. Principally, the "right tree for the right location" is the clear objective to mitigate future impacts on the infrastructure residing in the road reserve. To enable informed decisions on street tree selection, maintenance and removal processes the following management practices are implemented.

1. *PSEW15 Removal & Pruning of Trees (reviewed 11 Dec 2014)*

PSEW 15, Attachment 1, provides direction to the City's officers when requests are received for the removal or pruning of trees growing on land under the direct care, control and management

of the City. The position statement is very prescriptive when requests for removal are received by residents and for building applications. The removal of trees shall only be approved in the following situations:

1. Dead;
2. In a state of decline to the point that survival is unlikely and no further remedial techniques are appropriate;
3. Structurally unsound, to the point of constituting imminent danger to persons or property;
4. Damaging or likely to damage property, and/or public utilities where alternatives to prevent damage are not possible or the cost of ongoing repairs becomes uneconomical;
5. Part of a tree replacement program; or
6. Obstructing a Council approved works program, such as road and drainage works.

Although the Position Statement has no specific framework for the removal of street trees that are inappropriate, due to the subjective nature of the term, officers who receive a request on that basis will inspect the tree and make an assessment on a case by case basis.

2. *Public Open Space Strategy 2014 - 2024*

The POS strategy outlines the management approach to streetscapes and street trees through the City. The streetscape methodology rationalises the road hierarchy to deliver a diverse landscape treatment to increase people's daily travel experience. Streetscapes also provide ecological corridors which encourage the movement of native fauna from one bushland environment to another. The principle landscape themes are based on a precinct approach where tree species are selected to reinforce the physical character of each area and can adapt to the changing environment conditions.

The management of street trees is principally through the street tree database (75% completed), arboriculture inspections and compliance with WA Office of Energy Safety - clearance of vegetation below power lines. A key action of the POS strategy is the development a street tree master plan to supersede the Greening Plan.

3. *Street Tree Database*

A street tree audit was undertaken in 2013/14 to assist in the sustainable management of street trees. However, due to local

government reform only 75% of the City was audited with the balance to be assessed and mapped subject to further funding. The audit has been collated into a working database and incorporated as a module in the City's Intramaps program. The key criterion gathered from the audit includes;

- Location (Address, Suburb, Ward);
- Inspection Date;
- Tree Species;
- Under Power lines;
- Height;
- Canopy;
- Trunk Diameter;
- Age;
- Health Structure;
- Photograph;
- Value;
- Any works required.

A detailed street tree inventory report, Attachment 2, provides a synopsis of the key elements of the audit. A total of 36,173 street trees were assessed and mapped. A total asset value of \$130,394,388 was calculated with an average tree worth \$3,605.00, based on the Helliwell System. The report has also identified the number of trees under power lines requiring pruning on an annual basis and whether the trees were on the correct alignment in accordance with the WA Utility Providers Code.

A list of trees requiring pruning works, removal or were damaging infrastructure was forwarded through to the City on a weekly basis for attention. Although the consultant was not engaged to identify "inappropriate trees" during the audit, the report outlines the species requiring follow up inspections and consideration in future planting programs. The auditing process so far has identified 4484 trees that require some form of work that may include removal.

The database is now a fundamental instrument in the daily management of street trees and will provide the genesis of a master plan for the establishment of new streetscape avenue plantings.

With 40 street trees per kilometre of road, the sustainable management of street trees is imperative to ensure the City heads towards the mean of 64 street trees per km across Australia, *Yardstick Benchmarks 2014*. Achievement of this mean will not only result in the City being a leader across

Australian LGA's in street tree numbers but reduce the impacts of global warming by increasing the density of canopy cover. The ability to manage the variety of tree species and increase the number of street trees has improved significantly through refining policies and instigating new initiatives. These improved measures continue to mitigate the City's liability and address the majority of street tree concerns raised within the community. Based on the implementation of these current practices and policies the requirement for the development of a replacement program for inappropriate tree street trees is obviated.

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.

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

N/A

Attachment(s)

1. Position Statement PSEW15 'Removal & Pruning of Trees'
2. Street Tree Inventory Summary Report for the City of Cockburn.

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 9/7/2015) - CITY OF COCKBURN PARKING AND PARKING FACILITIES AMENDMENT LOCAL LAW 2015 TO CREATE PARKING STATION 2 AT COOGEE BEACH - POWELL ROAD COOGEE (025/001) (J NGOROYEMOTO) (ATTACH)

RECOMMENDATION

That Council pursuant to Section 3.12(4) of the Local Government Act 1995 proceed to make the City of Cockburn Parking and Parking Facilities Amendment Local Law 2015, as shown in the attachment to the Agenda.

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL

COUNCIL DECISION

Background

Council at its meeting of 12 March 2015 resolved to defer this item to the April Council meeting. Subsequently Council at its meeting of 9 April resolved to amend the City of Cockburn Parking and Parking facilities Local Law 2007.

In accordance with section 3.12(3) of the Local Government Act 1995 and Council resolution of 9 April 2015 (Minute number 5490) Statewide notice was given in the 'West Australian newspaper on 17 April 2015 stating that:

- (1) Notice is hereby given that the City of Cockburn has resolved to amend the *Parking and Parking Facilities Local Law 2007* pursuant to Section 3.12 of the Local Government Act 1995.
- (2) The purpose of the amendment is to establish a new parking station at Coogee Beach on Lot 171, 172 and 207 4-6 Powell Road Coogee.
- (3) The effect of the amendment will be to effectively control parking at Coogee Beach Reserve to enhance traffic and pedestrian safety in the area.
- (4) A copy of the proposed local law amendments may be inspected and obtained at the City of Cockburn Administration Office and at the Spearwood, Coolbellup, and Success Libraries during office hours.

- (5) Submissions about the proposed local law amendments may be made to the CEO at the City of Cockburn by 17 June 2015.

Submission

N/A

Report

The purpose of the amendments is to amend the *City of Cockburn Parking and Parking Facilities Local Law 2007* to establish a new parking station at Coogee Beach on Lot 171, 172 and 207 4-6 Powell Road, Coogee. The effect of the amendment will be to effectively control parking at Coogee Beach Reserve to enhance traffic and pedestrian safety in the area.

Section 3.12 of the *Local Government Act 1995* contains the procedure for the making and amendment of local laws. s3.12(4) states that:

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

A copy of the advice is attached.

As there were no submissions received, it is now proposed that Council adopt the proposed *City of Cockburn Parking and Parking Facilities Amendment Local Law 2015* and authorise two officers of the City, nominally the Mayor and the Chief Executive Officer, to affix the Common Seal of the City, thus progressing the processing of the Local Law and having it gazetted in the Government Gazette ultimately bringing the local law into force.

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

Strategic Plan/Policy Implications

Infrastructure

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

Budget/Financial Implications

N/A

Legal Implications

S3.12 and 9.10 of the Local Government Act 1995 refer.

Community Consultation

State wide advertising of the proposed amendments followed by 6 weeks submission period. An advertisement was placed in the West Australian Public Notices Section on the 17th April 2015.

Attachment(s)

1. Proposed City of Cockburn Parking and Parking Facilities Amendment Local Law 2015.
2. Proposed Parking Station No.2 – Site Plan.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

17.2 (OCM 9/7/2015) - PROPOSED AMENDMENT TO BANJUP SUBURB BOUNDARY AND NEW LOCALITY NAME (159/008) (G BOWMAN) (ATTACH)

RECOMMENDATION

That Council:

- (1) advise the Geographic Names Committee (GNC) that it supports the proposal to amend the boundary of the suburb of Banjup and create a new locality as shown in the attachment to the Agenda;
- (2) advise the Geographic Names Committee (GNC) that it supports the proposal to name the new Locality “Quendalup (first preference)” or “Kwentulup (second preference)”;
- (3) advise landowners of the current Banjup locality ‘Resource Zone’ properties (bounded by Warton Road and Acourt Road), plus the developer of the remaining area (Stockland) of the proposal and invite comment on the proposal and Council’s

preferred names; and

- (4) subject to not more than 50% of those referred to in (3) above objecting to the proposal, or to Council's preferred locality names, the matter not be required to be reconsidered by Council.

COUNCIL DECISION

Background

Due to the growth and development of the northern portion of the locality of Banjup an investigation has taken place to determine whether there is an opportunity to create a new suburb by amending the boundary of Banjup. Banjup is a Nyungar name and given the Reconciliation Action Plan and the Geographic Names Committee preference for Nyungar names research and consultation regarding an appropriate Nyungar name has taken place for the proposed new locality.

The City of Cockburn's Reconciliation Action Plan 2013-16 includes an Action regarding Signage and Naming" Create a List of appropriate Nyungar Names to be used in naming Cockburn sites, roads and trails".

Submission

N/A

Report

Due to the growth and development of the Northern portion of the locality of Banjup an investigation has taken place to determine whether there is an opportunity to create a new locality by amending the boundary of Banjup.

Currently, the Banjup area extends from Acourt and Fraser Roads in the north, to Rowley Road in the south. It is bounded by Tapper, Beenyup and Lyon Roads to the west and the Local Government boundary with the City of Armadale to the east. The suburb of Banjup in its current form covers an area of 2247ha and consists of a range of different land uses.

Compliance with GNC guidelines

The GNC guidelines relating to locality names and boundaries are specific and any new/modified localities will not be approved unless they adhere to these guidelines. The two key compliance matters for modification or creation of suburb boundaries are locality size and lot numbers. The guidelines note that “a locality should not be so small that it is unable to be distinguished from the surrounding area, however they should be of a reasonable size for practical purposes”. Localities with urban development shall be a minimum size of 100ha, with the minimum number of Lots to be 1,000.

The recommended option proposes a site area of 827ha. This option once fully developed would cover a land area of 827ha with approximately 3100 lots and a projected population of 8350 by 2031.

Result on current suburbs of Jandakot and Banjup (south)

Should the City seek to restructure the existing suburb of Banjup to create a new suburb, the remaining areas of Banjup (south) would still continue to experience growth in both population and dwelling numbers. The population forecasts (forecast i.d) predict that the new Banjup (south) area will continue to grow in population over the next 20 year period by an average 1.37% per annum.

The recommended option would not modify the existing suburb of Jandakot, but would decrease the current suburb of Banjup by approximately 1/3 of its current size. Much of the Jandakot area is already built out due to its location within the Resource zone. A reduced Banjup would still be of a size sufficient under the GNC guidelines for rural areas. Population levels will continue to rise in this suburb over the next 20 years, despite the loss of all areas to the north of Armadale Road. Most areas of Banjup (south) are already subdivided into approximately 2ha blocks as per the requirements of Resource zone.

Naming of new Suburb

The requirements for a new suburb locality name are administered through the guidelines and necessitate the need for a new locality name to have some specific connection to Western Australia, or the local area in question. Banjup is a Nyungar name and following consultation a Traditional Owner Trevor Walley states that Banjup refers to the plants referred to as banjine especially the *Pimelea Rosea* (Rose Banjine) from which Nyungar people would make rope by twining the stems together for uses such as snares.

It is recommended that Council should seek to create a new locality and name it an Indigenous Nyungar name in accordance with the Reconciliation Action Plan and the Geographic Names Committee (GNC) preference.

In respect of the Nyungar names, these are particularly encouraged by the GNC guidelines under Section 4 as follows:

4. *Recognition and Use of Indigenous Names*

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

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

At the City of Cockburn Aboriginal Reference Group meeting held on the 18 May 2015 the Reference Group recommended that Council support one of the three preferred names that were put forward by the Elders and that were recommended by the consultants Danny Ford and Rose Ford from Kambarang consultancy. Kwentilup meaning place of the Bandicoot, Moodjarlup meaning place of the Christmas Tree; or Mangatj meaning Banksia.

Conclusions

Should the recommended option be considered, the Jandakot location would not be affected in any way. Banjup (south) would retain a land area sufficient to meet the 'rural area' GNC guidelines, with an area of land approximately 1420ha in size. This proposed new locality would meet the requirements of the GNC guidelines and would allow for the future growth of the Banjup north area to be in a new suburb that has a more urbanised character in contrast to the more rural suburb of Banjup to the south.

Each of the Nyungar names is considered a feasible option for Council to consider. The name Quendalup or Kwentilup which means place of the Bandicoot is considered easier to pronounce which is one factor that needs to be considered. However, the name Moodjarlup meaning place of the Christmas tree was identified by three elders as appropriate for the area. The Geographic Names Committee will be able to consider whether either of the names meets the other criteria.

Strategic Plan/Policy Implications

Community & Lifestyle

- Community environments that are socially cohesive and embrace diversity.
- The significance and richness of our local Indigenous people and diverse multicultural community will be recognised and celebrated.

Budget/Financial Implications

Advertising of the proposed locality change can be funded from an existing budget.

Legal Implications

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

Community Consultation

The City of Cockburn Aboriginal Reference Group requested Kambarang Services consult with six Traditional Owners identifying possible Nyungar names that could be considered for the naming of a new suburb to be created from the Banjup North area.

Each of the Elders/Traditional Owners (TO's) who were consulted are recognised as not only being TO's but also having a long association with the area.

<u>Males</u>	<u>Females</u>
Sealin Garlett	Theresa Walley
Trevor Walley	Marie Taylor
Len Collard	Gladys Yarran

Kambarang Services consulted with Elders/TO's on names they felt could be appropriate for the Banjup area.

Elders/TO's were informed of the project and why they were being approached. The Elders/TO's were advised that any names suggested may or may not be submitted and the final decision on names was to be decided by the Council and then referred to the Geographic Names Committee. As part of the discussion, Elders/TO's were shown a map of the Banjup North site that is proposed to be renamed (Map showing Banjup North area attached).

Elders comments and suggestions were collated and then provided in report form to the City of Cockburn and the Aboriginal Reference Group (ARG) who were to decide on which name(s) they were to submit for Council consideration. The report also contained verification, background and information on meanings or possible stories behind each suggested name.

It is also understood from the provided Department of Aboriginal Affairs (DAA) site register information that there are no significant Aboriginal heritage sites within the proposed area apart from artefact scatter in four places (see below documentation from DAA).

Trevor Walley favoured the Christmas tree name, 'moodjar' and then changed it to 'Moodjarlup' meaning place of the Christmas tree.

Theresa Walley is a Wadjuk Elder who has lived and associated in the Kwinana and Fremantle area for the past 50 plus years. Theresa was keen on the word for the Christmas tree, 'moodjar' For some Nyungar people the moodjar tree has been referred to as a spirit tree where the spirit of a deceased person passes through it. The flowers of the moodjar can be dipped into water to make a sweet drink. Moodjar as a possible word could be coupled with the affix 'up' to make Moodjalup to mean "the place where the moodjar tree is or can be found".

Sealin Garlett is a Wadjuk Elder who has lived and associated with the Coolbellup and Jandakot areas for more than 20 years. Sealin had been thinking about a word for some time and offered the word "mangatj" meaning banksia.

Marie Taylor is a Wadjuk Elder who has lived and associated in the Fremantle areas most of her life. The name favoured by Marie was bandicoot, spelt "Quenda" or "Kwenta" 'Kwinder' recommended spelling 'Kwentalup',

Gladys Yarran is of the Ballardong clan and claims her Wadjuk connection through marriage. However Gladys has lived in the Fremantle and Jandakot area since the mid 1960's. Gladys is listed as a site informant on the DAA list of Wadjuk consultants. Gladys acknowledged the closeness of the Jandakot airport and maybe a word relating to flight or flying could be considered. The word for fly or to fly away is 'bardang'. This could be altered to 'Bardangup'.

Len Collard is a Wadjuk Elder with a lifelong association to the Fremantle and Jandakot areas. Len favoured the name 'moojarlup', the place where a Christmas tree can be.

All of the words, could easily be an appropriate name for new proposed locality.

However, it was clear that of the six people consulted, three preferred the name 'moodjar or moojar(lup)'. One person favoured 'mangatj', one favoured 'Quenda(lup), Kwenta(lup), Kwinder(up)', and one favoured 'bardang(up).

This report was presented at the Aboriginal Reference Group meeting on the 18 May 2015 and the Reference group recommended that:

"Council support one of the three most liked names that were put forward by the Elders and that were recommended by the consultants Danny Ford and Rose Ford. These were Kwentalup meaning place of the Bandicoot, Moodjarlup meaning place of the Christmas Tree; or Mangatj meaning Banksia

While the preceding process represents a full and proper engagement procedure with the TOs, consideration should also be afforded to those property owners who will be directly affected by this proposal. Accordingly, it is recommended that those landowners who have a direct interest in the land be provided an opportunity to comment on the proposal. While adequate time will be allocated to this process to enable feedback, it is also recommended that unless there is strong objection from these stakeholders (i.e. exceeding 50%), that it not be necessary for Council to formally reconsider this matter for final endorsement.

Attachment(s)

1. Site map of proposed new locality.
2. Consultation Report from Kambarang Services.
3. Minutes form City of Cockburn Aboriginal Reference Group Meeting – 18 May 2015.

Advice to Proponent(s)/Submissioners

The Proponent(s) have been advised that this matter is to be considered at the 9 July 2015 Council Meeting.

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

Nil.

17.3 (OCM 9/7/2015) - CITY OF COCKBURN FIRE CONTROL ORDER (027/007) (R AVARD) (ATTACH)

RECOMMENDATION

That Council adopt the Fire Control Order for 2015/16 as attached to the Agenda.

COUNCIL DECISION

Background

Pursuant to *Section 33* of the *Bush Fires Act 1954* owners and occupiers of land situated within the City of Cockburn are required to comply with conditions set out within a gazetted Fire Control Order, established by the City of Cockburn.

The purpose of the Fire Control Order is to ensure residents have adequate provisions to reduce their fire hazard, whilst ensuring properties are accessible to emergency services during the outbreak of a bushfire.

The City's Officers have reviewed Fire Control Orders of nearby Local Governments with similar risk profiles. The review showed the City of Cockburn current Fire Control Order as being one of the most rigorous for residents within rural areas to mitigate their bushfire risk.

At the City of Cockburn Bush Fire Reference Group (BFARG) meeting 25 March 2015, the Reference Group engaged in general discussion about reviewing the Fire Control Order and possible changes to be effective in time for the upcoming bush fire season.

Submission

Three(3) submissions were received following the close of the public comment period.

Report

Following the 25 March BFARG meeting, the City's Officers have reviewed the existing Fire Control Order 2014/15 and made the necessary changes to ensure the proposed Fire Control Order is balanced with community amenity by reducing bushfire hazards without creating any unnecessary risk.

Key changes for the proposed Fire Control Order include;

- Allow for an unrestricted burning period between 1 June and 30 September for residents in rural areas to burn the land and bush without a *Permit To Set Fire To The Bush*;
- The date of which a property is to remain compliant has changed from 31 May to 15 April;
- Removal of unnecessary definitions;
- Clearly defined specifications of a compliant firebreak for land above 2,032sqm; and
- Detailed conditions of 1.0m³ burning highlighted from s24F (3) of the *Bushfires Act 1954*.

During the proposed unrestricted period (1 June – 30 September), residents will be able to take advantage of increased moisture content within flora to limit the risk of a fire spreading during pile and land burning activation.

The unrestricted period allows for residents within rural areas to remove introduced grasses that create a fire risk when dried out during the warmer months. Rural residents burning land and bushes would still have to comply with the City of Cockburn Local Laws and State Legislation regarding nuisance smoke, controlling of fire and environmental protection of native fauna and flora.

The City's administration sought community feedback during the development of the proposed Fire Control Order. The City's Officers have met with the Banjup Resident's Group and Chief Bush Fire Control Officer to discuss specific requirements.

During the community consultation period the City received the following submissions:

<u>Submission</u>	<u>Date of submission</u>	<u>Support/objection</u>
Anonymous Resident (attachment 2)	23 June 2015	Support
Anonymous Resident (attachment 3)	24 June 2015	Support
Banjup Residents Group	26 June 2015	Conditional support. Submission made a number of observations related to terminology and grammatical corrections, which have been reflected in the Final Draft. The change advocated to Clause 3.2 is not supported,

<u>Submission</u>	<u>Date of submission</u>	<u>Support/objection</u>
		however, as 'maintained living lawn' is considered an acceptable form of firebreak in rural areas by the Bushfire Reference Group.

Strategic Plan/Policy Implications

Community & Lifestyle

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

Leading & Listening

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

Environment & Sustainability

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

Budget/Financial Implications

N/A

Legal Implications

Bush Fires Act 1954

Community Consultation

A request for submissions was advertised through the following mediums;

<u>Method</u>	<u>Date advertised</u>
Cockburn Gazette	09 June 2015
City of Cockburn Website	3 June – 26 June 2015
City of Cockburn Facebook Page	3 June – 26 June 2015
Advised Banjup Resident Group	5 June 2015
Banjup Residents Meeting	21 June 2015

Attachment(s)

1. Proposed Fire Control Order 2015/16
2. Current Fire Control Order 2014/15

3. Community feedback (name withheld)
4. Community feedback (name withheld)
5. Banjup Resident's Group Submission

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 9 July 2015 Council Meeting.

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

Nil.

17.4 (OCM 9/7/2015) - COCKBURN BOWLING CLUB & ANCILLIARY RECREATION FACILITIES - VISKO PARK (154/005; 4414245) (R AVARD) (ATTACH)

RECOMMENDATION

That Council

- (1) submit an application for funds from the Commonwealth National Stronger Regions Fund for new recreation and community facilities to be located on Visko Park, Yangebup and to include the relocation of the Cockburn Bowling and Recreation Club; and
- (2) include in the Cockburn Recreation Facilities Strategic Plan 2015-2020 a range of recreation and Community Facilities on Visko Park (Reserve 47278) including the relocation of the Cockburn Bowling and Recreation Club.

COUNCIL DECISION

Background

At its October Meeting of 2011 Council resolved amongst other matters to consider the future relocation of the Cockburn Bowling Club to Visko Park in Yangebup (Reserve 47278). The City had at this time received approval to excise a portion of the Reserve to allow for the construction of a recreational and community purpose facility and for leasing. Council recommitted to the relocation at its general meeting held in April 2013.

In May 2013 Council resolved to enter a contract with the Fratelle Group for architectural services for the design of facilities to be located on Visko Park. The concept designs and costing prepared by the Fratelle Group in consultation with the Cockburn Bowling Club formed the basis of an application to the Commonwealth for funding under the National Stronger Regions Fund. The application was for a grant of \$4.23M for a total project cost of \$8.47M. In May 2015 the City was advised that its application was unsuccessful.

Submission

N/A

Report

The Commonwealths National Stronger Regions Fund provides the City with the opportunity to raise up to 50% of the cost of the new facilities on Visko Park. While the submission lodged in the first round was deemed to be strong there were a number of elements that needed to be addressed to have it prioritised for funding. The areas that have been identified that need to be enhanced in the submission with the steps taken to address the requirements identified are as follows:

- (1) The key criterion for funding is the economic impact of the development which takes up 50% of the weighting for assessment. The City has arranged for an independent economic analysis which will include work generated in the construction phase and ongoing employment opportunities. The involvement of a private company in the development, Area 5 Soccer, enhances this aspect of the project. The establishment of a café/restaurant on the site will also provide ongoing employment opportunities.
- (2) Projects are also evaluated on their capacity to address social disadvantage. Evidence of youth disadvantage in the area will be identified and programs such as the City's Kidsport which provides financial assistance for disadvantaged youth to participate in organised sport will be evidence of the ability and commitment of the City to addressing social disadvantage. Links between the Cockburn Youth Centre and the facility operators will be established to further enhance this commitment. The project includes an area available to the public at low to no cost that allows for beach volley ball and beach soccer.
- (3) The funding program supports partnership arrangements between various parties. While it is expected that the City of

Cockburn will contribute most of the balance of funds required for the project the private operator Area 5 has the capacity to fund the facilities they require.

The viability of the project in the context of the necessary land use and building design being approved or well advanced is required. The authority for excision of the land for a facility of this nature was achieved in mid-2011. Fratelle Group Architects has been again contracted and has progressed the design with significant stakeholders. An independent quantity surveyor has costed the project to ensure anticipated costs are realistic.

Strategic Plan/Policy Implications

Infrastructure

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

Community & Lifestyle

- Communities that are connected, inclusive and promote intergenerational opportunities.
- People of all ages and abilities to have equal access to our facilities and services in our communities.

Budget/Financial Implications

The total estimated project cost for the establishment of the new Recreation and Community Facility inclusive of all costs is \$9m of which the grant of \$4.5m will be sought. There is a possibility of \$300,000 to be sourced from the private sector through the Area 5 Company.

Legal Implications

The current lease for the Cockburn Bowling and Recreation Club expires in December 2016.

Community Consultation

There was extensive consultation with the local community in 2011 as a statutory requirement when a portion of the land was excised to allow for the construction of recreation and community facilities on the site.

Attachment(s)

Site concept Plan - Round 2.

Advice to Proponent(s)/Submissioners

The Proponent(s) are aware that this matter will be considered at the 9 July 2015 Council Meeting.

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

Nil.

18. EXECUTIVE DIVISION ISSUES

Nil

19. MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Nil

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 9/7/2015) - 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, 18 JUNE 2015 AT 5:30 PM

	Page
1. DECLARATION OF MEETING	1
2. APPOINTMENT OF PRESIDING MEMBER (IF REQUIRED)	1
3. ACKNOWLEDGEMENT OF RECEIPT OF WRITTEN DECLARATIONS OF FINANCIAL INTERESTS & CONFLICT OF INTEREST (BY PRESIDING MEMBER).....	1
4. (CCEC 18/06/2015) - APOLOGIES & LEAVE OF ABSENCE	1
5. CONFIRMATION OF MINUTES	2
5.1 (MINUTE NO 2) (CCEC 18/06/2015) - COCKBURN COMMUNITY EVENTS COMMITTEE MEETING HELD ON 19 JUNE 2014.....	2
6. DEPUTATIONS & PETITIONS	2
7. BUSINESS LEFT OVER FROM THE PREVIOUS MEETING (IF ADJOURNED)	2
8. DECLARATION OF COUNCILLORS WHO HAVE NOT GIVEN DUE CONSIDERATION TO MATTERS IN THE BUSINESS PAPER.....	2
9. COUNCIL MATTERS.....	3
9.1 (MINUTE NO 3) (CCEC 18/06/2015) - PROPOSED CALENDAR OF EVENTS 2015/16 (001/005) (S SEYMOUR-EYLES) (ATTACH).....	3
10. MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN.....	11
11. NOTICES OF MOTION GIVEN AT THE MEETING FOR CONSIDERATION AT NEXT MEETING	11
12. NEW BUSINESS OF AN URGENT NATURE INTRODUCED BY DECISION OF MEETING BY COUNCILLORS OR OFFICERS	12
13. MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE	12
14. CONFIDENTIAL BUSINESS.....	12
15. (CCEC 18/06/2015) - CLOSURE OF MEETING	12

CITY OF COCKBURN

MINUTES OF THE COCKBURN COMMUNITY EVENTS COMMITTEE MEETING HELD ON THURSDAY, 18 JUNE 2015 AT 5:30 PM

PRESENT:

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

IN ATTENDANCE:

Mr D. Green	-	Director, Governance & Community Services
Ms S. Seymour-Eyles	-	Manager, Corporate Communications

1. DECLARATION OF MEETING

Presiding Member declared the meeting open at 5.37pm.

2. APPOINTMENT OF PRESIDING MEMBER (If required)

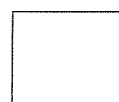
Not applicable.

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

Nil

4 (CCEC 18/06/2015) - APOLOGIES & LEAVE OF ABSENCE

➤ Cllr Yaz Mubarakai	-	Apology
----------------------	---	---------



5. CONFIRMATION OF MINUTES

5.1 (MINUTE NO 2) (CCEC 18/06/2015) - COCKBURN COMMUNITY EVENTS COMMITTEE MEETING HELD ON 19 JUNE 2014

RECOMMENDATION

That Council adopt the Minutes of the Cockburn Community Events Committee held on Thursday, 19 June 2015, as a true and accurate record.

COMMITTEE RECOMMENDATION

MOVED Cllr S Portelli SECONDED Cllr L Wetton that the recommendation be adopted.

CARRIED 5/0

COUNCIL DECISION

6. DEPUTATIONS & PETITIONS

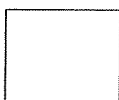
Nil

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

Nil

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

Nil



9. COUNCIL MATTERS

9.1 **(MINUTE NO 3) (CCEC 18/06/2015) - PROPOSED CALENDAR OF EVENTS 2015/16 (001/005) (S SEYMOUR-EYLES) (ATTACH)**

RECOMMENDATION

That Council adopt the proposed 2015/16 Season of Events Calendar, as identified in the report.

COMMITTEE RECOMMENDATION

MOVED Cllr S Pratt SECONDED Cllr P Eva that Council adopt the proposed 2015/16 Season of Events Calendar, as identified in the report, with the following amendments/inclusions:

- (1) the proposal for the concert at Manning Park or Hammond Road, Success is proposed to feature:

1 st choice:	Birds of Tokyo
2 nd choice:	San Cisco
3 rd choice:	Jebediah

or similar;

- (2) the concert at Hammond Road, Success or Manning Park is proposed to feature:

1 st choice:	Mental as Anything
2 nd choice:	Daryl Braithwaite
3 rd choice:	Hoodoo Gurus

or similar; and

- (3) schedule a third Seniors' Social Evening for June 2016 by reducing the expenditure budget for the Aussie Day BBQ Breakfast by \$10,000.

CARRIED 5/0

COUNCIL DECISION

Reason for Decision

Following detailed discussion, the Committee has chosen these events as being the most appropriate for Council to present to the public for their enjoyment. It is considered that either type of performance would be suitable for the two main Summer concerts and could be allocated to either major venue. In addition, the Committee recommends the retention of the third Seniors' social event, given the popularity of these functions. The Aussie Day BBQ budget can be reduced by \$10,000 to enable this.

Background

Council is required to determine the Calendar for the 2015/16 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 2015/16 program of events, based on:

- A review of the 2014/15 season.
- 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).
- Feedback and recommendations from the Events Committee 18 June 2015 will be used to update this Council agenda item.

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 Lotterywest and Healthway for funding for the 2015/16 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.

It should be noted that Lotterywest may be impacted by applications for significant funding for the Cockburn Men's Shed Grant, Health Promotions Officer's Vehicle Grant, Bravery Garden Project Grant, Trails Grant and GP Super Clinic Fitout Grant.

Submission

Proposed 2015 – 2016 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
Seniors Social Evening 1 <i>(already in 2015 annual calendar)</i>	Saturday 29 August 2015	OP 9492 \$10,566	Different theme; entertainment, buffet meal, raffles & prizes. 5.30pm – 11pm. Dalmatinac Club Tickets \$10.00 an increase of \$1.50 per head. Subsidy of \$36 compared to \$39 per ticket last year.
Dog Event <i>Venue to be assessed, as requires adequate parking</i>	Sunday 20 September, 9am-11am	\$10,566	Dog activities, pooch show, dog stalls, vet talks, information on dog (and cat) registrations; responsible behaviour.
Teddy Bears Picnic <i>(featured in 2014 annual Cockburn calendar)</i>	Wednesday 28 October 2014 <i>Spring Fair is from different budget but on Sunday 25 October 2014</i>	OP 9307 \$25,000	10am - 1pm Entertainment and rides free for pre-school kids, activities, amusements, arts, parenting information.
Seniors Social Evening 2 <i>(already in 2015 annual calendar)</i>	Saturday 21 November 2015	OP 9492 \$10,566	As above 5.30pm – 11pm.

Cockburn Christmas Event (featured in 2014 annual Cockburn calendar)	Saturday 12 December 2015 <i>Celebrate Ability is from a different budget but first week December</i>	OP 9460 \$17,000	Local choir and performers, Christmas Carols, Santa, activities, turning on Christmas lights. Council Grounds.
Aussie Day BBQ Breakfast	Tuesday 26 January 2016	OP 9107 \$45,000	8am – 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.
Community Concert East (family or Gen X/Y)	Saturday Xx February 2016	OP 9476 \$150,000	Success Regional Sporting Facility on the oval. 1st Choice – TBA 2nd Choice – TBA 3rd Choice – TBA 6pm – 10pm
Community Concert West (family or Gen X/Y)	Saturday xx March 2016	OP 9470 \$150,000	Manning Park 7pm – 10pm, 1st Choice – TBA 2nd Choice – TBA 3 rd Choice – TBA Cockburn Idol Final. Manning Park.
Coogee Beach Festival	Sunday 3 April 2016	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, Harvest Lakes	Saturday 30 April 2016	OP 9108 \$41,000	Harmony Oval Harvest Lakes, East Ward. Flavours of Cockburn theme to precede 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.
Seniors Social Evening 2	Saturday 27 August 2016		Approved for <u>date only</u> to be included in the 2016 Annual City of Cockburn printed calendar. Budget to be sought next financial year.
Marketing including research, event review		OP9021 \$110,300	Marketing for all events, insurance and miscellaneous expenses which may include research, event review, banners, photography, Cockburn Idol.



<i>Teddy Bears Picnic</i>	Wednesday 26 October 2016 <i>Spring Fair is from a different budget but to be held 30 October 2016</i>	-	Approved for <u>date only</u> to be included in the 2016 Annual City of Cockburn printed calendar. Budget to be sought next financial year.
<i>Christmas Event</i>	Saturday 10 December 2016 <i>Celebrate Ability is from a different budget but first week December</i>	-	Approved for <u>date only</u> to be included in the 2016 Annual City of Cockburn printed calendar. Budget to be sought next financial year.
Total		\$625,000	

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 wherever possible.

The number of events in this program is designed according to budget and to enable the 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, 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 2015-16, it is proposed that the events calendar program follows a very similar format as 2014-15, as these were well attended and are reasonably well spread out for both the public and staff.

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 holds two big 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. Ex Australian Idol/Australia's Got Talent are often good acts for at least



one of the concerts. It is recommended that the City holds one family concert and one Gen X/Gen Y (18-47 year old).

Any support act, if deemed necessary 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. In addition to turning the Christmas lights on, a visit from Santa, a free sausage sizzle and other activities, Christmas related entertainment is planned.

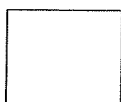
The City will reduce the number of Seniors' evening events from three to two, to enable one dog related event. While the Seniors' evenings are extremely popular, they only provide the opportunity for 230 people to attend. The tickets currently cost the City \$46 per person and each person pays a subsidised cost per ticket, which goes towards prizes and giveaways on the night. Last year the cost was \$8.50 per ticket. It is proposed to increase the price to \$10.00 per person for 2015/16. 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 \$36.00 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, but always with refinements, 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 \$5,000 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 in 2014. 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 events dates have been based around International Families Week (15-21 May), but due to the weather from that week onwards in May, it is proposed to hold the event on Saturday, 1 May 2016 when there is historically less rain than in the second half of the month of May. Consideration was given to holding the event in November, but as there is Teddy Bear's Picnic, Bibra Lake Fun Run, Spring Fair, Christmas Event and Celebrate Ability in the space of around eight weeks, it was deemed prudent from a staff and public perspective to revise the dates in May.

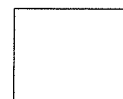
The theme will continue to be 'Flavours of Cockburn' at Harmony Oval, in Harvest Lakes, Atwell. It is proposed to continue the trial of this event but with a focused theme for the Flavors of Cockburn from a food perspective and introducing a "Cockburn's Got Talent" contest. The dog show has potential to continue with other opportunities for competitions.

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 Marketing Research 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 \$1,000 each, two second prizes of \$500 each and two third prizes of \$250 each.

Marketing / /Research/Event Revue/ Miscellaneous

The marketing plan will include traditional advertising, use of Facebook, feature in the annual calendar, mini billboards in parks, posters and promoted at other events. It is proposed that an independent consultant is engaged to review the City's events program through analysis of previous research; in line with the City's values and strategies to ensure strategic alignment; to review processes and procedures; allocation of budget spend and sponsorship opportunities in line with the City's values. This would inform the 2016/17 season.



Healthway and Lotterywest Funding

Once Council determines the program, Officers will apply to HealthWay and Lotterywest for funding. If Council is successful in receiving funding from Healthway and/or Lotterywest, budget adjustments will be made at mid-year review.

Alcohol

The Event Strategy 2014-2-19 states that 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.

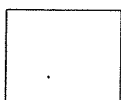
Strategic Plan/Policy Implications

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

\$625,000.00 including marketing, research and miscellaneous costs associated with e.g. Cockburn Idol.



Legal Implications

N/A

Community Consultation

In 2015 the Community Perceptions Survey (Catalyse) showed 89% of those surveyed were familiar with festivals, events and cultural opportunities in the City of Cockburn. 83% were satisfied, up from 77% last year, (scored 6-10/10) and 50% of residents were delighted (scored 8-10/10).

Attachment(s)

1. Elected Members Briefing Presentation – May 2015
2. Catalyse Community Perceptions Survey Results – Event specific slide 2015

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

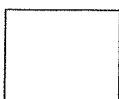
15 (CCEC 18/06/2015) - CLOSURE OF MEETING

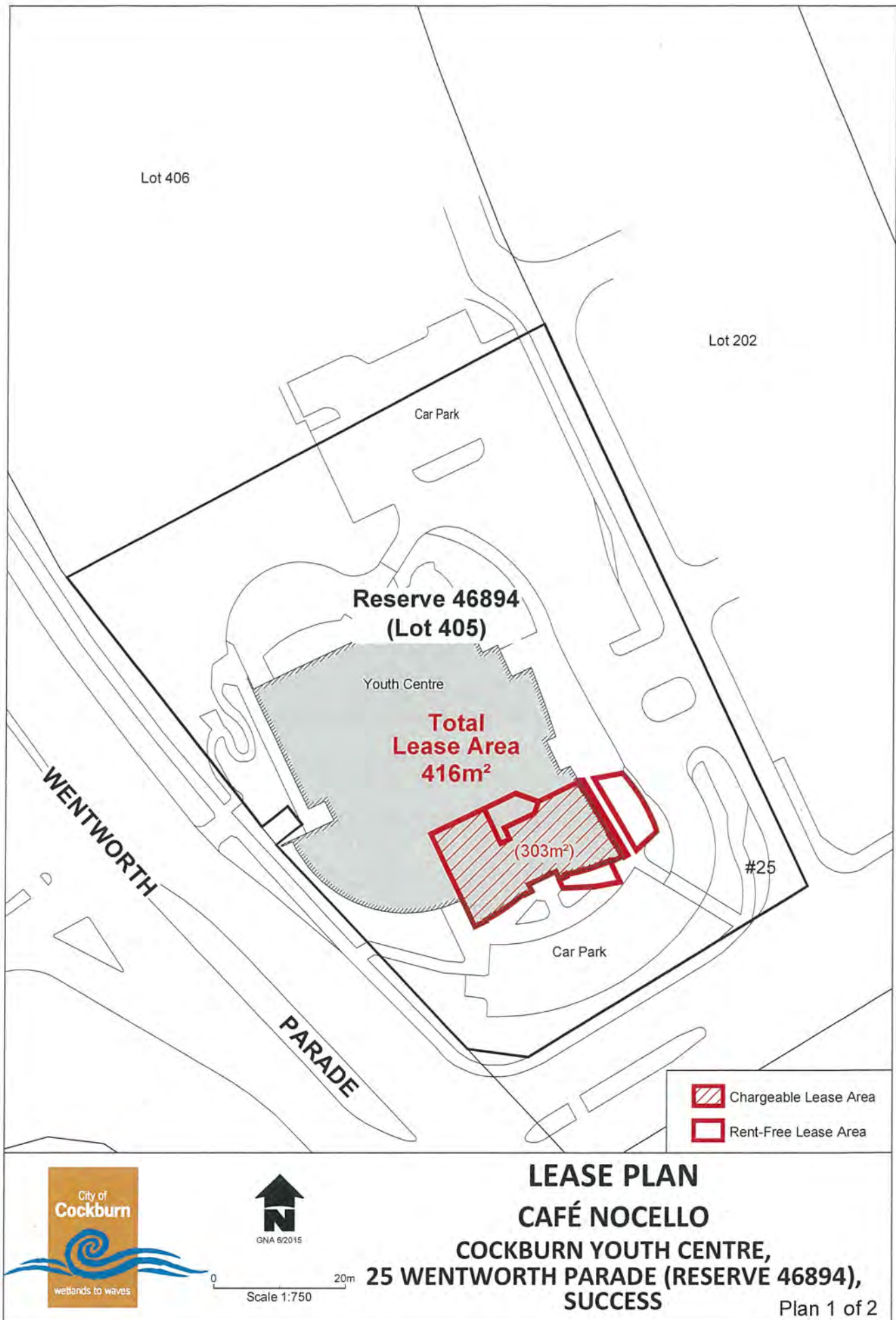
MEETING CLOSED AT 6.22PM

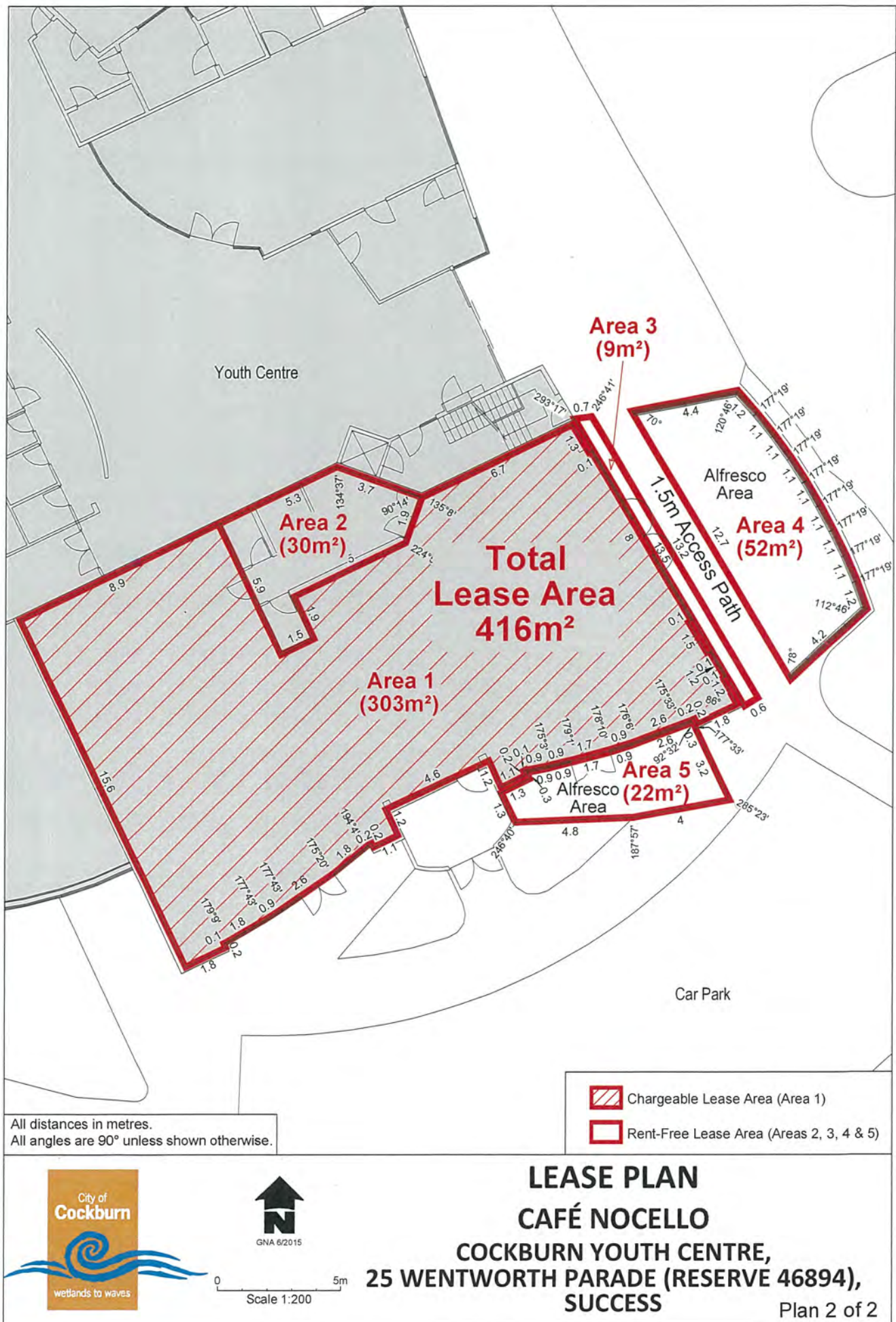
CONFIRMATION OF MINUTES

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

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







LOCAL GOVERNMENT INVENTORY

AWAS ARMY CAMP, BIBRA LAKE (SITE)

B Considerable significance



LGI #

PIN No.

LOT/PLAN DIAGRAM

LOCATION

Hope Road, Bibra Lake

OTHER NAME(S)

CONSTRUCTION DATE(S)

1943 (demolished 1945)

STATEMENT OF SIGNIFICANCE

AWAS Army Camp (site), Bibra Lake, is significant for its associations with the area's role in defending the western coastline during World War II.

AWAS Army Camp (site), Bibra Lake, is significant for its association with the Australian Women's Army Service and their critical role in operating the searchlights during World War II.

AWAS Army Camp (site), Bibra Lake, is significant for its archaeological potential for increasing our understanding of a World War II army camp.



LOCAL GOVERNMENT INVENTORY

AWAS Army Camp (site), Bibra Lake, is significant for its educational potential to assist people to further understand the development of such sites during World War II.

PHYSICAL DESCRIPTION

AWAS Army Camp (site), Bibra Lake, comprises the ruins of a World War II army camp, established for a Searchlight Troop, staffed by the Australian Women's Army Service. Although all prefabricated buildings and infrastructure were removed immediately after the War, there are sufficient traces on the surface to identify latrines, shower blocks, and tracks.

The traces of the camp extend over an extensive area, but there is no evidence that they have ever been investigated archaeologically, and no plans of the camp are known to exist.

ARCHITECTURAL STYLE

CONSTRUCTION MATERIALS

Walls

Roof

Other

ORIGINAL USE

Military

Barracks

CURRENT USE

Vacant / unused

Vacant / unused

HISTORIC THEMES

Outside influences

World Wars & other wars

HISTORY

In October 1942 approval was given for the expansion of the anti-aircraft defences in Cockburn Sound. As troops were now needed to fight in New Guinea, there were minimal numbers of men left to defend the western coastline.

Therefore, more women were recruited to Australian Women's Army Service (AWAS) to be trained for the Artillery Corps. Recruitment commenced in July 1942. Training included use of .303 rifles, the Bren Gun for guard duty, identifying aircraft, and technical issues such as operating lamps, generators, and communications.

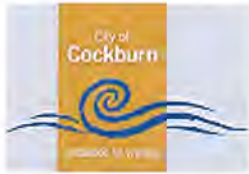
Although the 'searchlight girls' were supposed to be non-combatants, as more men were transferred from the coastline defences, the responsibility for firing guns now lay with the women. On completion of training the AWAS women were posted to gun and searchlight stations.

66 Searchlight Battery became operational on 8 April 1943, with stations located in Bibra Lake, Swanbourne, Como, Mosman Park and Kings Park.

One troop attached to 66 S/L Bty was camped at Bibra Lake, where prefabricated huts were erected. No account of day-to-day life at Bibra Lake itself has been uncovered during the writing of this report. However, an equivalent Queensland AWAS Searchlight Station reveals likely similarities:

[Sixteen] women—members of the AWAS—control a searchlight station...

It is an all-women show, this searchlight detachment... The girls start, maintain and manage



LOCAL GOVERNMENT INVENTORY

the large, portable generator motors; manipulate, swing and control the lights, look after the control pillar and sort out their own calculations.

In addition, they do their own cooking, wait on themselves and stand their own sentry across the rough track that leads into the camp.

They maintain a 24-hour 'spotter' watch for aircraft, log the coming and going of planes and, when necessary, turn out to their stations on the lights at night.

They're doing a 24-hour day job, those girls, and the tidiness of the camp, the clean, dull gleaming parts of the big searchlights and the motors, the smartness with which they move, say that they are doing it well.

There is nothing palatial about their camp. They sleep in tents that are perched on the hilltop, stony and dusty, dirty...

They remain there six days a week, constantly polishing, always ready. Then, on one day, they are free to go below and enjoy the life of the town.

The average age of the girls is 19—which is very young for the highly skilled job that they are performing...

All these girls have attended various service schools—aircraft recognition, electric plant maintenance and straight out schools for searchlight members. Most of them have 12 months' service to their credit.

A Searchlight Station at Fremantle gives an indication of the type of buildings likely to have been at Bibra Lake. These included:

- Combined Mess Kitchen and Recreation Room, built to represent a house, 36ft x 30ft x 25ft, with 6ft x 9ft lean-to at back. This was constructed of weatherboard, partially lined with jarrah dado and sisalkraft, a corrugated asbestos roof, a galvanised iron roof on the lean-to, and a wooden floor (at least in sections)
- The Ablutions and Laundry block was 36ft x 9ft, constructed of timber with asbestos walls and partitions, and a corrugated asbestos roof.
- The Latrines were 12ft x 9ft, with a timber frame bolted to a cement floor, with sheet asbestos walls and partitions, and a corrugated asbestos roof.
- A Store Shed was 12ft. x 9ft, erected with second-hand galvanised iron and which had an earth floor.
- Timber Command Post.
- Other material on site included Steel Pickets and Barbed Wire.

In October 1945, all of the buildings on the site were auctioned, along with any water tanks, piping, and other structures associated with the camp. Aerial photography from just a few years later suggests the removal was effective, since no trace of the camp is visible.

In 2015, the former camp is now part of Beeliar Regional Park.

Other Searchlight Stations included:

- 55 Australian Battery, Alfred Road, Swanbourne
- Searchlight Station 6, corner Victoria & Manning Streets, Mosman Park
- 108 Searchlight Troop, Bay View Terrace, Mosman Park



LOCAL GOVERNMENT INVENTORY

- AASL Station 15, Mt Brown, Naval Base
- AASL Station 11, North Jandakot
- Searchlight Stations 7 & 136, North Lake Road, Applecross

ARCHITECT/DESIGNER -----

ASSOCIATED PEOPLE -----

CONDITION Archaeological site / ruins only

INTEGRITY Low

AUTHENTICITY High

OTHER LISTINGS

HCWA No. -----

Register National Estate -----

National Trust WA -----

SUPPORTING INFORMATION

Tucker, Eileen, *We Answered the Call* (1991)

Daily News, 17 May 1944

Daily News, 6 August 1945

Westralian Worker, 28 September 1945

ASSESSOR(S) NAME History Now

ADDITIONAL NOTES -----

DATE OF LAST ASSESSMENT June 2015



AWAS Army Camp (site), June 2015



AWAS Army Camp (site), June 2015



AWAS Army Camp (site), June 2015



AWAS Army Camp (site), June 2015

Schedule of Comments: Perth and Peel @ 3.5 million suite of documents

Summary of major concerns:

1. For the future development of the Banjup north precinct, a more legible spatial boundary should be adopted based upon Armadale Road; Warton Road; Jandakot Road; Berrigan Drive and; the Kwinana Freeway. This will enable a further strategic planning element to take place by local government, working with landowners and the community to determine the ultimate nature of land use and development in the precinct;
2. Questions are raised about what happens in the area north of Jandakot Road and particularly surrounding Jandakot Airport. Is it realistic that the document seek to retain a rural setting, typified by 2ha lots sizes with the landscape containing buildings, or will this area be unable to support required levels of rural amenity given its proximity to the airport and urban development to the south;
3. The area shown in previous planning studies (bounded by Kwinana Freeway, Rowley Road and properties on the eastern side of Kinley Rd) has not been identified in this document for urban expansion. This appears to have been an oversight in leaving this area out of the urban expansion area, given the definition used for urban expansion within the document.
4. The area shown as 'Industrial Investigation' between the future Latitude 32 and central wetlands change is not supported. To indicate this land as such is completely inconsistent with the City's planning framework and the long held State planning framework which indicates the majority of this area should remain rural in the long term. This is in order to not only protect significant environmental features of our city, but to enable more resilience in the face of climate change and reduced rainfall;
5. The designation of the narrow strip of land between the Munster urban community and eastern foreshore of Lake Coogee for industrial investigation was inevitable, however needs to be recognised for the difficulties it will pose in delivery a viable form of industrial development;
6. There is concern that if the proposed road shown in a dotted line running north-south through the Latitude 32 industrial area is directly aligned; it could be used as a reason for MRWA to delay construction of important Primary Regional Roads. In recent years, the City has been advised by MRWA this was their intention in another project area, which creates lasting negative outcomes for the community and frustrates the implementation of proper and orderly planning;
7. Further work is needed to analyse the regional sports needs of the sub-region, before deciding whether the location on Jandakot Road as currently designated by the document is appropriate;
8. The delivery of a future Jandakot Road Other Regional Road will need to be based upon developer contributions, and need to limit land impacts to the north, given it is the southern adjoining land use that is changing from rural to urban;
9. Roe Highway should be removed from the document given it is not considered a viable infrastructure solution based upon the planning principles espoused by the document.

Detailed comments:

Draft Perth and Peel @ 3.5 million document

Comment #	Document section	Comment
1.	5.4 Population growth Pages 28-29	<p>No explanation is given for why the south-west, south-east and peel sub-regions of Perth have all been placed in the same plan.</p> <p>There seems to be no rationale for this choice when previously each of the above sub-regions had its own plan. Even if there were synergies between the areas, this results in an extraordinarily large area being shown in a single plan. This is hard to decipher, particularly for landowners.</p> <p>There is a slightly larger plan just mapping the south-west and south-east subregions. For Cockburn, there are only a couple of features annotated to provide context: Roe Highway, Jandakot Airport, Cockburn Central, Aubin Grove and Woodman Point. None of these features is close to the areas of Cockburn where the most significant proposal is shown (industrial investigation). This leads to a concern that our landowners may not have been able to readily identify where their suburb is at all.</p> <p>Both the north-west and north-east sub-regions have many roads annotated making them easier to read.</p>
2.	6 Economy Page 34 Paragraph 3	<p>The term 'heavy industrial' does not appear to be used appropriately in this section. Looking at the glossary of WAPC's Economic and Employment Lands Strategy: non-heavy industry (April 2012) Perth's only heavy industry site is the Kwinana Industrial area (comprising Naval Base, Kwinana Beach and East Rockingham).</p> <p>Western Trade Coast covers four industrial estates, only two of them are part of the heavy industry area mentioned above. Latitude 32 and the Australian Marine Complex are 'non-heavy' (i.e. general and light industry)</p> <p>The first bullet point in paragraph 3 should be reworded to read: <i>"Industrial including the Western Trade Coast which includes the Australian Marine Complex, Latitude 32 and the heavy industry areas in Kwinana and Rockingham".</i></p>
3.	7.2 Affordable Housing Strategy Page 42 Paragraph 4	<p>Changes are not necessary to the State's planning system to enable local governments to have <i>voluntary</i> incentives to encourage affordable housing provision. The Department of Planning has already endorsed local structure plans in the Cockburn Coast area with an incentive based approach to affordable housing provision.</p> <p>Changes are necessary to enable the ability to <i>mandate</i> provision of affordable housing.</p>

Comment #	Document section	Comment
4.	9 Implementation General Page 61	<p>While not the predominant focus of the draft document the City would like to see support from WAPC regarding the implementation of the key objectives. Specifically when they relate to planning/dealing with the finer details of urban consolidation/ infill, including:</p> <ul style="list-style-type: none"> o Further assistance and guidance regarding the design of medium and high density dwellings in infill situations. o The retrofitting of neighbourhood streets (with regards to design and how these changes are funded). Particularly matters like on street parking bays, street trees and additional crossovers with servicing requirements. o Support in achieving the aspirations of SPP4.2 for lower order centres, particularly district centres.
5.	9 Implementation Page 61 Paragraph 9 Page 62 Paragraph 1	<p>Acknowledges the role local government plays in implementation and that their input is crucial through the consultation period.</p> <p>As a general comment, the complete lack of engagement with local government is extremely disappointing for such a critical exercise in determining the future shape and liveability of the metropolitan region. In some instances, the City of Cockburn would have been able to provide a localised level of knowledge, which would have altered a number of the elements of the spatial plan which are considered to be sub-optimal.</p> <p>By way of example, the selection by the Department's staff of a site for a regional sport ground should have had input from the City's specialised sport and recreation planners. These staff have better access to our community and clubs and in liaison with the City's strategic planners could have readily identified a suitable site.</p> <p>Some landowners have mentioned to the City when they have contacted the Department of Planning, they have been advised they are not affected. This seems to be a misleading statement to give landowners of property on a road with an existing direct road connection into a rural area earmarked as 'Industrial Investigation'. It does not provide the City with a sufficient level of confidence its landowners are being engaged with in a transparent fashion. These are issues which most certainly would arise at the rezoning and development stages but the opportune time to acknowledge such issues is now. For a draft set of documents which have far reaching implications for all members of our community, there has been a lack of ground based involvement with the community to importantly help inform the document.</p> <p>Earlier engagement with City staff could have assisted in highlighting these important issues and providing a document which gave our community better clarity, rather than such uncertainty.</p>

Comment #	Document section	Comment
6.	Table Making it happen: Implementation Strategies Page 64 1 st row	<p>Key Strategy: Further develop the Green Network</p> <p>Aspiration/ Actions: “Identify existing and new strategic regional open space assets...”</p> <p>By whom: WAPC/Planning – State and Local Government</p> <p>The sub-regional strategy has already annotated a site for the City of Cockburn. No opportunity for the City to identify a potential site was provided. Now if an alternative site is suggested by the City this could be adopted as part of a finalised document but potentially without appropriate consultation with the affected landowner/s. The City welcomes being included in the process of determining a more suitable location and suggests any proposed location undergoes public consultation.</p>
7.	General	<p>No mention in the Key Principles or other parts of the document that considered Aboriginal Cultural Heritage protection around significant sites or development to consider Aboriginal Cultural Heritage.</p> <p>This matter should be addressed in this document to complement the work being undertaken by the Strategic Assessment for Perth and Peel.</p>
8.	General	<p>There does not seem to be any consideration for the promotion or mandating for energy efficient design for new buildings. It is important that this is considered as energy efficient design can have very positive and beneficial impacts on our natural resources and our natural environment.</p>

Draft South Metropolitan Peel Sub-regional Planning Framework document

Comment #	Document section	Comment
9.	General	<p>The sub-regional planning framework documents are very different in format and content for the outer sub-regions compared to the central sub-region.</p> <p>While it is appreciated the central sub-region includes matters like urban corridors and consolidation principles, there is some information which is excluded and makes it difficult to accept the information in the outer sub-regions at face value. This is detailed further in the comment below regarding community and social infrastructure.</p>
10.	1.1 Framework for a city of 3.5 million people Page 5 Last paragraph	<p>Discusses inclusion of urban development staging – there is no staging for industrial development indicated. Given the level of servicing infrastructure such areas can require, this appears to be a major gap in this framework.</p> <p>The uncertainty and frustrations around timing for industrial projects such as Latitude 32 should be well known by the State government. Arguably, it is far more valuable to indicate anticipated sequencing for these areas than urban areas.</p>

Comment #	Document section	Comment
11.	2.6 Strategic Assessment of the Perth and Peel Regions Page 12 Paragraph 3	Discusses the key considerations for the spatial plan. Many of the considerations are focussed on urban land, with much less regarding land uses like industrial.
12.	3.1 Key Planning Framework Principles Page 16 Paragraph 2	<p>1st Bullet point reads: "Avoid, protect and mitigate environmental attributes (with the emphasis on avoiding and protecting) when allocating proposed land uses".</p> <p>It does not seem consistent with the above principles to indicate a large area of currently rural land adjacent to the Ramsar wetland of Thomson's Lake as 'Industrial Investigation' or over a lot indicated as a Bush Forever site. Concern with this proposal is discussed further below in comments on the spatial map.</p>
13.	3.2 Consolidated Urban Form Figure 4 Page 19	No legend on plan
14.	3.2 Consolidated Urban Form Table 2 Urban Infill Dwelling Targets by Local Government Page 20	<p>Indicates an infill target for City of Cockburn (14,678 dwellings). There is no indication in this table what time the infill targets are to be measured from. Much later in the document (Table 2.4) a timing projection is set out which nominates a starting timeframe as 2011-16. It would be helpful if Table 2 cross referenced to Table 2.4 since they are at either end of the document.</p> <p>A gap in this document is the same local government breakdown of greenfield targets over time. How can local governments be certain what they are to be measured against unless this is expressed clearly in the document? The only indication currently is an overall greenfield figure for the City of Cockburn which has to be deduced from Table 2.1 which sets out total additional dwellings and Table 2.4 which sets out infill dwellings.</p>
15.	3.2 Consolidated Urban Form Urban Expansion/Investigation Page 20 Paragraph 3	<p>Refers to various urban expansion and urban investigation areas to consolidate and 'round off' existing urban areas.</p> <p>Appears to be an oversight on corresponding map (Plan 2, page 21). Banjup is mentioned in the text, however there is an area shown in previous planning studies (bounded by Kwinana Freeway, Rowley Road and properties on the eastern side of Kinley Rd. See discussion on this further below in comments on spatial map (titled 'Aubin Grove Urban extent').</p>
16.	3.3 Economy and Employment Activity Centres Secondary Centres	The City is currently preparing an activity centre structure plan for Cockburn Central. A key objective of the draft document is to demonstrate the need for a change of classification in the activity centre hierarchy from Secondary Centre to Strategic Metropolitan Centre. There are several reasons supporting this objective including:

Comment #	Document section	Comment
	Cockburn Page 27	<ul style="list-style-type: none"> ○ Preliminary and data regarding a recent review of the Main Trade Area Gateways shopping centre indicates approximately 100,000 within the catchment and is forecasted to grow to approximately 160,000 by 2036. This does not include secondary trade areas. Noting that SPP4.2 indicates a catchment of 150,000+ for Strategic Metropolitan Centres it is starting to become clear that Cockburn should be planning for this predicted change. It is noted that Perth and Peel plans beyond this to 2050. ○ The strategic importance of the centre with regard to economic development within the South West. The central location positions itself between several industrial and employment areas including being in close proximity to: Latitude 32, Bibra Lake Industrial Area, Jandakot airport, Forrestdale Industrial areas, the Australian Marine Complex. ○ Excellent regional movement connections including the centres location on a “major” freight route. ○ A range of opportunity sites including some large land holdings under state government ownership. ○ Currently attracting high density residential development with large structure planned areas emerging for further mixed uses. <p>Further to the above, the description that Cockburn will become a sports/recreation and health precinct (page 27) only describes one component for the future of centre and is not recognising the potential for the centre to support the growing employment lands within the catchment and its likely evolution into a diverse mixed use centre with regionally significant services. The City would be pleased to meet with Department staff to elaborate on the above work done to date.</p>
17.	3.3 Economy and Employment Industrial Centres Page 28 Paragraph 1	<p>Incorrectly refers to Latitude 32 and Australian Marine Complex as ‘heavy industry’. Both of these developments are general and/or light industry areas. Also see comment on Perth and Peel document, p.34, paragraph 3 (Economy).</p> <p>Notably, on the same page (p. 28) the subsection of Latitude 32 then correctly refers to the development as catering for light and general industries.</p> <p>It is very disappointing to see such a glaring error shown in a document which indicates a large expansion of the Latitude 32 area. This sends a very mixed message to the affected landowners about the type of industry envisaged for their land.</p>
18.	3.4 Community and Social Infrastructure Pages 30-32	<p>It might be useful to provide some clarification the majority of this section only deals with state government facilities. Discussion is only given to sport, health and education facilities but other community facilities are also needed at a regional level which might be on public purpose land. An example of an obvious gap is planning for an ageing population, while the document mentions this</p>

Comment #	Document section	Comment
		<p>is a necessity, the analysis of community facilities, with the exception of health, doesn't really address this need.</p> <p>In assessing this section, there are a number of statements about future needs. However, there are no references to the needs analysis documents which should have been undertaken.</p> <p>Coupled with this lack of supporting detail, is the methodology adopted for the adjacent Central Sub-regional Planning Framework. That document has very little discussed in terms of community facilities. It refers to the <i>need</i> for capacity planning for existing facilities; giving an indication no work has really been done. How can the community facility planning for the South Metropolitan Peel sub-regional framework then make categorical statements about infrastructure needs if the capacity assessment for the adjacent sub-region has not been done?</p> <p>High Schools</p> <p>By way of example; the framework mentions 40 additional high school sites in greenfield areas. However comparing Cockburn and Armadale; Cockburn has significantly less high schools and are about to lose Hamilton High. A recent survey the City conducted anecdotally reported that families in Cockburn felt that they did not have sufficient high schools. It is impossible to corroborate both this survey result and the statement that 40 additional high schools are needed without a capacity assessment being available for the Central Sub-region.</p> <p>It is noted though, at face value 40 high school sites for greenfield sites in the South Metropolitan sub-region seems incorrect. A basic calculation using the ratio set out in Liveable Neighbourhoods and the figure of 229,000 greenfield dwellings for the sub-region results in:</p> <ul style="list-style-type: none"> ○ 32-35 government high schools; and ○ 16-17 non-government high schools; ○ Totalling 48-52 high school sites. <p>This needs explaining better in the document, at the very least the document used to produce a total of 40 high school sites needs to be appropriately referenced so it is transparent how this analysis varies from the requirements in Liveable Neighbourhoods.</p> <p>Sport and Recreation</p> <p>Another element which is not referenced in the document appropriately is how the quantum of regional open space was determined.</p>

Comment #	Document section	Comment
		<p>The only referenced document is the Department of Sport and Recreation ("DSR") Classification Framework for Public Open Space, which sets out an indicative catchment, locational criteria and optimum size of Regional Open Spaces. The framework is not an analysis of existing provision and future needs.</p> <p>The City has since been advised by Department of Planning officers, the amount of sport space required for existing and future urban areas was determined in consultation with DSR. The site was identified and delineated by the Department of Planning.</p> <p>DSR have advised there is a further piece of work which undertook analysis of existing provision and future needs. This work has not been referenced by the Department of Planning and should be so it is transparent how this analysis was undertaken. DSR were kind enough to provide a copy of the analysis: <i>Active Open Space (playing fields) in a growing Perth-Peel: Implications of Bush Forever, Water Sensitive Urban Design and Liveable Neighbourhoods for Active Sporting Recreation</i></p> <p>City officers have now had an opportunity to review this analysis and are comfortable with its content, which had included liaison with City officers during formulation. Interestingly, the analysis only includes to 2031 so it is somewhat limited in its usefulness as the sub-regional framework seeks to plan to 2050. Nevertheless, the analysis contains some specific statements regarding provision of regional open space for Cockburn. Section 10.2.4 discusses the Cockburn Central West site as fulfilling some of the regional needs, though the need ideally is to further sites further south to be closer to greenfield growth areas of Cockburn and Kwinana.</p> <p>The Department of Planning has nominated a 20ha site at Jandakot (adjacent to the airport) in the north eastern corner of the City of Cockburn. This would be approximately 8 kilometres from our southern boundary with Kwinana. If it logically followed <i>at least</i> an 8km catchment was being applied then this facility would also serve suburbs as far as Winthrop to the northwest and Rossmoyne to the north east (all in the Central Sub-region), Southern River to the east, and Spearwood to the west.</p> <p>While it is acknowledged the space would need to serve beyond local government boundaries, the provision of this space so far north in the South Metropolitan Peel sub-region almost provides a greater resource to the Central Sub-region. It also provides a barrier, by virtue of distance to our southern neighbours, the City of Kwinana, which the DSR analysis indicates require access to a regional space (by 2031).</p>

Comment #	Document section	Comment
		Further work needs to occur to analyse, with local government, the sport and recreation needs beyond 2031. The annotation of a regional sport and recreation facility at Jandakot seems to be at odds with the DSR analysis to date and poorly located in terms of servicing the South Metropolitan Sub-region.
19.	3.5 Movement and Access Regional Roads Page 33-35	<p>A number of upgrades to the regional/other regional road network are proposed.</p> <p>Upgrades to existing and construction of new regional roads should allow for the movement of flora and fauna by incorporating ecological corridors within the road reserve.</p> <p><i>Spearwood-Wattleup-Postans</i> This is roughly the same alignment as what is known as the 'north-south road' mentioned in Latitude 32 planning to date. This is currently aligned to Abercrombie Rd to the south (to Thomas Road in Kwinana) and meets Russell Road near Henderson Rd (continuation of Spearwood Ave)</p> <p>The City of Cockburn's Functional Road Hierarchy indicates this section of road does not align at Russell Rd (i.e. the north-south road through Latitude 32 does not directly extend up Henderson Rd then Spearwood Ave. There is some concern this link if directly aligned it could be used as a reason for MRWA to delay construction of important Primary Regional Roads. In recent years, the City has been advised by MRWA this was their intention in another project area, which creates lasting negative outcomes for the community and frustrates the implementation of proper and orderly planning.</p> <p><i>Jandakot eastern link</i> The description of the proposal here does not seem sufficient; there is no real mention of upgrading Jandakot Rd to an Integrator Arterial out to Warton Rd. The City supports this proposal given the current traffic volumes on this road as well as the proposed urban developments in the area.</p> <p>Jandakot Road also has potential to accommodate a priority transit route function to link into the City's suggested train station at Jandakot Airport on the proposed rail line to Thornlie. Importantly, it is recommended that this infrastructure item form part of the consideration of a broader strategic land use proposal which has been discussed earlier in the report. This infrastructure will be an important element to how the land precinct bound by Armadale Road; Warton Road; Jandakot Road; Berrigan Drive and; the Kwinana Freeway would be developed. The expectation that the City wishes to set is that the cost of this road is met by the development of this urban precinct. Its function will be intended to recognise the changing land use from a rural locality</p>


Comment #	Document section	Comment
		to an urban locality, which hinges upon the development of this land as a precinct. It will be foreshadowed in the City's submission that developer contribution, from the future development of the Banjup cell, will form the basis for delivering this infrastructure.
20.	3.5 Movement and Access Aviation Page 35	Mentions analysis of aviation needs 'are currently being undertaken'. The land take requirement of these facilities is quite large and the impact on surrounding areas can be of great concern/interest. It seems more appropriate to have this assessment undertaken and the input used in this document. Also see comments on the future of land surrounding Jandakot Airport (discussed in comments on the spatial map further below).
21.	3.5 Movement and Access Public Transport Plan 7 Page 37	<p>The rail and transit priority routes are for the most part the same as those advertised in the draft Public Transport Plan for Perth (2011). This plan also only plans out to 2031.</p> <p>There appears to be little additional commitment to the development of light rail, general rail and freight on rail. They appear to be leaving the option open of continuing to use road as the preferred transport option. There should be more focus on the development of rail rather than the continued use of road for transporting goods and people.</p> <p>The additional routes shown are primarily in the southern reaches of the sub-region (Mandurah-Ravenswood) where most of the greenfield growth is proposed. However, there is an additional transit priority route shown which would run Cockburn Coast/Bibra Lake Industrial/Spearwood Ave south through into Latitude 32 industrial area, through Kwinana town centre and into Rockingham. While this assists with north-south travel between employment centres in Cockburn for Rockingham and Kwinana residents, it is of limited use for residents in Cockburn needing to travel east-west. It is encouraging however to see a recognition of employment centres (other than retail) being a destination.</p> <p>To supplement such an objective, the City recently supported (through the Cockburn Central Activity Centre Plan which plans out to 2031) the inclusion of a station at Jandakot Airport on the future extension of the Thornlie Train line. It is noted this document does not indicate a station at this location and the City suggests it would be a reasonable and logical addition.</p> <p>As part of its comments on the draft Public Transport Plan for Perth, the City worked closely with the adjacent Cities of Fremantle and Melville as well as Landcorp to prepare a detailed study of a network between these related local government areas. This was titled "Southwest Metro Rapid Transit Network Study – Recommendations Report". This sought to present a case for coordinated bus and/or light rail rapid transit investment in the Cities of Cockburn, Fremantle and Melville, as the key infrastructure needing to support the existing and planned growth taking place.</p>


Comment #	Document section	Comment
		<p>A number of transport links were investigated and assessed based upon the criteria used by the State Government in its Draft Public Transport Strategy.</p> <p>The joint study between the Cities and Landcorp recommended a rapid transit network for the area. Major links shown were:</p> <p>Corridor 1: Fremantle to Canning Bridge (via Melville Plaza). Corridor 3: Fremantle to Murdoch (via Kardinya Park Shopping Centre). Corridor 6: Cockburn Coast to Cockburn Central (via Phoenix Shopping Centre). Corridor 8: Murdoch to Canning Bridge via Booragoon and Riseley Street Shopping Precinct. Corridor 9: Cockburn Coast to Murdoch (via Phoenix and Kardinya Park Shopping Centres). Corridor 12: Fremantle to Cockburn Coast.</p> <p>All of these links were reflected in the Draft Public Transport Plan's Ultimate Network Layout with the exception of Corridor 9 which would see Cockburn Coast linked with Phoenix Shopping Centre, Kardinya Park Shopping Centre, through to Murdoch. It is noted this links is still not reflected in this document. Interestingly, the adjacent Central Sub-region framework seems to indicate this transit link is a priority. Figure 5 indicating a Urban Corridor with a high quality public transport network immediately south of Kardinya Shopping Centre along North Lake Rd. The annotation is repeated through all figures in the Central Sub-region Framework. This oversight needs to be corrected to continue into the South Metropolitan Peel Sub-region framework the continuation of this transit link.</p>
22.	3.6 Service Infrastructure Electricity Supply Page 40	This is short sighted and still focuses on the production of electricity via traditional coal fired methods. Alternatives such as renewable energy, geothermal energy and localised production via tri-generation gas turbines should be the focus. This will help to address resource use, climate change and the need for high maintenance transmission lines.
23.	3.7 Environment and Landscape Strategic direction and priorities Page 42	<p>It is noted that the importance of ecological corridors has been considered. It indicates however that further planning is necessary in relation to ecological corridors. There should be a commitment to the identification and implementation of ecological corridors sooner rather than later as currently they are being overlooked in the development of Perth. Ecological corridors need to be considered both on a small scale as well as a large scale so that small natural areas become connected and remain sustainable. All ecological corridors should be identified within the MRS and local planning strategies and schemes. This point is also noted in the comments on the implementation table.</p> <p>The retention of larger interconnected natural areas should be the focus where practical.</p>
24.	3.7 Environment and Landscape	Paragraph 2 summarises the key environmental attributes of the sub-region. One which seems to have been overlooked and is certainly valued by the Cockburn community (and surely other

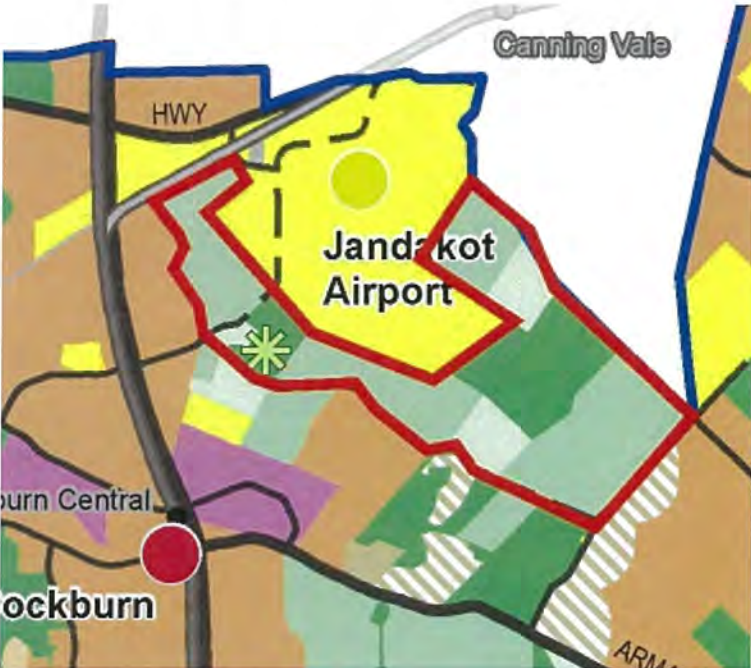
Comment #	Document section	Comment
	Strategic direction and priorities Page 43	<p>communities with the same feature) is the wetland system.</p> <p>It is suggested the third bullet point be revised to read: “the extensive estuarine/riverine and wetlands system”</p> <p>Discussion occurs later in this section on the wetlands, in particular the Ramsar wetlands which include Thomson’s Lake (as part Ramsar site #35 along with Forrestdale Lake). It indicates the waterways may be under stress and the need to ensure efforts to minimise threats to wetland health. It seems illogical to then indicate the encroachment of Industrial Investigation Area to the west side of Thomson’s Lake. This area is currently shown as rural zoned land under the City’s planning framework and the long held State planning framework and provides the role of an ecological buffer between the lake and the proposed Latitude 32 development.</p> <p>The planning objective to protect the sensitive environmental wetlands through a ribbon of rural development on the western side is considered still a relevant objective to hold. Should we want significant environmental features of our city to not only be protected but to become more resilient in the face of climate change and reduced rainfall, it is crucial that we look to protect such areas and ensure they be used to shape more intensive development - rather than be shaped by development as appears the current situation.</p> <p>The environmental qualities of the area would stand to be adversely impacted particularly when balancing issues associated with managing bushfire risk and enabling development of private land to occur. Reducing water runoff and impacts on water quality would also represent threats to the environmental corridor.</p>
25.	Table 4: Implementation Actions Pages 48-52	<p>A number of the actions shown for local government need correction/clarification.</p> <p><i>Consolidated Urban Form</i> <u>Strategic direction/priority – Row 5</u> Relates to urban infill –action related to structure plan. Existing urban areas often require strategy and rezoning only, not a structure plan as well. While some local governments may choose to go through a structure plan process as well, this is not always the case. It is important local governments are not required to report on ‘optional’ actions for implementation.</p> <p><i>Community and social infrastructure</i> <u>Strategic direction/priority – Row 1</u> Relates to provision of land for facilities. Actions given are region scheme amendments and</p>


Comment #	Document section	Comment
		<p>structure plan. Likely that local planning scheme amendments would be needed also (wouldn't be covered by contiguous amendment with MRS as structure plan areas often have specific development area provisions in the scheme text).</p> <p><i>Service Infrastructure</i> <u>Strategic direction/priority – Row 1 and 2</u> It doesn't follow logic that the completion of an infrastructure capacity report (to go with an urban infill strategy) automatically results in a structure plan (see earlier comment) or a scheme amendment. If the report shows a lack of capacity, then there may be no actions.</p> <p><i>Environment and landscape</i> <u>Strategic direction/priority – Row 1</u> Refers to identification and protection of ecological linkages. Only action indicated is structure plan. This would seem to be something that should be identified as part of the local planning strategy first.</p>
26.	4.2 Staging and Sequencing Page 53 Paragraph 3	Only discusses staging for urban areas, nothing for industrial areas.
27.	Plan 9 – Urban Staging Page 54	<p>Query whether this plan is meant to show only greenfields?</p> <p>There appears to be an error: the Industrial Investigation area land on the east shore of Lake Coogee (in Munster) has been shown on the urban staging plan.</p>
28.	Table 3.5: Industrial Centres – land available for non-heavy industry development Page 74	<p>Area described as 'Latitude 32 – future investigation areas'. Assumedly this is the land surrounding the Latitude 32 area which is currently zoned rural.</p> <p>This description sends a confusing message. Is the area intended to be made part of the Hope Valley-Wattleup Act area? The actions in the Implementation Table are so generic it is not clear how the State imagine such a proposal would be implemented. Given the extraordinarily drawn out planning process for Latitude 32, there are very significant implications if the area is intended to be brought under the same planning framework as Latitude 32 (i.e. removed from the Metropolitan Region Scheme and local planning schemes)</p>


Draft South Metropolitan Peel Sub-regional Planning Framework map


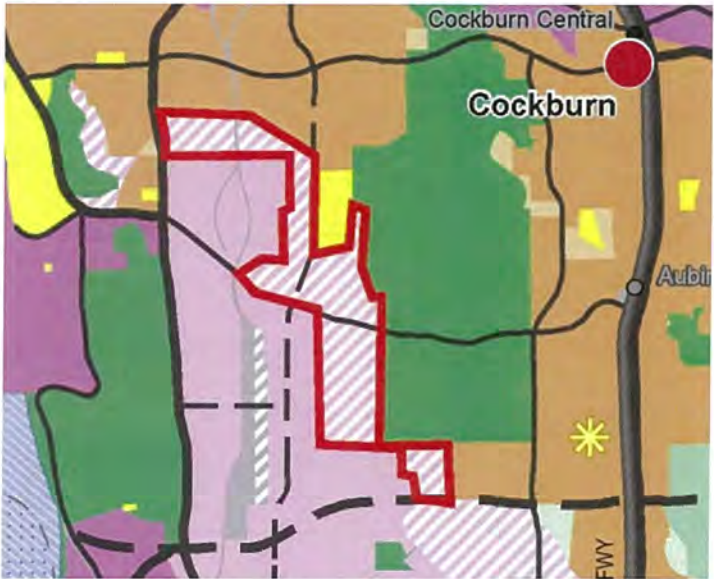
Comment #	Map component	Comment
29.	<p>Urbanisation in Banjup between Jandakot Road and Armadale Road (areas of comment shown circled in light blue)</p> 	<p>As a general principle, the piecemeal approach taken over the last 5 years or so with the urbanisation of Banjup is not helpful. The landowners of Banjup and the City of Cockburn should be provided greater certainty about where urbanisation will occur in Banjup, as this is a conflict between regional planning priorities. That being whether the planning justification to support development overcomes the planning objective to regulate land use above the Jandakot Water Mound? This is something that the Minister for Planning, on advice from the Western Australian Planning Commission, needs to address.</p> <p>An overall assessment needs to be done to confirm areas which can reasonably be excluded from the groundwater protection areas, where competing planning priorities such as access to activity centres and public transport nodes are clear.</p> <p>There is an emerging area east of the Calleya development where an area of urban expansion is shown. This however does not reflect a spatial extent which is either clear or based upon planning objectives. If this Banjup precinct is being considered for urban development on a timeframe out to 2050, then surely planning objectives like proximity to a strategic activity centre; access to wide ranging services and facilities; access to employment; access to quality public and private transport infrastructure; all means that a more strategic view should be taken of the precinct.</p> <p>This strategic view would create a more legible spatial boundary given the high level nature of this document. This boundary could be something like Armadale Road; Warton Road; Jandakot Road; Berrigan Drive and; the Kwinana Freeway. This is shown in red following:</p>

Comment #	Map component	Comment
		 <p>Importantly there would still be a further strategic planning element that would need to occur, and this is something that local government is capable of delivering – working with landowners and the community to determine the ultimate nature of land use and development in the precinct. In the absence of a strategic land designation however, the draft document will create an unrealistic form of future development to follow.</p> <p>The future of land surrounding Jandakot Airport</p> <p>This in turn raises the question about what happens in the area north of Jandakot Road and particularly surrounding Jandakot Airport. Do we want to see this retained in a rural setting, typically 2ha lot sizes with the landscape containing buildings, or is this rural setting to the point that it won't deliver the intended rural amenity? It may be appropriate that this rural ribbon be maintained around Jandakot Airport, as a limitation to urban development encroaching closer to the airport. However if the amenity in this area is so far removed from a rural setting, then should consideration be given to an</p>

Comment #	Map component	Comment
		<p>alternate land use? This is a question that remains open in the document. The area in question is shown in red below:</p>  <p>It is noted that other parts of the City, particularly with a greater prospect of being able to maintain high levels of rural amenity, have been identified as industrial investigation. This begs the question of what consideration (if any) has been given of this land precinct, between a growing industrial park and airport and urban communities to the south. This is in need of more careful consideration.</p> <p>Jandakot Airport provides a unique role in the metropolitan area. While much of the surrounding land is being developed for commercial purposes the primary role of this airport is for private aviation and aviation training purposes for smaller aircraft.</p> <p>As well as charter operators, the Flying Doctor's service and other emergency</p>

Comment #	Map component	Comment
		<p>aircraft, the airport is the location for several flight colleges including major international airlines. The nature of the flight college's activity can be quite repetitive as students circle around and repeat take-off and landing procedures. Anecdotally, this can result in elevated complaints.</p> <p>The document notes no assessment of aviation needs has been undertaken which is disappointing. Assuming it is determined it will still retain this role in the future, there should be a degree of protection given to Jandakot Airport by no further urban encroachment.</p>
30.	<p>Aubin Grove Urban extent</p> 	<p>There is an area shown in previous planning studies (bound by Kwinana Freeway, Rowley Road and properties on the eastern side of Kinley Rd) that has not been identified in this document. This seems to have been an oversight in leaving this area out of the urban expansion area.</p> <p>The background to this area is that the land was identified as Future Urban within the Urban Expansion Policy Statement (1990) (proposals 36 and 37). This was a (then) Department of Planning and Urban Development document. Following this, DPUD released the Draft Jandakot Landuse and Water Management Strategy (1992) which also identified the land as Urban (existing or proposed). However the final (1995) version of the JLUWMS omitted the land, replacing it instead with the following text:</p> <p><i>The following land may have the potential for urban development in the future if the development constraints can be overcome:</i></p> <p>(i) <i>Land located on the north side of Rowley Road abutting both sides of Kinley Road and extending west to Lyon Road, Banjup</i></p> <p><i>Possible urban development of this land should be assessed in light of the findings of the Select Committee on Development over Groundwater area in the Metropolitan Region and an assessment of environmental and drainage management issues.</i></p> <p>Referring back to the Urban Expansion Policy Statement (1990), proposals 36 and 37 were subject to district planning by virtue of the South</p>

Comment #	Map component	Comment
		<p>Jandakot/Mandogalup District Planning Strategy (1993). The subject land was included in the district structure plan, with the following notes:</p> <p><i>The Structure Plan report states, "There is nothing in the physical nature of the land or environmental constraints which differentiates it from the future urban land to the north or west. However, the land has been excluded from Amendment No. 938/33 because it did not form part of the environmental approval to the Thomsons Lake Urban Structure Plan."</i></p> <p>Coming back to the Select Committee reference in the JLUWMS, within the MRS documentation report on hearings which introduced the Rural Water Protection zone, the following information was stated:</p> <p><i>Recommendation 4.8 of the Select Committee Report indicated that where areas have been classified as Priority 2, which contain urban development and commercial zones or have been zoned for such uses, consideration should be given to changing the Priority 2 classification to Priority 3, so as to remove any inconsistency with the objectives of Priority 2. The areas zoned 'Urban' or 'Urban Deferred' in the Metropolitan Region Scheme should not be included in the RGPCZ and should be classified for Priority 3 source protection area. This will eliminate providing a precedent for further inappropriate development in Priority 2 areas. Some level of groundwater quality protection will be maintained in this area by their being retained within the Jandakot UWPCA.</i></p> <p>Accordingly, as this land was not zoned Urban deferred already (not part of MRS Amd 938/33 due to not being part of environmental approvals for the Thomsons Lake Urban Structure Plan) it was retained within P2 and had its Rural zoning under the MRS shifted to the Rural Water Protection zoning.</p> <p>This is important to recognise as the definition contained within the draft documents identifies urban expansion as "land that has been identified for potential urban development in preceding planning studies, or represents the logical expansion of an existing urban area." Given that this precinct of land was indeed identified in previous planning studies, and represent arguably a</p>

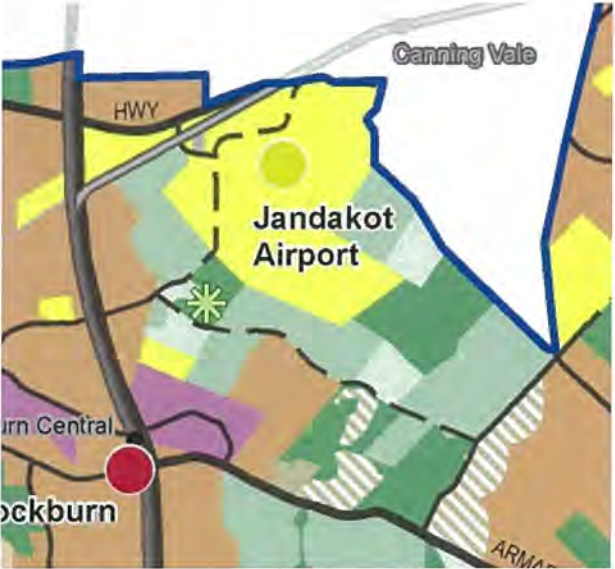
Comment #	Map component	Comment
		<p>more logical expansion of an existing urban area in comparison to the Banjup proposals, it should be included within the draft documents for urban expansion.</p>
<p>31.</p>	<p>'Industrial Investigation' area adjacent to Latitude 32 and Lake Coogee (areas of comment shown circled in light blue)</p> 	<p>This aspect of the document has caused a lot of concern among landowners. It relates to the designation of the rural interface between the future Latitude 32 industrial area and the central wetlands system being identified for industrial investigation. This is shown following:</p>  <p>In considering this proposal, a Key Principle espoused by the document is to "Avoid, protect and mitigate environmental attributes (with the emphasis on avoiding and protecting) when allocating proposed land uses". It does not seem consistent with the above principles to indicate a large area of currently rural land adjacent to the Ramsar wetland of Thomson's Lake as 'Industrial Investigation'. The area also contains land designated as 'Bush Forever' by other planning studies. This is inconsistent with the approach taken in some other areas where Bush Forever sites have been indicated a protected (such as the Banjup Urban Expansion area). A consistent approach is needed and it</p>

Comment #	Map component	Comment
		<p>is acknowledged the structure planning process has the ability to consider constraints.</p> <p>The area shown as 'Industrial Investigation' is not supported. To indicate this land as such is completely inconsistent with the City's planning framework and the long held State planning framework which indicates the majority of this area should remain rural in the long term. The planning objective to protect the sensitive environmental wetlands through a ribbon of rural development on the western side is considered still a relevant objective to hold. Should we want significant environmental features of our city to not only be protected but to become more resilient in the face of climate change and reduced rainfall, it is crucial that we look to protect such areas and ensure they be used to shape more intensive development - rather than be shaped by development as appears the current situation.</p> <p>The environmental qualities of the area would stand to be adversely impacted particularly when balancing issues associated with managing bushfire risk and enabling development of private land to occur. Reducing water runoff and impacts on water quality would also represent threats to the environmental corridor.</p> <p>Woodman Point Waste Water Treatment Plant</p> <p>The draft documents indicate that the private land adjoining the eastern foreshore of Lake Coogee will not be developed for sensitive residential purposes. This is an area of key concern to residents within Munster, who face the prospect of a ribbon of industrial development taking place between the residential area and Lake Coogee. This is shown following:</p>



Comment #	Map component	Comment
		<div data-bbox="987 183 1973 592" data-label="Image"> </div> <p data-bbox="987 630 1998 694">By way of background, Council at its 12 April 2012 meeting passed the following resolution:</p> <p data-bbox="987 730 1151 762"><i>that Council:</i></p> <ol style="list-style-type: none"> <li data-bbox="987 799 1998 831">(1) <i>immediately advises the WAPC and the State Planning Minister of:</i> <ol style="list-style-type: none"> <li data-bbox="1084 868 1998 963">1. <i>Council's long standing policy position to support landowners in reducing WPWWTP odour buffer back to the eastern edge of Lake Coogee, if possible.</i> <li data-bbox="1084 1000 1998 1096">2. <i>Council's intention to reduce the 750m buffer guideline back to the eastern edge of Lake Coogee (approx 500m) immediately if there is no scientific objection to do so.</i> <li data-bbox="987 1133 1998 1335">(2) <i>immediately write to the EPA and DEC to give notice that, if there is no scientific justification to maintain the 750m buffer, it is the City's intention to amend the local planning strategy as soon as possible to reflect the new buffer definition at the eastern edge of Lake Coogee and remove the provision which restricts development on DA5 in Schedule 11 of TPS3."</i> <p data-bbox="987 1372 1998 1404">In accordance with Parts 1 and 2 of Council's resolution, the City wrote</p>

Comment #	Map component	Comment
		<p>detailed letters on 24 April 2012 to: The Minister for Planning; The Chairman of the WAPC; The Director General of the Department for Planning; The EPA; The DEC.</p> <p>As per Part 2 of Council's resolution, there was a specific intent to ascertain scientific justification to support the maintenance of the current 750m buffer. In response, the EPA did not see it as appropriate to attempt to confirm the scientific basis of a buffer in their response. This was on the basis that the decision making responsibilities of such a decision lay with the WAPC. The DEC responded similarly, advising of their role in respect of providing advice and not as a decision maker, and also advised that the DEC were not able to "to comment outside of this process."</p> <p>The responses from both the Hon Minister and Department of Planning on behalf of the WAPC provided further clarity on this. Their responses stated as follows:</p> <p><i>"The Water Corporation released the report Results of the Odour Monitoring and Modelling Program (2010), for comment. The Water Corporation has now finalised its report in order to assess the success of the Stage 1 odour control upgrade works and this was issued to the DEC to close out the works approval for the upgrade.</i></p> <p><i>The Water Corporation advised the WAPC in March 2012 that it had finalised its odour monitoring and modelling report, which recommends the retention of the existing 750 metre odour buffer.</i></p> <p><i>Although the Odour Improvement Plan has resulted in the reduction of odour, it cannot guarantee that there will not be odours from the plant. <u>The report indicates that there will still be an odour impact extending to roughly the eastern edge of the urban deferred land and accordingly, that the current buffer should be retained.</u></i></p> <p>The emphasis added in the last paragraph was critical to the consideration of the matter. Being the view that there was still an odour impact, and that the current buffer and Urban Deferment under the MRS which prevented</p>

Comment #	Map component	Comment
		<p>residential development should be retained.</p> <p>It was therefore determined that until such time that the buffer issue was fully resolved by the WAPC in respect of the WPWWTP, there appeared no ability to advance amendments to the Local Planning Strategy or Town Planning Scheme in specific respect to reducing the extent of the odour buffer. Such amendment would be inconsistent with the relevant statutory framework presented through the Planning and Development Act 2005 and Environmental Protection Act 1986.</p> <p>Setting aside the issue of the buffer for one moment, there is little strategic justification which would support such an unusual precinct of land being developed for industrial purposes. The precinct is:</p> <ul style="list-style-type: none"> ○ difficult to access from a primary road network; ○ has no real degree of exposure to a primary road network; ○ takes place within a very sensitive natural area by virtue of the existence of Lake Coogee; and ○ as a narrow elongated stretch of land, will provide limited opportunities in which to appropriately interface the adjoining residential area. <p>While it has been known for some time that the WAPC would only allow a non-residential land use outcome in this precinct, it is nonetheless an extremely difficult planning position that the City of Cockburn has to resolve. As part of Council's recent refusal of a Proposed Structure Plan for Lot 9001 Korcula Court, it was resolved to undertake District Structure Planning over the coming 12 months for this precinct. The draft document provides some certainty that such district structure planning will be limited to dealing with the structural elements of how industrial type development could occur.</p> <p><i>Spearwood-Wattleup-Postans</i> Proposed road shown in a dotted line running north-south through the Latitude 32 industrial area (shown in pale purple).</p> <p>This is roughly the same alignment as what is known as the 'north-south road' mentioned in Latitude 32 planning to date. This is currently aligned to Abercrombie Rd to the south (to Thomas Road in Kwinana) and meets</p>

Comment #	Map component	Comment
		<p>Russell Road near Henderson Rd (continuation of Spearwood Ave)</p> <p>The City of Cockburn's Functional Road Hierarchy indicates this section of road does not align at Russell Rd (i.e. the north-south road through Latitude 32 does not directly extend up Henderson Rd then Spearwood Ave.</p> <p>There is some concern this link if directly aligned it could be used as a reason for MRWA to delay construction of important Primary Regional Roads. In recent years, the City has been advised by MRWA this was their intention in another project area, which creates lasting negative outcomes for the community and frustrates the implementation of proper and orderly planning.</p>
32.	<p>Regional Open Space – Sport facility location</p> 	<p>Pale green asterisk indicates the proposed location of a 20ha sport and recreation facility to serve greenfield areas of the South Metropolitan Peel sub-region.</p> <p>There are strong concerns with proposed location which primarily serves the Central Sub-region. As noted in the comments on the sub-regional framework, another element which is not referenced in the document appropriately is how the quantum of regional open space was determined. The only referenced document is the Department of Sport and Recreation ("DSR") Classification Framework for Public Open Space, which sets out an indicative catchment, locational criteria and optimum size of Regional Open Spaces. The framework is not an analysis of existing provision and future needs.</p> <p>The City has since been advised by Department of Planning officers, the amount of sport space required for existing and future urban areas was determined in consultation with DSR. The site was identified and delineated by the Department of Planning.</p> <p>DSR have advised there is a further piece of work which undertook analysis of existing provision and future needs. This work has not been referenced by the Department of Planning and should be so it is transparent how this analysis was undertaken. DSR were kind enough to provide a copy of the analysis:</p> <p><i>Active Open Space (playing fields) in a growing Perth-Peel: Implications of</i></p>

Comment #	Map component	Comment
		<p><i>Bush Forever, Water Sensitive Urban Design and Liveable Neighbourhoods for Active Sporting Recreation</i></p> <p>City officers have now had an opportunity to review this analysis and are comfortable with its content, which had included liaison with City officers during formulation. Interestingly, the analysis only includes to 2031 so it is somewhat limited in its usefulness as the sub-regional framework seeks to plan to 2050. Nevertheless, the analysis contains some specific statements regarding provision of regional open space for Cockburn. Section 10.2.4 discusses the Cockburn Central West site as fulfilling some of the regional needs, though the need ideally is to further sites further south to be closer to greenfield growth areas of Cockburn and Kwinana.</p> <p>The Department of Planning has nominated a 20ha site at Jandakot (adjacent to the airport) in the north eastern corner of the City of Cockburn. This would be approximately 8 kilometres from our southern boundary with Kwinana. If it logically followed <i>at least</i> an 8km catchment was being applied then this facility would also serve suburbs as far as Winthrop to the northwest and Rossmoyne to the north east (all in the Central Sub-region), Southern River to the east, and Spearwood to the west.</p> <p>While it is acknowledged the space would need to serve beyond local government boundaries, the provision of this space so far north in the South Metropolitan Peel sub-region almost provides a greater resource to the Central Sub-region. It also provides a barrier, by virtue of distance to our southern neighbours the City of Kwinana which the DSR analysis indicate require access to a regional space (by 2031).</p> <p>Further work needs to occur to analyse, with local government, the sport and recreation needs beyond 2031. The annotation of a regional sport and recreation facility at Jandakot seems to be at odds with the DSR analysis to date and poorly located in terms of servicing the South Metropolitan Sub-region.</p>
33.	Jandakot Road (areas of comment shown circled in light blue)	There is no real description of the proposal of upgrading Jandakot Rd to an Integrator Arterial out to Warton Rd in the accompanying text.

Comment #	Map component	Comment
	 <p>The map shows the Jandakot Airport area. A yellow-shaded region is labeled 'Jandakot Airport'. To the north is 'Canning Vale'. A road labeled 'HWY' runs vertically on the left. A red circle labeled 'Central Cockburn' is at the bottom left. Blue wavy lines outline a specific area within the airport precinct.</p>	<p>The City supports this proposal given the current traffic volumes on this road as well as the proposed urban developments in the area.</p> <p>Jandakot Road also has potential to accommodate a priority transit route function to link into the City's suggested train station at Jandakot Airport on the proposed rail line to Thornlie. Importantly, it is recommended that this infrastructure item form part of the consideration of a broader strategic land use proposal which has been discussed earlier in the report. This infrastructure will be an important element to how the land precinct bound by Armadale Road; Warton Road; Jandakot Road; Berrigan Drive and; the Kwinana Freeway would be developed. The expectation that the City wishes to set is that the cost of this road is met by the development of this urban precinct. Its function will be intended to recognise the changing land use from a rural locality to an urban locality, which hinges upon the development of this land as a precinct. It will be foreshadowed in the City's submission that developer contribution, from the future development of the Banjup cell, will form the basis for delivering this infrastructure.</p>
34.	<p>Roe Highway extension west of freeway (areas of comment shown circled in light blue)</p>  <p>The map shows a section of the Roe Highway. A light blue shaded area is circled, indicating the extension west of the freeway. The 'Jandakot Airport' is labeled on the right side of the map.</p>	<p>The City of Cockburn opposes the construction of the Roe Highway west of the freeway (also referred to as 'Roe 8').</p> <p>An alternative proposal is recommended by the City (as adopted at the 11 June ordinary meeting of Council) to:</p> <p><i>"call on the State Government to bring development of the intermodal facility for the Outer Harbour forward by investigating and costing the City's proposal to construct an intermodal facility (similar to that currently in Forrestfield) in the Latitude 32 Precinct including the associated infrastructure as a realistic alternative to the construction of Roe 8 and cease actions associated with the proposed Roe 8 in terms of awarding contracts for its construction while the process above is completed".</i></p>

MapXtreme 2008 © SDK Developer License, © 2009 Pitney Bowes Software Inc.



City of Cockburn
G.L.S Services Department

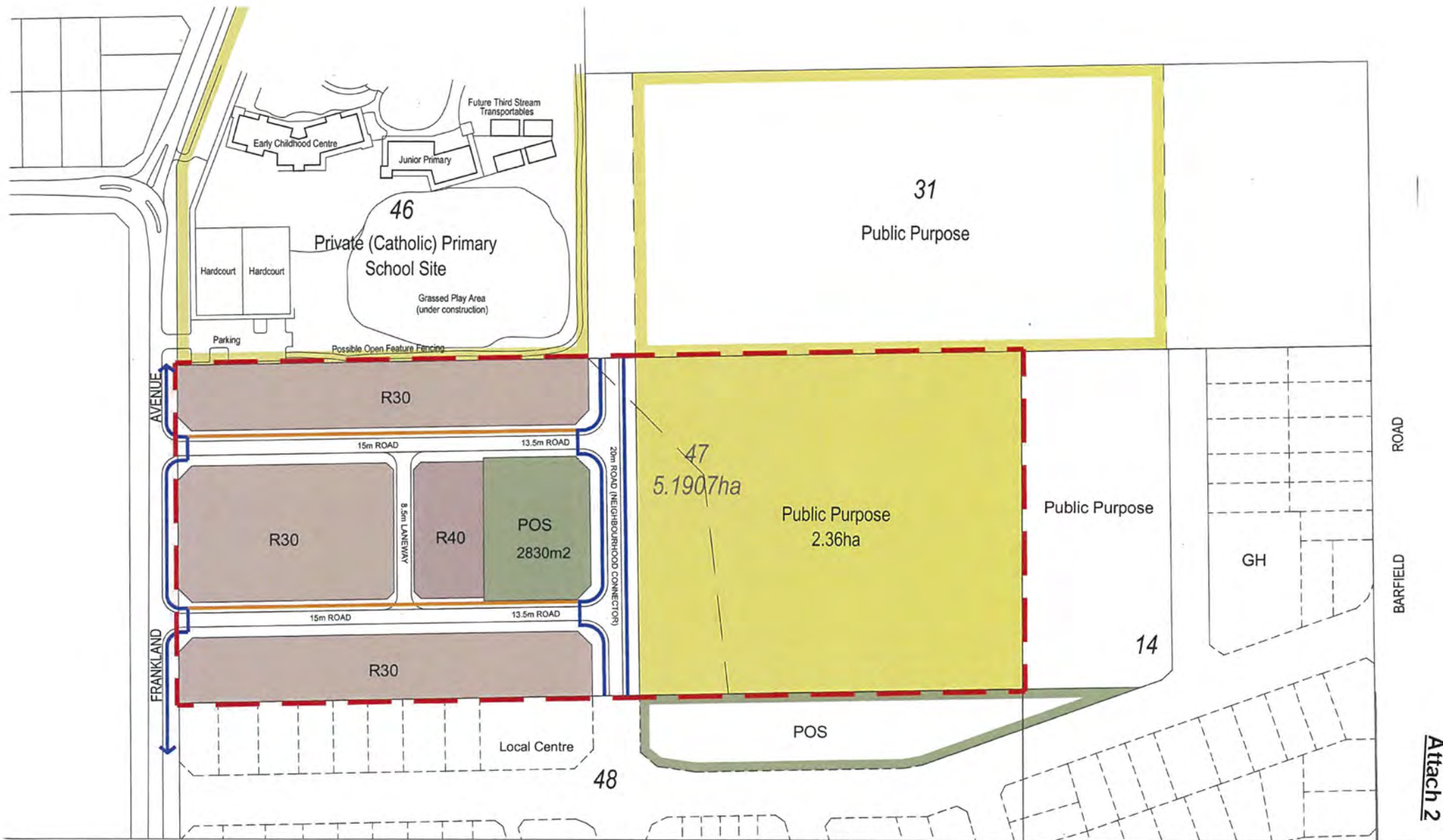
**Attachment 1: Aerial Photograph/ Location Plan
Proposed Structure Plan for Lot 47 (No. 213) Frankland
Avenue Hammond Park**

PRINTED ON:
Tuesday, 16 June 2015

SCALE = 1:2000

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.





LOT 47 FRANKLAND AVENUE HAMMOND PARK LOCAL STRUCTURE PLAN

JOB REFERENCE: 100894 DATE: 22nd APRIL 2015
THE DOCUMENT MAY ONLY BE USED FOR THE PURPOSE FOR WHICH IT WAS COMMISSIONED AND IN ACCORDANCE WITH THE TERMS OF ENGAGEMENT FOR THE COMMISSION. UNAUTHORISED USE OF THIS DOCUMENT IN ANY FORM WHOSOEVER IS PROHIBITED.

SCHEDULE OF SUBMISSIONS
PROPOSED STRUCTURE PLAN – LOT 47 (NO. 213) FRANKLAND AVENUE, HAMMOND PARK
(ATTACHMENT 3 – OCM 9 JULY 2015)

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
1	Department of Aboriginal Affairs PO Box 3153 East Perth Western Australia 6892	<p>Support</p> <p>Thank you for your information regarding the Proposed Structure Plan – Lot 47 Frankland Avenue, Hammond Park (Plan) received by the Department of Aboriginal Affairs (DAA) on 18 May 2015.</p> <p>A review of the Register of Aboriginal Places and Objects as well as the DAA Aboriginal Heritage Database concludes that there are no known heritage places within the proposed Plan.</p> <p>Therefore based on the information held by DAA no statutory approvals under the Aboriginal Heritage Act 1972 (AHA) are necessary.</p>	Noted.
2	Department of Education 151 Royal Street, East Perth Western Australia 6004.	<p>Support</p> <p>Thank you for your letter dated 15 May 2015 regarding the Proposed Structure Plan for Lot 47 Frankland Avenue, Hammond Park.</p> <p>The Department has reviewed the document and advises that it has no objection to this proposal.</p>	Noted.
3	Department of Treasury Strategic Projects and Asset Sales Locked Bag 11 Cloisters Square, Perth 6850	<p>Support</p> <p>As part of the State Government's WA Schools PPP Project, a portion of the above mentioned Lot will form part of the overall Hammond Park Secondary School Site (School Site) and therefore the Department of Treasury (DoT), on behalf of the Department of Education (DoE), has outlined comments below in response to the advertised Local Structure Plan (LSP).</p> <p>1. Local Structure Plan</p> <p>The LSP indicates that 2.36ha of the 5.19ha Lot 47 will be reserved for Public Purposes, being part of the site being assembled by the DoE for the proposed School Site.</p> <p>The LSP includes a broken black line through the Public Purposes land which accords with the western boundary of the land which DoE through the</p>	<p>Noted. It is noted that the road reserve widths of the adopted structure plans for Lots 31 and 33 Barfield Road, which gain vehicular access off Irvine Parade are set at 19.4 meters in width. Accordingly it is agreed that the proposed Structure Plan should be modified to from a 20 metre road reserve width to 19.4. This has been actioned in the recommendation conditions of the Council report.</p> <p>It is agreed that the proposed structure plan is inconsistent with the footpath depictions as specified by adopted Structure Plans for lots 31 and 33 Barfield Road, Hammond Park. Accordingly the Council report includes a</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>Minister for Education has contracted to acquire from the landowners Clark and Neesham for the School Site;</p> <p>It is understood that Clark and Neesham have entered into a contract to sell Lot 47 to another party next to the School Site and that the balance of the School Site west of the broken black line will be acquired by DoE through current negotiations with both parties;</p> <p>It is noted that the broken black line confirms that the land, which Clark and Neesham have agreed to sell to DoE, includes a portion of the road reserve for the future extension of Irvine Parade, which will separate the School Site from residential development, and which forms the western boundary of the School Site on the approved LSP for Lot 31 Barfield Road to the immediate north and on proposed LSPs for Lots 31 and 33 further to the north.</p> <p>It is therefore important that this road aligns across each of the LSPs and that its design and construction can be co-ordinated and integrated across all four LSPs as well as the subdivision design for Lot 48 to the south which is currently being developed by Gold Estates.</p> <p>In this regard, the following integration issues are noted:</p> <ul style="list-style-type: none"> • The Irvine Parade road reserve is proposed as 20m wide on the Lot 47 LSP, however is 19.4m wide on the approved LSP for the adjoining Lot 31 and on the proposed LSPs for Lots 31 and 33. It is understood that Gold Estates have also adopted 19.4m for the southern portion of Irvine Parade, therefore Lot 47 should adopt the same to integrate with the plans to the north and south; and • The Lot 47 LSP indicates shared use paths on both sides of Irvine Parade. Again this does not integrate with the approved LSP for the adjoining Lot 31 nor the proposed LSPs for Lots 32 and 33 which indicate a shared use path on the (eastern) school side of Irvine with a conventional footpath on the (western) residential side. Again Lot 47 should adopt the same to integrate with the plans to the north and south. <p>2. The Report</p> <p>Section 6.3 of the Gray & Lewis report (p18) identifies that the Lot 47 LSP provides for a 2.36ha contribution to the School Site, but incorrectly states that DoE is "currently in the process of developing a Structure Plan for the School Site". The School Site is in fact being assembled from similar</p>	<p>condition specifying that the western 'shared use path' as depicted on the 'local Structure Plan' should be modified from 'shared use path' to 'foot path' consistent with the northern adopted Structure Plans.</p> <p>It is agreed that there will not be a separate Structure Plan prepared solely for the high school site. Accordingly the council recommendation includes a condition which mandates the removal of the words <i>'who are currently in the process of developing a Structure Plan for the site.'</i></p> <p>The comments relating to Storm Water Management (Section 8.1) are noted. As these comments are in Section Two of the Structure Plan report it is not considered overly necessary to amend this section.</p> <p>With regard to the comments relating to Section 3.2 'Transport Impact Assessment' it is agreed that Irvine Parade should be amended within the Structure Plan from a width of 20 metres to a width of 19.4 metres. The Traffic Impact assessments for the Structure Plans along Irvine Parade are relatively consistent. City engineers will ensure a consistent road design once detailed construction drawings are lodged for the full extent of the future Irvine Parade. It is not considered necessary to update the Traffic Impact Assessment for the proposed structure plan for Lot 47 particularly because the width of the road has been set at 19.4 metres. The detailed design will be predicated on the assumption that the road will facilitate the future School.</p> <p>The comments with respect to sections 3.3 and 3.4 are noted. The City is in support of the LWMS subject to the recommended modifications as specified by the Department of Water. The Council report includes a</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>contributions from the owners of five properties, including Lot 47, by way of five separate LSPs and as such there is no need for a separate LSP for the School Site to be developed.</p> <p>Section 6.4.1 refers to Public Open Space Design and advises that:</p> <p><i>"at subdivision stage the UWMP and engineering drawings will detail development of the Public Open Space (POS) including and not limited to "Relative elevation of adjacent road reserves and drainage basin ..."</i></p> <p>The City should note that the DoT, in its role for delivering the School Site on behalf of DoE, has liaised with the owners and/or consultants for the five properties which are contributing land to the School Site to achieve an integrated solution for the design of the roads on the western, northern and eastern sides of the School Site.</p> <p>With respect to Lot 47, the State's consultants are currently negotiating with the project engineers, Groundwork Consulting Engineers, on the integrated design of Irvine Parade, which has a bearing on its vertical alignment and resultant stormwater drainage solutions. If agreement cannot be reached it may be necessary for the City to arbitrate the resolution of these matters.</p> <p>Section 6.5 rightly identifies the "north south road west of the proposed public purpose site (high school)" as a neighbourhood connector, however there is no definition here of its reserve width which, as identified above, is proposed as 20m on the plan but is approved as 19.4m on the approved LSP to the north (Lot 31).</p> <p>Section 7.6 addresses the need for site works and notes a series of factors which will affect fill levels – note that these include the stormwater drainage design as addressed above in the context of the integrated design of Irvine Parade.</p> <p>Section 8.1 on the Stormwater Management Strategy refers to these drainage factors in more detail, however suggests that the drainage design will be refined during the detailed subdivision stage. The State will require an earlier resolution of the drainage design for Lot 47 as it affects the levels for the School Site and the integrated design of Irvine Parade. The design of the road and other infrastructure must be approved and constructed prior to commencement of construction on the School Site.</p> <p>3. The Attachments 3.1 Flora and Fauna Report</p>	<p>recommendation to ensure the LWMS is amended prior to endorsement of the Structure Plan by the Western Australian Planning Commission. It is noted in the LWMS that the 1:100 year storm will be catered within the proposed western POS on lot 47 for the portion of Irvine Parade which will traverse Lot 47.</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>It is noted that this report by Bayley Environmental Services addresses only "the western part of Lot 47" and therefore excludes the School Site. This is confirmed by the "Study area boundary" on Figure 1 of Attachment 2.</p> <p><u>3.2 Transport Impact Assessment</u></p> <p>Like the Flora and Fauna Report, the Traffic Impact Assessment by Shawmac Pty Ltd addresses only the western (residential) portion of Lot 47 as it repeatedly refers to proposed Irvine Parade as "a north-south road along the eastern boundary of the lands providing access to the School Site to the east".</p> <p>As such, it designates the two proposed east-west roads as "Access Roads Type C", ascribes them a 15m reserve width with 6m carriageway and 2 x 4.5m verges, yet is silent on any reserve, carriageway or verge width for what we now know as Irvine Parade.</p> <p>Although the report notes that the north-south road (Irvine Parade) will serve the Hammond Park Catholic Primary School to the immediate north of Lot 47 and the future School Site to the immediate north-east of Lot 47, Figure 5 of the report anticipates a daily future traffic volume of 200 vehicles per day, accounting for only those trips generated by the residential portion of the subdivision. Given that Irvine Parade will, as also noted in their report, connect the residential developments to the north and south we consider that this anticipated future traffic volume would best be revised to incorporate total traffic for the area.</p> <p>It is noted that this report is dated September 2014. It may therefore be prudent for the City to ask for this report to be updated to take account of the progression in the meantime of the adjoining LSPs for Lots 31, 32 and 33, with particular regard for how Irvine Parade has been treated on these approved or proposed LSPs (i.e. with a 19.4m road reserve, a shared use path on the eastern side and a footpath on the western side).</p> <p>3.3 Engineering Services Report</p> <p>While the Engineering Services Report and Section 7.2 of the main report correctly refers to the main sewer in this locality as a DN300 (300mm dia.) sewer which will traverse Lot 47, it is noted that the Local Water Management Strategy (LWMS) incorrectly refers to the sewer as a 150mm gravity sewer. The DN 300 sewer is confirmed on Groundwork Consulting Engineers' Servicing Strategy plan included in their report, as well as The Civil Group's plan 7893-1-C202 which is attached.</p>	

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>The DoT will require from the development of Lot 47, a power connection to the School Site and an electrical transformer that has sufficient capacity to service the School Facilities.</p> <p>The DoT will require from the development of Lot 47 a potable and fire water connection to the School Site.</p> <p>3.4 Local Water Management Strategy</p> <p>The LWMS confirms that the 1:100 year storm event is to be stored on site. The LWMS correctly indicates that no overland flow path exists.</p> <p>The DoT confirms that the 1:100 year storm event for the 2.36ha portion of the School Site will be retained within the School Site and that no stormwater from Irvine Parade will be catered for within the School Site. While the Lot 47 LWMS states that stormwater in the residential subdivision area of Lot 47 will be retained within the proposed POS, it is unclear how the 1:100 year storm will be catered for from the portion of Irvine Parade which will traverse Lot 47 and it may be prudent for the City to clarify this with the developer. Please note that, having produced an integrated design for Irvine Parade, the DoT will ensure that stormwater from the portions of Irvine Parade which will traverse Lots 31 and 32 will be captured underground within the road reserve.</p> <p>At Section 5.1, the LWMS assumes that lots to be created from the subdivision of Lot 47 will need to have a finished ground level which is a minimum of 3m above the maximum groundwater level predicted by the Department of Water. While the 2012 Russell Road Arterial Drainage Scheme at Figure 2 of the LWMS refers to such, it is the DoT's understanding that the City's engineering department no longer requires a 3m separation and we would therefore suggest this part of the Lot 47 LWMS should be modified.</p>	
4	Department of Water PO Box 332 Mandurah Western Australia 6210	<p>Support</p> <p>Thank you for the referral dated 15 May 2015 regarding the proposed structure plan for Lot 47 Frankland Avenue in Banjup. The Department of Water (DoW) has reviewed the information and provides the following advice in regards to the Local Water Management Strategy at Attachment 5:</p> <p>Better Urban Water Management</p>	<p>Noted. The City supports the recommendations as provided by the Department of Water. The Council report includes a condition requiring the applicant to provide an updated Local Water Management Strategy ('LWMS'). The updated LWMS will be submitted by the applicant post adoption of the</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>Consistent with Better Urban Water Management (BUWM) (WAPC. 2008) and policy measures outlined in State Planning Policy 2.9, the proposed structure plan should be supported by an approved Local Water Management Strategy (LWMS) prior to finalising and supporting the structure plan.</p> <p>The DoW has reviewed the Lot 47 Frankland Avenue, Hammond Park Local Water Management Strategy (Bayley Environmental Services, 2015) that accompanied this referral and the following amendments are required:</p> <p><u>Section 1.2 - Scope of the LWMS</u></p> <p>The last dot point should be "Outline what is to be addressed in a future Urban Water Management Plan" rather than a "Drainage Management Plan".</p> <p><u>Section 2.2.4 - Acid Sulphate Soils</u></p> <p>The preparation of an Acid Sulphate Soil Management Plan may be required as a condition of subdivision prior to any ground disturbing activities.</p> <p><u>Section 4.2 - Drainage Management System</u></p> <p>It is recommended that the vegetated bio-filtration area (or rain garden) is designed to be off-line from the infiltration basin (for large events) as well as being situated with a higher invert. Having the rain garden offline to the basin will prevent larger events from scouring and completely inundating the native vegetation. Having a higher invert will allow further infiltration through the soil profile.</p> <p><u>Section 5.2 - Groundwater Quality</u></p> <p>The fourth paragraph states that on-site nutrient management will maintain at or below current levels. How can post-development nutrients in groundwater be below current levels when the site is largely undeveloped with native vegetation and two houses?</p> <p><u>Section 8.1 - Monitoring Program</u></p> <p>As per Water monitoring guidelines for better urban water management strategies and plans (DoW, 2012) groundwater levels shall be monitored monthly and water quality quarterly.</p>	<p>Structure Plan by Council prior to the Structure Plan being forwarded to the Western Australian Planning Commission for final endorsement.</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p><u>Section 8.2 - Criteria</u></p> <p>The future urban water management plan (UWMP) shall include trigger values taken from pre-development monitoring results including the existing and winter 2015 results.</p> <p><u>Section 9.0 - Implementation and Further Management Plans</u></p> <p>This LWMS has not been prepared to include the relevant level of information required for an UWMP. As a condition of subdivision, the preparation and implementation of an UWMP will be required.</p> <p><u>Figure 10- Drainage Concept</u></p> <p>The drainage concept proposed for this development and depicted at this figure should incorporate flush kerbing around the POS area with small rainfall events draining into road-side rain gardens and larger events bypassing into the infiltration basin. This design would also allow a larger useable POS area. In addition, this small subdivision could incorporate a pipe less system where all road flows are directed towards the rain gardens and infiltration basin, resulting in a lesser need for drainage assets requiring maintenance and eventual replacement.</p> <p>For the cross sections, all invert levels are to be included including the base, and top water levels for the 1, 5 and 100yr ARI events, depth of amended soil, bioretention area and maximum groundwater level.</p> <p>It is recommended that the structure plan should not be finalised in the absence of an approved LWMS.</p>	
5	Main Roads Western Australia PO Box 6202 East Perth Western Australia 6892	<p>Support</p> <p>Thank you for your letter dated 15 May 2015 requesting Main Roads comments on the above structure plan proposal.</p> <p>Main Roads has reviewed the above proposal and makes the following comments:</p> <ul style="list-style-type: none"> • <u>Proposed High School Site:</u> <p>The eastern portion of this Structure Plan includes the High school which will also occupy the lots immediately to the north (Lots 31 to 33 Barfield Road).</p>	<p>It is advised that the future High School development is likely to be considered as a public works application under the Public Works Act. Notwithstanding the City will liaise with Main Roads Western Australia and advise the applicant of the future high school to have pre-lodgement meetings with MRWA. The Comments regarding Rowley Road are noted.</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>Main Roads commented on the Structure Plans for Lots 33 and 31 Barfield Road on 6 May 2015 and 15 July 2014 (Our refs D15#246897 and D14#360193). The Structure Plans for both Lots were supported on the provision that the High School Development Application and associated Transport Impact Assessment are referred to Main Roads for comment.</p> <p>Main Roads reiterates this request for referral of the High School Development Application in relation to Lot 47 Frankland Avenue.</p> <ul style="list-style-type: none"> • <u>Connectivity to Rowley Road:</u> <p>The Barfield Local Structure Plan (Barfield LSP) is immediately to the south of Lot 47 and is the subject of WAPC Application 149269. The Barfield LSP abuts Rowley Road, which is an important strategic freight route with tightly controlled access.</p> <p>"Road 22" traverses the centre of the Barfield LSP and is the major North-South connector through Lot 47, separating the residential area from the school. It is important to note that "Road 22" will ultimately have no connectivity to Rowley Road.</p> <p>The following conditions were imposed on WAPC Application 149269 (Barfield Road LSP subdivision) and these will be also applied in relation to the future subdivision of Lot 47 Frankland Avenue:</p> <ol style="list-style-type: none"> 1. Access from the proposed Road 22 to and from Rowley Road will only be permitted until construction of the land identified in the WAPC application 149269 has been completed and all Lots developed contained therein being sold to prospective purchasers. Once the construction and sale of these Lots has been completed, access to and from Rowley Road for Road 22 will be removed at the full cost of the developer/applicant/original landowner and reconfigured to a T-intersection. No access will be permitted to or from Rowley Road for Road 22 once the above criteria have been met. 2. Access to and from Rowley Road for Frankland Avenue will ultimately only allow for a Left In - Left Out intersection. 3. Access to and from Rowley Road for Barfield Road will be either a cul-de-sac or an underpass with no direct access to Rowley Road from Barfield Road. 4. Notifications on the individual Certificate of Title(s) shall be required 	

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>detailing the timing of the removal of access to Rowley Road for Road 22</p> <p>5. Further to condition 4, the following shall also be undertaken as per the above reference letter to the WAPC:</p> <ul style="list-style-type: none"> a. Signs at each of the intersections (Frankland Road, Barfield Road and the estate entry road) outlining the proposed long term intersection treatments. b. All sales documentation to include annotations describing the ultimate intersection treatments. <p>Please see also the enclosed Main Roads Plans 200221-33-1 and 20221-32-1 which show the ultimate access arrangements to Rowley Road.</p> <p>The proposed Structure Plan for Lot 47 Frankland Avenue is acceptable to Main Roads subject to the above points being taken into account.</p>	
6	City of Cockburn Landowner	<p>Object</p> <p>Thank you for the opportunity to review and comment on the proposed Local Structure Plan (LSP) for Lot 47 Frankland Ave, Hammond Park.</p> <p>As local residents we are concerned with a number of items proposed in the LSP and the impact the proposal will have on the local area and ecologically significant remnant native vegetation on the lot, and the associated flora and fauna that inhabit this area. Specifically, our submission and concerns relate to:</p> <ul style="list-style-type: none"> - The loss of a possible Priority Ecological flora community of ecological significance; - The size and extent of the proposed 'Residential' zone; - The location of the proposed Public Open Space area; - The size of the proposed Public Open Space area; and - The loss of significant Carnaby's Black Cockatoo (<i>Calyptorhynchus latirostris</i>) foraging area and local fauna habitat. <p>These concerns and our recommendations are detailed within this submission for your review and consideration.</p> <p>We trust that this submission demonstrates our concerns regarding the proposed LSP. Thank you for taking the time to review our submission.</p>	<p>Noted.</p> <p>The Proposed Structure Plan for Lot 47 Frankland Avenue Hammond Park including attachment 2, the '<i>Flora & Fauna Report and Fauna Relocation Plan</i>' was assessed by the City's environmental services team and referred to the Department of Environment Regulation for comment. The final reports details are supported by the City of Cockburn and no objection was received by the Department of Environment Regulation.</p> <p>The City recently received comment back from both the <i>Department of Environment Regulation</i> ('DER') and the <i>Department of Parks and Wildlife</i> ('DPaW') with regards to the nearby Structure Plan, to which your submission refers, for Lot 33 Barfield Road, Hammond Park, which was adopted by Council on 11 June 2015. Both DER and DPaW provided comment on the Lot 33</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>Please contact us should you wish to discuss any of these matters further.</p> <p>1) The loss of a potential Priority Ecological Community (PEC) – i.e. loss of potentially significant flora on a local, regional and global scale.</p> <p>Concern:</p> <ul style="list-style-type: none"> - The proposal is located within a larger area of vegetation that has been identified in another survey as a PEC. <p>The vegetation on Lot 47 Frankland Avenue, Hammond Park has been identified as <i>Banksia attenuata</i> and <i>Banksia menziesii</i> woodland, with scattered Jarrah (<i>Eucalyptus marginata</i>) and Sheoaks (<i>Allocasuarina fraseriana</i>) (Bamford Consulting Ecologists. 2014). Lot 47 Frankland Avenue, Hammond Park (Lot 47) is part of a larger remnant of vegetation that extends from Frankland Avenue to the west, Barfield Road to the east, Rowley Road to the south and Atkins Parade to the north.</p> <p>A recent Level 2 Flora survey and assessment was conducted of Lot 33 Barfield Road, Hammond Park, which is part of the same vegetation community as that located on Lot 47. This flora survey identified that the vegetation within Lot 33 Barfield Road, Hammond Park comprised of Priority Ecological Community (PEC) Swan Coastal Plain (SCP) 21c – Low lying <i>Banksia attenuata</i> woodlands or shrublands (Lot 33 Barfield Road Flora survey, 360 Environmental, 2014).</p> <p>A PEC is a floral community of conservation significance that requires further assessment prior to being reviewed for Threatened Ecological Community (TEC) status and protection under legislation.</p> <p>The remnant vegetation on Lot 33 Barfield Road, Hammond Park comprises of <i>Banksia attenuata</i>/<i>Banksia menziesii</i>/<i>Banksia ilicifolia</i> and <i>Allocasuarina fraseriana</i> low open woodland - the same species as located on Lot 47 Frankland Avenue, Hammond Park. The flora survey conducted by Dr Arthur Weston (2014) for the Lot 47 proposal did not identify PEC SCP21c, however did acknowledge similarities with PEC Swan Type 27. However, given that the vegetation within Lot 47 Frankland Avenue contains the same species as Lot 33 Barfield Road, has a similar structure and is within the same larger vegetation community, it can be inferred that the vegetation on Lot 47 Frankland Avenue, Hammond Park may also be part of this Priority Ecological Community (SCP21c), and further surveys should be conducted at the appropriate level to verify this.</p> <p>Furthermore, the vegetation subject to the proposed 'Residential' zoning on Lot 47 ranges in condition from Excellent (Keighery Vegetation Condition Scale) to Completely Degraded, with the majority of remnant vegetation</p>	<p>Structure Plan which was in support of the proposal. The proposal for Lot 33 involves the clearing of native vegetation, a similar sized residential development proportion and a 10% Public Open Space component. Clearing of vegetation is not an 'as of right' following the adoption of the structure plan for either lot 33 or Lot 47 or even following WAPC endorsement. The applicant still needs to secure the necessary clearing permits prior to clearing native vegetation.</p> <p>Clearing proposals will require a referral, by the applicant, to the Commonwealth Minister for the Environment for a decision as to whether assessment is required under the provisions of the <i>Environmental Protection and Biodiversity Conservation Act 1999</i> ('EPBC Act').</p> <p>At a state level, the DPaW administers the Wildlife Conservation Act 1959 ('WC Act') to conserve Threatened flora. Threatened flora is gazetted under subsection 2 of section 23F of the WC Act and it is an offence to damage rare flora without Ministerial approval.</p> <p>DER administers the <i>Environmental Protection Act 1986</i> and the <i>Environmental Protection (Clearing of Native Vegetation) Regulations 2004</i>. This is separate legislation which the City of Cockburn does not administer. It is understood that the applicant is responsible for securing the appropriate clearing permits prior to clearing parts of the site for future residential development.</p> <p>From a planning perspective the City is required to make an assessment of the proposed Structure Plan under the current planning framework which includes, but is not limited to, the following; The <i>Planning and Development Act 2005</i>, The <i>City of Cockburn</i></p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>rated as 'Good to Excellent' in condition (Weston, 2014). Completely Degraded areas are noted adjacent to the buildings only. For areas of vegetation in Good to Excellent condition on Lot 47 (also referenced as areas B1 and B2 within Figure 1 of the Flora Survey Report by Weston, 2014) presuming that they are the inferred PEC SCP21c, it is quite significant to not only have this vegetation community occur on this Lot, but for it to also be in areas of such good condition that it remains structurally intact and therefore representative of the PEC. Therefore we would consider that the vegetation on the lot is likely to be significant. The flora survey undertaken by 360 Environmental for Lot 33 Barfield Road, Hammond Park also came to this conclusion regarding the vegetation on that lot, stating that "the vegetation within the project area can be considered of conservation significance" (Flora survey for Lot 33 Barfield Road, Hammond Park, 360 Environmental, August 2014). Nowhere else in the world other than the Swan Coastal Plain in Western Australia does this assembly of flora exist, and therefore it should be protected where the condition of the vegetation demonstrates its representation as part of this floristic community.</p> <p>Without considering any PEC status, the vegetation on the Lot also comprises of vegetation representative of a Heddle et al (1980) community known as Bassendean Complex Central and South, which has only 24% or its original extent remaining. The large amount of clearing occurring within Hammond Park is very quickly reducing the amount of this vegetation complex remaining within the City of Cockburn.</p> <p>The City of Cockburn's own policies state that the City should be grown in a 'sustainable way; ...protecting the natural environment and conserving biodiversity' (Minutes, OCM 14/11/2013).</p> <p>Recommendation:</p> <p>As a minimum we would like to see a more comprehensive flora and vegetation survey undertaken of Lot 47 Frankland Avenue, and for the report from this comprehensive survey to be referred to the Department of Parks and Wildlife (DPAW) for review.</p> <p>Ideally we would like to see the areas of 'Good' to 'Excellent' condition vegetation on Lot 47 Frankland Avenue, Hammond Park reserved for Conservation by the Council or State Government, given that it possibly contains PEC SCP21c or PEC Swan 27. We would like to see development within the lot delayed until such time that a proper formal assessment of the vegetation has been done.</p> <p>We would like to see the Council practice what it preaches, by supporting the conservation of native vegetation remaining within the City's boundaries,</p>	<p><i>Town Planning Scheme No. 3</i> and the Council adopted <i>Southern Suburbs District Structure Plan – Stage 3</i> ('SSDSP').</p> <p>The SSDSP identifies this land as a 'Medium Density' area and specifies a minimum base coding of Residential R30. Under State government policy Structure Plan proposals are required to provide a minimum of 10% Public Open Space (POS).</p> <p>The proposed Structure Plan provides for 10% POS, a base coding of R30, a section of R40 opposite the proposed Public Open Space and a portion of the site for the use of a future High School. These proportions are consistent with the strategic intent of the site as prescribed by the SSDSP.</p> <p>The SSDSP specifies that Structure Plans within the SSDSP Stage 3 area are expected to achieve minimum density targets of 15 dwellings per gross urban zoned hectare of land (inclusive of land required for infrastructure and POS). The proposed Structure Plan provides for 16.95 dwellings per gross hectare and 29.17 dwellings per site hectare.</p> <p>State government documentation specifies that Structure Plans are to provide 10% POS. This proposal provides exactly 10% which meets the state governments' expectations for P.O.S provision.</p> <p>Under Directions 2031 there is an expectation to provide for additional residential zoned land to meet the needs of our growing population.</p> <p>Notwithstanding, on the 16 September of 2003 Council resolved to support the inclusion of Frankland Reserve into Bush Forever, subject to a degraded 4-hectare area in the south</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>to conserve our City's biodiversity and natural environment.</p> <p>We would like to see the vegetation of 'Good' to 'Excellent' condition within Lot 47 Frankland Avenue retained, through the correct placement and an appropriately sized area of 'Public Open Space' (i.e. retained vegetation).</p> <p>2) The size and extent of the proposed 'Residential' zone</p> <p>Concern:</p> <ul style="list-style-type: none"> - The residential area proposed is too large and does not consider conserving additional native vegetation that is of ecological significance <p>The Revised Local Structure Plan: Lot 47 Frankland Avenue, Hammond Park (Grey & Lewis Land use Planners, 2015 – report reference 'Executive Summary') proposes 58.11% (or 1.645ha) of Lot 47 Frankland Avenue, Hammond Park be utilised for a 'Residential' zone.</p> <p>As mentioned in the first point of this submission the remnant vegetation on nearby Lot 33 Barfield Road, Hammond Park comprises of <i>Banksia attenuata</i>/<i>Banksiamenziesii</i>/<i>Banksia ilicifolia</i> and <i>Allocasuarina fraseriana</i> low open woodland, and is considered to represent a flora community of conservation significance, being Priority Ecological Community (PEC) Swan Coastal Plain (SCP) 21c – Low lying <i>Banksia attenuata</i> woodlands or shrublands (Flora survey, 360 Environmental, 2014). We believe that given the similarities of the vegetation on Lot 47 to Lot 33, and their proximity and connectedness, that the vegetation on Lot 47 Frankland Avenue may also comprise PEC SCP21c, and therefore requires further review and protection.</p> <p>The vegetation subject to the proposed 'Residential' zoning on Lot 47 primarily ranges in condition from Excellent to Good according to the Keighery Vegetation Condition Scale, with areas rated as Completely Degraded around the buildings on the property (Weston, 2014). The vegetation within the proposed LSP is considered to be significant, given its potential to comprise PEC SCP21c, and overall condition.</p> <p>In addition to potentially comprising a PEC, the vegetation within the local area is frequented daily by a local Carnaby's Black Cockatoo flock. Carnaby's Black Cockatoo (<i>Calyptrorhynchus latirostris</i>) are endangered, with clearing of roosting and foraging sites for urban development (particularly on the Swan Coastal Plain) resulting in declining population numbers. The species is endemic to the south west of Western Australia, and requires the protection of remnant vegetation and banksia heathlands in</p>	<p>eastern part of the reserve being available for the development of active sporting facilities and consideration given to realigning Hammond Road and Rowley Road to minimise the impact on Frankland Reserve.</p> <p>A letter from the Bush Forever Office dated 26 July 2003 advises that inclusion of Frankland Reserve in Bush Forever should not preclude some form of appropriate use of the degraded area, which may include walk trails, interpretative signs, and a non-lawned playground. Furthermore this letter advised more active recreation such as an oval, located in an area that is completely cleared of native vegetation may be suitable, if appropriately designed and managed to avoid impact on the surrounding regionally significant bushland.</p> <p>Frankland Reserve, located 200 metres to the south of Lot 47 is approximately 24.271600 ha in area. Excluding the 4ha of cleared land for future sporting facilities, there should be approximately 20ha in area of retained native vegetation in this area which will be protected by the State under the 'Bush Forever' strategic plan for the conservation of regionally significant bushland on the Swan Coastal Plain and portions of the Perth Metropolitan Region, as identified in the Urban Bushland Strategy.</p> <p>In addition to this the Barfield Road Structure Plan, Vivente Estate, to which your letter refers, has been designed and adopted by the City to allow for the retention of native bushland to the east of Frankland reserve in a lineal pattern which should provide for a 500 metre + long extension of the ecological link from Frankland Reserve for flora and possibly fauna.</p> <p>So while we see the loss in vegetation across a small site like Lot 33 and Lot 47, the larger</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>order to survive.</p> <p>Up to around 150 Carnaby's Black Cockatoos utilise the vegetation within this local area on a daily basis during the dry season (warmer months) when they occupy areas along the Swan Coastal Plain, feeding on the Banksia species in the area for up to an hour on each occasion. We have been recording Carnaby's on Lot 33 Barfield Road (Lot 33) for a few years now, as Lot 33 backs on to our property. However we often hear the birds further south in the native vegetation where we cannot see them, and the vegetation on Lot 47 Frankland Avenue contains the same attributes that bring the Carnaby's Black Cockatoo to Lot 33.</p> <p>The local flock tend to visit Lot 33 every morning during the warmer months between 5.30-9am as they head through the area on their way north from their roosting site in Wandi, they then return to Lot 33 again in the afternoon anytime from 4.30pm to 6.30pm as they return to the Wandi roosting site to the south east. It is likely that Lot 47 Frankland Avenue is also visited this regularly, as it is an extension of the vegetation that also includes Lot 33.</p> <p>Sadly, the 2014 Great Cocky Count Report (Birdlife Australia and Department of Parks and Wildlife) projects that within 15 years Carnaby's Black Cockatoo will be extinct within the Perth region given the amount of clearing of suitable habitat for the birds, unless action is taken to retain habitat. Unfortunately a very large chunk of prime foraging vegetation south of Lot 47 Frankland Avenue has already been cleared recently (Richard Nobles, Vivente estate), with each additional approved development in Hammond Park further reducing the ability of the birds to survive on the Swan Coastal Plain, and within the City of Cockburn.</p> <p>Given that the local Carnaby's population utilise the vegetation on Lot 33 Barfield Road, Hammond Park and its surrounds on a daily basis during the time they inhabit the Swan Coastal Plain, we consider that the vegetation within Lot 47 is likely to be part of a significant foraging area for the Carnaby's Black Cockatoo Therefore we wish for the Public Open Space Area of the proposed Local Structure Plan be increased to protect a larger area of remnant vegetation on the lot, which will allow for the Carnaby's Black Cockatoo to continue to utilise this area for foraging.</p> <p>Recommendation:</p> <p>Given the conservation significance of the vegetation within the lot, potentially being a Priority Ecological Community and also part of a significant Carnaby's Black Cockatoo feeding and foraging site, we would like the extent and size of the 'Residential' zone to be reviewed and for the size of this area to be reduced. We would like the proposed Public Open Space area to be increased to protect and conserve more of the remnant</p>	<p>sites such as those owned by Gold Estates (Vivente Estate) enables the City to negotiate the retention of viable local natural areas of bushland, as has occurred in that example.</p> <p>Unfortunately, the small size of Lot 33 and 47 prevents the protection of a local natural area of bushland in a viable size and configuration</p> <p>With regard to requesting that the applicant relocate the Public Open Space, this is not considered to be a feasible possibility. The proposed location of the POS is in the lowest lying area of the site. The POS will serve a gravity fed drainage function as well as an area for active play. Relocating the POS 'uphill' will hinder the required drainage ability of the POS and simply this structure plan development will not function properly should that change occur. As noted in the flora assessment the lowest point is in a cleared area of land where the existing house on lot 47 is located. Therefore there is limited opportunity to preserve the native vegetation over lot 47. As discussed above the City aims to retain vegetation, where possible, throughout the larger Structure Planning areas of the SSDSP such as Vivente Estate and also through the 20 ha of Frankland Reserve which is expected to be a future Bush Forever site.</p> <p>Under Clause 6.2.9 of the City of Cockburn Town Planning Scheme No. 3 the City is required to make a decision on the SP within 60 days of the close of advertising. It is therefore not considered appropriate to delay the determination of this proposal.</p> <p>Attachment 2 of the proposed Structure Plan for Lot 47 includes a 'Fauna Relocation Plan' which will be administered by the applicant to the satisfaction of the City of Cockburn at the time of subdivision. The City will ensure</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>vegetation currently in situ. Specifically, we would like consideration for the Public Open Space area to be increased to at least twice the size that is proposed currently, so that further remnant vegetation within the City can be retained and protected from development, so that foraging and feeding habitat for the Carnaby's Black Cockatoo can remain in place.</p> <p>3) The proposed location of the proposed Public Open Space</p> <p>Concern:</p> <ul style="list-style-type: none"> - The current location of the POS does not consider retaining native vegetation on the property that is in Excellent to Good condition, instead being located within an area marked as 'Completely degraded'. <p>The Revised Local Structure Plan: Lot 47 Frankland Avenue, Hammond Park (Grey & Lewis Land use Planners, 2015 – report reference 'Executive Summary') proposes the location of the required Public Open Space (POS) area to be an area of 0.283ha located slightly west of the centre of the Lot. This area is currently occupied by a residence, and is surrounded by native vegetation in a 'Completely Degraded' condition (Weston, 2014). The proposed POS area currently has no real ecological value.</p> <p>As mentioned previously, we consider that the vegetation on Lot 47 may comprise a Priority Ecological Community (PEC) of flora, namely SCP21c, as this has been inferred as being present within the same vegetation community just north of this proposal area on Lot 33 Barfield Road, Hammond Park. In addition, Lot 47 Frankland Avenue comprises of native vegetation that is considered to be in 'Good to Excellent' condition, and therefore comprises vegetation that is potentially of conservation value as remnant vegetation. Without considering any PEC status, the vegetation on the Lot comprises of vegetation representative of a Heddlé et al (1980) community known as Bassendean Complex Central and South, which has only 24% of its original extent remaining. The large amount of clearing occurring within Hammond Park is very quickly reducing the amount of this vegetation complex remaining within the City of Cockburn.</p> <p>In addition, the remaining vegetation within this local area is frequently used by Carnaby's Black Cockatoo, and the vegetation on Lot 47 is likely to provide habitat for a number of wildlife who inhabit the area, including the Priority Fauna species <i>Isoodon obesulus</i> (Quenda) and <i>Merops ornata</i> (Rainbow Bee-eater) which are known to inhabit this local area.</p> <p>The location of the POS in an area of no ecological value is a missed opportunity for the landowner, developer and if approved, the City of</p>	<p>appropriate relocation of fauna which currently inhabit Lot 47 where clearing is permitted.</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>Cockburn, to conserve native vegetation of high ecological value that remains within the City of Cockburn. The City of Cockburn's own planning policies state that the City should be grown in a 'sustainable way; ...protecting the natural environment and conserving biodiversity' (Minutes, OCM 14/11/2013). We wonder why the proposal has the POS located here, and not within an area of vegetation that is of 'Good to Excellent' condition, such that this vegetation could then be retained as part of the POS? Other land use planners have done this in the area (e.g. relocation of the proposed POS in the Lot</p> <p>33 Barfield Road LSP to an area of better vegetation), so why has this not been considered for this proposal?</p> <p>Recommendation:</p> <p>The proposed Location Structure Plan for Lot 47 Frankland Avenue has an area of POS proposed just west of the centre of the lot, within an area that is currently occupied by a building and of no ecological value.</p> <p>Given the large amount of clearing occurring in the local area, the potential conservation significance of the remnant vegetation on Lot 47 (as a potential PEC, and otherwise as a poorly represented vegetation community with only 24% remaining), and the utilisation of the vegetation by the Endangered Carnaby's Black Cockatoo, as well as other fauna of significance (e.g. Rainbow Bee-eater, Quenda), we would like to see the location of the proposed Public Open Space moved to an area on Lot 47 that comprises of native vegetation in 'Good to Excellent' condition, such as the area marked as B1or B2 on 'Figure 1 – Vegetation Units' within the Arthur Weston Vegetation survey report (2014).</p> <p>In addition to relocating the proposed POS to an area of better native vegetation on the lot, we would further like to see that the vegetation within the revised POS is retained, such that the vegetation remains in situ and its floristic, habitat and conservation values can be retained. We would like to see the POS plan and layout design be based around the retention of as much native vegetation on the lot as is possible, rather than the owner/developer clearing everything on the lot.</p> <p>Not only would this allow our local wildlife to continue to seek some refuge in this vegetation, and keep some vegetation in situ representative of the community it is, but it would also help the Council meet its planning sustainability objectives.</p> <p>Retaining vegetation will also help the residents who will occupy this area in future retain their sense of connectedness with nature, an important aspect of mental health and wellbeing.</p>	

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>4) The proposed size of the proposed Public Open Space area.</p> <p>Concern:</p> <ul style="list-style-type: none"> - Proposed size of the POS does not assist in protecting and preserving a significant flora community and Carnaby's Black Cockatoo foraging area <p>The Revised Local Structure Plan: Lot 47 Frankland Avenue, Hammond Park (Grey & Lewis Land use Planners, 2015 – report reference Executive Summary) proposes a Public Open Space area of 0.283ha, which makes up 10% of the proposed LSP area, As mentioned in item 1 of this submission the remnant vegetation on Lot 47 Frankland Avenue, Hammond Park has been identified as <i>Banksia attenuata</i> and <i>Banksia menziesii</i> woodland, with scattered Jarrah (<i>Eucalyptus marginata</i>) and Sheoaks (<i>Allocasuarina fraseriana</i>) (Bamford Consulting Ecologists. 2014). Lot 47</p> <p>Frankland Avenue, Hammond Park (Lot 47) is part of a larger remnant of vegetation that extends from Frankland Avenue to the west, Barfield Road to the east, Rowley Road to the south and Atkins Parade to the north.</p> <p>A recent Level 2 Flora survey and assessment was conducted of Lot 33 Barfield Road, Hammond Park, which is part of the same vegetation community as that located on Lot 47. This flora survey identified that the vegetation within Lot 33 Barfield Road, Hammond Park comprised of Priority Ecological Community (PEC) Swan Coastal Plain (SCP) 21c – Low lying <i>Banksia attenuata</i> woodlands or shrublands (Lot 33 Barfield Road Flora survey, 360 Environmental, 2014). A PEC is a floral community of conservation significance that requires further assessment prior to be reviewed for Threatened Ecological Community (TEC) status and protection under legislation.</p> <p>The remnant vegetation on Lot 33 Barfield Road, Hammond Park comprises of <i>Banksia attenuata</i>/<i>Banksia menziesii</i>/<i>Banksia ilicifolia</i> and <i>Allocasuarina fraseriana</i> low open woodland - the same species as located on Lot 47 Frankland Avenue, Hammond Park. The flora survey conducted by Dr Arthur Weston (2014) for this proposal did not identify PEC SCP21c, however did acknowledge similarities with PEC Swan Type 27. However, given that the vegetation within Lot 47 Frankland Avenue contains the same species as Lot 33 Barfield Road, has a similar structure and is within the same larger vegetation community, it can be inferred that the vegetation on Lot 47 Frankland Avenue, Hammond Park may also be part of this Priority Ecological Community (SCP21c), and further surveys should be conducted at the appropriate level to verify this.</p>	

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>Without considering any PEC status, the vegetation on the Lot also comprises of vegetation representative of a Heddle et al (1980) community known as Bassendean Complex Central and South, which has only 24% or its original extent remaining. The large amount of clearing occurring within Hammond Park is very quickly reducing the amount of this vegetation complex remaining within the City of Cockburn.</p> <p>Furthermore, the vegetation subject to the proposed 'Residential' zoning on Lot 47 ranges in condition from Excellent (Keighery Vegetation Condition Scale) to Completely Degraded, with the majority of remnant vegetation rated as 'Good to Excellent' in condition (Weston, 2014). Completely Degraded areas are noted adjacent to the buildings only.</p> <p>The City of Cockburn's own policies state that the City should be grown in a 'sustainable way; ...protecting the natural environment and conserving biodiversity' (Minutes, OCM 14/11/2013). Given the potentially high floral value of the vegetation remaining on Lot 47 Frankland Avenue, we believe that the size of the proposed POS should be increased to protect and conserve an additional area of native vegetation.</p> <p>In addition to comprising a potential PEC in 'Good to Excellent' condition, and the poorly represented Heddle vegetation complex (Bassendean Complex – Central and South), the vegetation within this local area is frequented daily by a local Carnaby's Black Cockatoo flock. Carnaby's Black Cockatoo are endangered, with clearing of roosting and foraging sites for urban development, particularly on the Swan Coastal Plain,¹ resulting in declining population numbers. It is estimated that the Carnaby's population will be extinct within the Perth region within 15 years due to habitat loss (2014 Great Cocky Count Report – Birdlife Australia and Department of Parks and Wildlife).</p> <p>Up to around 150 Carnaby's Black Cockatoos utilise the vegetation bounded by Rowley Rd, Frankland Ave, Barfield Road and Atkins Parade, Hammond Park on a daily basis during the dry season, feeding on the Banksia species for up to an hour on each occasion. The local flock visit the area each morning during this period between 5.30-9am as they head through the area on their way north, and then visit the again in the afternoon from 4.30pm to 6.30pm as they return to the Wandi roosting site to the south east. We have been recording the birds within Lot 33 Barfield Road for a few years now, providing information to DPaW as we can.</p> <p>Given that the local Carnaby's population utilise the vegetation within this local area on a daily basis, we consider that on a local scale <u>the vegetation within Lot 47 is likely to be part of a significant foraging area for the Carnaby's Black Cockatoo</u>, and therefore wish for the Public Open Space Area to be <u>increased</u> to protect a larger area of remnant vegetation, which</p>	

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>will allow for the Carnaby's Black Cockatoo to continue to utilise this area for foraging.</p> <p>Recommendation:</p> <p>The vegetation within the proposed LSP is considered to be significant in terms of the potential presence of a PEC, poor remaining representation (24% remaining) and the 'Good to Excellent' condition that the majority of the native vegetation is in. In addition it is utilised by fauna for habitat and foraging, and is known to be utilised by fauna of conservation significance such as the endangered Carnaby's Black Cockatoo and Quenda, with Rainbow Bee-eaters also known to inhabit the local area within the same vegetation community.</p> <p>Therefore, we would like to see the <u>size of the Public Open Space area increased</u> to protect more of this special vegetation community and fauna habitat. Specifically, we would like to see the Public Open Space area extended to an area twice the size as that proposed, and for it to include the areas on the lot that are in 'Good to Excellent' condition.</p> <p>5) The loss of more local Carnaby's Black Cockatoo (Calyptorhynchus latirostris) foraging area and local fauna habitat</p> <p>Concerns:</p> <ul style="list-style-type: none"> - The proposal results in the loss of more known Carnaby's Black Cockatoo foraging habitat in the local area. - The proposal will impact on other conservation significant fauna (e.g. Quenda, Rainbow Bee-eater). <p>Lot 47 Frankland Avenue, Hammond Park contains 'moderate to good quality' fauna habitat (Bayley Environmental Services, 2014), including feeding and foraging areas for the local endangered Carnaby's Black Cockatoo (Carnaby's) population and habitat for other local mammals, reptiles and birds.</p> <p>The vegetation on Lot 47 contains vegetation in predominantly 'Good to Excellent' condition (Keighery Vegetation Condition Scale), and is likely to provide excellent habitat for a number of ground dwelling mammals, such as the Quenda (Isodon obesulus) (Priority 5 State protection status), and Western Grey Kangaroo (Macropus fuliginosus). Both of these animals have been documented within the vegetation and surrounding areas.</p> <p>The local area is also frequented daily during the dry season by a local Carnaby's Black Cockatoo flock. Carnaby's Black Cockatoo are endangered, with clearing of roosting and foraging sites for urban development, particularly on the Swan Coastal Plain,¹ resulting in declining</p>	

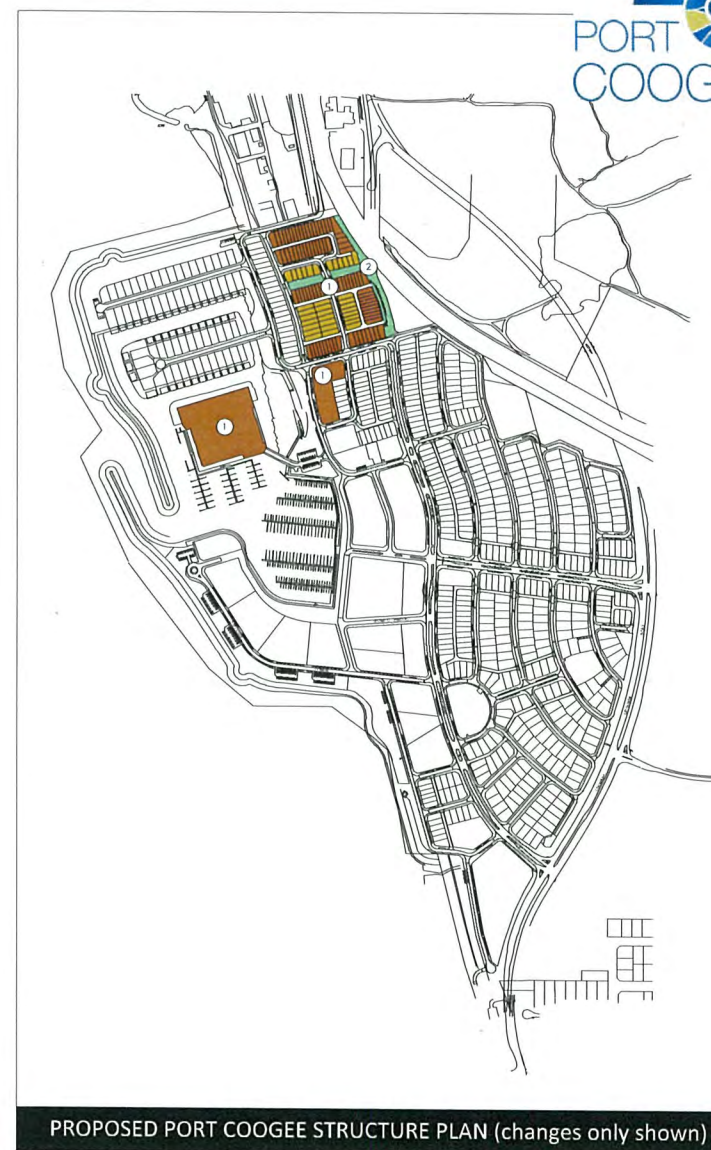
NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>population numbers. Some studies suggest that without urgent action to protection foraging and nesting sites, this species may become extinct within 15 years in the Perth region.</p> <p>Up to around 150 Carnaby's Black Cockatoos utilise the vegetation bounded by Barfield Road, Rowley Road, Frankland Avenue and Atkins Parade on a daily basis during the dry season. The local flock visit the local area each morning during this period between 5.30-9am as they head through the area on their way north, and then visit the area again in the afternoon from 4.30pm to 6.30pm as they return to the Wandi roosting site to the south east. We have been recording the birds within Lot 33 Barfield Road, Hammond Park for a few years now, as it is immediately behind us. However we often hear the birds further south in the bushland, we are just unable to see their exact location at that time. Lot 47 is likely to be used during their daily pass overs.</p> <p>Significant areas of Banksia woodland within the local area have recently been cleared (i.e. Richard Noble's Vivente estate in May 2015), resulting in less foraging areas for the Carnaby's Black Cockatoo. Given that the local Carnaby's population utilise the vegetation within this local area on a daily basis and a huge chunk of it has now been cleared on other lots, we consider that on a regional scale <u>the vegetation within Lot 47 is of significance as a foraging area for the Carnaby's Black Cockatoo.</u></p> <p>In addition to the Carnaby's, a number of other bird species have been observed within the vegetation on Lot 47 and its surrounds, including the Forest Red-tailed Black Cockatoo (<i>Calyptorhynchus banksii naso</i>) (Vulnerable), the elusive Redcapped parrot (<i>Purpureicephalus spurius</i>) and Rainbow Bee-eater (<i>Merops ornatus</i>) (Migratory species – protected under the Environment Protection Biodiversity Conservation Act 1999) (S3 species protected under the Wildlife Conservation Act 1950), as well as wrens, Black-faced Cuckoo Shrikes etc. A large number of these birds are likely to inhabit and utilise Lot 47, and will be directly impacted by the proposed zoning change to 'Residential'.</p> <p>Recommendation:</p> <p>Ideally we would like to see the vegetation on this Lot <u>retained where possible</u> to allow for Carnaby's Black Cockatoo to continue to forage in the area, given the significant local clearing already undertaken, and for the vegetation to remain as habitat for other local wildlife species. This could be through the better location of the POS and an increase to its size to protect and conserve a larger area of remnant vegetation on the lot that is in 'Good to Excellent' condition.</p> <p>We would also like to see the City of Cockburn support and drive land</p>	

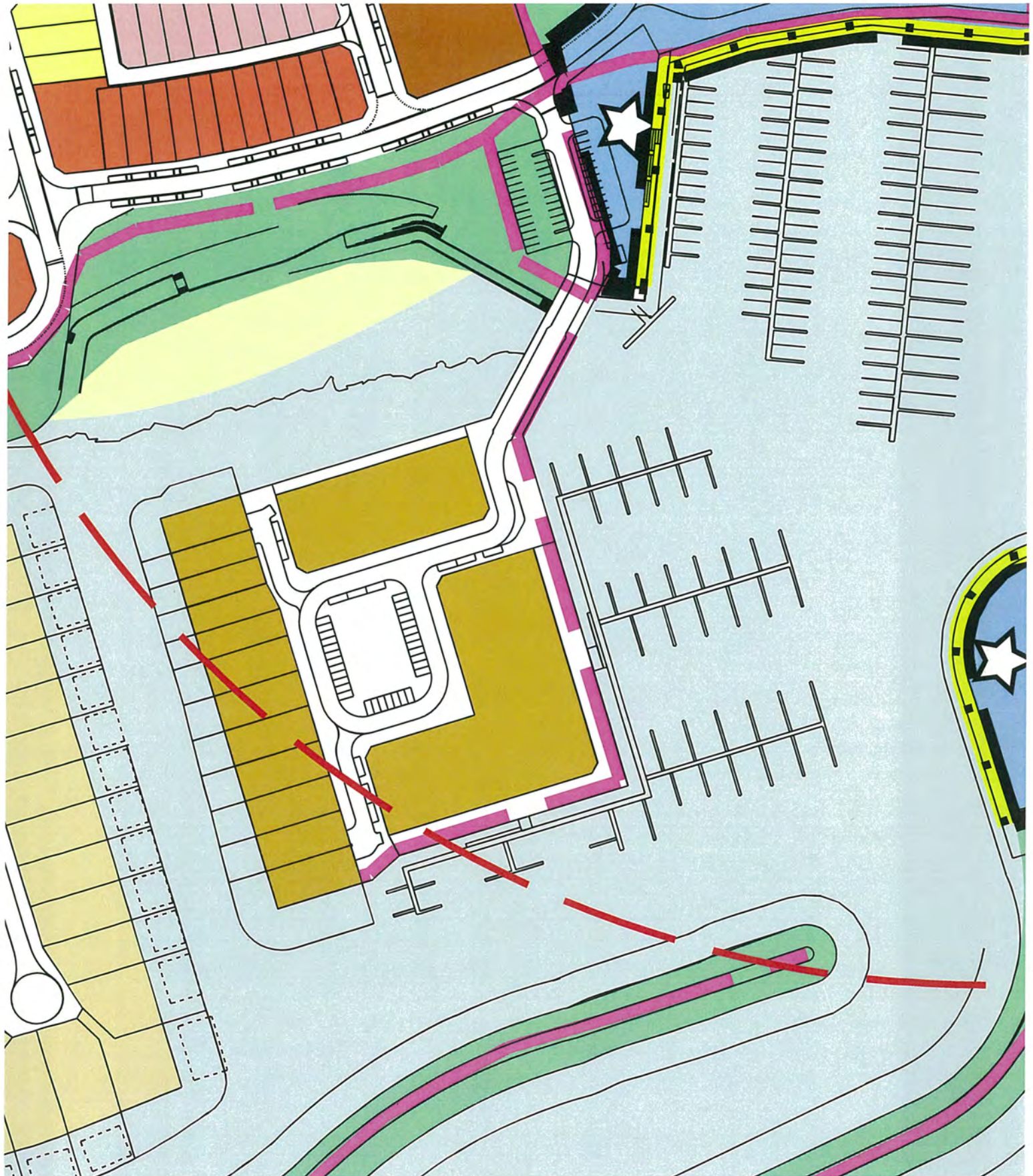
NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		development that supports sustainability (i.e. reduced overall clearing for developments and increased natural (remnant vegetation) public open space areas). This would allow this and future proposals to have less of an impact on our local wildlife, especially species of conservation concern such as Carnaby's Black Cockatoo.	
7	Richard Noble PO Box 8210 Subiaco East, WA 6008	<p>Support</p> <p>In regards to the Local Structure Plan which was enclosed I note the neighbourhood connector road has a width of 20 metres shown. Please note the agreed width is actually 19.4 metres.</p> <p>Other than these observations, we support the proposed LSP.</p>	Noted. The Council report includes a condition mandating the modification of Irvine parade, as depicted on the Structure Plan proposal, from a width of 20 metres to 19.4 metres consistent with the already adopted Structure Plans gaining vehicular access along future extension of Irvine Parade. Including Lots 33 and 31 Barfield Road, Hammond Park.
8	Water Corporation PO Box 100 Leederville 6902 Perth Western Australia	<p>Support</p> <p>Thank you for your letter of 15 May 2015 inviting comments from the Water Corporation regarding the proposed Local Structure Plan (LSP). The Water Corporation has no objections to the LSP and provides the following infrastructure advice which should be forwarded to the proponents for information.</p> <p><u>Water and wastewater planning</u></p> <p>The Corporation has prepared water and wastewater scheme planning for this area to guide the servicing of this land at the subdivision stage. This planning may be staged and varied by the proponent's consulting engineer in liaison with the Water Corporation.</p> <p>The wastewater servicing of this land and the adjoining areas to the south and east will require the extension of a 300mm diameter gravity sewer along the proposed neighbourhood connector road.</p> <p>The Corporation's wastewater scheme planning also identifies that some parts of Lot 47 will require substantial fill in order to achieve the required elevations for the operation of gravity sewers (see hatching on the attached sketch). In this regard, the developer's engineers should be encouraged to obtain further sewer planning information from the Water Corporation's Land Servicing Team prior to the subdivision stage.</p> <p>Modelling undertaken as part of recent staging planning for this part of the Corporation's Thompson's Lake Gravity Scheme has determined that the upper limit of compliant gravity supply is in the order of 38m AHD.</p>	Noted. The comments provided by the Water Corporation have been forwarded to the applicant for their information.

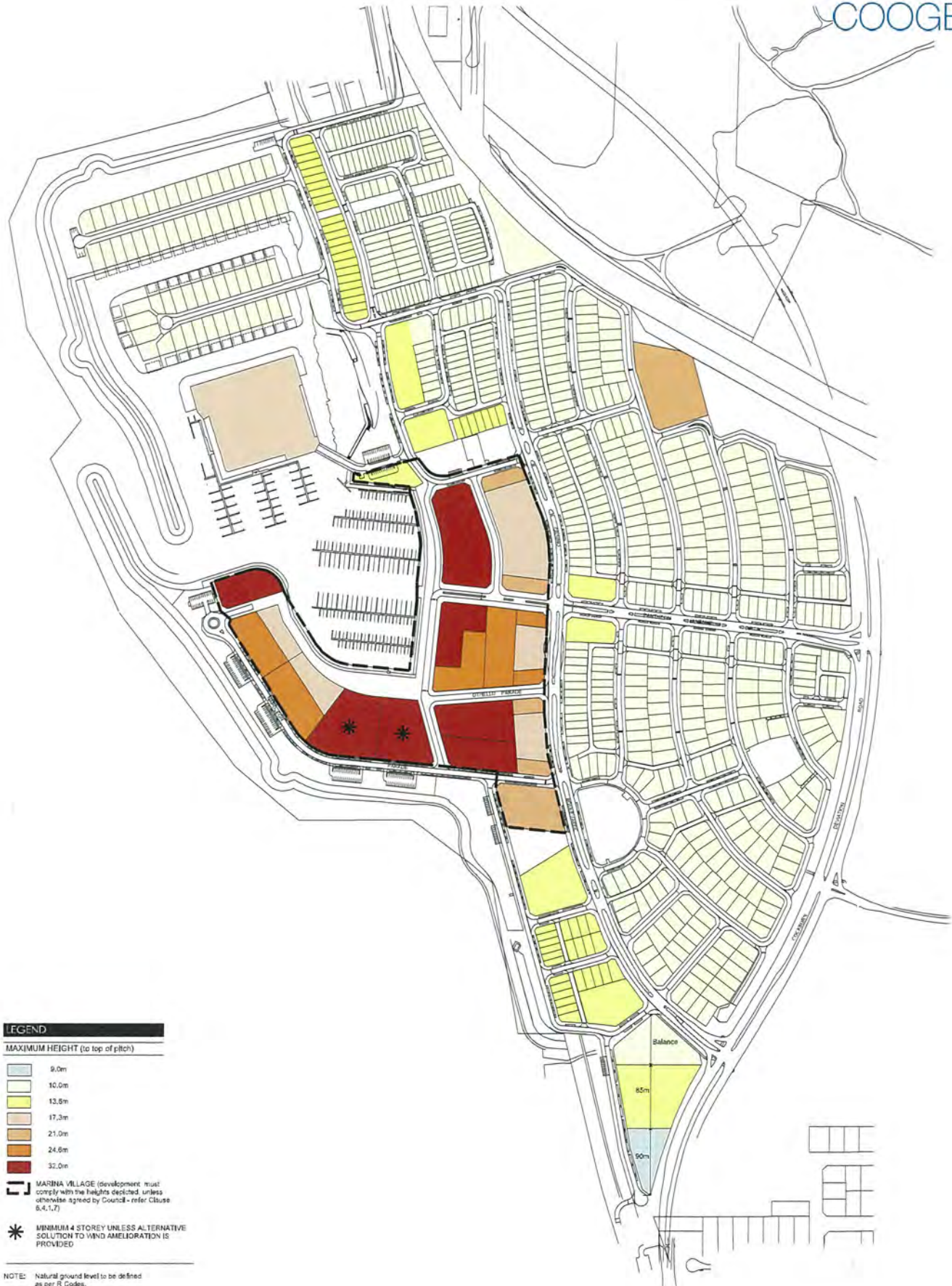
NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p><u>Drainage</u></p> <p>This land is situated within the Thomson's Lake non-standard infrastructure contribution area for drainage purposes. Current drainage headworks charges for this area are as per the attached information sheet.</p>	
9	Telstra Locked Bag 2525 Perth WA 6001	<p>Support</p> <p>Thank you for the above advice. At present, Telstra Corporation Limited has no objection. I have recorded this in our Development database and look forward to further correspondence in the future.</p> <p>A network extension may be required for any development within the area concerned. The owner/developer will have to submit an application before construction is due to start to NBN Co. (for greater than 100 lots or living units in a 3 year period) or Telstra (less than 100 lots or living units).</p> <p>Developers are now responsible for telecommunications infrastructure, i.e. conduits and pits. At present NBN or Telstra will provide the cable.</p>	Noted. The comments received from Telstra have been provided to the applicant for their information.



1. RECODING OF LOTS AND RECONFIGURATION OF ACCESS ROADS
Resulting in increased density and diversity of housing product.
2. REMOVAL OF ORSINO BOULEVARD/ADDITION OF PUBLIC OPEN SPACE
Replacement of road reserve with linear open space to enhance local amenity and pedestrian connectivity.







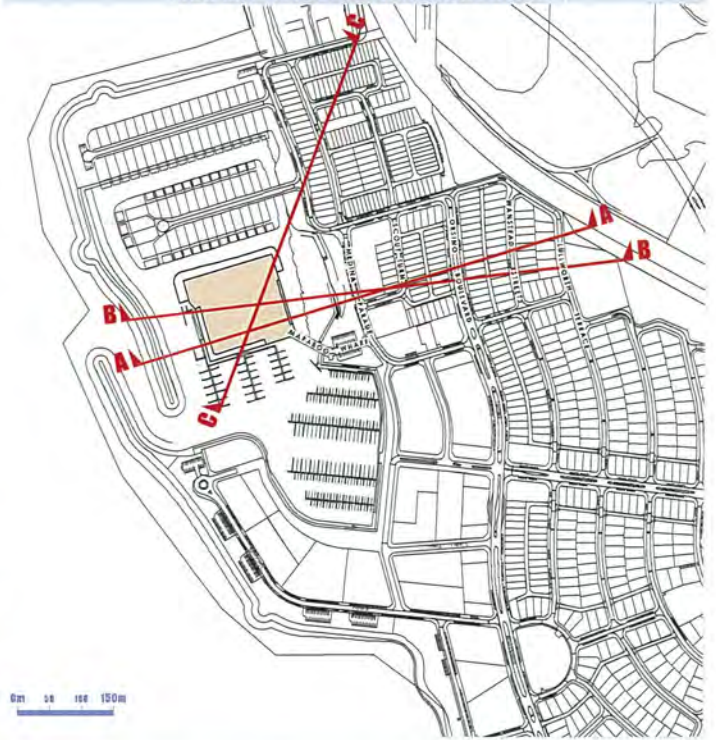
Building Height Plan - Port Coogee



CURRENT BUILDING HEIGHT GUIDE PLAN



PROPOSED BUILDING HEIGHT GUIDE PLAN



LEGEND - BUILDING HEIGHT GUIDE PLANS

MAXIMUM HEIGHT (to top of pitch)

10.0m	24.6m
13.6m	32.0m
17.3m	
21.0m	



MARINA VILLAGE (development must comply with the heights depicted, unless otherwise agreed by Council - refer Clause 6.4.1.7)



Note: Natural ground level to be defined as per R-Codes

LEGEND - CROSS SECTIONS



Proposed Building Form



Proposed Building Height



Lots with potential views of Stage 5 development

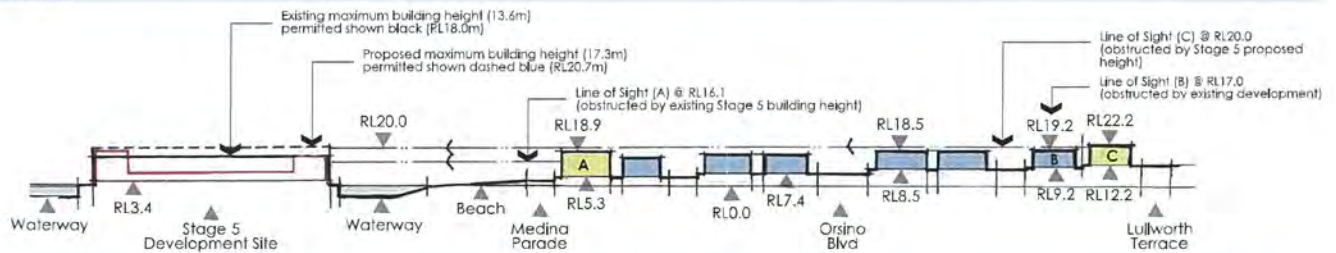


Lots with obstructed views of Stage 5 development

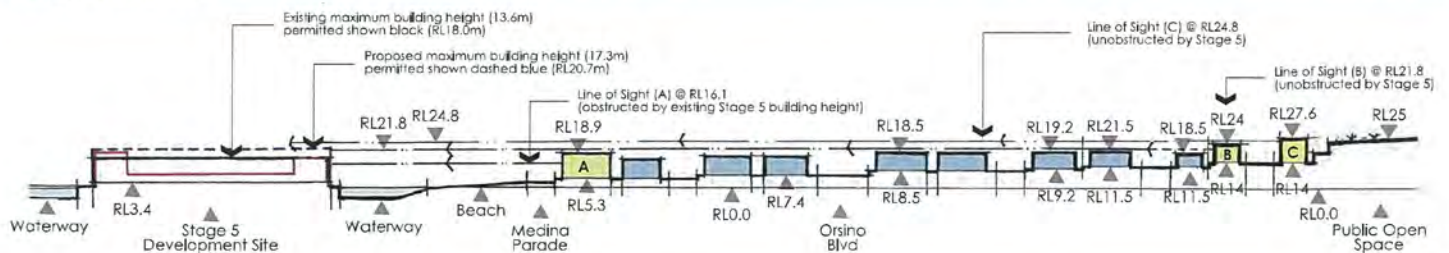


Note: RL heights shown on cross sections represent finished lot levels which maximum building heights are then measured from.

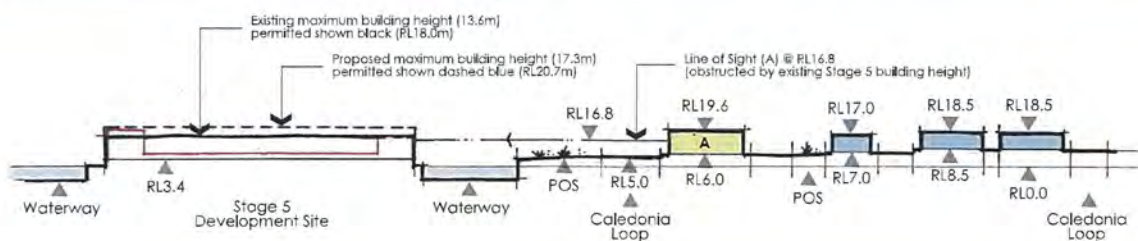
CROSS-SECTION AA



CROSS-SECTION BB



CROSS-SECTION CC



VIEW ASSESSMENT - PROPOSED STAGE 5 BUILDING HEIGHT
Port Coogee
An Integrated Project

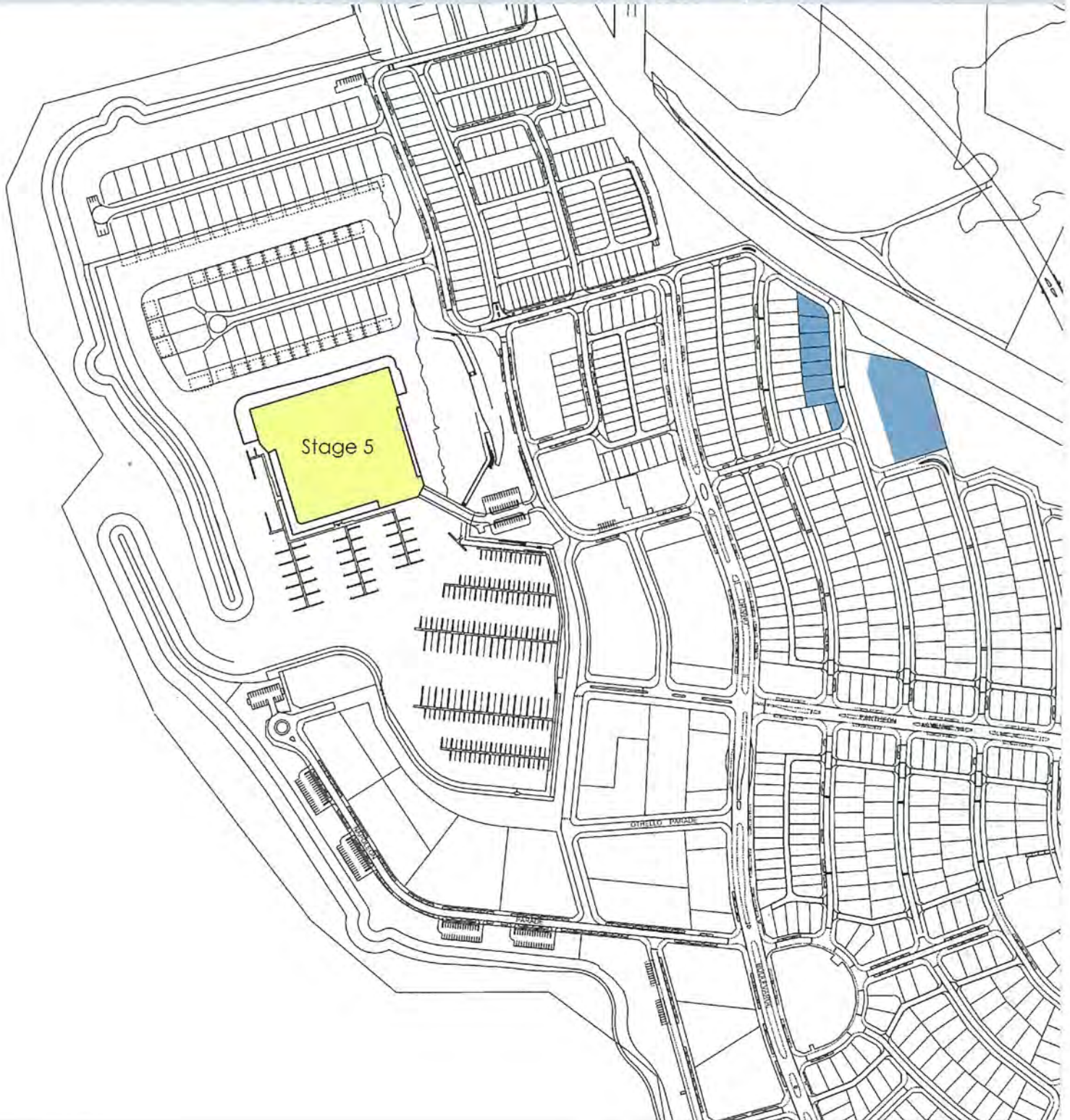
DRAFT

01/23/Nov/2015
01/30/357/314C

Taylor Burwell Barnett Town Planning and Design
137 Roberts Road, Suite 100, Port Coogee, NSW 1522
Tel: 02 9394 9000 Fax: 02 9394 9001
www.taylorburwellbarnett.com.au



**LOTS WITH VIEW OPPORTUNITIES OVER STAGE 5 DEVELOPMENT
CURRENT BUILDING HEIGHT SCENARIO**



LOTS WITH VIEW OPPORTUNITIES OVER STAGE 5 DEVELOPMENT PROPOSED BUILDING HEIGHT SCENARIO



CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

OCM 9/7/2015 - Item No.15.1

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF085205	11867	KEVIN JOHN ALLEN MONTHLY COUNCILLOR ALLOWANCE	1/05/2015	2,575.00
EF085206	12740	MAYOR LOGAN HOWLETT MONTHLY COUNCILLOR ALLOWANCE	1/05/2015	11,158.33
EF085207	19059	CAROL REEVE-FOWKES MONTHLY COUNCILLOR ALLOWANCE	1/05/2015	4,398.96
EF085208	20634	LEE-ANNE SMITH MONTHLY COUNCILLOR ALLOWANCE	1/05/2015	2,575.00
EF085209	21185	BART HOUWEN MONTHLY COUNCILLOR ALLOWANCE	1/05/2015	2,575.00
EF085210	23338	STEVE PORTELLI MONTHLY COUNCILLOR ALLOWANCE	1/05/2015	2,575.00
EF085211	23339	STEPHEN PRATT MONTHLY COUNCILLOR ALLOWANCE	1/05/2015	2,575.00
EF085212	23340	SHAHYAZ MUBARAKAI MONTHLY COUNCILLOR ALLOWANCE	1/05/2015	2,575.00
EF085213	25352	LYNDSEY WETTON MONTHLY COUNCILLOR ALLOWANCE	1/05/2015	2,575.00
EF085214	25353	PHILIP EVA MONTHLY COUNCILLOR ALLOWANCE	1/05/2015	2,575.00
EF085215	10154	AUST TAXATION DEPT PAYROLL DEDUCTIONS	11/05/2015	315,711.00
EF085216	16403	ROBINSON BUILDTECH BUILDING SERVICES - ALTERATIONS	11/05/2015	33,254.31
EF085217	18553	SELECTUS PTY LTD PAYROLL DEDUCTIONS	11/05/2015	10,980.07
EF085218	23338	STEVE PORTELLI COUNCILLOR EXPENSE REIMBURSEMENT	11/05/2015	704.90
EF085219	23813	RIVERSIDE CHRISTIAN SOCCER CLUB REGISTRATION FEES - KIDSPORT	11/05/2015	200.00
EF085220	25352	LYNDSEY WETTON COUNCILLOR EXPENSE REIMBURSEMENT	11/05/2015	814.09
EF085221	25736	BLUE TANG (WA) PTY LTD T/A EMERGE ASSOCIATES CONSULTANCY SERVICES	11/05/2015	25,410.00
EF085222	25955	ADECCO INDUSTRIAL PTY LTD EMPLOYMENT SERVICES	11/05/2015	265,651.95
EF085223	25987	TOYOTA FLEET MANAGEMENT PAYROLL DEDUCTIONS - NOVATED LEASE	11/05/2015	567.62
EF085224	26049	HAMMOND LEGAL LEGAL SERVICES	11/05/2015	8,000.00
EF085225	26179	LIQUID LEARNING GROUP PTY LTD CONFERENCES	11/05/2015	1,204.50
EF085226	99997	THORSTEN STORMBACK SUSTAINABILITY GRANT	11/05/2015	990.00
EF085227	99997	ANTON LEES REIMBURSEMENT OF STUDY FEES	11/05/2015	3,949.00
EF085228	99997	JADRANKA KIURSKI REIMBURSEMENT OF STUDY FEES	11/05/2015	3,950.00
EF085229	99997	KARDINYA JUNIOR FOOTBALL CLUB DASH FOR CASH WINNER	11/05/2015	500.00

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF085230	99997	MIA LOCKWOODS DASH FOR CASH WINNER	11/05/2015	500.00
EF085231	99997	CAITLIN EMILY JAMESON DASH FOR CASH WINNER	11/05/2015	250.00
EF085232	99997	SUSANNA GRAVES DASH FOR CASH WINNER	11/05/2015	100.00
EF085233	99997	LUKE COREY GRAVES DASH FOR CASH WINNER	11/05/2015	500.00
EF085234	99997	S F JANSEN VAN RENSBURG DASH FOR CASH WINNER	11/05/2015	250.00
EF085235	99997	LUKE SMITH DASH FOR CASH WINNER	11/05/2015	100.00
EF085236	99997	UNIVERSITY OF WA - BILJANA GASPAR UNIVERSITY FEES	11/05/2015	7,980.00
EF085237	99997	EIEL YU REIMBURSEMENT OF EXPENSES	11/05/2015	183.50
EF085238	99997	MATTHEW SAPSWORTH REIMBRUSEMENT OF EXPENSES	11/05/2015	240.00
EF085239	99997	JUDITH STRINGER INSURANCE CLAIM 0598	11/05/2015	264.00
EF085240	99997	DAVID JONES SAFETY PRESCRIPTION GLASSES CONTRIBUTION	11/05/2015	300.00
EF085241	99997	COCKBURN BASKETBALL ASSOC INC SPORTING EQUIPMENT GRANT	11/05/2015	841.77
EF085242	99997	LIBERTY NETBALL CLUB SPORTING EQUIPMENT GRANT	11/05/2015	1,000.00
EF085243	99997	JANDAKOT VOLUNTEER BUSH FIRE BRIGADE REIMBURSEMENT OF EXPENSES	11/05/2015	507.70
EF085244	99997	COCKBURN VOLUNTEER SES REIMBURSEMENT OF EXPENSES	11/05/2015	5,563.51
EF085245	10152	AUST SERVICES UNION PAYROLL DEDUCTIONS	15/05/2015	3,377.80
EF085246	10733	HOSPITAL BENEFIT FUND PAYROLL DEDUCTIONS	15/05/2015	1,012.95
EF085247	11001	MUNICIPAL EMPLOYEES UNION PAYROLL DEDUCTIONS	15/05/2015	698.40
EF085248	11856	WA LOCAL GOVERNMENT SUPER PLAN PAYROLL DEDUCTIONS	15/05/2015	340,270.34
EF085249	11857	CHAMPAGNE SOCIAL CLUB PAYROLL DEDUCTIONS	15/05/2015	1,104.00
EF085250	11859	STAFF SOCIAL CLUB PAYROLL DEDUCTIONS	15/05/2015	50.60
EF085251	11860	45S CLUB PAYROLL DEDUCTIONS	15/05/2015	44.00
EF085252	18005	COLONIAL FIRST STATE PAYROLL DEDUCTIONS	15/05/2015	410.93
EF085253	18247	ELLIOTT SUPERANNUATION FUND PAYROLL DEDUCTIONS	15/05/2015	332.97
EF085254	18432	HESTA SUPER FUND PAYROLL DEDUCTIONS	15/05/2015	3,898.89

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF085255	18718	FIRST STATE SUPER PAYROLL DEDUCTIONS	15/05/2015	1,129.58
EF085256	19010	SUMMIT PERSONAL SUPER PLAN PASQUALE CARRELLO PAYROLL DEDUCTIONS	15/05/2015	535.45
EF085257	19193	REST SUPERANNUATION PAYROLL DEDUCTIONS	15/05/2015	789.77
EF085258	19726	HEALTH INSURANCE FUND OF WA PAYROLL DEDUCTIONS	15/05/2015	2,571.55
EF085259	19727	MTAA SUPER FUND PAYROLL DEDUCTIONS	15/05/2015	407.06
EF085260	19997	AUSTRALIANSUPER PAYROLL DEDUCTIONS	15/05/2015	18,916.47
EF085261	20056	CBUS PAYROLL DEDUCTIONS	15/05/2015	1,914.09
EF085262	20300	CATHOLIC SUPER & RETIREMENT FUND PAYROLL DEDUCTIONS	15/05/2015	902.88
EF085263	20406	HOSTPLUS SUPERANNUATION FUND PAYROLL DEDUCTIONS	15/05/2015	1,107.93
EF085264	20755	COLONIAL FIRST STATE - ROBERT GRAEME WATSON PAYROLL DEDUCTIONS	15/05/2015	29.64
EF085265	21365	ING LIFE - ONEANSWER PERSONAL SUPER PAYROLL DEDUCTIONS	15/05/2015	120.09
EF085266	21921	MAURICIO FAMILY PAYROLL DEDUCTIONS	15/05/2015	1,947.14
EF085267	22067	STEPHENS SUPERANNUATION FUND PAYROLL DEDUCTIONS	15/05/2015	623.96
EF085268	22901	FONTANA SUPER PLAN PAYROLL DEDUCTIONS	15/05/2015	1,313.20
EF085269	23695	NETWEALTH INVESTMENT & SUPERANNUATION PAYROLL DEDUCTIONS	15/05/2015	620.36
EF085270	24620	E & B PINTO SUPERANNUATION FUND PAYROLL DEDUCTIONS	15/05/2015	1,169.19
EF085271	24642	TWUSUPER PAYROLL DEDUCTIONS	15/05/2015	956.58
EF085272	24813	KINETIC SUPER PAYROLL DEDUCTIONS	15/05/2015	867.54
EF085273	25043	COLONIAL FIRST STATE – KERRY MARGARET ROBERTS PAYROLL DEDUCTIONS	15/05/2015	166.88
EF085274	25051	ANZ SMART CHOICE SUPER (ONEPATH MASTERFUND) R BARR PAYROLL DEDUCTIONS	15/05/2015	1,242.22
EF085275	25495	ONEPATH CUSTODI PAYROLL DEDUCTIONS	15/05/2015	490.28
EF085276	25538	NORTH PERSONAL SUPERANNUATION PLAN PAYROLL DEDUCTIONS	15/05/2015	465.58
EF085277	25590	FIRST CHOICE WHOLESALE PERSONAL SUPER - M SAPSWOR PAYROLL DEDUCTIONS	15/05/2015	745.84
EF085278	25649	COMMONWEALTH BANK GROUP SUPER PAYROLL DEDUCTIONS	15/05/2015	449.92
EF085279	25950	BT LIFETIME SUPER – EMPLOYER PLAN PAYROLL DEDUCTIONS	15/05/2015	641.81

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF085280	25956	COLONIAL FIRST STATE – KHRISTINE ANNE RYAN PAYROLL DEDUCTIONS	15/05/2015	157.68
EF085281	25963	ONEPATH SUPER - RACHEL PLEASANT PAYROLL DEDUCTIONS	15/05/2015	620.36
EF085282	26071	NORTH PERSONAL SUPERANNUATION PLAN SUPERANNUATION FUND	15/05/2015	198.68
EF085283	26089	ESSENTIAL SUPPERANNUATION FUND SUPPERANNUATION	15/05/2015	1,242.22
EF085284	26144	COLONIAL FIRST STATE - GLENN PETHICK PAYROLL DEDUCTIONS	15/05/2015	609.57
EF085285	26154	AMP FLEXIBLE LIFETIME SUPER RAYMOND DOREY PAYROLL DEDUCTIONS	15/05/2015	466.20
EF085286	26161	THE TRUSTEE FOR ELDER CLAN SUPERANNUATION FUND SUPERANNUATION FUND	15/05/2015	518.12
EF085287	26311	SUNSUPER PTY LTD PAYROLL DEDUCTIONS	15/05/2015	563.33
EF085288	26373	ONE PATH MASTERFUND - ERIN MAE RUKMINI KERSHAWA PAYROLL DEDUCTIONS	15/05/2015	456.66
EF085289	26374	IOOF SUPERANNUATION FUND - IOOF SUPERANNUATION FUND PAYROLL DEDUCTIONS	15/05/2015	1,007.62
EF085290	26405	ANZ SMART CHOICE SUPER (ONEPATH MASTERFUND) R GATL PAYROLL DEDUCTIONS	15/05/2015	336.48
EF085291	26445	ANZ SMART CHOICE SUPER (ONEPATH MASTERFUND) C NORM PAYROLL DEDUCTIONS	15/05/2015	526.59
EF085292	26468	SULLIVAN SUPER FUND PTY LTD PAYROLL DEDUCTIONS	15/05/2015	4,300.74
EF085293	26504	NGS SUPER SHANTELE TYLOR PAYROLL DEDUCTIONS	15/05/2015	777.98
EF085294	10154	AUST TAXATION DEPT PAYROLL DEDUCTIONS	22/05/2015	313,017.00
EF085295	10305	CHILD SUPPORT AGENCY PAYROLL DEDUCTIONS	22/05/2015	7,310.18
EF085296	10888	LJ CATERERS CATERING SERVICES	22/05/2015	1,901.90
EF085297	18553	SELECTUS PTY LTD PAYROLL DEDUCTIONS	22/05/2015	10,785.07
EF085298	25987	TOYOTA FLEET MANAGEMENT PAYROLL DEDUCTIONS - NOVATED LEASE	22/05/2015	567.62
EF085299	10009	AAA PRODUCTION SERVICES AUDIO EQUIPMENT HIRE	29/05/2015	14,968.24
EF085300	10010	AAC ID SOLUTIONS SECURITY & PROMOTIONAL PRODUCTS	29/05/2015	283.50
EF085301	10043	AKN LOCK SERVICE SECURITY SERVICES	29/05/2015	77.00
EF085302	10048	ALL EARTH CONTRACTING EQUIPMENT HIRE	29/05/2015	170,743.54
EF085303	10058	ALSCO PTY LTD HYGIENE SERVICES/SUPPLIES	29/05/2015	2,488.85
EF085304	10079	ARCUS AUSTRALIA REFRIGERATION REPAIRS	29/05/2015	2,051.50

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF085305	10082	ARMANDOS SPORTS SPORTING GOODS	29/05/2015	100.00
EF085306	10091	ASLAB PTY LTD ASPHALTING SERVICES/SUPPLIES	29/05/2015	4,354.33
EF085307	10118	AUSTRALIA POST POSTAGE CHARGES	29/05/2015	10,739.95
EF085308	10160	DORMA AUSTRALIA PTY LTD AUTOMATIC DOOR SERVICES	29/05/2015	8,405.08
EF085309	10184	BENARA NURSERIES PLANTS	29/05/2015	6,450.40
EF085310	10190	BETTA TURF TURFING SERVICES	29/05/2015	3,080.00
EF085311	10207	BOC GASES GAS SUPPLIES	29/05/2015	2,517.38
EF085312	10219	BOUSFIELDS MENSWEAR CLOTHING SUPPLIES	29/05/2015	1,175.00
EF085313	10220	BOYA EQUIPMENT EQUIPMENT SUPPLIES	29/05/2015	128,208.35
EF085314	10221	BP AUSTRALIA LIMITED DIESEL/PETROL SUPPLIES	29/05/2015	8,961.91
EF085315	10226	BRIDGESTONE AUSTRALIA LTD TYRE SERVICES	29/05/2015	22,916.28
EF085316	10239	BUDGET RENT A CAR - PERTH MOTOR VEHICLE HIRE	29/05/2015	1,001.75
EF085317	10244	BUILDING & CONST INDUSTRY TRAINING FUND LEVY PAYMENT	29/05/2015	105,204.69
EF085318	10246	BUNNINGS BUILDING SUPPLIES PTY LTD HARDWARE SUPPLIES	29/05/2015	2,873.10
EF085319	10247	BUNZL AUSTRALIA LTD PAPER/PLASTIC/CLEANING SUPPLIES	29/05/2015	883.66
EF085320	10279	CASTROL AUSTRALIA PTY LTD GREASE/LUBRICANTS	29/05/2015	8,314.26
EF085321	10292	CHADSON ENGINEERING PTY LTD MEDICAL SUPPLIES	29/05/2015	1,321.50
EF085322	10319	CITY OF ALBANY LONG SERVICE LEAVE ENTITLEMENTS	29/05/2015	8,080.91
EF085323	10325	CITY OF FREMANTLE SPONSORSHIP - INDIAN OCEAN SKY SHOW	29/05/2015	36,000.00
EF085324	10333	CJD EQUIPMENT PTY LTD HARDWARE SUPPLIES	29/05/2015	3,702.39
EF085325	10346	COATES HIRE OPERATIONS PTY LTD EQUIPMENT HIRING SERVICES	29/05/2015	1,466.52
EF085326	10348	COCA COLA AMATIL SOFT DRINK SUPPLIES	29/05/2015	1,768.47
EF085327	10349	COCKBURN BASKETBALL ASSOC INC ELECTRICITY REIMBURSEMENTS	29/05/2015	1,400.00
EF085328	10351	COCKBURN BMX STADIUM SPORTING EQUIPT GRANT/REGISTRATION FEES	29/05/2015	154.00
EF085329	10353	COCKBURN CEMENT LTD RATES REFUND	29/05/2015	1,206.13

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF085330	10358	COCKBURN LIQUOR CENTRE LIQUOR SUPPLIES	29/05/2015	655.32
EF085331	10359	COCKBURN PAINTING SERVICE PAINTING SUPPLIES/SERVICES	29/05/2015	3,558.50
EF085332	10360	COCKBURN PARTY HIRE OF PARTY EQUIPMENT	29/05/2015	2,216.20
EF085333	10368	COCKBURN WETLANDS EDUCATION CENTRE COMMUNITY GRANT	29/05/2015	660.00
EF085334	10375	VEOLIA ENVIRONMENTAL SERVICES WASTE SERVICES	29/05/2015	7,796.40
EF085335	10380	COLQUHOUNS FREMANTLE BAG COMPANY WOVEN BAGS	29/05/2015	660.00
EF085336	10384	PROGILITY PTY LTD COMMUNICATIONS AUSTRALIA PTY LTD COMMUNICATION SERVICES	29/05/2015	3,704.03
EF085337	10386	COMMUNITY NEWSPAPER GROUP ADVERTISING SERVICES	29/05/2015	20,487.46
EF085338	10394	CD'S CONFECTIONERY WHOLESALERS CONFECTIONERY	29/05/2015	535.42
EF085339	10459	DAVID GRAY & CO MOBILE GARBAGE BINS	29/05/2015	9,909.68
EF085340	10479	DEPT OF HEALTH WA WORKSHOP ATTENDANCES	29/05/2015	2,244.00
EF085341	10483	LANDGATE MAPPING/LAND TITLE SEARCHES	29/05/2015	19,861.21
EF085342	10498	DIGITAL MAPPING SOLUTIONS COMPUTER SOFTWARE	29/05/2015	330.00
EF085343	10521	DY-MARK (AUST) PTY LTD PAINT FOR LINE MARKING	29/05/2015	581.99
EF085344	10526	E & MJ ROSHER PTY LTD MOWER PARTS	29/05/2015	4,953.50
EF085345	10528	EASIFLEET MANAGEMENT VEHICLE LEASE	29/05/2015	2,829.62
EF085346	10535	WORKPOWER INCORPORATED EMPLOYMENT SERVICES - PLANTING	29/05/2015	2,800.60
EF085347	10580	FC COURIERS COURIER SERVICES	29/05/2015	3,036.96
EF085348	10590	DEPARTMENT OF FIRE AND EMERGENCY SERVICES COST SHARING - COMMUNITY FIRE MANAGER	29/05/2015	18,633.89
EF085349	10608	FORESHORE REHABILITATION & LANDSCAPING FENCING/LANDSCAPING SERVICES	29/05/2015	2,640.00
EF085350	10609	FORESTVALE TREES P/L PLANTS - TREES/SHRUBS	29/05/2015	14,575.00
EF085351	10611	FORPARK AUSTRALIA PLAYGROUND EQUIPMENT	29/05/2015	897.60
EF085352	10641	GALVINS PLUMBING SUPPLIES PLUMBING SERVICES	29/05/2015	6,331.47
EF085353	10655	GHD PTY LTD CONSULTANCY SERVICES	29/05/2015	28,606.60
EF085354	10664	GOLDER ASSOCIATES CONSULTANCY SERVICES	29/05/2015	8,195.33

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF085355	10709	HECS FIRE FIRE SYSTEM MAINTENANCE	29/05/2015	7,397.50
EF085356	10711	HERALD PUBLISHING COMPANY PTY LTD ADVERTISING SERVICES	29/05/2015	751.30
EF085357	10726	HOLTON CONNOR ARCHITECTS & PLANNERS ARCHITECTURAL SERVICES	29/05/2015	9,900.00
EF085358	10732	HORIZONS WEST BUS & COACHLINES TRANSPORTATION SERVICES	29/05/2015	1,237.50
EF085359	10779	J F COVICH & CO PTY LTD ELECTRICAL SERVICES	29/05/2015	19,510.45
EF085360	10781	JANDAKOT EARTHMOVING & RURAL CONTRACTORS FIREBREAK CONSTRUCTION	29/05/2015	1,056.00
EF085361	10783	JANDAKOT METAL INDUSTRIES METAL SUPPLIES	29/05/2015	2,789.50
EF085362	10787	JANDAKOT ACCIDENT REPAIR CENTRE PANEL BEATING SERVICES	29/05/2015	9,893.62
EF085363	10794	JASON SIGNMAKERS SIGNS	29/05/2015	47,220.80
EF085364	10814	JR & A HERSEY PTY LTD SAFETY CLOTHING SUPPLIES	29/05/2015	290.40
EF085365	10836	KERB DOCTOR CONCRETE KERBING - SUPPLY & LAYING	29/05/2015	1,295.80
EF085366	10866	LANDCORP COCKBURN CENTRAL WEST - WORKS AGREEMENT	29/05/2015	4,452,052.00
EF085367	10872	LAWN DOCTOR TURF MAINTENANCE SERVICES	29/05/2015	3,242.80
EF085368	10879	LES MILLS AEROBICS INSTRUCTION/TRAINING SERVICES	29/05/2015	1,105.38
EF085369	10884	WSP BUILDINGS PTY LTD CONSULTANCY SERVICES	29/05/2015	7,700.00
EF085370	10888	LJ CATERERS CATERING SERVICES	29/05/2015	4,171.20
EF085371	10906	AUSTRALIAN PLANT WHOLESALERS VARIOUS PLANTS	29/05/2015	4,748.70
EF085372	10913	BUCHER MUNICIPAL PTY LTD PURCHASE OF NEW PLANT / REPAIR SERVICES	29/05/2015	9,758.19
EF085373	10917	MAGIC NISSAN PURCHASE OF VEHICLES, PARTS & REPAIRS	29/05/2015	172.00
EF085374	10918	MAIN ROADS WA REPAIRS/MAINTENANCE SERVICES	29/05/2015	4,459.74
EF085375	10923	MAJOR MOTORS PTY LTD REPAIRS/MAINTENANCE SERVICES	29/05/2015	244.36
EF085376	10939	LINFOX ARMAGUARD BANKING SECURITY SERVICES	29/05/2015	1,198.44
EF085377	10942	MCGEES PROPERTY PROPERTY CONSULTANCY SERVICES	29/05/2015	7,150.00
EF085378	10944	MCLEODS LEGAL SERVICES	29/05/2015	26,332.60
EF085379	10960	METRO FILTERS FILTER SUPPLIES	29/05/2015	62.10

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF085380	10990	MOWER CITY SALES & SERVICES PTY LTD LAWN MOWING EQUIPMENT	29/05/2015	2,539.70
EF085381	11004	MURDOCH UNIVERSITY OFFICE OF FINANCE, PLANNING & REP ANALYSING SERVICES	29/05/2015	660.00
EF085382	11026	NESTLE FOOD SERVICES CATERING SUPPLIES	29/05/2015	400.20
EF085383	11028	NEVERFAIL SPRINGWATER LTD BOTTLED WATER SUPPLIES	29/05/2015	1,098.95
EF085384	11031	NGALA CHILDRENS HEALTH	29/05/2015	1,680.00
EF085385	11036	NORTHLAKE ELECTRICAL ELECTRICAL SERVICES	29/05/2015	74,712.71
EF085386	11039	NOVUS AUTO GLASS WINDSCREEN REPAIR SERVICES	29/05/2015	71.50
EF085387	11068	VODAFONE HUTCHISON AUSTRALIA PTY LTD PAGING SERVICES	29/05/2015	665.50
EF085388	11077	P & G BODY BUILDERS PTY LTD PLANT BODY BUILDING SERVICES	29/05/2015	9,908.80
EF085389	11136	DONEGAN ENTERPRISES FENCING REPAIRS/MAINTENANCE	29/05/2015	1,210.00
EF085390	11164	PMP PRINT PTY LTD PRINTING SERVICES	29/05/2015	274.99
EF085391	11182	PREMIUM BRAKE & CLUTCH SERVICE BRAKE SERVICES	29/05/2015	4,938.89
EF085392	11205	QUALITY TRAFFIC MANAGEMENT PTY LTD TRAFFIC CONTROL SERVICES	29/05/2015	81,847.69
EF085393	11208	QUICK CORPORATE AUSTRALIA PTY LTD STATIONERY/CONSUMABLES	29/05/2015	7,861.74
EF085394	11235	REINFORCED CONCRETE PIPES PTY LTD CONCRETE PIPE SUPPLIES	29/05/2015	16,030.96
EF085395	11240	INITIAL HYGIENE RENTOKIL INITIAL PRT LTD SANITARY SERVICES	29/05/2015	1,033.06
EF085396	11244	RESEARCH SOLUTIONS PTY LTD RESEARCH SERVICES	29/05/2015	1,927.75
EF085397	11264	ROCLA PIPELINE PRODUCTS CONCRETE LINER SUPPLIES	29/05/2015	8,152.45
EF085398	11268	TASKERS PTY LTD REPAIRS/MAINTENANCE TO SAILS	29/05/2015	1,755.39
EF085399	11284	ROYAL LIFE SAVING SOCIETY AUSTRALIA TRAINING SERVICES	29/05/2015	137.00
EF085400	11294	SAFEMAN (WA) PTY LTD PROTECTIVE CLOTHING/EQUIPMENT	29/05/2015	567.16
EF085401	11307	SATELLITE SECURITY SERVICES PTY LTD SECURITY SERVICES	29/05/2015	14,323.60
EF085402	11308	SBA SUPPLIES HARDWARE SUPPLIES	29/05/2015	4,803.40
EF085403	11318	SELECT SECURITY WA PTY LTD SECURITY SERVICES	29/05/2015	345.00
EF085404	11331	SHAWMAC PTY LTD CONSULTANCY SERVICES - CIVIL	29/05/2015	3,850.00

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF085405	11337	SHERIDANS FOR BADGES NAME BADGES & ENGRAVING	29/05/2015	291.83
EF085406	11361	SIGMA CHEMICALS PTY LTD CHEMICAL SUPPLIES	29/05/2015	2,080.42
EF085407	11380	SNAP PRINTING FREMANTLE PRINTING SERVICES	29/05/2015	250.00
EF085408	11387	BIBRA LAKE SOILS SOIL & LIMESTONE SUPPLIES	29/05/2015	495.00
EF085409	11406	SOUTH LAKE OTTEY FAMILY & NEIGHBOURHOOD CENTRE DONATION	29/05/2015	2,535.50
EF085410	11425	SOUTHERN METROPOLITAN REGIONAL COUNCIL WASTE DISPOSAL GATE FEES	29/05/2015	704,005.55
EF085411	11453	SPEARWOOD NEWSROUND NEWSPAPER SUPPLIES	29/05/2015	887.89
EF085412	11459	SPEARWOOD VETERINARY HOSPITAL VETERINARY SERVICES	29/05/2015	1,083.00
EF085413	11463	SPECTRUM CABINETS CABINET SUPPLIES	29/05/2015	2,981.00
EF085414	11469	SPORTS TURF TECHNOLOGY TURF CONSULTANCY SERVICES	29/05/2015	6,380.00
EF085415	11470	SPORTSWORLD OF WA SPORT SUPPLIES	29/05/2015	660.00
EF085416	11483	ST JOHN AMBULANCE AUST WA OPERATIONS FIRST AID COURSES	29/05/2015	532.93
EF085417	11488	POSITION PARTNE INSTRUMENT SUPPLIES	29/05/2015	1,160.50
EF085418	11496	STANLEE WA LTD CATERING EQUIPMENT/SUPPLIES	29/05/2015	207.90
EF085419	11502	STATE LAW PUBLISHER ADVERTISING SERVICES	29/05/2015	111.20
EF085420	11505	STATE LIBRARY OF WESTERN AUSTRALIA BOOK SUPPLIES	29/05/2015	1,313.40
EF085421	11546	T FAULKNER & CO INSTALLATIONS/SUPPLY OF HAND RAILS	29/05/2015	19,932.00
EF085422	11557	TECHNOLOGY ONE LTD IT CONSULTANCY SERVICES	29/05/2015	11,742.50
EF085423	11619	TITAN FORD PURCHASE OF VEHICLES & SERVICING	29/05/2015	42,738.40
EF085424	11625	TOTAL EDEN PTY LTD RETICULATION SUPPLIES	29/05/2015	17,803.37
EF085425	11642	TRAILER PARTS PTY LTD TRAILER PARTS	29/05/2015	545.78
EF085426	11651	TREE WATERING SERVICES TREE WATERING SERVICES	29/05/2015	37,264.00
EF085427	11657	TRUCKLINE PARTS CENTRES AUTOMOTIVE SPARE PARTS	29/05/2015	2,600.66
EF085428	11663	TUDOR HOUSE BANNERS/FLAGS	29/05/2015	113.00
EF085429	11667	TURFMASTER FACILITY MANAGEMENT TURFING SERVICES	29/05/2015	522.50

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF085430	11697	VAT MAN-FAT FILTERING SYSTEMS FILTER CLEANING SERVICES	29/05/2015	758.80
EF085431	11699	VERNON DESIGN GROUP ARCHITECTURAL SERVICES	29/05/2015	6,424.00
EF085432	11701	VIBRA INDUSTRIA FILTER SUPPLIES	29/05/2015	1,430.00
EF085433	11708	VITAL PACKAGING PTY LTD PACKAGING SUPPLIES	29/05/2015	2,337.50
EF085434	11715	WA BLUEMETAL ROADBASE SUPPLIES	29/05/2015	17,597.87
EF085435	11722	WA HINO SALES & SERVICE PURCHASE OF NEW TRUCKS / MAINTENANCE	29/05/2015	1,149.41
EF085436	11726	WA LIMESTONE LIMESTONE SUPPLIES	29/05/2015	21,340.77
EF085437	11787	DEPT OF TRANSPORT WA GOVT DEPARTMENT	29/05/2015	758.70
EF085438	11789	WALGA ADVERTISING/TRAINING SERVICES	29/05/2015	7,011.68
EF085439	11793	WESTERN IRRIGATION PTY LTD IRRIGATION SERVICES/SUPPLIES	29/05/2015	44,856.63
EF085440	11807	WESTRAL BLINDS & CURTAINS	29/05/2015	200.00
EF085441	11824	WORK CLOBBER SAFETY CLOTHING	29/05/2015	138.00
EF085442	11828	WORLDWIDE ONLINE PRINTING - O'CONNOR PRINTING SERVICES	29/05/2015	1,361.19
EF085443	11835	WURTH AUSTRALIA PTY LTD HARDWARE SUPPLIES	29/05/2015	1,224.87
EF085444	11873	WATTLEUP TRACTORS HARDWARE SUPPLIES	29/05/2015	5,153.50
EF085445	11972	COBEY MAINTENANCE SERVICES TURF MANAGEMENT	29/05/2015	32,628.30
EF085446	11987	SAFETY ZONE AUSTRALIA PTY LTD SAFETY EQUIPMENT	29/05/2015	184.03
EF085447	12007	SHANE MCMASTER SURVEYS SURVEYING SERVICES	29/05/2015	14,487.00
EF085448	12014	TUTT BRYANT EQUIPMENT BT EQUIPMENT PTY LTD T/AS EXCAVATING/EARTHMOVING EQUIPMENT	29/05/2015	652.47
EF085449	12065	ROMERI MOTOR TRIMMERS AUTOMOTIVE UPHOLSTERY SERVICES	29/05/2015	1,650.00
EF085450	12153	HAYS PERSONNEL SERVICES PTY LTD EMPLOYMENT SERVICES	29/05/2015	8,107.26
EF085451	12174	MATting SOLUTIONS SAFEWORK MAT SYSTEM	29/05/2015	210.10
EF085452	12194	MOMAR AUSTRALIA PTY LTD HARDWARE SUPPLIES	29/05/2015	1,595.00
EF085453	12207	CIVICA PTY LTD SOFTWARE SUPPORT/LICENCE FEES	29/05/2015	598.40
EF085454	12379	CONCEPT MEDIA ADVERTISING SERVICES	29/05/2015	499.40

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF085455	12458	KITE KINETICS ENTERTAINMENT SERVICES	29/05/2015	630.00
EF085456	12497	TROPHY CHOICE TROPHY SUPPLIES	29/05/2015	1,154.80
EF085457	12542	SEALIN GARLETT CEREMONIAL SERVICES	29/05/2015	800.00
EF085458	12589	AUSTRALIAN INSTITUTE OF MANAGEMENT TRAINING SERVICES	29/05/2015	540.00
EF085459	12656	COOGEE BEACH SURF LIFESAVING CLUB INC POOR GROVE SLSC DEVELOPMENT COSTS	29/05/2015	2,212.50
EF085460	12672	NORMAN DISNEY & YOUNG CONSULTANCY SERVICES	29/05/2015	33,000.00
EF085461	12779	WESTERN RESOURCE RECOVERY PTY LTD WASTE DISPOSAL SERVICES	29/05/2015	658.24
EF085462	12791	ALCHEMY TECHNOLOGY COMPUTER SOFTWARE SERVICES	29/05/2015	7,921.10
EF085463	12796	ISENTIA PTY LIMITED MEDIA MONITORING SERVICES	29/05/2015	603.16
EF085464	12797	MPA SKILLS TRAINING COURSES	29/05/2015	1,140.00
EF085465	12811	SPORTS CIRCUIT LINEMARKING SPORTS LINE MARKING SERVICES	29/05/2015	6,875.00
EF085466	13074	DEPT OF AGRICULTURE, FISHERIES & FORESTRY QUARANTINE/AUDITING SERVICES	29/05/2015	1,200.00
EF085467	13102	MICHAEL PAGE INTERNATIONAL EMPLOYMENT SERVICES	29/05/2015	19,591.68
EF085468	13325	MARTINS ENVIRONMENTAL SERVICES WEED SPRAYING SERVICES	29/05/2015	8,087.75
EF085469	13344	INCREDIBLE CREATURES MOBILE ANIMAL FARM ENTERTAINMENT SERVICES	29/05/2015	750.00
EF085470	13409	KLEENIT CLEANING SERVICES	29/05/2015	50,110.20
EF085471	13458	METROCOUNT TRAFFIC SURVEY EQUIPMENT	29/05/2015	605.00
EF085472	13462	ATI-MIRAGE PTY LTD TRAINING SERVICES	29/05/2015	299.00
EF085473	13475	BURGESS RAWSON (WA) PTY LTD RENT	29/05/2015	3,000.00
EF085474	13559	CENTAMAN SYSTEMS PTY LTD SOFTWARE SUPPORT	29/05/2015	3,966.60
EF085475	13563	GREEN SKILLS INC EMPLOYMENT SERVICES	29/05/2015	4,692.60
EF085476	13671	STAPLES AUSTRALIA PTY LTD OFFICE/STATIONERY SUPPLIES	29/05/2015	474.32
EF085477	13767	ELLIOTTS IRRIGATION PTY LTD IRRIGATION SERVICES	29/05/2015	7,588.90
EF085478	13779	PORTER CONSULTING ENGINEERS ENGINEERING CONSULTANCY SERVICES	29/05/2015	5,280.00
EF085479	13825	JACKSON MCDONALD LEGAL SERVICES	29/05/2015	41,910.99

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF085480	13832	INSIGHT CALL CENTRE SERVICES COMMUNICATION SERVICES	29/05/2015	6,253.12
EF085481	13860	KRS CONTRACTING WASTE COLLECTION SERVICES	29/05/2015	1,932.70
EF085482	13873	COCKBURN SES TRAFFIC MANAGEMENT SERVICES	29/05/2015	5,800.00
EF085483	14118	AGED & COMMUNITY SERVICES WA WORKSHOPS	29/05/2015	175.00
EF085484	14258	WARP GROUP PTY LTD ROAD CONSTRUCTION MATERIALS	29/05/2015	4,500.32
EF085485	14350	BAILEYS FERTILISERS FERTILISER SUPPLIES	29/05/2015	5,573.66
EF085486	14459	BIDVEST (WA) FOOD/CATERING SUPPLIES	29/05/2015	766.63
EF085487	14593	AUSTREND INTERNATIONAL PTY LTD ALUMINIUM SUPPLIES	29/05/2015	1,544.97
EF085488	14632	UHY HAINES NORTON ACCOUNTANCY SERVICES/PRODUCTS	29/05/2015	1,320.00
EF085489	14667	APPEALING SIGNS SIGNS	29/05/2015	1,652.42
EF085490	14787	DAVID'S GARDEN CENTRE PLANT SUPPLIES	29/05/2015	1,247.40
EF085491	15072	DRUM PRINT & PUBLICATIONS PRINTING SERVICES	29/05/2015	800.00
EF085492	15193	PRO TRAMP AUSTRALIA ENTERTAINMENT SERVICES	29/05/2015	6,700.00
EF085493	15393	GREENWAY ENTERPRISES HARDWARE SUPPLIES	29/05/2015	9,466.81
EF085494	15416	FIRE ENGINE FUN - INGLEWOOD ENTERTAINMENT SERVICES	29/05/2015	660.00
EF085495	15541	JANDAKOT NEWS NEWSPAPER SUPPLIERS	29/05/2015	210.20
EF085496	15588	NATURAL AREA MANAGEMENT & SERVICES WEED SPRAYING	29/05/2015	8,112.50
EF085497	15678	A2Z PEST CONTROL THE TRUSTEE FOR CALDOW TRADING TR PEST CONTROL	29/05/2015	5,344.00
EF085498	15760	FREMANTLE HOCKEY CLUB INC REGISTRATION FEES	29/05/2015	170.00
EF085499	15914	T-QUIP MOWING EQUIPMENT	29/05/2015	1,045.10
EF085500	16058	SHOP-A-DOCKET PTY LTD ADVERTISING SERVICES	29/05/2015	4,639.00
EF085501	16064	CMS ENGINEERING PTY LTD AIRCONDITIONING SERVICES	29/05/2015	3,116.30
EF085502	16108	ALTIFORM PTY LTD OUTDOOR FURNITURE	29/05/2015	1,059.30
EF085503	16291	WA PROFILING ROAD PROFILING SERVICES	29/05/2015	14,771.08
EF085504	16396	MAYDAY EARTHMOVING ROAD CONSTRUCTION MACHINE HIRE	29/05/2015	95,545.65

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF085505	16548	RED HOT DESIGN T-SHIRTS/SCREEN PRINTING	29/05/2015	998.86
EF085506	16882	RANGE FORD MOTOR VEHICLES	29/05/2015	39,633.71
EF085507	16985	WA PREMIX CONCRETE SUPPLIES	29/05/2015	22,145.64
EF085508	16997	AUS SECURE SECURITY SERVICES/PRODUCTS	29/05/2015	640.00
EF085509	17078	PHOENIX KNIGHTS FOOTBALL CLUB REGISTRATION FEES	29/05/2015	1,400.00
EF085510	17097	VALUE TISSUE PAPER PRODUCTS	29/05/2015	490.60
EF085511	17213	COCKBURN CITY SOCCER CLUB INC SPORT EQUIPMENT GRANT	29/05/2015	600.00
EF085512	17362	JOHN EARLEY TRAINING	29/05/2015	250.00
EF085513	17471	PIRTEK (FREMANTLE) PTY LTD HOSES & FITTINGS	29/05/2015	2,643.80
EF085514	17587	WEST COAST SHADE SHADE STRUCTURES	29/05/2015	1,386.00
EF085515	17600	ERECTIONS (WA) GUARD RAILS	29/05/2015	8,398.50
EF085516	17624	ALLSPORTS LINEMARKING LINEMARKING SERVICES	29/05/2015	3,135.00
EF085517	17798	WESTERN DIAGNOSTIC PATHOLOGY ANALYTICAL SERVICES	29/05/2015	493.35
EF085518	17887	RED SAND SUPPLIES PTY LTD MACHINERY HIRE	29/05/2015	1,463.00
EF085519	17942	MRS MAC'S FOOD SUPPLIES	29/05/2015	311.40
EF085520	18008	MANDURAH SAFETY & TRAINING SERV PTY LTD TRAINING SERVICES	29/05/2015	3,311.55
EF085521	18017	INSTANT PRODUCTS GROUP HIRE OF PORTABLE TOILETS	29/05/2015	1,372.40
EF085522	18031	MERCURY FIRESAFETY PTY LTD FIRE PROTECTION EQUIPMENT	29/05/2015	458.37
EF085523	18038	COCKBURN NETBALL CLUB REGISTRATION FEES	29/05/2015	200.00
EF085524	18126	DELL AUSTRALIA PTY LTD COMPUTER HARDWARE	29/05/2015	2,125.20
EF085525	18147	AURECON AUSTRALASIA PTY LTD CONSULTANCY - CIVIL ENGINEERING	29/05/2015	17,185.04
EF085526	18203	NATSYNC ENVIRONMENTAL PEST CONTROL	29/05/2015	203.50
EF085527	18249	LISSO MEDIA ADVERTISING	29/05/2015	363.00
EF085528	18272	AUSTRACLEAR LIMITED INVESTMENT SERVICES	29/05/2015	55.23
EF085529	18407	RIPE ART CATERING SERVICES - EDIBLE ART	29/05/2015	390.00

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF085530	18446	ARTZPLACE INC CULTURAL GRANT	29/05/2015	850.00
EF085531	18508	JOHN TURNER BRICK LAYING SERVICES	29/05/2015	1,936.00
EF085532	18522	J & K HOPKINS FURNITURE	29/05/2015	817.00
EF085533	18533	FRIENDS OF THE COMMUNITY INC. DONATION	29/05/2015	2,805.00
EF085534	18559	LORRAINE'S PARTY PONIES PARTY HIRE	29/05/2015	520.00
EF085535	18579	DEPARTMENT OF INDIGENOUS AFFAIRS STREET BANNER SPONSORSHIP	29/05/2015	1,045.00
EF085536	18593	TOTAL ALARMS & SECURITY PRODUCTS SECURITY SERVICES	29/05/2015	200.00
EF085537	18613	ECO-HIRE EQUIPMENT HIRE	29/05/2015	11,493.33
EF085538	18614	BOWMAN & ASSOCIATES PTY LTD CONSULTANCY SERVICES - PROJECT MGMT	29/05/2015	12,160.50
EF085539	18628	UNILEVER AUSTRALIA LTD BEVERAGES	29/05/2015	150.74
EF085540	18639	HAMILTON HILL DELIVERY ROUND NEWSPAPER DELIVERY SERVICE	29/05/2015	102.10
EF085541	18681	MARILYN HOPKINS LEGAL SERVICES	29/05/2015	1,650.00
EF085542	18695	MYAREE CRANE HIRE CRANE HIRE	29/05/2015	1,188.00
EF085543	18778	MSC SAFE CO SECURITY	29/05/2015	5,903.00
EF085544	18799	DOWN TO EARTH TRAINING & ASSESSING TRAINING SERVICES	29/05/2015	548.00
EF085545	18801	FREMANTLE BIN HIRE BIN HIRE - SKIP BINS	29/05/2015	420.00
EF085546	18962	SEALANES (1985) P/L CATERING SUPPLIES	29/05/2015	2,275.52
EF085547	19099	FERRET SOFTWARE LTD SCANWATCHER EQUIPMENT & BARCODES	29/05/2015	305.00
EF085548	19157	LOMBARD THE PAPER PEOPLE STATIONERY SUPPLIES	29/05/2015	83.41
EF085549	19306	ZIP HEATERS (AUST) PTY LTD HEATERS	29/05/2015	278.22
EF085550	19436	WHITCHURCH REFRIGERATION & AIRCONDITIONING AIR CONDITIONING SERVICES	29/05/2015	867.09
EF085551	19446	ENVISIONWARE PTY LTD SOFTWARE	29/05/2015	5,669.23
EF085552	19505	ADVANCED WINDOW SHUTTERS WINDOW SHUTTERS	29/05/2015	600.00
EF085553	19533	WOOLWORTHS LTD GROCERIES	29/05/2015	2,088.22
EF085554	19541	TURF CARE WA PTY LTD TURF SERVICES	29/05/2015	1,672.00

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF085555	19546	THE BIG PICTURE FACTORY PRINTING SERVICES	29/05/2015	643.50
EF085556	19623	ERGOLINK OFFICE FURNITURE	29/05/2015	413.00
EF085557	19652	TMS SERVICES TAPPS MOBILE SECURITY SECURITY SERVICES	29/05/2015	7,836.59
EF085558	19657	BIGMATE MONITORING SERVICES PTY LTD COMPUTER HARDWARE/SOFTWARE	29/05/2015	1,075.80
EF085559	19718	SIFTING SANDS CLEANING SERVICES - SAND	29/05/2015	13,954.55
EF085560	19747	ALLERDING & ASSOCIATES CPLANNING CONSULTANCY SERVICES	29/05/2015	3,171.24
EF085561	19755	EMBROIDME MYAREE EMBROIDERY	29/05/2015	1,372.80
EF085562	19794	THE SOUTHERN LIONS RUGBY UNION CLUB GRANTS & DONATIONS	29/05/2015	600.00
EF085563	19847	PFD FOOD SERVICES PTY LTD CATERING SERVICES	29/05/2015	1,384.80
EF085564	19885	SAFEGUARD INDUSTRIES SECURITY SCREENS/DOORS	29/05/2015	300.00
EF085565	19967	FINGER FOOD CATERING CATERING SERVICES	29/05/2015	249.00
EF085566	20000	AUST WEST AUTO ELECTRICAL P/L AUTO ELECTRICAL SERVICES	29/05/2015	17,547.60
EF085567	20146	DATA#3 LIMITED CONTRACT IT PERSONNEL & SOFTWARE	29/05/2015	9,305.00
EF085568	20307	OCTAGON-BKG LIFTS MAINTENANCE SERVICES	29/05/2015	415.80
EF085569	20313	FUSION BUILDING SURVEYING CONSULTANCY SERVICES - BUILDING	29/05/2015	660.00
EF085570	20321	RIVERJET P/L EDUCTING-CLEANING SERVICES	29/05/2015	38,700.75
EF085571	20322	PLANTRITE PLANT SUPPLIES	29/05/2015	4,758.60
EF085572	20347	THE ORGANIC COLLECTIVE ORGANIC FOODS	29/05/2015	69.00
EF085573	20409	CANDOR TRAINING TRAINING SERVICES	29/05/2015	1,836.25
EF085574	20457	IAN PERCY NARRATIVE THERAPY	29/05/2015	374.00
EF085575	20535	HOME-GROWN THEATRE DRAMA CLASSES	29/05/2015	1,848.00
EF085576	20540	ALL THINGS THEATRE THEATRICAL SUPPLIES/SERVICES	29/05/2015	7,458.00
EF085577	20549	A1 CARPET, TILE & GROUT CLEANING CLEANING SERVICES - TILES/CARPET	29/05/2015	1,485.00
EF085578	20746	ACCUWEIGH WEIGHING EQUIPMENT	29/05/2015	2,061.40
EF085579	20748	CRANWORKS AUSTRALASIA HYDRAULIC REPAIR SERVICES	29/05/2015	2,762.26

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF085580	20833	BOOMERS PLUMBING & GAS PLUMBING SERVICES	29/05/2015	499.33
EF085581	20867	FARM INFORMATION SERVICES TRAINING/INSTRUCTION	29/05/2015	2,778.00
EF085582	20882	BELL-VISTA FRUIT & VEGETABLE FRUIT & VEGETABLE	29/05/2015	950.91
EF085583	20934	GREENLINE AG P/L AGRICULTURAL EQUIPMENT	29/05/2015	504.59
EF085584	21005	BRAIN TEASERS OZ PTY LTD EDUCATIONAL PRODUCTS	29/05/2015	66.00
EF085585	21120	SHOREWATER MARINE PTY LTD MARINE CONSTRUCTION SERVICES	29/05/2015	3,575.00
EF085586	21126	ULVERSCROFT LARGE PRINT (AUST.) P/L BOOKS	29/05/2015	72.60
EF085587	21127	JOANNA AYCKBOURN INSTRUCTION - SINGING	29/05/2015	800.00
EF085588	21131	STATE WIDE TURF SERVICES TURF RENOVATION	29/05/2015	2,530.00
EF085589	21139	AUSTRAFFIC WA PTY LTD TRAFFIC SURVEYS	29/05/2015	1,881.00
EF085590	21236	SANDCARDS ENTERTAINMENT SERVICES	29/05/2015	955.00
EF085591	21287	T.J.DEPIAZZI & SONS SOIL & MULCH SUPPLIES	29/05/2015	77,249.70
EF085592	21294	CAT HAVEN ANIMAL SERVICES	29/05/2015	1,358.50
EF085593	21363	TENDERLINK.COM PTY LTD COMPUTER SOFTWARE	29/05/2015	1,100.00
EF085594	21371	LD TOTAL SANPOINT PTY LTD LANDSCAPING WORKS/SERVICES	29/05/2015	32,122.75
EF085595	21469	JOHN HUGHES VOLKSWAGON PURCHASE OF NEW VEHICLE	29/05/2015	36,376.80
EF085596	21547	MUCKY DUCK BUSH BAND ENTERTAINMENT	29/05/2015	1,400.00
EF085597	21627	MANHEIM PTY LTD IMPOUNDED VEHICLES	29/05/2015	2,347.40
EF085598	21665	MMJ REAL ESTATE (WA) PTY LTD PROPERTY MANAGEMENT SERVICES	29/05/2015	20,192.41
EF085599	21672	MEGA MUSIC AUSTRALIA MUSICAL INSTRUMENTS/SOUND EQUIPMENT	29/05/2015	801.00
EF085600	21683	PHILLIP WALLEY-STACK ENTERTAINMENT SERVICES	29/05/2015	1,650.00
EF085601	21747	UNICARE HEALTH WHEELCHAIR HIRE	29/05/2015	1,995.00
EF085602	21778	HILTON SQUASH AND FITNESS SPORTING SERVICES	29/05/2015	200.00
EF085603	21782	WEST COAST TIMBER FLOORING FLOORING SUPPLIES	29/05/2015	220.00
EF085604	21796	GREEN LEAF GARDENS LANDSCAPING SERVICES	29/05/2015	1,150.00

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF085605	21855	COCKBURN HAWKS ICE HOCKEY CLUB INC ICE HOCKEY REGISTRATION FEES	29/05/2015	400.00
EF085606	21879	SPOTLESS SERVICES AUSTRALIA LTD (CLEANING) CLEANING SERVICES	29/05/2015	57,099.99
EF085607	21946	RYAN'S QUALITY MEATS MEAT SUPPLIES	29/05/2015	1,208.78
EF085608	21990	MEDIBANK HEALTH SOLUTIONS PTY LTD MEDICAL SERVICES	29/05/2015	1,064.80
EF085609	21997	MELVILLE KIA MOTOR CARS	29/05/2015	391.65
EF085610	22182	KALAMUNDA FENCING & GATEMAKERS FENCING SERVICES	29/05/2015	6,394.30
EF085611	22242	ASPHALT SURFACES PTY LTD ASPHALTING SERVICES	29/05/2015	56,014.41
EF085612	22245	AQUA SHADES SHADE SAILS AND STRUCTURES	29/05/2015	16,489.00
EF085613	22344	BICYCLE VICTORIA SURVEY'S	29/05/2015	5,993.90
EF085614	22348	MAL ATWELL LEISURE GROUP AMUSEMENT, ENTERTAINMENT	29/05/2015	440.00
EF085615	22388	CARRINGTON'S TRAFFIC SERVICES TRAFFIC MANAGEMENT SERVICES	29/05/2015	21,173.08
EF085616	22448	CAKES WEST PTY LTD CATERING	29/05/2015	146.21
EF085617	22511	JOHNNY'S TILING TILING SERVICES	29/05/2015	300.00
EF085618	22553	BROWNES FOOD OPERATIONS CATERING SUPPLIES	29/05/2015	1,540.62
EF085619	22569	SONIC HEALTH PLUS PTY LTD MEDICAL SERVICES	29/05/2015	1,072.50
EF085620	22619	KSC TRAINING TRAINING SERVICES	29/05/2015	1,318.00
EF085621	22624	AUSSIE EARTHWORKS PTY LTD EARTHWORKS	29/05/2015	19,519.50
EF085622	22653	PCYC FREMANTLE SPONSORSHIP	29/05/2015	809.28
EF085623	22658	SERCUL URBAN LANDCARE SERVICES	29/05/2015	935.00
EF085624	22680	LEONARD THORN CULTURAL PRESENTATION SERVICES	29/05/2015	300.00
EF085625	22682	BEAVER TREE SERVICES PTY LTD TREE PRUNING SERVICES	29/05/2015	40,707.67
EF085626	22805	COVS PARTS PTY LTD MOTOR PARTS	29/05/2015	1,615.09
EF085627	22806	AUSTRALIAN FUEL DISTRIBUTORS PTY LTD FUEL SUPPLIES	29/05/2015	102,226.10
EF085628	22859	TOP OF THE LADDER GUTTER CLEANING GUTTER CLEANING SERVICES	29/05/2015	10,011.54
EF085629	22903	UNIQUE INTERNATIONAL RECOVERIES LLC DEBT COLLECTORS	29/05/2015	704.00

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF085630	22913	AUSTRALIAN OFFICE LEADING BRANDS.COM.AU ENVELOPES	29/05/2015	3,242.64
EF085631	22914	LADY LATTE CATERING SERVICES	29/05/2015	1,645.50
EF085632	22949	TASHANA LEE TWEDDLE HEAVENSTRINGS ENTERTAINMENT SERVICES - MUSIC	29/05/2015	1,010.00
EF085633	23213	SPOTLESS FACILITY SERVICES PTY LTD (LAUNDRY) LAUNDRY SERVICES	29/05/2015	240.64
EF085634	23253	KOTT GUNNING LEGAL SERVICES	29/05/2015	2,919.18
EF085635	23302	BUILDING SERVIC BUILDING SERVICES LEVIES	29/05/2015	179,447.60
EF085636	23348	ZUMBA WITH HONEY FITNESS CLASSES	29/05/2015	1,056.00
EF085637	23351	COCKBURN INTEGRATED HEALTH T/A COCKBURN GP SUPER LEASING FEES	29/05/2015	886.69
EF085638	23457	TOTALLY WORK WEAR FREMANTLE CLOTHING - UNIFORMS	29/05/2015	364.87
EF085639	23516	BOS SURVEYING PTY LTD SURVEY RESULTS SURVEYING SERVICES	29/05/2015	13,368.26
EF085640	23549	WEST OZ WILDLIFE AMUSEMENT PARK ENTRY FEES	29/05/2015	1,672.00
EF085641	23570	A PROUD LANDMARK PTY LTD LANDSCAPE CONTRUCTION SERVICES	29/05/2015	162,498.55
EF085642	23628	DISMANTLE RECONDITIONED BICYCLES & BIKE EDUCATION	29/05/2015	9,900.00
EF085643	23670	LIEBHERR AUSTRALIA PTY LTD SPARE PARTS	29/05/2015	18,409.72
EF085644	23696	JULIE REIDY DRAFTING SERVICES	29/05/2015	550.00
EF085645	23735	SIDRA SOLUTIONS SOFTWARE	29/05/2015	363.00
EF085646	23812	FREMANTLE ROWING CLUB REGISTRATION FEES, KIDSPORT	29/05/2015	200.00
EF085647	23825	PALMYRA REBELS NETBALL CLUB REGISTRATION FEES	29/05/2015	400.00
EF085648	23849	JCB CONSTRUCTION EQUIPMENT AUSTRALIA PLANT/MACHINERY	29/05/2015	1,363.45
EF085649	23858	SPECIALISED SECURITY SHREDDING DOCUMENT DESTRUCTION SERVICES	29/05/2015	43.35
EF085650	23859	SCIENCE ALIVE TRAVELLING SHOW EDUCATION - KIDS	29/05/2015	275.00
EF085651	23971	FIND WISE LOCATION SERVICES LOCATING SERVICES - UNDERGROUND	29/05/2015	5,564.90
EF085652	23982	WELLINGTON SURPLUS STORES OUTDOOR EQUIPMENT	29/05/2015	170.25
EF085653	24183	WELLARD GLASS GLASS REPAIR SERVICES	29/05/2015	187.00
EF085654	24185	HIPPY BELLY DANCE TRAINING SERVICES - DANCE CLASSES	29/05/2015	325.00

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF085655	24186	ELAN ENERGY MANAGEMENT PTY LTD RECYCLING SERVICES - TYRES	29/05/2015	1,264.12
EF085656	24187	TOTAL GREEN RECYCLING E-WASTE RECYCLING SERVICES	29/05/2015	934.56
EF085657	24192	THE ECO FAERIES ENTERTAINMENT SERVICES	29/05/2015	693.00
EF085658	24281	ECO LOGICAL AUSTRALIA PTY LTD MAPPING SERVICES	29/05/2015	1,321.87
EF085659	24298	TANKS FOR HIRE EQUIPMENT HIRE	29/05/2015	574.20
EF085660	24506	AMARANTI'S PERSONAL TRAINING PERSONAL TRAINING SERVICES	29/05/2015	300.00
EF085661	24524	CALO HEALTH HEARTMOVE CLASSES	29/05/2015	1,610.00
EF085662	24527	AUSTRALIAN ASSOCIATION FOR ENVIRONMENTAL EDUCATION COURSE REGISTRATION	29/05/2015	1,540.00
EF085663	24595	CONTEMPORARY IMAGE PHOTOGRAPHY PTY LTD PHOTOGRAPHY SERVICES	29/05/2015	1,388.20
EF085664	24643	BIBLIOTHECA RFID LIBRARY SYSTEMS AUSTRALIA PTY LTD PURCHASE OF LIBRARY TAGS	29/05/2015	3,498.00
EF085665	24655	AUTOMASTERS SPEARWOOD VEHICLE SERVICING	29/05/2015	3,732.00
EF085666	24748	PEARMANS ELECTRICAL & MECHANICAL SERVICES P/L ELECTRICAL SERVICES	29/05/2015	5,845.79
EF085667	24805	KAREN WOOLHEAD DANCING CLASSES	29/05/2015	640.00
EF085668	24861	MELVILLE CITY FOOTBALL CLUB SPORTS FEES	29/05/2015	1,760.00
EF085669	24862	BEARDS SECURITY SECURITY SERVICES	29/05/2015	280.00
EF085670	24886	A NATURAL SELF ENTERTAINMENT SUPPLIES	29/05/2015	384.00
EF085671	24945	NS PROJECTS PTY LTD PROJECT MANAGEMENT SERVICES	29/05/2015	22,000.00
EF085672	24949	BITUMEN SURFACING BITUMEN SUPPLIES	29/05/2015	7,206.65
EF085673	24959	PERTH TEMPORARY AIRBRUSH TATTOOS ENTERTAINMENT SERVICES	29/05/2015	700.00
EF085674	24965	KAMBARANG SERVICES ENTERTAINMENT SERVICES	29/05/2015	7,400.00
EF085675	25060	DFP RECRUTIMENT SERVICES EMPLOYMENT SERVICES	29/05/2015	23,051.83
EF085676	25063	SUPERIOR PAK PTY LTD VEHICLE MAINTENANCE	29/05/2015	500.05
EF085677	25102	FREMANTLE MOBILE WELDING WELDING SERVICES	29/05/2015	6,369.00
EF085678	25115	FIIG INVESTMENT MANAGEMENT SERVICES	29/05/2015	2,750.00
EF085679	25121	IMAGESOURCE DIGITAL SOLUTIONS BILLBOARDS	29/05/2015	4,303.20

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF085680	25128	HORIZON WEST LANDSCAPE & IRRIGATION P/L LANDSCAPING SERVICES	29/05/2015	3,679.08
EF085681	25158	MPIRE SECURITY SECURITY SERVICES	29/05/2015	14,740.84
EF085682	25262	SANDOVER PINDER ARCHITECTS ARCHITECTURAL SERVICES	29/05/2015	143,503.25
EF085683	25263	SYSTEM MAINTENANCE SEWERAGE PUMP MAINTENANCE	29/05/2015	389.29
EF085684	25415	JANDAKOT STOCK & PET SUPPLIES PET SUPPLIES	29/05/2015	429.25
EF085685	25418	CS LEGAL LEGAL SERVICES	29/05/2015	17,385.09
EF085686	25477	SPOTLESS FACILITY SERVICES (PAINTING DIVISION) PAINTING SERVICES	29/05/2015	10,494.00
EF085687	25586	ENVIROVAP PTY LTD HIRE OF LEACHATE UNITS	29/05/2015	5,995.00
EF085688	25588	CIVCO MINING SERVICES PTY LTD PLANT / EQUIPMENT HIRE	29/05/2015	8,464.50
EF085689	25644	DYMOCKS GARDEN CITY PURCHASE OF BOOKS	29/05/2015	7,595.85
EF085690	25648	NANKIVELL, MATTHEW LEE MN CREATIVE PHOTOGRAPHY SERVICES	29/05/2015	608.00
EF085691	25654	WINDOW SHIELD AUSTRALIA CLEAR STEEL SECURITY PTY LTD GLASS CLEANING SERVICES	29/05/2015	1,242.00
EF085692	25657	LOCK JOINT AUSTRALIA LOCKSMITH SERVICES	29/05/2015	2,849.00
EF085693	25658	GUNDI CORPORATION PTY LTD ABORIGINAL REFERENCE GROUPS	29/05/2015	3,850.00
EF085694	25674	APEX DRIVING SCHOOL (WA) PTY LTD DRIVING LESSONS	29/05/2015	650.00
EF085695	25675	SOCIAL SAY CONSULTANCY SERVICES	29/05/2015	1,375.00
EF085696	25713	DISCUS ON DEMAND PRINTING SERVICES	29/05/2015	2,093.96
EF085697	25719	NATUREWORKS PACKAGING BIN LINERS	29/05/2015	316.00
EF085698	25731	WHEELIE CLEAN CLEANING SERVICES	29/05/2015	9,564.50
EF085699	25733	MIRACLE RECREATION EQUIPMENT PLAYGROUND INSTALLATION / REPAIRS	29/05/2015	82,560.50
EF085700	25737	DATABASE CONSULTANTS AUSTRALIA CONSULTANCY SERVICES	29/05/2015	10,963.70
EF085701	25738	THRIFTY CAR RENTAL VEHICLE HIRE	29/05/2015	1,031.99
EF085702	25797	DEPARTMENT OF ENVIRONMENT REGULATION ANNUAL LICENCE - HWRP	29/05/2015	1,662.25
EF085703	25822	FIT2WORK.COM.AU MERCURY SEARCH AND SELECTION PTY LTD EMPLOYEE CHECK	29/05/2015	275.00
EF085704	25832	EXTERIA ENGINEERING & DESIGN SERVICES	29/05/2015	27,793.70

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF085705	25875	COOGEE PLUMBING SERVICES PLUMBING SERVICES	29/05/2015	5,297.60
EF085706	25898	SAFE 4 KIDS (AUST) PTY LTD PURCHASE OF BOOKS	29/05/2015	847.00
EF085707	25940	LEAF BEAN MACHINE COFFEE BEAN SUPPLY	29/05/2015	1,200.00
EF085708	26054	HARVEY NORMAN O'CONNOR ELECTRICAL GOODS	29/05/2015	888.00
EF085709	26067	SPRAYKING WA PTY LTD CHEMICAL WEED CONTROL SERVICES	29/05/2015	363.00
EF085710	26090	FREMANTLE MILK DISTRIBUTORS MILK DISTRIBUTORS	29/05/2015	223.45
EF085711	26102	VIXENS NETBALL CLUB NETBALL REGISTRATION FEES	29/05/2015	2,400.00
EF085712	26110	DASH CIVIL CONTRACTING CONCRETING SERVICES	29/05/2015	7,058.00
EF085713	26114	GRACE RECORDS MANAGEMENT RECORDS MANAGEMENT SERVICES	29/05/2015	570.22
EF085714	26116	CAMPBELLS CASH AND CARRY CATERING SUPPLIES	29/05/2015	299.43
EF085715	26146	TOP GEAR PAINTING PAINTING SERVICES	29/05/2015	3,190.00
EF085716	26162	RANDSTAD PTY LTD EMPLOYMENT SERVICES	29/05/2015	5,375.52
EF085717	26173	SOUTHSIDE PLUMBING PLUMBING SERVICES	29/05/2015	2,516.80
EF085718	26189	J. P. BENNETT PTY LTD CONSULTANCY SERVICES	29/05/2015	4,400.00
EF085719	26211	AMCOM PTY LTD INTERNET/DATA SERVICES	29/05/2015	6,070.00
EF085720	26253	CREATE IT TIME LAPSE CAMERA	29/05/2015	913.00
EF085721	26254	PERTH MOBILE EXERCISE PHYSIOLOGY EXERCISE PROGRAMS	29/05/2015	1,530.00
EF085722	26257	PAPERBARK TECHNOLOGIES ARBORICULTURAL CONSULTANCY SERVICES	29/05/2015	3,892.00
EF085723	26303	GECKO CONTRACTING TURF & LANDSCAPE MAINTENANCE TURF & LANDSCAPE MAINTENANCE	29/05/2015	44,116.60
EF085724	26314	CPE GROUP TEMPORARY EMPLOYMENT SERVICES	29/05/2015	2,519.75
EF085725	26323	AT THE KITCHEN CATERING SERVICES	29/05/2015	7,934.00
EF085726	26330	KENNARDS HIRE - BIBRA LAKE EQUIPMENT HIRE	29/05/2015	7,893.39
EF085727	26354	ELECTROFEN REPAIR SERVICES - SECURITY FENCES	29/05/2015	198.00
EF085728	26359	WILSON SECURITY SECURITY SERVICES	29/05/2015	168,324.08
EF085729	26370	ESTRAT CONSULTANCY SERVICES - IT	29/05/2015	4,675.00

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF085730	26386	AIRMASTER AUSTRALIA PTY LTD AIRCONDITIONING MAINTENANCE SERVICES	29/05/2015	4,513.10
EF085731	26391	ANDOVER DETAILERS GOLDFINCH NOMINEES PTY LTD DETAILING SERVICES	29/05/2015	1,199.10
EF085732	26399	PAPERSCOOUT THE TRUSTEE FOR PETERS MORRISON FAMILY GRAPHIC DESIGN SERVICES	29/05/2015	4,730.00
EF085733	26410	INDIGENOUS TOURS WA GUIDED WALKING TOURS	29/05/2015	300.00
EF085734	26418	INTEGRANET TECHNOLOGY GROUP PTY LTD ICT CONSULTANCY SERVICES	29/05/2015	8,800.00
EF085735	26442	BULLANT SECURITY PTY LTD KEY WEST LOCK SERVICE & SAL LOCKSMITH & SECURITY SERVICES	29/05/2015	2,363.72
EF085736	26449	ECO SHARK BARRIER PTY LTD LEASING FEE FOR SHARK BARRIER	29/05/2015	21,250.00
EF085737	26460	KISS PHOTOBOOTHS PHOTOBOOTH HIRE	29/05/2015	899.00
EF085738	26461	777 MAINTENANCE PTY LTD MAINTENANCE SERVICES	29/05/2015	4,545.00
EF085739	26463	BOLLYGOOD FOODS PTY LTD CATERING SERVICES - FOOD VENDOR	29/05/2015	300.00
EF085740	26464	LLOYD, CANDICE (THE MERINDAS) ENTERTAINMENT SERVICES	29/05/2015	3,600.00
EF085741	26467	WREFORD, KATHY HIRE OF MASSAGE CHAIR	29/05/2015	120.00
EF085742	26470	SCP CONSERVATION AND LAND MANAGEMENT FENCING SERVICES	29/05/2015	6,460.00
EF085743	26475	QUANTUM BUILDING SERVICES CARPENTRY SERVICES	29/05/2015	9,187.48
EF085744	26480	MATTRESS REMOVAL WA MATRESS REMOVAL SERVICES	29/05/2015	2,775.00
EF085745	26486	BIBRA LAKE FABRICATORS PTY LTD FABRICATION SERVICES	29/05/2015	308.00
EF085746	26497	KIDD, ROBERT NEIL (DD PUBLISHING) ENTERTAINMENT SERVICES	29/05/2015	300.00
EF085747	26498	GILLETT, CHRISTINE DORETTA WORKSHOP SERVICES	29/05/2015	800.00
EF085748	26500	MINERAL HAULAGE & EARTHMOVING EARTHMOVING SERVICES	29/05/2015	119,943.95
EF085749	26507	REID CORPORATION PTY LTD ENTERTAINMENT SERVICES	29/05/2015	2,200.00
EF085750	26508	BRAYCO GLOBAL PTY LTD FABRICATION SERVICES	29/05/2015	3,039.00
EF085751	26519	CAREY BAPTIST COLLEGE INC KIDSPORT REGISTRATIONS	29/05/2015	570.00
EF085752	26521	HAFELE AUSTRALIA PTY LTD LOCKS	29/05/2015	2,025.94
EF085753	26522	ATTADALE JUNIOR FOOTBALL CLUB INC KIDSPORT REGISTRATIONS	29/05/2015	200.00
EF085754	26523	SUCCESS BLAZERS NETBALL CLUB INC KIDSPORT REGISTRATIONS	29/05/2015	600.00

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF085755	26524	GREENWORX COMMERCIAL MAINTENANCE LANDSCAPING SERVICES	29/05/2015	10,616.43
EF085756	26528	FLOREAT ATHENA SOCCER CLUB INC KIDSPORT REGISTRATION FEES	29/05/2015	200.00
EF085757	26547	P. J. WRIGHT & ASSOCIATES PTY LTD CONSULTANCY SERVICES	29/05/2015	5,896.00
EF085758	26548	DARREN STOCKEWELL PURCHASE OF ARTWORK	29/05/2015	1,800.00
EF085759	11794	SYNERGY ELECTRICITY USAGE/SUPPLIES	29/05/2015	470,216.02
EF085760	12025	TELSTRA CORPORATION COMMUNICATIONS SERVICES	29/05/2015	38,639.78
EF085761	24558	MACQUARIE BANK LIMITED LEASE REPAYMENT	29/05/2015	1,615.13
EF085762	25823	ENIGIN WESTERN AUSTRALIA ELECTRICITY USAGE/SUPPLIES	29/05/2015	10,651.12
EF085763	11841	YANGEBUP FAMILY CENTRE INC VENUE HIRE / GRANTS & DONATIONS	29/05/2015	1,637.00
EF085764	99997	ZURICH AUSTRALIAN INSURANCE MOTOR VEHICLE EXCESS	29/05/2015	1,000.00
EF085765	99997	GAIL BOWMAN REIMBURSEMENT OF STUDY FEES	29/05/2015	3,950.00
EF085766	99997	AHAM VRITTI HERBAL GYO SUPERFOOD WORKSHOP	29/05/2015	490.00
EF085767	99997	DEBORAH ARKWRIGHT REIMBURSEMENT OF BOOSTRIX VACCINATION	29/05/2015	48.00
EF085768	99997	GRAEME HOLMES SAFETY PRESCRIPTION GLASSES CONTRIBUTION	29/05/2015	149.00
EF085769	99997	JANDAKOT VOLUNTEER BUSH FIRE BRIGADE REIMBURSEMENT OF EXPENSES	29/05/2015	228.50
EF085770	99997	SANDRA TAYLOR REIMBURSEMENT OF TRAVEL EXPENSES (EMPLOYEE OF THE	29/05/2015	5,000.00
EF085771	99997	COCKBURN JUNIOR FOOTBALL CLUB MINOR CAPITAL WORKS GRANT	29/05/2015	4,000.00
EF085772	99997	COOLBELLUP AMATEUR FOOTBALL CLUB SPORTING EQUIPMENT GRANT	29/05/2015	553.50
EF085773	99997	NORTHLAKE ESPANOL SOCCER CLUB SPORTING EQUIPMENT GRANT	29/05/2015	3,614.77
EF085774	99997	COCKBURN CRICKET CLUB MINOR CAPITAL WORKS GRANT	29/05/2015	3,998.52
EF085775	99997	HAMMOND PARK PRIMARY SCHOOL COUNCIL DONATION	29/05/2015	200.00
EF085776	99997	JUDE RUEBEN DIAS CONTRIBUTION OF STUDY FEES	29/05/2015	1,975.00
EF085777	99997	ALI NEWMAN CONTRIBUTION OF STUDY FEES	29/05/2015	679.28
EF085778	99997	GRAHAM TAYLOR SAFETY PRESCRIPTION GLASSES CONTRIBUTION	29/05/2015	300.00
EF085779	99997	JUNE BENNETT SHOW OFF ART EXHIBITION PAYMENT	29/05/2015	970.00

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF085780	99997	MARGARET COXALL SHOW OFF ART EXHIBITION PAYMENT	29/05/2015	450.00
EF085781	99997	NATASHA DAKIN SHOW OFF ART EXHIBITION PAYMENT	29/05/2015	120.00
EF085782	99997	GINA GREER SHOW OFF ART EXHIBITION PAYMENT	29/05/2015	950.00
EF085783	99997	CHAS HAUXBY SHOW OFF ART EXHIBITION PAYMENT	29/05/2015	700.00
EF085784	99997	JUNKO HUGHES SHOW OFF ART EXHIBITION PAYMENT	29/05/2015	500.00
EF085785	99997	SHONA HUTCHINGS SHOW OFF ART EXHIBITION PAYMENT	29/05/2015	400.00
EF085786	99997	NETA KNAPP SHOW OFF ART EXHIBITION PAYMENT	29/05/2015	890.00
EF085787	99997	PAM LOCKWOOD SHOW OFF ART EXHIBITION PAYMENT	29/05/2015	390.00
EF085788	99997	SIMON MARCHMONT SHOW OFF ART EXHIBITION PAYMENT	29/05/2015	250.00
EF085789	99997	ANDREW MEREDITH SHOW OFF ART EXHIBITION PAYMENT	29/05/2015	1,450.00
EF085790	99997	EUNICE MITSUSSIS SHOW OFF ART EXHIBITION PAYMENT	29/05/2015	450.00
EF085791	99997	SANDY ROBERTSON SHOW OFF ART EXHIBITION PAYMENT	29/05/2015	500.00
EF085792	99997	SUZANNE VALENTE SHOW OFF ART EXHIBITION PAYMENT	29/05/2015	320.00
EF085793	99997	RUTH VICKERS SHOW OFF ART EXHIBITION PAYMENT	29/05/2015	800.00
EF085794	99997	FLORENCE WARD SHOW OFF ART EXHIBITION PAYMENT	29/05/2015	150.00
EF085795	99997	DANICA WITCHERMANN SHOW OFF ART EXHIBITION PAYMENT	29/05/2015	185.00
EF085796	99997	KAREN WRIGHT SHOW OFF ART EXHIBITION PAYMENT	29/05/2015	460.00
EF085797	99997	FRIENDS OF BUSHLAND PARK SUSTAINABILITY GRANT	29/05/2015	2,074.58
EF085798	99997	C AND E FERREIRA CAT STERILISATION SUBSIDY	29/05/2015	50.00
EF085799	99997	C AND E FERREIRA CAT STERILISATION SUBSIDY	29/05/2015	50.00
EF085800	99997	ROBERT MIRCO & LEE NARELLE MIRCO CAT STERILISATION SUBSIDY	29/05/2015	50.00
EF085801	99997	ALLEN L MAYNE CAT STERILISATION SUBSIDY	29/05/2015	50.00
EF085802	99997	ALLEN L MAYNE CAT STERILISATION SUBSIDY	29/05/2015	50.00
EF085803	99997	RHONDA TRAWICK CAT STERILISATION SUBSIDY	29/05/2015	50.00
EF085804	99997	NATASHA M COOPER CAT STERILISATION SUBSIDY	29/05/2015	50.00

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF085805	99997	PG & KA BRENZI CAT STERILISATION SUBSIDY	29/05/2015	50.00
EF085806	99997	LISA BASILIO CAT STERILISATION SUBSIDY	29/05/2015	50.00
EF085807	99997	TAMMI LEE OWEN DOG STERILISATION SUDSIDY	29/05/2015	30.00
EF085808	99997	S & L SYMINGTON DOG STERILISATION SUDSIDY	29/05/2015	19.00
EF085809	99997	J WHEELER DOG STERILISATION SUDSIDY	29/05/2015	42.50
EF085810	99997	LAURIE LEWIS COMPOST BIN REBATE	29/05/2015	50.00
EF085811	99997	GINA MARY MCKEITH CROSSOVER CONTRIBUTION	29/05/2015	300.00
EF085812	99997	P & HG JEFFERY CROSSOVER CONTRIBUTION	29/05/2015	300.00
EF085813	99997	ALAN AND SHELLEY MCKEITH CROSSOVER CONTRIBUTION	29/05/2015	300.00
EF085814	99997	ANNETTE CATHERINE NASH CROSSOVER CONTRIBUTION	29/05/2015	300.00
EF085815	99997	STEPHEN J FISHER CROSSOVER CONTRIBUTION	29/05/2015	300.00
EF085816	99997	JT & UR PITT CROSSOVER CONTRIBUTION	29/05/2015	300.00
026291	99999	PLUNKETT HOMES (1903) PTY LTD PLANNING APPLICATION REFUND	1/05/2015	1,105.45
026292	99999	EVERSWELL PTY LTD BOND REFUND	1/05/2015	270,752.07
026293	99999	KATE E LEEDER HALL HIRE BOND REFUND	1/05/2015	150.00
026294	99999	SALIM LEE ARCHITECTS PLANNERS BOND REFUND	1/05/2015	7,500.00
026295	99999	LOUIE ANTON AWANG SUBDIVISION BOND REFUND	1/05/2015	3,125.00
026296	99999	MISS NATS DANCE SCHOOL PLANNING APPLICATION REFUND	1/05/2015	295.00
026297	99999	OUTDOOR WORLD - HEAD OFFICE PLANNING APPLICATION REFUND	1/05/2015	147.00
026298	99999	JET DESIGN & DRAFTING SERVICES PLANNING APPLICATION REFUND	1/05/2015	147.00
026299	99999	JET DESIGN & DRAFTING SERVICES PLANNING APPLICATION REFUND	1/05/2015	294.00
026300	99999	STANISLAV KUDINOV SUBDIVISION BOND REFUND	1/05/2015	10,000.00
026301	99999	KIDZ 'N' SPORT DEBTOR REFUND	1/05/2015	125.00
026302	99999	BIANCA LEET HALL HIRE BOND REFUND	1/05/2015	150.00
026303	99999	MARIE J HOF HALL HIRE BOND REFUND	1/05/2015	150.00

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
026304	99999	SERGIO SUSSA NOMINATION FEE REFUND - 2010 ELECTION	1/05/2015	80.00
026305	99999	CAROLYN PARKER NOMINATION FEE REFUND - 2010 ELECTION	1/05/2015	80.00
026306	99999	RICHARD D MCNAUGHT NOMINATION FEE REFUND - 2010 ELECTION	1/05/2015	80.00
026307	99999	ARNOLD B HOUWEN NOMINATION FEE REFUND - 2010 ELECTION	1/05/2015	80.00
026308	99999	JOSEPH B BOVELL NOMINATION FEE REFUND - 2010 ELECTION	1/05/2015	80.00
026309	99999	PAUL BARRETT SUBDIVISION BOND REFUND	1/05/2015	5,708.12
026310	13932	ARMAGUARD BANKING SERVICES	7/05/2015	2,526.70
026311	99999	SUNDRY CREDITOR REFUND	7/05/2015	10,000.00
026312	13932	ARMAGUARD BANKING SERVICES	14/05/2015	1,842.80
026313	13932	ARMAGUARD BANKING SERVICES	21/05/2015	2,877.95
026314	13932	ARMAGUARD BANKING SERVICES	27/05/2015	2,225.70
026315	26565	NOLA WATERS FOUNDATION DAY AWARD WINNER	28/05/2015	200.00
026316	10589	FINES ENFORCEMENT REGISTRY FINES ENFORCEMENT FEES	29/05/2015	3,495.00
026317	10747	IINET LIMITED INTERNET SERVICES	29/05/2015	801.81
026318	11760	WATER CORPORATION SEWER EASEMENT	29/05/2015	8,414.70
026319	11795	WESTERN POWER ELECTRICAL SERVICES	29/05/2015	4,282.00
026320	10047	ALINTA ENERGY GAS SUPPLIES	29/05/2015	935.85
026321	11758	WATER CORP WATER USAGE SUPPLIES	29/05/2015	13,603.32
026322	20679	OFFICE OF STATE REVENUE RATES REFUND	29/05/2015	1,382.69
026323	26560	THOMAS AND MARY MERCHANT ADD RETENTION HELD NIL	29/05/2015	373.84
026300		LESS PRIOR PERIOD CANCELLED CHEQUES/EFTS		
EF083971		PRIME WOOD PTY LTD		10,000.00-
EF084007		NICOLE GERMINARIO		50.00-
EF084204		THORSTEN STORMBACK		990.00-
EF084433		DROWNING TROUT		1,332.65-
EF084433		RIVERSIDE CHRISTIAN SOCCER CLUB		200.00-
EF084881		HARVEY NORMAN O'CONNOR		888.00-
EF085039		WA TEMPORARY FENCING SUPPLIES		495.00-
		CHEQUE LIST TOTAL		11,568,058.89

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
		TOTAL AS PER AP SOURCE 14GLACT9991000		11,568,058.89
		TOTAL AS PER TR SOURCE 14GLACT9991000		
				11,568,058.89
		ADDITIONAL DIRECT PAYMENTS		
		BANK FEES		
		MERCHANT FEES COC		1,147.12
		MERCHANT FEES SLLC		1,240.83
		MERCHANT FEES VARIOUS OUT CENTRES		90.80
		NATIONAL BPAY CHARGE		1,328.49
		RTGS/ACLR FEE		8.50
		NAB TRANSACT FEE		891.26
		MERCHANDISE / OTHER FEES		357.18
				5,064.18
		FAMILY DAY CARE AND IN HOME CARE PAYMENTS		
		FDC PAYMENTS		51,125.95
		IHC PAYMENTS		68,236.97
				119,362.92
		PAYROLL TRANSACTIONS		
		COC 05/05/15 CITY OF COCKBURN 042958		1,032,411.31
		COC 11/05/15 CITY OF COCKBURN 042958		3,702.65
		COC 15/05/15 CITY OF COCKBURN 042958		5,720.85
		COC 19/05/15 CITY OF COCKBURN 042958		1,037,391.86
		COC 23/04/15 CITY OF COCKBURN 042958		13,386.91
				2,092,613.58
		CREDIT CARD PAYMENTS		
		CBA CREDIT CARD PAYMENT		45,677.44
				45,677.44
		TOTAL PAYMENTS FOR MAY		13,830,777.01

PAYMENT SUMMARY

CHEQUE PAYMENTS

026291 -026323

CANCELLED PAYMENTS

Nil.

ELECTRONIC FUNDS TRANSFER PAYMENT

EF085205 – EF085816

STATEMENT OF FINANCIAL ACTIVITY

for the period ended 31 May 2015

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget		Revised Budget	Adopted Budget
	\$	\$	%	\$		\$	\$
Operating Revenue							
Governance	73,729,982	73,013,714	1%	716,267 ✓		73,638,927	74,022,182
Financial Services	832,813	761,926	9%	70,887		789,050	657,050
Information Services	240	1,500	-84%	(1,260)		1,500	1,500
Human Resource Management	393,464	262,159	50%	131,305		286,000	86,000
Library Services	38,533	48,901	-21%	(10,368)		53,346	53,346
Community Services	7,224,929	6,869,406	5%	355,523 ✓		7,224,112	7,338,204
Human Services	6,466,751	6,033,388	7%	433,363 ✓		6,396,392	6,459,383
Corporate Communications	18,769	11,900	58%	6,869		12,500	12,500
Statutory Planning	1,637,239	1,553,597	5%	83,642		1,713,015	1,613,015
Strategic Planning	2,096,478	1,739,878	20%	356,600 ✓		2,291,943	1,471,943
Building Services	1,503,152	1,520,825	-1%	(17,673)		1,645,700	1,535,700
Environmental Health	233,096	243,392	-4%	(10,296)		255,500	225,500
Waste Services	27,564,980	28,557,235	-3%	(992,254) X		29,438,023	29,143,124
Parks & Environmental Services	70,952	49,742	43%	21,210		49,900	1,900
Engineering Services	332,570	268,916	24%	63,654		303,363	293,363
Infrastructure Services	97,954	3,022	3141%	94,931		3,297	3,297
	122,241,902	120,939,501	1%	1,302,401		124,102,568	122,918,007
Total Operating Revenue	122,241,902	120,939,501	1%	1,302,401		124,102,568	122,918,007
Operating Expenditure							
Governance	(3,880,887)	(4,405,113)	-12%	524,226 ✓		(5,054,182)	(4,633,859)
Financial Services	(4,857,281)	(5,080,979)	-4%	223,698 ✓		(5,420,104)	(5,464,284)
Information Services	(3,858,760)	(4,265,798)	-10%	407,039 ✓		(4,704,181)	(4,385,908)
Human Resource Management	(2,203,785)	(2,296,236)	-4%	92,451		(2,643,028)	(2,302,028)
Library Services	(2,711,541)	(2,850,436)	-5%	138,895		(3,201,689)	(3,168,305)
Community Services	(7,939,435)	(8,638,444)	-8%	699,009 ✓		(9,500,299)	(9,490,807)
Human Services	(7,011,616)	(7,077,932)	-1%	66,316		(7,899,026)	(7,729,708)
Corporate Communications	(2,279,776)	(2,517,921)	-9%	238,145 ✓		(2,791,953)	(2,682,290)
Statutory Planning	(1,077,114)	(1,141,765)	-6%	64,651		(1,286,082)	(1,286,082)
Strategic Planning	(1,505,334)	(1,516,604)	-1%	11,271		(1,683,131)	(1,566,420)
Building Services	(1,319,102)	(1,391,901)	-5%	72,799		(1,569,940)	(1,564,494)
Environmental Health	(1,398,976)	(1,667,833)	-16%	268,857 ✓		(1,887,046)	(1,773,929)
Waste Services	(16,054,102)	(16,552,527)	-3%	498,425 ✓		(20,096,655)	(20,076,655)
Parks & Environmental Services	(10,179,393)	(10,435,074)	-2%	255,681 ✓		(11,586,867)	(11,330,867)
Engineering Services	(7,211,114)	(7,191,321)	0%	(19,793)		(7,997,243)	(7,985,243)
Infrastructure Services	(7,500,657)	(7,520,123)	0%	19,466		(8,281,370)	(8,195,699)
	(80,988,872)	(84,550,007)	-4%	3,561,135		(95,602,795)	(93,636,577)

OCM 9/7/2015 - Item No.15.2

STATEMENT OF FINANCIAL ACTIVITY

for the period ended 31 May 2015

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget		Revised Budget	Adopted Budget
	\$	\$	%	\$		\$	\$
Less: Net Internal Recharging	2,659,358	3,020,742	-12%	(361,384) X		3,246,783	3,243,783
Add: Depreciation on Non-Current Assets							
Computer & Electronic Equip	(88,145)	(86,570)	2%	(1,575)		(94,440)	(94,440)
Furniture & Equipment	(140,984)	(143,379)	-2%	2,394		(156,413)	(156,413)
Plant & Machinery	(2,573,084)	(2,721,829)	-5%	148,745		(2,969,268)	(2,969,268)
Buildings	(4,138,861)	(3,906,518)	6%	(232,343) X		(4,261,656)	(4,261,656)
Roads	(9,329,920)	(9,393,956)	-1%	64,036		(10,247,952)	(9,467,952)
Drainage	(2,106,129)	(2,099,229)	0%	(6,900)		(2,290,068)	(2,290,068)
Footpaths	(1,002,342)	(1,064,569)	-6%	62,227		(1,161,348)	(1,161,348)
Parks Equipment	(2,519,390)	(2,533,674)	-1%	14,284		(2,764,012)	(3,354,012)
Landfill	(1,039,973)	(1,058,596)	-2%	18,623		(1,154,832)	-
	(22,938,828)	(23,008,320)	0%	69,491		(25,099,989)	(23,755,157)
Total Operating Expenditure	(101,268,342)	(104,537,585)	-3%	3,269,243		(117,456,001)	(114,147,951)
Change in Net Assets Resulting from Operations	20,973,561	16,401,917	28%	4,571,644		6,646,567	8,770,056
Non-Operating Activities							
Profit/(Loss) on Assets Disposal							
Plant & Machinery	280,060	(109,599)	-356%	389,659 ✓		(217,704)	(582,947)
Freehold Land	2,050,673	6,495,838	-68%	(4,445,165) X		7,921,068	1,150,000
Furniture & Office Equipment	-	-	0%	-		-	-
Buildings	(30,944)	157,795	-120%	(188,739)		157,795	-
	2,299,789	6,544,034	-65%	(4,244,245)		7,861,159	567,053
Less: Underground Power Infrastructure Contribution	-	(574)	-100%	574		(574)	-
Asset Acquisitions							
Land and Buildings	(16,275,796)	(26,613,392)	-39%	10,337,596 ✓		(36,344,947)	(24,387,000)
Infrastructure Assets	(14,137,228)	(18,090,034)	-22%	3,952,807 ✓		(29,733,694)	(17,116,028)
Plant and Machinery	(3,305,377)	(5,518,133)	-40%	2,212,757 ✓		(5,518,133)	(4,007,500)
Furniture and Equipment	(9,847)	(11,000)	-10%	1,153		(11,000)	(206,000)
Computer Equipment	(564,087)	(1,063,390)	-47%	499,304 ✓		(1,140,572)	(434,000)
Note 1.	(34,292,334)	(51,295,950)	-33%	17,003,616		(72,748,346)	(46,150,528)
Add: Transfer to Reserves	(18,209,793)	(25,488,805)	-29%	7,279,013 ✓		(49,517,259)	(35,534,109)
	(29,228,777)	(53,839,379)	-46%	24,610,602		(107,758,454)	(72,347,529)

STATEMENT OF FINANCIAL ACTIVITY

for the period ended 31 May 2015

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget		Revised Budget	Adopted Budget
	\$	\$	%	\$		\$	\$
Add Funding from							
Grants & Contributions - Asset Development	16,374,253	14,876,253	10%	1,498,000	✓	17,582,755	6,726,309
Less: held in restricted funds from prior years	-	-	0%	-		-	-
Proceeds on Sale of Assets	3,897,839	8,244,001	-53%	(4,346,162)	✗	9,819,231	2,525,125
Reserves	15,219,520	20,297,790	-25%	(5,078,270)	✗	31,132,917	18,281,347
Loan Funds Raised	-	-	0%	-		20,000,000	20,000,000
Contributed Developer Assets	1,458,317	-	0%	1,458,317	✓	-	-
	7,721,152	(10,421,335)	-174%	18,142,486		(29,223,551)	(24,814,748)
Non-Cash/Non-Current Item Adjustments							
Depreciation on Assets	22,938,828	23,008,320	0%	(69,491)		25,099,989	23,755,157
Profit/(Loss) on Assets Disposal	(2,299,789)	(6,544,034)	-65%	4,244,245	✓	(7,861,159)	(567,053)
Loan Repayments	(680,544)	(686,677)	-1%	6,133		(1,373,356)	(1,373,356)
Non-Current Leave Provisions	150,323	-	0%	150,323		-	-
	27,829,970	5,356,274	420%	22,473,696		(13,358,076)	(3,000,000)
Opening Funds	13,175,076	13,175,076	0%	(0)		13,175,076	3,000,000
Closing Funds	41,005,046	18,531,350	121%	22,473,696		(183,000)	-
	-	-		-		-	-

Note 2, 3.

Notes to Statement of Financial Activity

Note 1.

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

	Actuals	Commitments at Month End	Commitments & Actuals YTD	YTD Revised Budget	Full Year Revised Budget	Uncommitted at Month End
Assets Classification	\$	\$			\$	\$
Land and Buildings	(16,275,796)	(3,501,930)	(19,777,727)	(26,613,392)	(36,344,947)	16,567,221
Infrastructure Assets	(14,137,228)	(3,865,731)	(18,002,958)	(18,090,034)	(29,733,694)	11,730,735
Plant and Machinery	(3,305,377)	(1,210,111)	(4,515,488)	(5,518,133)	(5,518,133)	1,002,645
Furniture and Equipment	(9,847)	-	(9,847)	(11,000)	(11,000)	1,153
Computer Equipment	(564,087)	(134,604)	(698,691)	(1,063,390)	(1,140,572)	441,881
	(34,292,334)	(8,712,377)	(43,004,711)	(51,295,950)	(72,748,346)	29,743,635

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	136,986,685	105,844,301	104,724,104	86,462,923
Rates Outstanding	630,365	1,711,469	900,000	900,000
Rubbish Charges Outstanding	277,714	374,476	300,000	300,000
Sundry Debtors	1,771,962	1,279,094	2,700,000	2,700,000
GST Receivable	1,379,591	-	-	-
Prepayments	412,574	350,000	350,000	350,000
Accrued Debtors	323,074	-	-	-
Stock on Hand	17,516	20,000	20,000	20,000
	141,799,480	109,579,340	108,994,104	90,732,923
Current Liabilities				
Creditors	(5,242,508)	(130,961)	(5,000,496)	(5,000,496)
Income Received in Advance	-	52,856	52,856	52,856
GST Payable	(404,451)	-	-	-
Withholding Tax Payable	-	-	-	-
Provision for Annual Leave	(2,793,093)	(2,000,000)	(2,000,000)	(2,000,000)
Provision for Long Service Leave	(1,950,770)	(2,529,728)	(2,595,980)	(2,595,980)
	(10,390,822)	(4,607,833)	(9,543,620)	(9,543,620)
Net Current Assets	131,408,657	104,971,507	99,450,484	81,189,303
Add: Non Current Investments	4,487,470	4,339,420	4,339,420	4,339,420
	135,896,127	109,310,927	103,789,904	85,528,723
Less: Restricted/Committed Assets				
Cash Backed Reserves #	(88,578,836)	(90,779,577)	(103,972,904)	(85,528,723)
Deposits & Bonds Liability *	(6,312,246)	(2,789,342)	(2,789,342)	(2,789,342)
Grants & Contributions Unspent *	-	2,789,343	2,789,343	2,789,343
	41,005,046	18,531,350	(183,000)	-
Closing Funds (as per Financial Activity Statement)	41,005,046	18,531,350	(183,000)	-

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
GL	830	Increase conference budget	OCM 11/9/14 #5370	Operating Expenditure			2,000	(2,000)
GL	594	Salary reduction due to system error	OCM 11/9/14 #5370	Operating Expenditure		18,369		16,369
GL	105	Increase in FAGS grant	OCM 11/9/14 #5370	Operating Income		86,745		103,114
GL	162, 175	Reallocating FESA grants and expenditure	OCM 11/9/14 #5370	Operating Income		4,498		107,612
GL	137	Allocating telecommunication expenses budget which was missed out during annual budget process	OCM 13/11/14 #5408	Operating Expenditure			65,000	42,612
OP	6245	Carried forward unspent fund in Coastal Monitoring project which was missed out during carry forward process	OCM 13/11/14 #5408	Operating Expenditure			20,687	21,925
GL	310, 350, 375	Adjustments to Financial Counselling budgets as 2 staff now relocated to Cockburn Super Clinic and also receiving reduced grant funding	OCM 11/12/14 #5429	Operating Expenditure			15,482	6,443
OP	7696	Rent income received from DFES for occupying CVES building	OCM 11/12/14 #5429	Operating Income		4,000		10,443
Various		Mid-year budget review	OCM 12/02/15 #5456	Various			10,443	0
OP	8291	Allocating internal administration charge	OCM 09/04/15 #5489	Operating Income		8,500		8,500
OP	8276	Coolbellup security guard	OCM May	Operating Expenditure			8,500	0
CW	1359	Transfer Reserve funding back as project is no longer active	OCM June	Operating Income			93,000	(93,000)
OP	8260	Cash in lieu from FY13/14 was not accounted correctly	OCM June	Operating Income			90,000	(183,000)
				Closing Funds Surplus (Deficit)	0	122,112	305,112	(183,000)

Statement of Comprehensive Income *by Nature and Type*

for the period ended 31 May 2015

	Actual	Amended YTD Budget	\$ Variance to YTD Budget	Forecast	Amended Budget	Adopted Budget
	\$	\$	\$	\$	\$	\$
OPERATING REVENUE						
01 Rates	63,803,765	62,766,667	1,037,099	63,917,099	62,880,000	62,880,000
02 Specified Area Rates	312,324	270,000	42,324	312,324	270,000	270,000
05 Fees and Charges	38,318,108	38,796,162	(478,054)	40,472,033	40,950,088	39,708,911
06 Service Charges	4,022,240	3,999,950	22,290	4,022,240	4,000,000	4,000,000
10 Grants and Subsidies	9,495,271	9,105,484	389,787	9,806,936	9,417,149	9,325,765
15 Contributions, Donations and Reimbursements	998,762	626,179	372,583	1,051,423	678,840	356,840
20 Interest Earnings	5,272,363	5,368,552	(96,188)	5,803,203	5,899,391	6,369,391
25 Other revenue and Income	19,070	6,508	12,561	19,661	7,100	7,100
Total Operating Revenue	122,241,902	120,939,501	1,302,401	125,404,919	124,102,568	122,918,007
OPERATING EXPENDITURE						
50 Employee Costs - Salaries & Direct Oncosts	(38,535,898)	(38,760,835)	224,937	(43,633,971)	(43,858,909)	(42,697,487)
51 Employee Costs - Indirect Oncosts	(640,590)	(1,242,215)	601,625	(723,721)	(1,325,346)	(898,966)
55 Materials and Contracts	(30,437,427)	(32,591,879)	2,154,453	(33,758,216)	(35,912,669)	(35,548,621)
65 Utilities	(3,991,918)	(4,242,614)	250,697	(4,371,742)	(4,622,439)	(4,513,005)
70 Interest Expenses	(67,784)	(67,784)	0	(123,300)	(123,300)	(123,300)
75 Insurances	(1,952,591)	(2,217,500)	264,909	(1,952,591)	(2,217,500)	(2,340,500)
80 Other Expenses	(5,362,665)	(5,427,179)	64,515	(7,478,118)	(7,542,632)	(7,514,698)
85 Depreciation on Non Current Assets	(22,938,828)	(23,008,320)	69,491	(25,030,498)	(25,099,989)	(23,755,157)
Add Back: Indirect Costs Allocated to Capital Works	2,659,358	3,020,742	(361,384)	2,885,399	3,246,783	3,243,783
Total Operating Expenditure	(101,268,342)	(104,537,585)	3,269,243	(114,186,759)	(117,456,001)	(114,147,951)
CHANGE IN NET ASSETS RESULTING FROM OPERATING ACTIVITIES	20,973,561	16,401,917	4,571,644	11,218,160	6,646,567	8,770,056
NON-OPERATING ACTIVITIES						
11 Capital Grants & Subsidies	4,964,159	4,733,228	230,931	7,262,165	7,031,234	2,361,387
16 Contributions - Asset Development	11,410,094	10,143,025	1,267,069	11,818,591	10,551,521	4,364,922
95 Profit/(Loss) on Sale of Assets	2,299,789	6,544,034	(4,244,245)	3,616,913	7,861,159	567,053
57 Acquisition of Crown Land for Roads	-	-	-	-	-	-
58 Underground Power Scheme	-	(574)	574	-	(574)	-
Total Non-Operating Activities	18,674,042	21,419,713	(2,745,671)	22,697,669	25,443,340	7,293,362
NET RESULT	39,647,603	37,821,630	1,825,973	33,915,829	32,089,907	16,063,417

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	470,745	489,793	534,320	534,320
South Lake Leisure Centre	2,565,112	2,634,983	2,856,666	2,988,286
Law and Public Safety	774,183	356,121	388,496	388,496
	3,827,539	3,488,898	3,789,482	3,911,102
<u>Waste Services:</u>				
Waste Collection Services	19,040,740	19,034,043	19,050,000	18,695,101
Waste Disposal Services	8,517,024	9,513,191	10,378,023	10,448,023
	27,557,764	28,547,235	29,428,023	29,143,124
	31,385,303	32,036,132	33,217,505	33,054,226

Note 2.

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

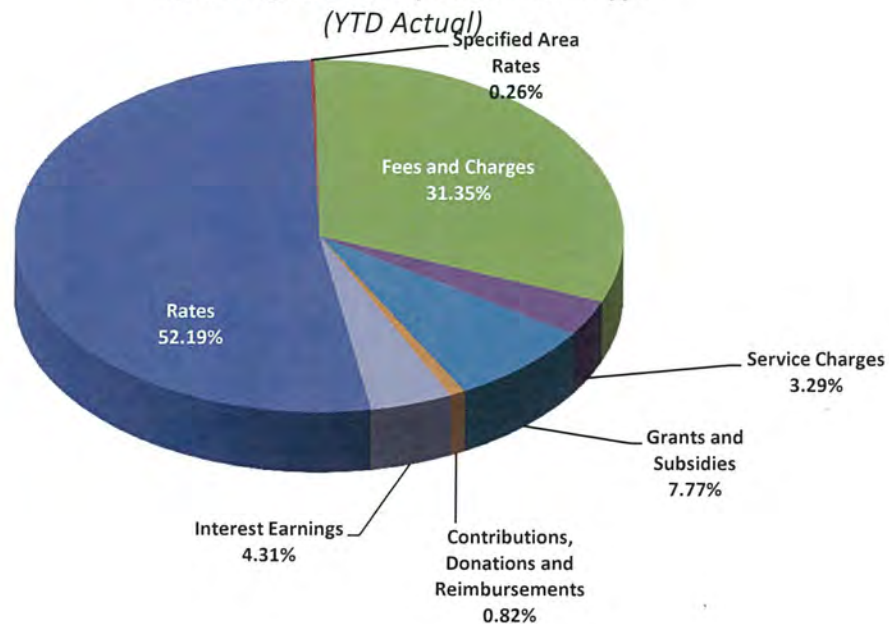
	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
Executive Division	(1,844,532)	(1,769,280)	(1,995,589)	(1,919,506)
Finance & Corporate Services Division	(6,117,378)	(6,146,368)	(7,009,226)	(6,145,420)
Community Services Division	(11,853,963)	(11,879,580)	(13,367,568)	(13,196,817)
Planning & Development Division	(4,420,538)	(4,441,621)	(5,041,699)	(5,024,097)
Engineering & Works Division	(14,299,487)	(14,523,986)	(16,444,827)	(16,411,647)
	(38,535,898)	(38,760,835)	(43,858,909)	(42,697,487)

Note 3

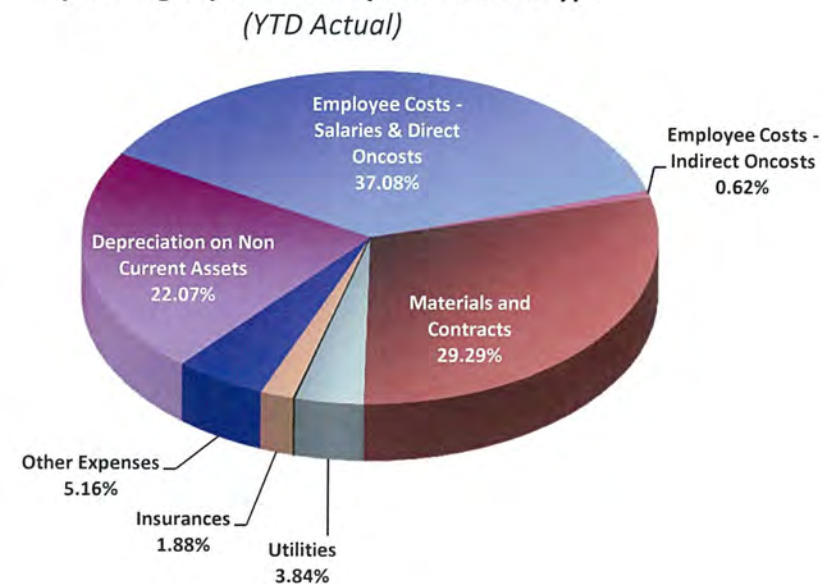
Additional information on Materials and Contracts by each Division.

	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
Executive Division	(1,556,646)	(2,017,747)	(2,337,355)	(2,087,788)
Finance & Corporate Services Division	(2,230,535)	(2,515,178)	(2,717,612)	(3,269,713)
Community Services Division	(6,487,820)	(7,135,751)	(7,759,553)	(7,649,134)
Planning & Development Division	(844,734)	(1,179,097)	(1,283,567)	(1,065,895)
Engineering & Works Division	(19,317,692)	(19,744,107)	(21,814,582)	(21,476,091)
Not Applicable	0	0	0	0
	(30,437,427)	(32,591,879)	(35,912,669)	(35,548,621)

Operating Income by Nature and Type

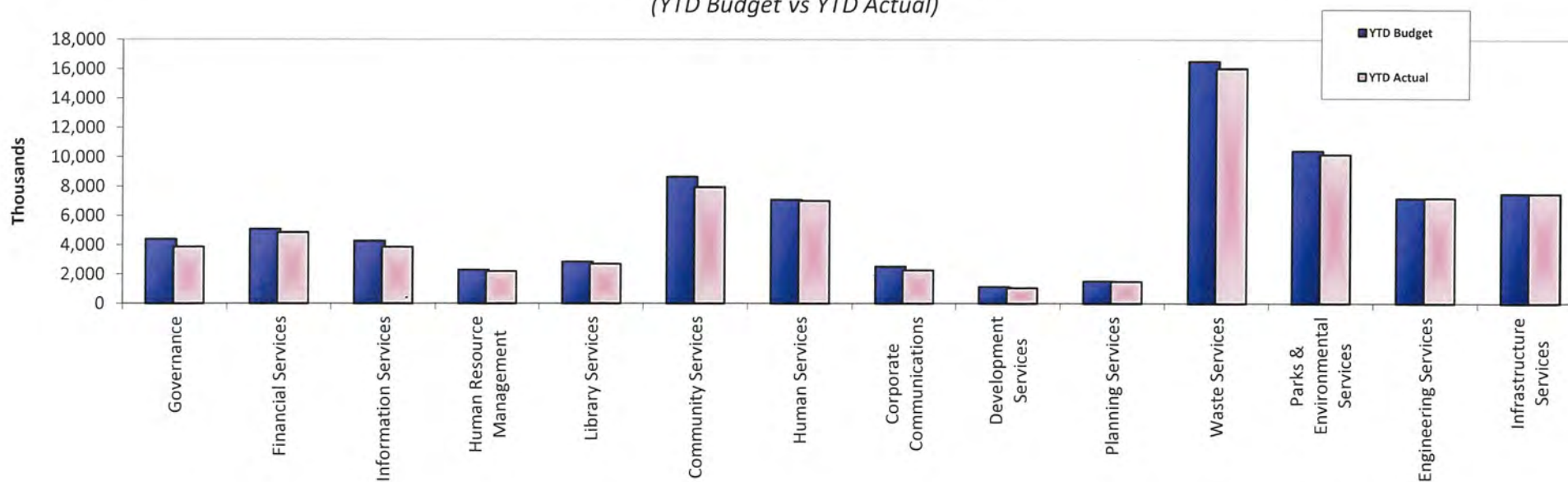


Operating Expenditure by Nature and Type

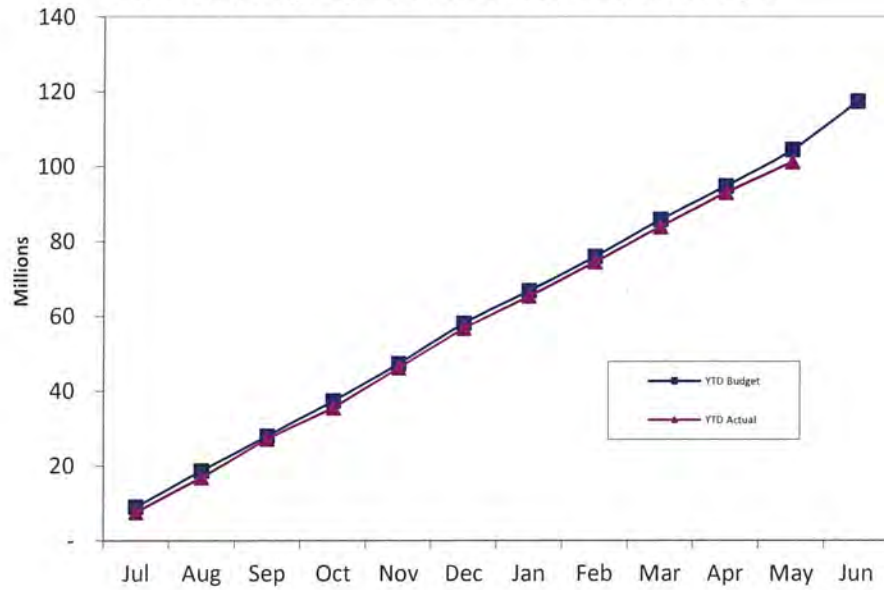


Operating Expenditure by Business Unit

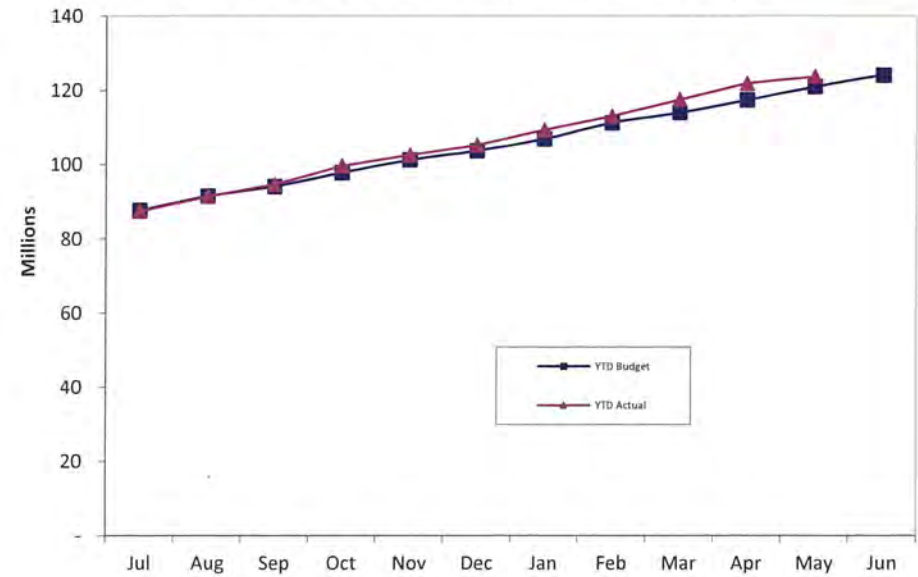
(YTD Budget vs YTD Actual)



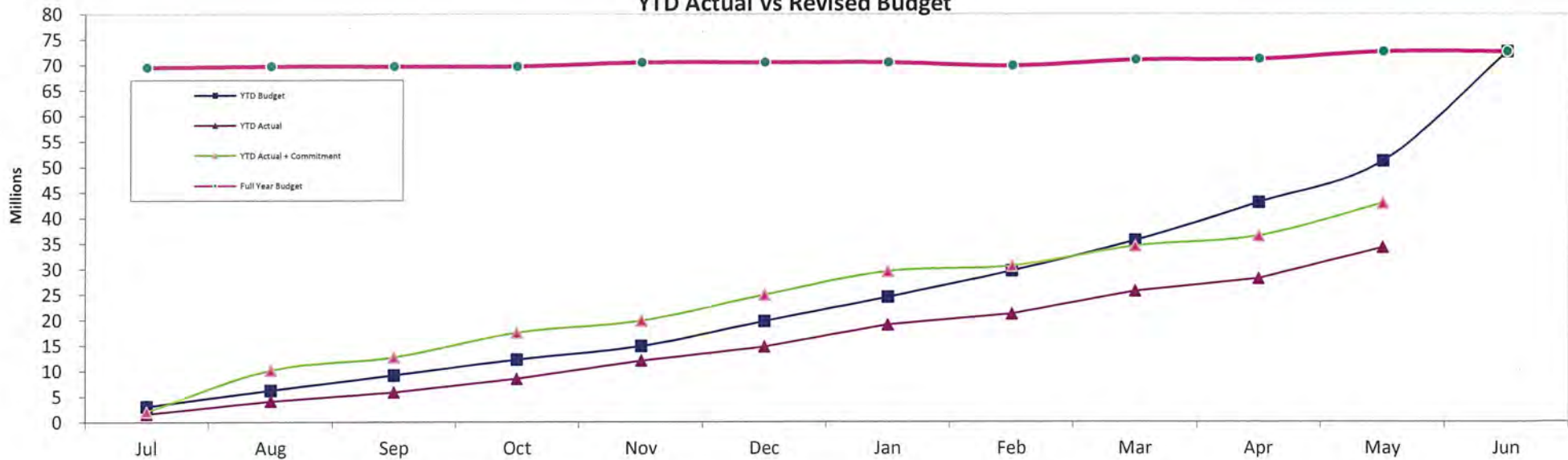
YTD Operating Expenditure Vs YTD Revised Budget



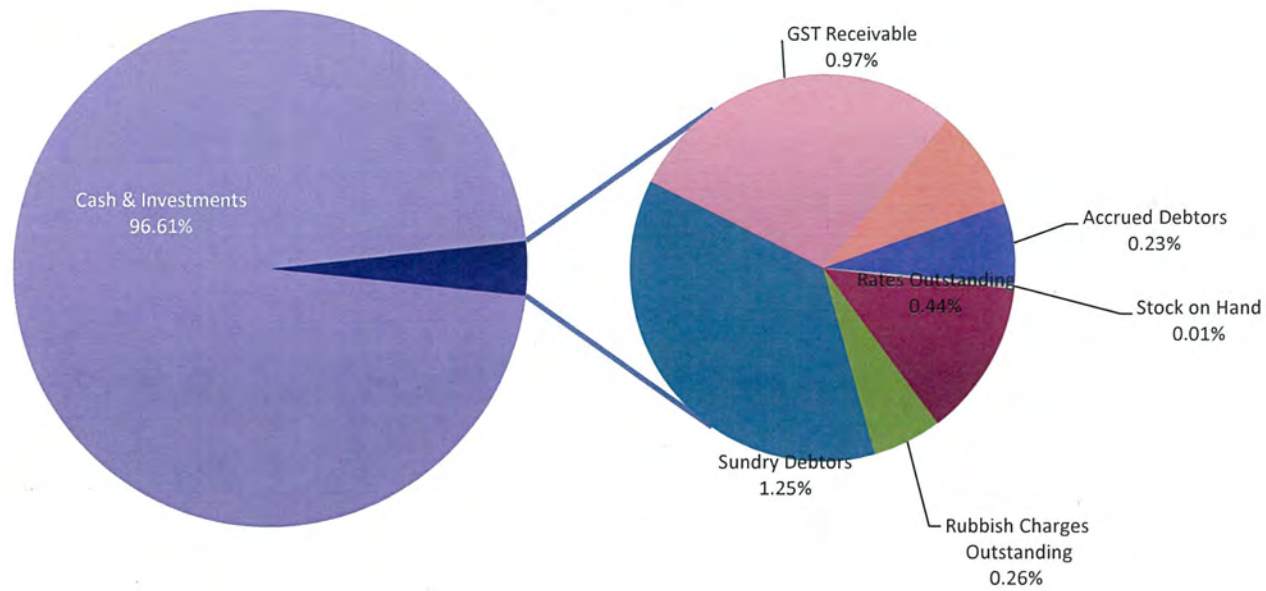
YTD Operating Income Vs YTD Revised Budget



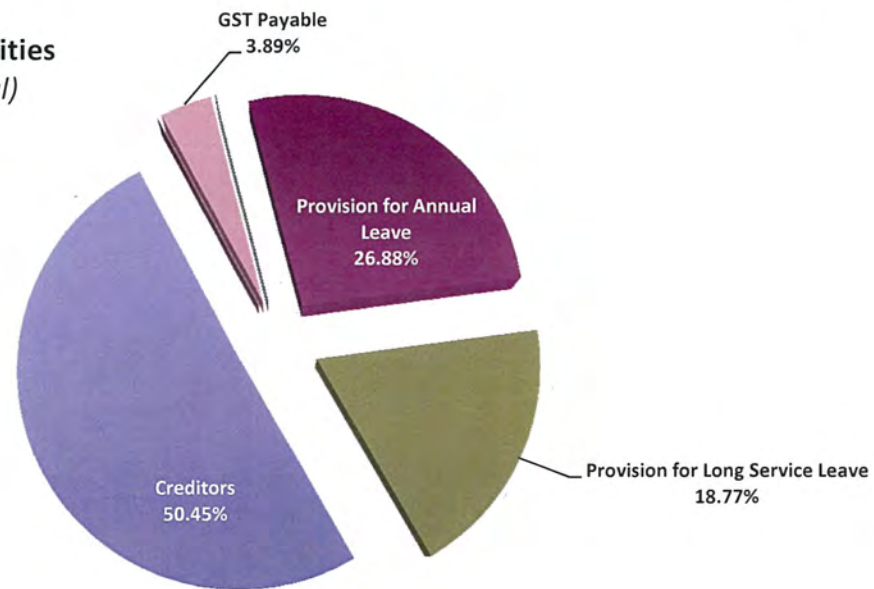
Capital Expenditure
YTD Actual Vs Revised Budget



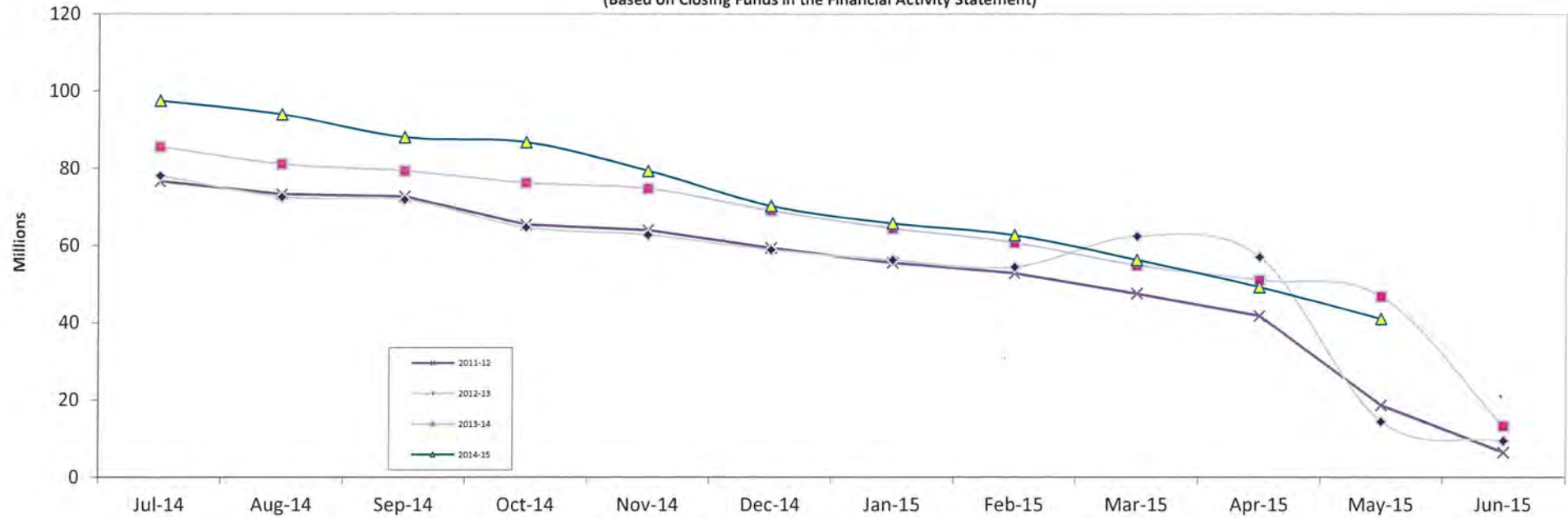
Current Assets (YTD Actual)



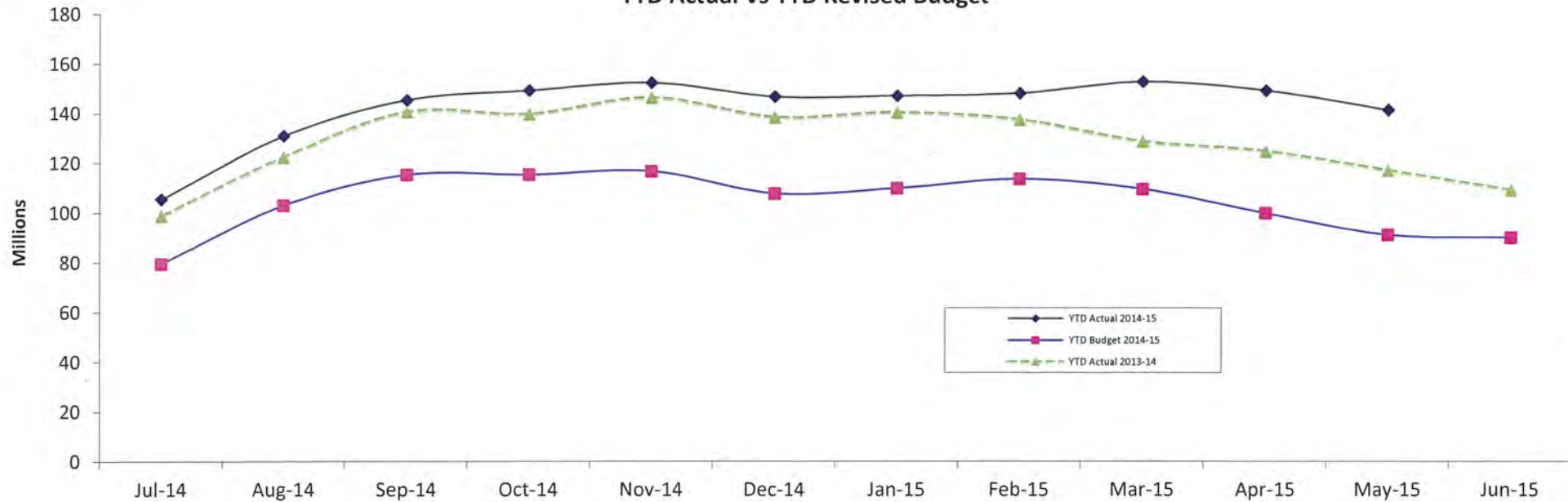
Current Liabilities (YTD Actual)



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 2015

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	847,819	847,819	(9,120)	19,849	-	-	(120,000)	(90,044)	718,699	777,624
Bibra Lake Nutrient Managment	313,447	313,447	12,230	7,623	-	-	-	-	325,677	321,071
CCW Development Fund	-	-	-	-	12,491,292	-	-	-	12,491,292	-
Community Infrastructure	9,830,572	9,830,572	200,590	236,883	4,484,735	-	(8,481,224)	(411,024)	6,034,674	9,656,431
Community Surveillance Levy Reserve	653,841	653,841	29,690	12,942	643,918	-	(267,898)	(146,867)	1,059,551	519,916
Contaminated Sites	2,518,882	2,518,882	51,520	60,322	-	-	(100,000)	(67,940)	2,470,402	2,511,264
DCD Redundancies Reserve	2,991	2,991	-	55	-	-	(2,900)	(2,900)	91	146
Environmental Offset Reserve	277,367	277,368	(3,110)	6,746	-	-	-	-	274,257	284,114
Green House Emissions Reductions	652,516	652,516	13,880	15,460	200,000	-	(762,000)	(54,270)	104,396	613,706
Information Technology	261,600	261,600	37,220	5,094	100,000	-	(99,361)	(87,175)	299,459	179,519
Land Development & Investment Fund Reserve	4,719,455	4,719,455	283,600	97,838	8,458,553	3,117,453	(4,047,508)	(2,176,001)	9,414,100	5,758,745
Major Buildings Refurbishment	5,439,366	5,439,366	25,930	132,140	-	-	(252,412)	(58,823)	5,212,884	5,512,684
Mobile Rubbish Bins	63,279	63,279	24,440	(804)	-	-	-	-	87,719	62,475
Municipal Elections	49,722	49,721	13,270	1,209	-	-	-	-	62,992	50,931
Naval Base Shacks	766,920	766,921	16,420	18,595	151,413	-	(769,428)	(17,297)	165,325	768,219
Plant & Vehicle Replacement	5,930,546	5,930,546	76,610	120,213	3,527,151	-	(3,525,233)	(2,021,935)	6,009,074	4,028,825
Port Coogee Special Maintenance Reserve	1,005,467	1,005,468	23,060	22,994	270,000	312,324	(117,925)	(117,925)	1,180,602	1,222,861
Roads & Drainage Infrastructure	2,026,150	2,026,150	101,580	37,821	1,406,584	156,584	(1,762,755)	(378,429)	1,771,560	1,842,127
Staff Payments & Entitlements	2,271,100	2,271,100	157,540	51,858	110,000	-	(361,917)	(354,218)	2,176,723	1,968,740
Waste & Recycling	18,659,246	18,659,246	626,270	441,628	3,472,157	-	(1,875,359)	(1,116,391)	20,882,314	17,984,484
Waste Collection Levy	264,697	264,697	1,540	5,612	545,854	-	(387,500)	(386,236)	424,591	(115,926)
Workers Compensation	379,495	379,495	15,480	9,230	-	-	-	-	394,975	388,725
POS Cash in Lieu (Restricted Funds)	4,240,467	4,240,466	132,710	116,704	1,113,748	1,601,101	(888,000)	(370,683)	4,598,925	5,587,588
	61,174,947	61,174,947	1,831,350	1,420,013	36,975,406	5,187,462	(23,821,420)	(7,858,157)	76,160,283	59,924,266
Grant Funded										
Aged & Disabled Vehicle Expenses	322,162	322,162	9,855	7,210	62,625	-	(148,499)	(3,499)	246,144	325,873
CIHF Building Maintenance Resrv	-	-	-	809	2,414,548	2,019,018	-	-	2,414,548	2,019,828
Cockburn Super Clinic Reserve	1,936,374	1,936,374	169,220	30,969	-	-	(1,985,154)	(1,970,405)	120,440	(3,062)
Family Day Care Accumulation Fund	22,384	22,383	3,000	57	-	-	(24,314)	(24,314)	1,070	(1,873)
Naval Base Shack Removal Reserve	333,944	333,945	4,270	8,122	54,693	-	-	-	392,907	342,067
Restricted Grants & Contributions Resrv	5,923,657	5,923,657	-	3,887	-	-	(3,113,747)	(3,802,885)	2,809,910	2,124,659
UNDERGROUND POWER	754,224	754,224	(11,570)	18,344	1,200,000	1,140,222	(1,372,637)	(1,372,063)	570,016	540,726
Welfare Projects Employee Entitlements	444,423	444,422	12,452	11,004	10,513	37,479	(72,373)	(61,313)	395,015	431,592
	9,737,168	9,737,168	187,227	80,401	3,742,380	3,196,719	(6,716,724)	(7,234,479)	6,950,050	5,779,809
Development Cont. Plans										
Aubin Grove DCP	170,698	170,698	4,705	4,151	-	-	(887)	(233)	174,516	174,616
Community Infrastructure DCA 13	10,029,345	10,029,345	140,180	312,344	5,000,000	6,028,726	(484,789)	(124,790)	14,684,736	16,245,625
Gaebler Rd Development Cont. Plans	984,238	984,238	18,924	23,937	-	-	(3,474)	(233)	999,687	1,007,942
Hammond Park DCP	(14,180)	(14,180)	9,354	1,986	396,000	479,022	(13,595)	-	377,579	466,828
Munster Development	432,526	432,526	18,147	13,551	443,798	254,733	(17,871)	-	876,600	700,810
Muriel Court Development Contribution	(48,104)	(48,104)	-	(1,171)	-	-	(19,092)	(233)	(67,196)	(49,508)
Packham North - DCP 12	(105,792)	(105,792)	10,529	(1,389)	434,388	121,324	(19,192)	(233)	319,933	13,911
Solomon Road DCP	360,190	360,190	8,493	9,214	120,000	78,474	(7,721)	(233)	480,962	447,645
Success Lakes Development	887,990	887,991	3,817	21,596	-	-	(3,474)	(233)	888,333	909,354
Success Nth Development Cont. Plans	1,185,551	1,185,550	15,311	35,066	11,700	481,749	(5,611)	(233)	1,206,951	1,702,133
Thomas St Development Cont. Plans	12,079	12,079	294	294	-	-	-	-	12,373	12,373
Wattleup DCP 10	(9,363)	(9,363)	-	(100)	-	21,468	(12,695)	-	(22,058)	12,005
Yangebup East Development Cont. Plans	436,865	436,865	6,026	13,032	130,036	402,240	(3,748)	(233)	569,179	851,904
Yangebup West Development Cont. Plans	354,406	354,406	9,195	8,619	-	16,330	(2,624)	(233)	360,977	379,122
	14,676,448	14,676,448	244,975	441,131	6,535,922	7,884,066	(594,773)	(126,884)	20,862,572	22,874,761
Total Reserves	85,588,562	85,588,563	2,263,552	1,941,545	47,253,707	16,268,247	(31,132,917)	(15,219,520)	103,972,904	88,578,836

Capital Expenditure

for the period ended 31 May 2015

	Actuals \$	YTD Revised Budget \$	Full Year Revised Budget \$	\$ Variance to YTD Budget \$	✓ = Favourable ✗ = Unfavourable	Explanation
SUMMARY						
Purchase of Land and Buildings	16,275,796	26,613,392	44,042,673	10,337,596	✓	
Acquisition & Development of Infrastructure Assets	14,137,228	18,090,034	23,558,540	3,952,807	✓	
Purchase of Plant and Machinery	3,305,377	5,518,133	5,543,561	2,212,757	✓	
Purchase of Furniture and Equipment	9,847	11,000	11,736	1,153	✓	
Purchase of Computer Equipment	564,087	1,063,390	2,974,879	499,304	✓	
	34,292,334	51,295,950	76,131,390	17,003,616		
Material Variances Identified:						
<u>Works in Progress - Roads Infrastructure</u>						
3545 - Beeliar Drive Hammond Road North and South	1,387,540	1,000,000	0	(387,540)	✗	Project completed earlier then the cashflow suggested. Western Power works completed 8/03/2015.
3544 - North Lake Road (Hammond to Kentucky)	3,147,045	3,363,875	0	216,830	✓	Street Lighting commenced February. \$558k in committed orders. Projected carry forward of \$600k.
2375 - TRAFFIC SAFETY MANAGEMENT - Traffic calming & minor works	24,676	248,235	150,000	223,559	✓	The project was delayed due to amalgamations. Expected to spend another \$60k before end of financial year. Approximately \$220k to be carried forward.
2474 - North Lake Road Osprey Drive Signal mast extend turn pockets	24,840	260,000	0	235,160	✓	Blackspot project. Funded over 2 years. Lack of resources has ceased the project. Approximately \$233k to be carried forward.
2475 - Beeliar Drive (Spearwood - Stock)	111,380	375,000	0	263,620	✓	Design in progress. Projected carry forward of \$3.2 million.
Sub Total	4,695,481	5,247,110	150,000	551,629		
<u>Works in Progress - Parks Hard Infrastuc</u>						
009 - Bibra Lake Management Plan	285,507	607,152	1,426,776	321,645	✓	\$195k in committed orders. Contract has not been finalised. Approximately \$3m to be carried forward.
5407 - Park Development - Coogee Beach Master Plan	70,315	332,445	50,000	262,130	✓	The project is on hold as it needs Department of Environment Regulation (DER) approval. \$17k in committed orders with approximately \$460k to be carried forward.
Sub Total	355,822	939,597	1,476,776	583,775		
<u>Works in Progress - Buildings</u>						
005 - Cockburn Integrated Health Facilities	3,303,195	3,794,050	29,269,466	490,855	✓	Committed order of \$718k. Initial delay due to change of construction methodology. Library systems charge from Bibliotheca of \$179k.
026 - Cockburn Central Aquatic Recreation Ctr	8,253,575	16,832,082	0	8,578,507	✓	Significant redesign happening and contract has not been signed. Not expecting to restart until June 2015. Project has a \$20m full year budget with the remaining budget to be carried forward.
4584 - Coogee B Caravan Holiday Units	467,499	0	0	(467,499)	✗	Gifted Asset. The City of Cockburn did not build or maintain assets. The Journal entry was debited against this account to register the buildings value.
4579 - Coogee B Caravan Ablution Block 1	234,232	0	0	(234,232)	✗	Gifted Asset. The City of Cockburn did not build or maintain assets. The Journal entry was debited against this account to register the buildings value.
4471 - Civic Bldg Energy Reduction Initiative	7,200	240,163	1,106,900	232,963	✓	Insufficient funds this financial year. Project to begin major works next financial year with the remaining \$211k budget to be carried forward.
4473 - Coogee Holiday Park Electrical Supply Upgrade	0	290,967	380,000	290,967	✓	Project CW 4464 (Coogee Toilet Upgrade sewerage from domestic system) took priority. Entire project to be carried forward.
4536 - Naval Base Holiday Park northern toilet block relocation & d	2,865	450,000	0	447,135	✓	Project agreed by managers to be cancelled as it was assessed as to not being needed.
4485 - Atwell Clubrooms & Playing Surfaces - Upgrades	42,616	621,510	0	578,894	✓	Tender needs to be prepared by procurement. The design has been completed. Carry Forward of the remaining full year budget \$700k.
Sub Total	12,311,182	22,228,772	30,756,366	9,917,590		
<u>Plant & Machinery</u>						
7778 - Hooklift Truck	0	250,000	270,921	250,000	✓	Truck purchase cancelled.
7749 - Waste Collection Side Loader Compaction Truck PL749	0	380,000	0	380,000	✓	Carried forward. To be purchased and delivered next financial year.
7752 - Waste Collection Side Loader Compaction Truck PL752	0	380,000	0	380,000	✓	Carried forward. To be purchased and delivered next financial year.

Capital Expenditure

for the period ended 31 May 2015

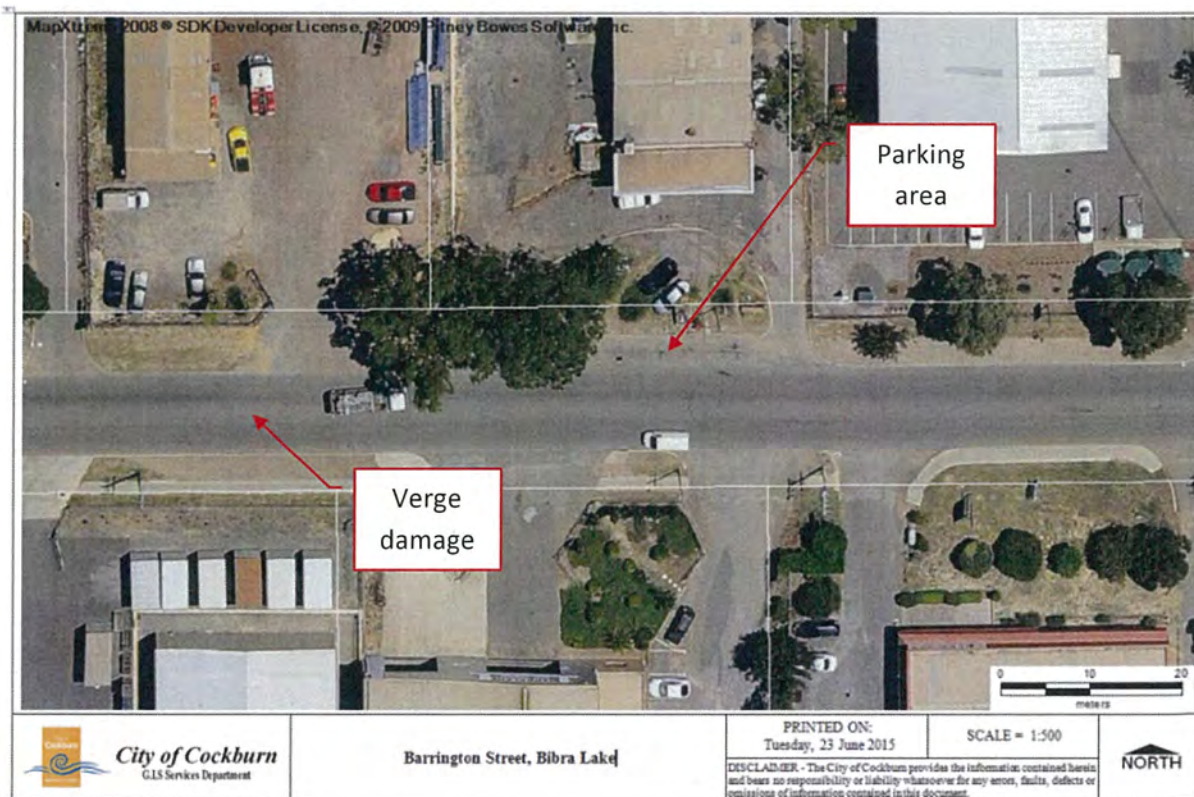
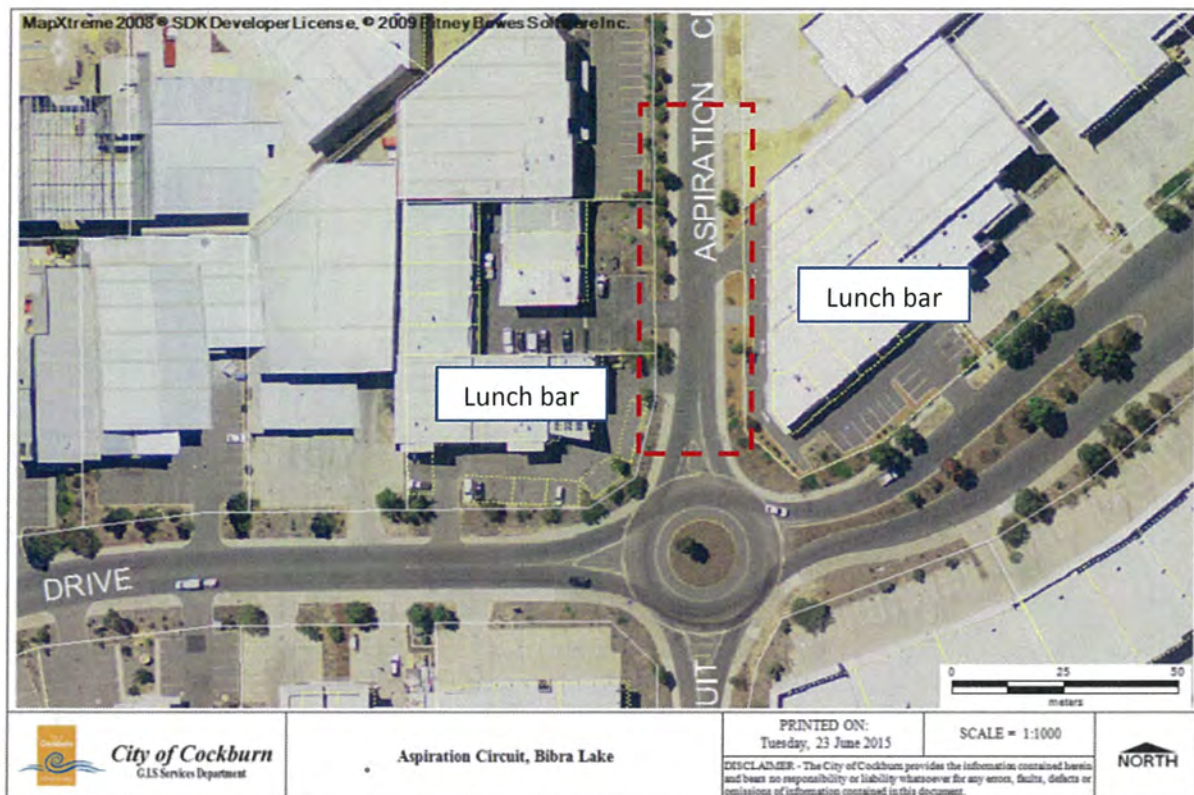
	Actuals	YTD Revised Budget	Full Year Revised Budget	\$ Variance to YTD Budget	V = Favourable X = Unfavourable	Explanation
7748 - Heavy Fleet-Waste Iveco F2350G/260 Rubbish Truck PL7481	\$ 0	\$ 385,000	\$ 0	\$ 385,000	√	Carried forward. To be purchased and delivered next financial year.
Sub Total	0	1,395,000	270,921	1,395,000		

Variance Analysis						
Municipal Financial Activity Statement for the period ended 31 May 2015						
	YTD Actuals \$	YTD Revised Budget \$	Full Year Revised Budget \$	YTD Variance \$	✓ = Favourable ✗ = Unfavourable	May-15
OPERATING REVENUE						
Governance	73,729,982	73,013,714	73,638,927	716,267	✓	GRV Industrial Rates and GRV Residential Rates received are \$224k and \$118k under ytd budget respectively. GRV Commercial Rates and GRV Part Year Rates received are \$320k and \$992k over ytd budget respectively. Interest Earnings from Municipal are ahead of ytd budget by \$124k. Interest Earnings from Reserve are under ytd budget by \$351k. Grant-General(untied) received are \$524k under ytd budget. Grant-Road(untied) received are \$547k over ytd budget.
Community Services	7,224,929	6,869,406	7,224,112	355,523	✓	Grants for Kidsports operating projects not received yet, resulting in unfavourable variance of \$100k. Income received from Parking Infringements & Penalties and Dog Registration are \$314k and \$121k over ytd budget respectively.
Human Services	6,466,751	6,033,388	6,396,392	433,363	✓	Income received from IHC Subsidies are \$374k over ytd budget.
Strategic Planning	2,096,478	1,739,878	2,291,943	356,600	✓	Lease Revenue received from Cockburn Integrated Health Facility are \$303k ahead of its ytd budget.
Waste Services	27,564,980	28,557,235	29,438,023	(992,254)	✗	Income received from Landfill Fees and Sale of Gas are under ytd budget by \$839 and \$141k respectively.
OPERATING EXPENDITURE						
Governance	3,880,887	4,405,113	5,054,182	524,226	✓	Reimbursement of Expenses in GP Super Clinic Board Grant Funded is \$160k overspent mainly due to the \$200k COC's contribution of the operating funds. The expenses of Reimbursement of expenses in GP Super Clinic Board Interest Funded have not come in yet, resulting in favourable variance of \$198k. Contract Expenses of LG Reform Provision are \$272k overspent.
Financial Services	4,857,281	5,080,979	5,420,104	223,698	✓	Expenditures of insurance premiums-property are underspent by \$192k.
Information Services	3,858,760	4,265,798	4,704,181	407,039	✓	Expenditures of GIS Services and Information Technology are underspent by \$103k and \$113k respectively. The remaining balance of the information Technology Expenditures are \$192k under ytd budget.
Community Services	7,939,435	8,638,444	9,500,299	699,009	✓	Salaries Expenses of Law Public Safety are \$172k over ytd budget. Services & Contracts Expenses of Co-safe and Expenses of SLLC are under ytd budget by \$202k and \$195k respectively. Operating Expenditures of Community Development are \$239k under ytd budget.
Waste Services	16,054,102	16,552,527	20,096,655	498,425	✓	Expenses in Waste Education Promotion and Entry Fees Rrrc are under ytd budget by \$108k and \$885k respectively. The Employees Costs-Salaries & Direct Oncosts of Waste Collection O/H and Entry Fees for Recyclable are over ytd budget by \$193k and \$428k respectively.
Parks & Environmental Services	10,179,393	10,435,074	11,586,867	255,681	✓	Expenses for Environmental Sustainability Initiatives - operating projects and Environmental Works Operating Projects are \$114k and \$167k under ytd budget respectively.
ADDITIONAL FUNDING RECEIVED						

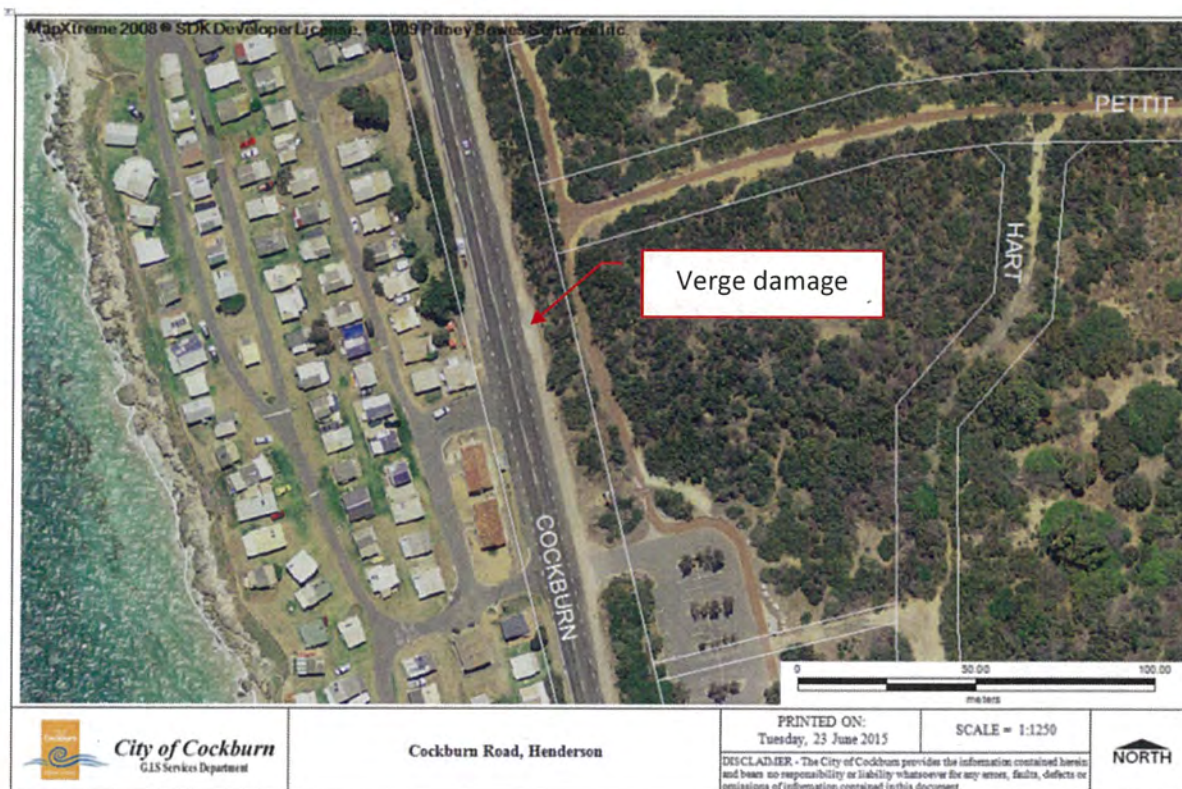
Variance Analysis					
Municipal Financial Activity Statement for the period ended 31 May 2015					
	YTD Actuals	YTD Revised Budget	Full Year Revised Budget	YTD Variance	✓ = Favourable ✗ = Unfavourable
	\$	\$	\$	\$	May-15
Grants & Contributions - Asset Development	16,374,253	14,876,253	17,582,755	1,498,000	Owner Contribution received for DCP1,DCP5,DCP6 and DCP13 are ahead of its ytd budget by \$470k,\$272k,\$109k and \$1m respectively. Owner Contribution received for DCP12 are under ytd budget by \$235k. Developer Contributions received for Asset Dev are under of its ytd budget by \$309k. Regional Road Grant-Direct Council funded received are ahead of its budget by \$276k. Roads to Recovery Grant Council funded received are ahead of its ytd budget by \$168k. Regional Road Grant-Projects Grant funded received are under ytd budget by \$440k. Sports and Recreation Grants for CSRFF are not received yet resulting in unfavourable variance of \$100k. MRD Blackspot Program Grant received for North Lake Bibra Drive Roundabout is ahead of its ytd budget by \$120k. Regional Road Grant-Projects for North Lake Rd Ospery Drive Signal mast Extend Turn Pockets are ahead of its budget by \$208k.
Proceeds on Sale of Assets	3,897,839	8,244,001	9,819,231	(4,346,162)	Subdivision and development of Lot 1, 4218 and 4219 Quarimor, Subdivision Lot 702 Bellier Pl & Lot 65 Erpingham Rd, Lot 23 Russell Road, Hammond Park, Lot 40 Cervantes Loop - surveying and construction of access have not been sold, resulting in unfavourable variance of \$720k, \$1.3m, \$917k and \$825k respectively. The Hooklift Truck have not been sold, resulting in unfavourable variance of \$195k.

Assessment of on-street parking areas for heavy vehicles

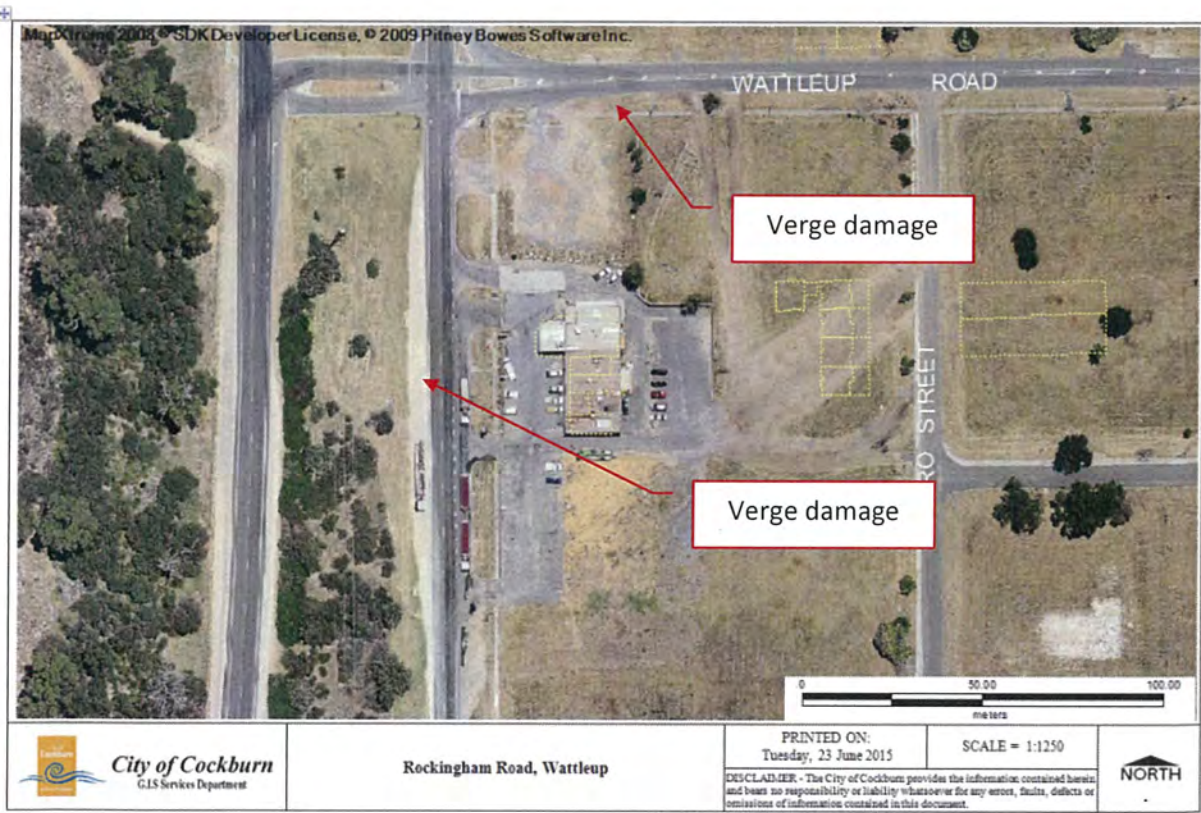
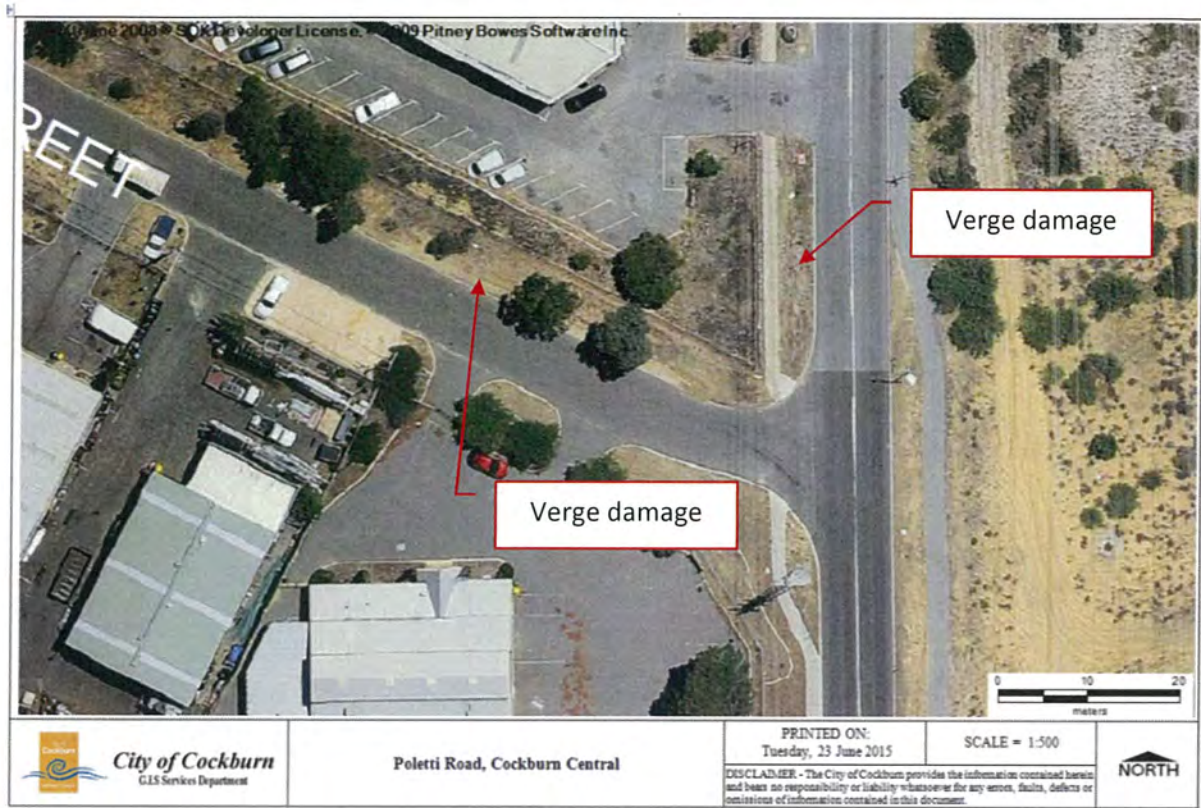
Road	Suburb	Location	Attractor	RAV Route	Primary Freight road	Road authority	Problem/comment	Proposed action		
								Monitor	Improvement required	Ban / enforce parking
Aspiration Court	Bibra Lake	Immediately north of Discovery Drive	Culley's Café and Bakery and Café on Discovery	No	No	City	Vehicle parking along shared path on Aspiration Circuit. Limits road width for two-way traffic. Undesirable to formalise because of proximity to Discovery Drive intersection and frequency of crossovers along Aspiration Circuit.			✓
Barrington Street	Bibra Lake	Between Wellard St and Spearwood Ave	Cheffy's Food Bar	Yes	No	City	3.5m wide asphalt parking bay on verge. Verge damage evident on approach to parking bay and on verge on southern side of road		✓	
Beeliar Drive	Cockburn Central	Immediately east of Hammond Rd	BP Petrol Station	Yes	Yes	City	Trucks could temporarily park in left-turn lane into BP, out of traffic lane. Semi-trailer observed parked on petrol station forecourt at time of site visit.	✓		
Berrigan Drive	South Lake	East of South Lake Dve	South Lake Shopping Centre	No	No	City	Oil stains on shared path and on-road cycle lane evidence of eastbound vehicle sparking- safety hazard. Verge damage on southern side of road.		✓	
Cockburn Road	Hamilton Hill	Cnr. Boyd Cr	Newmarket Lunch Bar and Cafe	Yes	No	MRWA	Verge degraded on east side of road behind kerb. Appears to be adequate verge to formalise practice but too close to intersection.			✓
Cockburn Road	Henderson	Adjacent to Naval Base Shacks	Cockburn Beach Kiosk	Yes	Yes	City	Verge damage evident both sides of road, particularly east side.		✓	
North Lake Road	Cockburn Central	Between Semple Ct and Poletti Rd	First Choice Liquor	Yes	Yes	City	Short left-turn lane. Evidence of vehicles driving on verge on approach to left-turn lane. North Lake Road currently being widened to 4-lane dual carriageway.	✓		
North Lake Road	South Lake	Just north of Omeo St	Lakes Shopping Centre	Yes	Yes	City	Heavy vehicles have been observed parking in left-turn lanes. Evidence of vehicles driving on verge despite parking restrictions.	✓		
Poletti Road	Cockburn Central	Cnr. Spencer St	Jay Jay's Lunch Bar	Yes	No	City	Verge degraded on Spencer St and Poletti Road (despite parking restrictions on Poletti Rd). Undesirable to formalise on Poletti Rd because of proximity to intersection. Potential to formalise on Spencer St.		✓	
Rockingham Road	Wattleup	Just south of Wattleup Rd	Ten Mile Well Tavern	Yes	Yes	MRWA	Paved parking available out of traffic lane. Verge damage evident on Rockingham Road (west side of southbound carriageway) and Wattleup Road		✓	
Russell Road	Hammond Park	Just east of Macquarie Blvd	Hive Shopping Centre	Yes	Yes	City	Evidence of trucks parking partly on verge/partly on footpath on southern side of road. No potential to safely formalise practice. Light vehicles observed using truck only access to Shopping Centre via Russell Road.			✓
Solomon Road	Jandakot	Cnr. Cutler Road	Solomon Road Lunch Bar	Yes	No	City	Known problem site on Solomon Road and Cutler Road – parking restrictions installed to address issue. Verge damage still evident on Cutler Road. Possible verge parking location on west side of Solomon Rd, north of Cutler Rd.		✓	
Stock Road	Yangebup	Just south of Shallcross St	Muzz Buzz Coffee (Shallcross St)	Yes	Yes	MRWA	Verge damage evident on both sides of road, particularly eastern side. Adequate verge available to formalise practice.		✓	
Wellard Street	Bibra Lake	Cnr. Rivers Street	Blue Post Lunch Bar	Yes	No	City	Considerable damage to verge. Sight line issues near intersection.		✓	

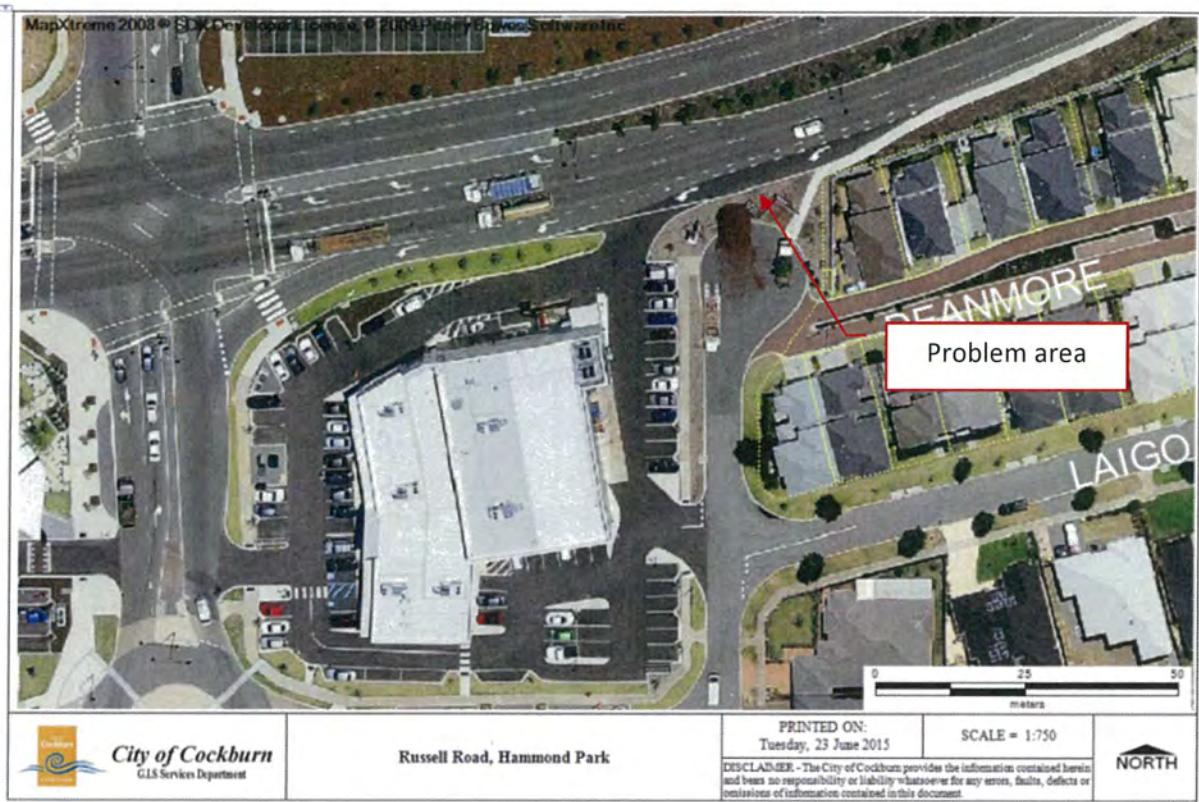














Problem sites involving heavy vehicles parking on-street – June 2015

Aspiration Circuit, Bibra Lake (Café on Discovery and Culleys Café)

Photo 1: Looking north along Aspiration Circuit from Discovery Drive



Barrington Street, Bibra Lake (Cheffy's Food Bar)

Photo 2: Looking east along Barrington Street



Photo 3: Looking west along Barrington Street



Beeliar Drive, Cockburn Central (BP Petrol Station)

Photo 4: Looking east along Beeliar Drive, near Hammond Road



Note semi-trailer parked in petrol station forecourt

Berrigan Drive, South Lake (South Lake Shopping Centre)

Photo 5: Looking east along Berrigan Drive



Vehicles parking in this location obstruct the cycle lane and/or shared path

Photo 6; Looking east along Berrigan Drive



Potential opportunity to construct parking bay separate to on-road cycle lane

Photo 7: Southern verge of Berrigan Drive



Photo 8: Detail of verge wear



Cockburn Road, Hamilton Hill (Newmarket Lunch Bar)

Photo 9: Looking south along Cockburn Road



Note presence of left-turn lane and proximity to Boyd Crescent

Photo 10: Detail of verge damage



Cockburn Road, Henderson (Cockburn Beach Kiosk)

Photo 11: Looking south along Cockburn Road



Photo 12: Detail of verge damage



Photo 13: Looking north along Cockburn Road



Photo 14: Looking north along western verge of Cockburn Road



North Lake Road, Cockburn Central (First Choice Liquor)

Photo 15: Looking south-east along North Lake Road



North Lake Road, South Lake (Lakes Shopping Centre)

Photo 16: Looking south-east along North Lake Road at shopping centre entry



Photo 17: Looking south-east along North Lake Road at left-turn into Omeo St



Poletti Road and Spencer Street, Cockburn Central (Jay Jay's Lunch Bar)

Photo 18: Looking north along Poletti Road towards North Lake Road



Note No Stopping Road and Verge sign in verge surrounded by wheel tracks

Photo 19: Looking south-east along Spencer Street towards Poletti Road



Rockingham Road, Wattleup (Wattleup Lunch Bar)

Photo 20: Looking south along Rockingham Road



Note asphalt parking area and worn verge on opposite side of road

Photo 21: Detail of verge on west side of carriageway



Photo 22: Looking west along southern verge of Wattleup Road



Photo 23: Looking east along northern verge of Wattleup Road



Russell Road, Hammond Park (The Hive Shopping Centre)

Photo 24: Looking west along Russell Road



Note evidence of compaction and rutting of verge caused by vehicle parking

Solomon Road, Jandakot (Solomon Road Lunch Bar)

Photo 25: Looking south along Solomon Street past Cutler Road



On-street parking has been banned in this section of road for safety

Photo 26: Looking north along Solomon Road at potential verge parking area



Photo 27: Looking west along Cutler St at verge damage caused by trucks



Photo 28: Detail of verge damage caused by vehicle parking



Stock Road, Yangebup (Muzz Buzz, Shallcross Street)

Photo 29: Looking south along Stock Road



Photo 30: Detail of verge damage



Photo 31: Looking north along the western verge of Stock Road



Wellard Street, Bibra Lake (Cheffy's Food Bar)

Photo 32: Looking south along Wellard Street



Photo 33: Detail of verge damage



POS	REMOVAL & PRUNING OF TREES	PSEW15
-----	----------------------------	--------

POSITION STATEMENT CODE:	PSEW15
DIRECTORATE:	Engineering & Works
BUSINESS UNIT:	Parks Department
SERVICE UNIT:	Parks Maintenance Services
RESPONSIBLE OFFICER:	Manager, Parks & Environment
FILE NO.:	182/002
DATE FIRST ADOPTED:	20 May 2003
DATE LAST REVIEWED:	11 December 2014
ATTACHMENTS:	N/A
VERSION NO.	2

Dates of Amendments / Reviews:	
DAPPS Meeting:	27 November 2014
OCM:	

BACKGROUND:

Trees are regarded as highly desirable and integral to the urban landscape, providing a range of social, environmental and economic advantages. As such they are considered to be an integral part of the total public landscape amenity affecting and benefiting all residents within the locality, individually and collectively.

From time to time requests are received from residents for the removal or pruning of trees.

PURPOSE:

To provide clear direction to the City's officers when requests are received for the removal or pruning of trees growing on land under the direct care, control and management of the City.

POSITION:

Removal of Trees on Land under the direct care, control and management of the City

(1) Trees shall **not** be removed unless they are:

- 1 Dead;
- 2 In a state of decline to the point that survival is unlikely and no further remedial techniques are appropriate;
- 3 Structurally unsound, to the point of constituting imminent danger to persons or property;

POS	REMOVAL & PRUNING OF TREES	PSEW15
-----	----------------------------	--------

- 4 Damaging or likely to damage property, and/or public utilities where alternatives to prevent damage are not possible or the cost of ongoing repairs becomes uneconomical;
- 5 Part of a tree replacement program; or
- 6 Obstructing a Council approved works program, such as road and drainage works.

(2) The City will not remove a tree due to:

1. Tree litter/leaf fall;
2. A perceived danger that a tree may fall in a storm event.
3. Obscuring or potentially obscuring a view (other than traffic sight lines).
4. House alterations requiring a new or relocated crossover.
5. Tree's (or falling leaves') proximity to a swimming pool.
6. Shading of lawns, solar panels and pools etc. by verge trees.

Loss of Amenity

Trees growing on land under the direct care, control and management of the City, that are considered to be unduly interfering with the amenity available to adjacent residents in the use of their land, may be removed or pruned at the discretion of the Council.

(3) In such circumstances, trees shall not be removed unless:

1. A request in writing for removal of the tree has been received from the adjacent property owner by the City's Officers, clearly stating the reasons for requesting removal;
2. An Officer's report detailing the request and associated issues has been presented to the Council for its consideration, including any consultation undertaken; and
3. The Council has formally resolved to authorise removal of the tree.

(4) Where the Council has resolved to authorise removal of a tree at the request of an adjacent property owner:

1. Removal shall be at full cost to the property owner who made the request for removal;
2. The tree shall be dismantled to the ground, removed from the site and the stump shall be ground out;
3. The tree shall be removed by a suitable contractor engaged by the City for the purpose;
4. The tree shall not be removed until the City has received payment for the full cost of removal; and
5. The City at the Council's cost shall plant (up to three) replacement trees suitable for the location, within six months of removing the original tree (every one tree removed is to be replaced with up to three trees if adequate space is available).

POS	REMOVAL & PRUNING OF TREES	PSEW15
-----	----------------------------	--------

Planning, Building, and Other Approvals

- (5) Where a planning, building or other approval has been granted by the City, that necessitates removal of a tree growing on land under the direct care, control and management of the City:
1. Removal shall be at full cost to the property owner who made the request for removal;
 2. The tree shall be dismantled to the ground, removed from the site and the stump shall be ground out;
 3. The tree shall be removed by a suitable contractor engaged by the City for the purpose; and
 4. The City at the Council's cost shall plant (up to three) replacement trees suitable for the location and as near as practical to the original location, within six months of removing the original tree (every one tree removed is to be replaced with up to three trees if adequate space is available).
 5. If the removal of a Council owned tree is proposed by the City to facilitate the installation or modification of roads, kerbs or widening. The City's Parks Department must be informed to ensure that all opportunities have been explored before tree removal is approved. It is a requirement that Park's staff are consulted on roadway upgrades and if a tree or multiple trees require removal a plan to install three trees for every one tree removed after works are completed is enforced.
 6. To minimise the risk of tree damage or death a minimum construction zone of two (2) metres is required from the base of an existing street tree.
 7. If excavation of more than 100mm is proposed within the two (2) metre zone authorisation from the City's Parks department is required to ensure that the tree remains structurally stable and minimise tree decline.
 8. If development works are occurring on adjacent private property, temporary Tree protection fencing is to be installed around the tree for the duration of the works at the cost of the developer. No storing of building materials, cement slurry or skip bins are permitted within this fenced area.
 9. Signs are not permitted to be nailed to street trees.

Pruning of Trees

Generally, trees shall be allowed to develop their natural canopy and shall not be pruned.

- (6) Where pruning is essential, pruning shall only be carried out in accordance with Australian Standard AS 4373 – 2007, *Pruning of Amenity Trees*, and for the express purposes of:

POS	REMOVAL & PRUNING OF TREES	PSEW15
-----	----------------------------	--------

1. Providing clearance for pedestrian movement;
2. Improving the safety, structure and health of the tree;
3. Maintaining clearances for utility services, eg powerlines;
4. Improving vehicle driver's line of sight along vehicle carriageways; and
5. Preventing branches encroaching into neighbouring property from public property.

Street tree pruning is only authorised to be undertaken by those approved by the City and have demonstrated training in Arboricultural techniques. All pruning is to be in accordance with Australian Standard AS 4373 – 2007, Pruning of Amenity Trees.

If a request for pruning a street tree not affected by power lines is received by the City, a Technical Officer/Arborist may inspect the tree and complete an inspection report. An independent assessment / report may be completed by an Arboricultural Consultant with recommendations if the issue requires thorough investigations.

Street tree selection

Street tree selection and management is undertaken in the interest of the whole community and not for the preference of individuals. Street trees which have a consistent theme may be retained as the preferred tree for the street. Parks staff will determine the nominated street tree for any given street based on a systematic process involving green corridor linkages, soil type, availability and quality of nursery stock, climate factors, verge width, characteristics of native & exotic trees and orientation of the street.

Each street is currently being assessed to form a street tree selection list which provides a list of approved street trees species. It is proposed to have a list of two species per street so that residents can choose a preferred tree.

The street tree selection list will be formed based upon north-south aligned streets and east west oriented streets, whether trees are under power lines or not under power lines and the size and width of the verge.

Street tree planting and replacement planting.

Street tree planting is programmed each year, generally in winter.

Street tree planting / replacement planting will be undertaken to ensure:

- A minimum of one (1) tree is planted per verge adjacent to each property;
- Address gaps in the street;
- Replace removed street trees;
- Meet resident's requests for planting street trees;
- Upgrade streetscape improvement projects;
- Provide green corridor linkages.

POS	REMOVAL & PRUNING OF TREES	PSEW15
-----	----------------------------	--------

Where new street trees are proposed to be planted a letter will be issued to the resident advising that the City will be planting a street tree. If there are two tree species options for that street, the City will advise that the owner can choose a preferred tree species for the location. If no contact is made by the resident after the cut off time noted on the letter, the City will choose the tree species for the resident.

Residents are encouraged to assist the City by way of supplementary watering new street trees. The City will undertake watering of all newly planted street trees (not including verge trees requested by residents) for a period of two years.

Street Tree Inventory Report City of Cockburn

Street Tree Inventory Summary Report For City of Cockburn



Prepared by:



Paperbark Technologies Pty Ltd
PO Box 1116
Scarborough WA 6922
Phone: 0401 817 551
www.paperbarktechnologies.com.au

Prepared for:



Paperbark Technologies Pty Ltd – Arboricultural Consultants
PO Box 1116, Scarborough WA 6922

Street Tree Inventory Report City of Cockburn

TABLE OF CONTENTS

1.	Brief	4
2.	Methodology	4
3.	Definitions of field information	5
3.1	Botanical name & common name	5
3.2	Height	5
3.3	DBH (Diameter at breast height)	5
3.4	Tree Age	
3.4.1	Young	5
3.4.2	Semi Mature	5
3.4.3	Mature	5
3.4.4	Post Mature	6
3.4.5	Severe Decline	6
3.5	Tree health	6
3.5.1	Good	6
3.5.2	Fair	6
3.5.3	Poor	6
3.5.4	Very poor	6
3.5.5	Dead	7
3.6	Structure	7
3.6.1	Good	7
3.6.2	Fair	7
3.6.3	Poor	7
3.6.4	Very poor	7
3.6.5	Failed	7
3.7	Power lines	7
3.7.1	None	7
3.7.2	Service wire	7
3.7.3	LV/Street	8
3.7.4	High Voltage	8
3.8	Problems	8
3.9	Works	8
3.9.1	LV Power line clearance	8
3.9.2	HV Power line clearance	8
3.9.3	Formative pruning	9
3.9.4	Structural prune	9
3.9.5	Weight reduction	9
3.9.6	50mm Deadwood	9
3.9.7	Visibility prune	9
3.9.8	Annual inspection	9
3.9.9	Remove tree	10
3.9.10	Mulch required	10
3.9.11	Tree Stake removal	10
3.9.12	Broken branch removal	10
3.9.13	Prune basal epicormics	10
3.9.14	None	10
3.10	Tree status	10
3.11	Verges	10
3.12	Alignment & non alignment	10
3.13	Significant Tree Register	11

Street Tree Inventory Report City of Cockburn

3.14	QTRA (Quantified Tree Risk Assessment)	11
3.15	Helliwell Valuation	11
3.15.1	New Tree Value	12
3.16	Example of tree data capture on Trimble	12
4.	Summary of Findings	13
4.1	Tree Species	13
4.2	Suburbs	14
4.3	Works Required	14
4.4	Problems noted	14
4.5	Trees under power lines	15
4.6	Helliwell Tree Valuation	15-16
4.7.	Alignment & non alignment	16
5.	Comment	16
	Limitation of liability	17

Street Tree Inventory Report City of Cockburn

1. BRIEF:

The City of Cockburn has commissioned Paperbark Technologies to complete an inventory of all trees within Road Reserves including verges and median Islands within the City of Cockburn. A total of 36,173 trees were assessed and mapped from 26th of February 2013 – 1st of July 2014. (1 year 5 months)

A total of 36,173 trees were assessed and mapped.

The purpose of having a street tree inventory is to assist the City of Cockburn to sustainably manage street trees. Using a qualified and experienced Arboriculturist to assess and map the trees shows due diligence in determining the safety of trees and managing risk. Paperbark Technologies tree management system was designed to meet the long term management of all trees and plan for the future of this important Council asset, the urban forest.

2. METHODOLOGY:

All trees within residential/commercial verges and park verges, irrespective of who planted them, were assessed. Trees in most median islands and roundabouts were also included in the audit.

The data collection includes:

- Tree number/Asset number
- Address/Suburb/Precinct
- GPS location
- Botanical name/Common name
- Origin of species, ie Australian native, local native or exotic species.
- Age class of tree
- Photograph of each tree
- Tree health
- Tree structure
- Tree Height
- Canopy spread
- Trunk diameter (DBH)
- Helliwell Tree Valuation
- Tree problems
- Works required
- Power lines overhead (LV, HV or service wire).
- Verge tree location alignment (Notes if the tree is in the normal alignment of the street to indicate if most likely planted by the Council or Non alignment where the tree is planted by the resident).
- QTRA (Quantified Tree Risk Assessment) on high target and significantly compromised trees.
- Possible significance (Identifies trees which are classed as significant).
- Verge cover (Identifies if turf, pea gravel, paving, garden etc. is the prominent landscaping treatment).
- Tree attachments/Comments field (details if swings, cubby houses, ropes or any other issues are found attached to trees or on the site which are not approved).

3. DEFINITIONS OF FIELD INFORMATION

3.1 BOTANICAL NAME & COMMON NAME

Botanical names are listed detailing the generic name followed by the specific epithet. The variety is named where applicable. The common name for each tree is also provided and is the name of a species that is not its botanical or scientific name. The common name is a general name given to a tree species and each species may have many common names depending on its location and language. Only the scientific and botanical names should be accepted to identify an exact tree species.

3.2 HEIGHT

The height of the tree in whole meters (within a range) as estimated from ground level by the assessor on the day of assessment.

3.3 DBH (DIAMETER AT BREAST HEIGHT – mm)

The estimated total diameter at breast height of the tree trunk at 1.4m from ground level.

(Diameter at breast height is generally measured at 1.4m from ground level as an international standard.)

Where there is a multi-stemmed tree the assessor will estimate the 'TOTAL' DBH of the stems combined. Total DBH is the DBH for the combined cross sectional area of all of the trunks, not all of the diameters added together.

3.4 TREE AGE

- Young and easily replaced
- Semi mature
- Mature
- Post mature
- Severe decline

Tree age is based on the age of the tree that would be considered typical for the species in the general area. It is not based on the health of the tree.

3.4.1 YOUNG

The tree has recently been planted (within the last 3 – 5 years).

3.4.2 SEMI MATURE

The tree has become established in the site and may be approaching its expected mature size. If correctly maintained the specimen will continue to grow to maturity.

3.4.3 MATURE

Usually the tree will have reached the expected size for the species in the site.

3.4.4 POST MATURE

The tree has passed the mature stage of its life and is characterized by both a very slow growth rate and by an intolerance to disturbances. The post-mature tree has limited energy reserves to fight invading diseases and insects, especially pruning wounds. Removal of live tissue is something to avoid.

3.4.5 SEVERE DECLINE

The tree is in its final stages of life, the tree is beginning to lose its ability to defend itself. It is at this stage that the tree becomes susceptible to pests and disease. The tree will be assessed for hazards and may require reduction pruning or removal.

Note:

It is important to note that tree age is not directly related to tree health. For example: It is possible for a young tree to have very poor health and a mature tree to have good health.

3.5 TREE HEALTH

- *Good*
- *Fair*
- *Poor*
- *Very Poor*
- *Dead*

3.5.1 GOOD

The tree is demonstrating good or exceptional growth for the species. The tree should exhibit a full canopy of foliage, and have only minor pest or diseases problems. Foliage colour, size and density should be typical of a healthy specimen of that species.

3.5.2 FAIR

The tree is in reasonable condition and growing well for the species. The tree should exhibit an adequate canopy of foliage. There may be some dead wood present in the crown, some grazing by insects or animals may be evident and/or foliage colour, size or density may be atypical for a healthy specimen of that species.

3.5.3 POOR

The tree is not growing to its full capacity; extension growth of the laterals may be minimal. The canopy may be thinning or sparse. Large amounts of dead wood may be evident throughout the crown. Significant pest and disease problems may be evident or symptoms of stress indicating tree decline.

3.5.4 VERY POOR

The tree appears to be in a state of decline and the canopy may be very thin and sparse. A significant volume of deadwood may be present in the canopy or pest and disease problems may be causing a severe decline in tree health.

3.5.5 DEAD

The tree is dead.

3.6 STRUCTURE

- *Good*
- *Fair*
- *Poor*
- *Very poor*
- *Failed*

The definition of structure is the likelihood of the tree to fail under normal conditions. A tree with good structure is highly unlikely to suffer any significant failure while a tree with Poor or Very poor structure is likely or very likely to fail.

3.6.1 GOOD

The tree has a well-defined and balanced crown. Branch unions appear to be strong, with no defects evident in the trunk or the branches. Major limbs are well defined. The tree would be considered a good example of the species. Probability of significant failure is highly unlikely

3.6.2 FAIR

The tree has some minor problems in the structure of the crown. The crown may be slightly out of balance, and some branch unions or branches may be exhibiting minor structural faults. If the tree is single trunked, this may be on a slight lean or be exhibiting minor defects. Probability of significant failure is low.

3.6.3 POOR

The tree may have a poorly structured crown. The crown may be unbalanced or exhibit large gaps. Major limbs may not be well defined. Branches may be rubbing or crossing over. Branch unions may be poor or faulty at the point of attachment. The tree may have suffered major root damage. Probability of significant failure is moderate.

3.6.4 VERY POOR

The tree has a poorly structured crown. The crown is unbalanced or exhibits large gaps. Major limbs are not well defined. Branch unions may be poor or faulty at the point of attachment. A section of the tree has failed or is in imminent danger of failure. Active failure may be present or failure is probable in the immediate future.

3.6.5 FAILED

A significant section of the tree or the whole tree has failed.

3.7 POWER LINES

3.7.1 NONE

No power lines above or within 2 meter clearance zones of electricity conductors.

3.7.2 SERVICE WIRE

*Paperbark Technologies Pty Ltd – Arboricultural Consultants
PO Box 1116, Scarborough WA 6922*

Insulated and bundled low voltage cables

3.7.3 LV / STREET

Low voltage power lines identified from the ground by the size of bare LV conductors.

3.7.4 HIGH VOLTAGE

High voltage lines identified from the ground by the size of the insulators on the top of the power poles. Where transformers are located on the pole the entire transformer assembly is regarded as HV and HV clearances should be maintained.

3.8 PROBLEMS

A list of characteristics is provided to assist in gathering information on each tree's current condition, and to give an indication of what works may be required. This list of problems identifies issues with the tree's overall structure, any damage or injury and abnormal symptoms such as pests or disease.

3.9 WORKS

Works should only be recommended where there is a significant advantage gained from the works or a significant disadvantage if the works are not performed.

Works are generally only recommended where:

- the tree fails to meet an established code (e.g. footpath, road, or power line clearance);
- the tree represents a risk to persons or property;
- the tree will have a substantially increased ULE(Useful Life expectancy) if the works are performed.

There are many arboricultural works performed on high value trees for cosmetic reasons that are not applicable to high volume tree management. An example of this is dead wood removal down to 15 mm diameter. This is appropriate for a high value tree where the appearance of the tree is important to the owner. Cosmetic works of this nature are not appropriate in the management of large numbers of trees. Dead wooding is reserved for trees that carry substantial numbers of dead limbs generally **greater than 50 mm diameter** and that have a reasonable probability of causing damage or injury to persons or property.

3.9.1 LV POWER LINE CLEARANCE

Branches growing within 1m or that will extend to within 1m inside 1 growing season. (For the species) of LV transmission lines should be pruned. The closer the branches are to the conductors the higher the priority of the clearance required.

3.9.2 HV POWER LINE CLEARANCE

Branches growing within 1.5m of high voltage transmission lines should be pruned.

3.9.3 FORMATIVE PRUNE

Formative pruning indicates that pruning is required to **correct a structural defect** that may cause a significant reduction in the ULE of the tree if left untreated. It is intended to improve the structure of the tree as the tree grows. Formative pruning is almost entirely used with young and semi mature trees although it may have very occasional use with mature trees.

Formative pruning should only be used where a significant defect exists that pruning will correct.

3.9.4 STRUCTURAL PRUNE

Structural pruning indicates that pruning is required to **reduce the probability of failure** of a specific tree part. It is intended to reduce the probability of failure of a specific tree part and is almost entirely used with mature or over mature trees. Structural pruning should only be used where a moderate or greater probability of failure exists. Generally there will be a limited number of branches or scaffold limbs that require pruning.

Where extensive structural pruning seems to be appropriate for a tree with a ULE of less than ten years then consideration should be given to the removal of the tree with an appropriate priority. Advanced co-dominant stems or large poorly attached limbs in the canopy of the tree may require 'Structural pruning' Generally branches up to 100mm in diameter can be removed to reduce the overall size and length of co-dominant or poorly attached large limbs.

3.9.5 WEIGHT REDUCTION

Weight-reduction pruning of extended branches can reduce the possibility of sudden branch failure. Weight reduction pruning is the selective pruning of long and extended branches back to a shorter, more compact growing point. The overall weight, length and leverage on the branch union is reduced. Undertaking a weight-reduction pruning program of the upper canopy of trees assessed 'Weight reduction' will reduce the risk of branch and stem failure to a manageable level, and extend the Useful Life Expectancy of the tree. Over extended branches over hanging property, buildings, roads, paths or playgrounds should be reduced in length and weight to minimise the degree of overhang and reduce the likelihood of branch failure.

3.9.6 50MM DEADWOOD

All dead branches down to 50mm in diameter should be removed from the canopy. Dead branches smaller than 50mm in diameter should be removed only where the target value is very high and the target occupancy is Frequent or Constant.

3.9.7 VISIBILITY PRUNE

The lower branches in the canopy of the tree should be reduced or removed to clear vision for pedestrians along footpaths, and for vision to road signs and roadways.

3.9.8 ANNUAL INSPECTION

To adequately maintain the tree in the landscape an annual inspection of the health and structure of the tree may be required. Annual inspection should only be used on trees where a defect exists and requires more thorough investigation.

3.9.9 REMOVE TREE

The tree requires removal. Generally this will only be applied to dead tree or those trees that have a ULE of less than 5 years. Suitable replacement specimens should be established to help compensate the local landscape for the removal of these specimens.

3.9.10 MULCH REQUIRED

The tree is young or semi-mature and will benefit significantly from the application of mulch to the soil surface at the base of the tree.

3.9.11 TREE STAKE REMOVAL

The tree is young or semi-mature and is stable and well established in the site, it will benefit significantly from the removal of tree stakes.

3.9.12 BROKEN BRANCH REMOVAL

The tree has a large broken branch (greater than 50mm in diameter) present in the canopy that requires removal.

3.9.13 PRUNE BASAL EPICORMICS

Prune epicormic shoots from the base of the main trunk.

3.9.14 NONE

No obvious works are required in the short term. Regular inspections of the tree should be undertaken to ensure that additional works are not required. Regular inspections of the tree should not exceed 5 years.

3.10 TREE STATUS

Existing or removed – this is to distinguish the trees current status.

3.11 VERGES

A list of items will be provided to identify what currently exists on each verge and to identify what treatments may need to be addressed, such as gravelled verges or swings in trees. This is to comply with the City's Verge Policy.

3.12 ALIGNMENT AND NON ALIGNMENT

Alignment within the verge is where the tree is situated within the perimeters of where the Council has planted the tree. This is usually the predominant line of the street trees in relation to the installation of services within the verge. Non Alignment is where the trees appear to have been planted by the resident and planted outside the normal alignment.

3.13 SIGNIFICANT TREE REGISTER

Trees will be marked 'Yes' if they show characteristics which could otherwise identify them as being highly valued within the urban environment. Trees which are recognised as being a potentially significant tree may have an outstanding size and appearance, the tree may be rare for the site and the tree may have a historical association within the community. The criteria are based on the National Trust of South Australia – Significant tree conservation policy.

At this time we will only be noting which trees are potentially Significant with a 'Yes' so we can return to them in the future and assess on an individual basis.

3.14 QTRA (QUANTIFIED TREE RISK ASSESSMENT)

QTRA is only used if a safety issue and high target is present.

A non-technical summary from Quantified Tree Risk Assessment Ltd.

Tree safety management is a matter of limiting the risk of significant harm from tree failure whilst maintaining the benefits conferred by trees. Although it may seem counter intuitive, the condition of trees should not be the first consideration. Instead, tree managers should consider first the usage of the land on which the trees stand, which in turn will inform the process of assessing the trees.

The Quantified Tree Risk Assessment (QTRA) system applies established and accepted risk management principles to tree safety management. Firstly, the targets (people and property) upon which trees could fail are assessed and quantified, thus enabling tree managers to determine whether or not and to what degree of rigor a survey or inspection of the trees is required. Where necessary, the tree or branch is then considered in terms of both impact potential (size) and probability of failure. Values derived from the assessment of these three components (target, impact potential and probability of failure) are combined to calculate the probability of significant harm occurring.

The system moves the management of tree safety away from labeling trees as either 'safe' or 'unsafe', thereby requiring definitive statements of tree safety from either tree surveyors or tree managers. Instead, QTRA quantifies the risk of significant harm from tree failure in a way that enables tree managers to balance safety with tree value and operate to a predetermined limit of reasonable or acceptable risk.

A probability of death or serious injury of 1/10,000 is suggested as the limit of acceptable risk to the public at large from the failure of any individual tree within **one** year of assessment. Using the 1/10,000 limit, risks exceeding 1/10,000 should be considered for remedial action to reduce the risk to the 1/10,000 level.

3.15 HELLIWELL VALUATION

To adequately assess each tree and place an economic value to each Council asset, the Helliwell tree valuation was chosen. It has been accepted as a realistic and well based method of evaluation for use in the Australian context. (See further information on Helliwell on pages 14-15).

Street Tree Inventory Report City of Cockburn

3.15.1 NEW TREE VALUE

For all trees that do not reach the Helliwell value but may have been recently planted or are a small size the value of \$300.00 has been nominated. This has been worked out by the average price of a 45 litre specimen, labour of planting, staking and watering the tree for 2 years.

3.16 Example of the data collected on the Trimble out of site.

Info Tool	
Tree_Number:	27,830
Address:	Opp 21 Ellesmere Circuit
Address_Verge:	ALABASTER DR
Suburb:	SUCCESS
WARD:	EAST
Date_of_Inspection:	20/01/2014
Inspector:	Loren Webster
Quantity_of_Trees:	1
Botanical_Name:	Eucalyptus camaldulensis var.cam
Genus:	EUCALYPT
Species:	CMLDLVCM
Common_Name:	RIVRDGM
Type:	AUNATIVE
Power_Lines:	NONE
Approx_Height_m:	15.3
Canopy_Spread_m:	5.2
Canopy_Height_m:	8.1
Diameter_mm:	325
Tree_Age:	MATURE
Tree_Health:	FAIR
Tree_Structure:	FAIR
Tree_Status:	Existing
Verge_Cover:	TURF
Image_of_Trees:	Tree6_140120_131740.JPG
Problems:	T
Comments:	
Poss_Significant:	F
Works_Required:	F
Alignment:	Alignment
New_Tree_Value:	0.00
Works_Completed:	F
Date_Works_comp:	
Works_Compl_comments:	
Valuation_of_Asset:	9,652.32
Easting:	391,812.12329477
Northing:	6,444,445.7928248
Size_of_Tree:	4
<div><< >> List</div> CoC_Trees	

Street Tree Inventory Report City of Cockburn

4. SUMMARY FINDINGS

4.1 TREE SPECIES

Out of the 36,173 trees a total of 247 tree species were found.

The table below represents the 20 most common trees within the City.
These top 20 trees comprise 40% of the total tree population.

Ranking	Botanical name	Number of specimens
1	<i>Agonis flexuosa</i>	1988
2	<i>Callistemon Kings Park Special</i>	1834
3	<i>Melaleuca quinquenervia</i>	1041
4	<i>Platanus acerifolia</i>	1023
5	<i>Jacaranda mimosifolia</i>	991
6	<i>Cupressus sempivirens stricta & swanes gold</i>	801
7	<i>Sapium sebiferum</i>	681
8	<i>Callistemon viminalis</i>	653
9	<i>Eucalyptus gomphocephala</i>	631
10	<i>Corymbia ficifolia</i>	550
11	<i>Eucalyptus camaldulensis</i>	525
12	<i>Eucalyptus leucoxylon & rosea</i>	506
13	<i>Pyrus calleryana</i>	439
14	<i>Ulmus parvifolia</i>	431
15	<i>Pyrus ussurensis</i>	429
16	<i>Hibiscus tiliaceus</i>	427
17	<i>Casuarina cunninghamiana & equisetifolia</i>	404
18	<i>Lophostemon confertus</i>	359
19	<i>Phoenix canariensis</i>	358
20	<i>Metrosideros excelsa</i>	330
	<i>Total</i>	14,401

Street Tree Inventory Report City of Cockburn

4.2 SUBURBS

The trees were collected from twenty suburbs across the City.

The following table shows the number of trees in each suburb from the largest amount to the smallest amount of trees collected.

Ranking	Suburb	Total no. Trees
1	Bibra Lake	4,624
2	Atwell	3,780
3	Success	3,513
4	Beeliar	3,506
5	Hamilton Hill	3,136
6	Yangebup	2,971
7	Spearwood	2,670
8	Coolbellup	1,642
9	Aubin Grove	1,528
10	Coogee	1,477
11	South Lake	1,410
12	Hammond Park	1,264
13	Munster	1,127
14	North Coogee	874
15	Jandakot	731
16	North Lake	641
17	Henderson	621
18	Cockburn Central	495
19	Banjup	106
20	Wattleup	57
	Total	36,173

4.3 WORKS REQUIRED

4,484 trees were noted as requiring remedial tree pruning works or re-inspection. This equates to approximately 12% of the tree population. Out of the 4,484 trees 347 trees require removal due to poor health and or poor structure. The remainder of the works are predominantly deadwood removal. 218 trees require re-inspection in 6 or 12 months due to a decline in health.

4.4 PROBLEMS NOTED

22,641 trees were noted as having some defect or problem associated with the health, structure or surrounds around the tree.

4.5 TREES UNDER POWERLINES

5,094 trees were found under power lines and or service wires.

4.6 HELLIWELL TREE VALUATION

Helliwell Visual Amenity Valuation used by Paperbark Technologies

The objectives of the evaluation are to provide a disciplined and objective way of examining a tree, with the most commonly and widely used method of establishing the value of large trees is by the use of formulas. Although there are a number of evaluation methods available the most common methods used in Australia are the **Helliwell System**. The **Helliwell System** is a system used worldwide for assessing the **Amenity Value** of a tree. This system assesses the contribution each tree makes to the urban forest by evaluating the size of tree, the health and condition, the species and suitability for the location. This method allows us to attach a monetary value to each tree which is considered a valuable community asset to be enjoyed by all.

Seven standard factors are identified for the tree. For each of the factors the tree is given a score of up to 8 points, the scores for all the factors are then multiplied together to give an assessment of the amenity value of the tree, which is then multiplied by the conversion rate. The value per point rate for the assessment has been assigned at **\$67.03** which has been calculated using the appropriate conversion exchange rates and increased yearly with CPI. The value per point for Australia has been approved with the Author of the Helliwell System, Rodney Helliwell.

Table showing factors and scores for individual trees

Factor	Points									
	0	0.5	1	2	3	4	5	6	7	8
Size of tree (Canopy size)	Less than 2m2	2-5m2	5-10m2	10-20m2	20-30m2	30-50m2	50-100m2	100-150m2	150-200m2	over 200m2
Useful life expectancy	Less than 2 years		2-5 years	5-40 years	40-100 years	100+ years				
Importance of position in the landscape	No importance	Very little importance	Little importance	Some importance	Considerable importance	Great importance				
Presence of other trees		Woodland	Many	Some	Few	None				
Relation to the setting	Totally unsuitable	Moderately unsuitable	Just suitable	Fairly suitable	Very suitable	Particularly suitable				
Form		Ugly	Average or indifferent	Good						
Special factors			None	One	Two Three					

The highlighted scores were the most used when carrying out a tree valuation.

Example

Factor		Score
Size of the tree	43.5m2	4
Useful Life Expectancy	5-40 years	2
Importance of position in the landscape	Considerable	3

Street Tree Inventory Report City of Cockburn

	Importance	
Presence of other trees	Some	2
Relation to the setting	Very suitable	3
Form	Average Form	1
Special Factors	None	1

$$\text{Total score} = 4 \times 2 \times 3 \times 2 \times 3 \times 1 \times 1 = 144 \times \$67.03 = \$9,652.32$$

The value per point of \$67.03 has only been approved for Paperbark Technologies to use from Rodney Helliwell. Normally this point is lower however we have increased it using the appropriate conversion rates and CPI.

Using this Helliwell valuation, the total value of the urban forest within the City is **\$130,394,388.00**

The average tree value is worth **\$3,605.00**

4.7. ALIGNMENT & NON ALIGNMENT

In the data collection carried out by Paperbark Technologies the field Alignment and Non alignment were used to get an estimate of how many trees were planted within the predominant line of planting due to installed services in the verge. Non Alignment is where the trees appear to have been planted by the resident and planted outside the normal alignment.

- 31,684 Trees were planted in the standard Alignment within the verge;
- 4,489 Trees were planted in non-alignment area of the verge.
36,173

This equates to approximately 88% of trees audited were found to be located in the correct Council alignment indicating that 88% of trees have been planted by Council. The remaining 12% of the trees on the verge appear to have been planted by residents.

5. COMMENT

The future management, maintenance and condition of the trees have a considerable bearing on their location, with safety to property and persons the main priority. Therefore it is recommended that each tree be re-assessed at a minimum every 3 years by a qualified and experienced Arboricultural Consultant to ensure that the level of risk to the public is deemed acceptable.



Zana Sheary - Arboricultural Consultant
Paperbark Technologies Pty Ltd
PO Box 1116
Scarborough WA 6922

Paperbark Technologies Pty Ltd – Arboricultural Consultants
PO Box 1116, Scarborough WA 6922

Street Tree Inventory Report City of Cockburn

Mob: 0401 817 551

zana@paperbarktechnologies.com.au

www.paperbarktechnologies.com.au

ISA Certified Arborist AU-00394

Quantified Tree Risk Assessor Lic-1082

Diploma of Horticulture/Arboriculture



Limitation of liability

Trees can be managed, but they cannot be controlled. To live or work near a tree involves a degree of risk.

This report only covers identifiable defects present at the time of inspection. Paperbark Technologies accepts no responsibility and cannot be held liable for any structural defect or unforeseen event/situation or adverse weather conditions that may occur after the time of inspection.

Paperbark Technologies cannot guarantee that the tree/s contained within this report will be structurally sound under all circumstances, and is not able to detect every condition that may possibly lead to the structural failure of a tree. Paperbark Technologies cannot guarantee that the recommendations made will categorically result in the tree being made safe.

Unless specifically mentioned this report will only be concerned with above ground inspections, as such all observations have been visually assessed from ground level. Trees are living organisms and as such cannot be classified as safe under any circumstances. Trees fail in ways that the arboriculture industry does not fully understand.

The recommendations are made on the basis of what can be reasonably identified at the time of inspection therefore Paperbark Technologies accepts no liability for any recommendations made.

All care has been taken to obtain information from reliable sources, however Paperbark Technologies can neither guarantee or be responsible for the accuracy of information provided by others.

In the event that reinspection of the tree/s is recommended it is the client's responsibility to make arrangements with Paperbark Technologies.

LOCAL GOVERNMENT ACT 1995

City of Cockburn Parking and Parking Facilities Amendment Local Law 2015

Under the powers conferred by the *Local Government Act 1995* and under all other powers enabling it, the Council of the City of Cockburn resolved on to adopt the following local law.

1. Citation

This local law may be cited as the *City of Cockburn Parking and Parking Facilities Amendment Local Law 2015*.

2. Commencement

This local law will commence 14 days after the date of its publication in the *Government Gazette*.

3. Principal Local Law

This local law amends the City of Cockburn Parking and Parking Facilities Local Law 2007 as published in the Government Gazette on 11 January 2008 and as amended on 16 May 2014 and 26 September 2014.

4. Schedule 1 amended

Delete Schedule 1 and replace with the following:

SCHEDULE 1 - PARKING STATIONS OF THE REGION

(1) Parking Station 1, Cockburn Integrated Health and Community Facility and Cockburn Youth Centre Lot 400 Wentworth Parade Success.

(2) Parking Station 2, Coogee Beach Lot 171, 172 and 207 4-6 Powell Road Coogee.

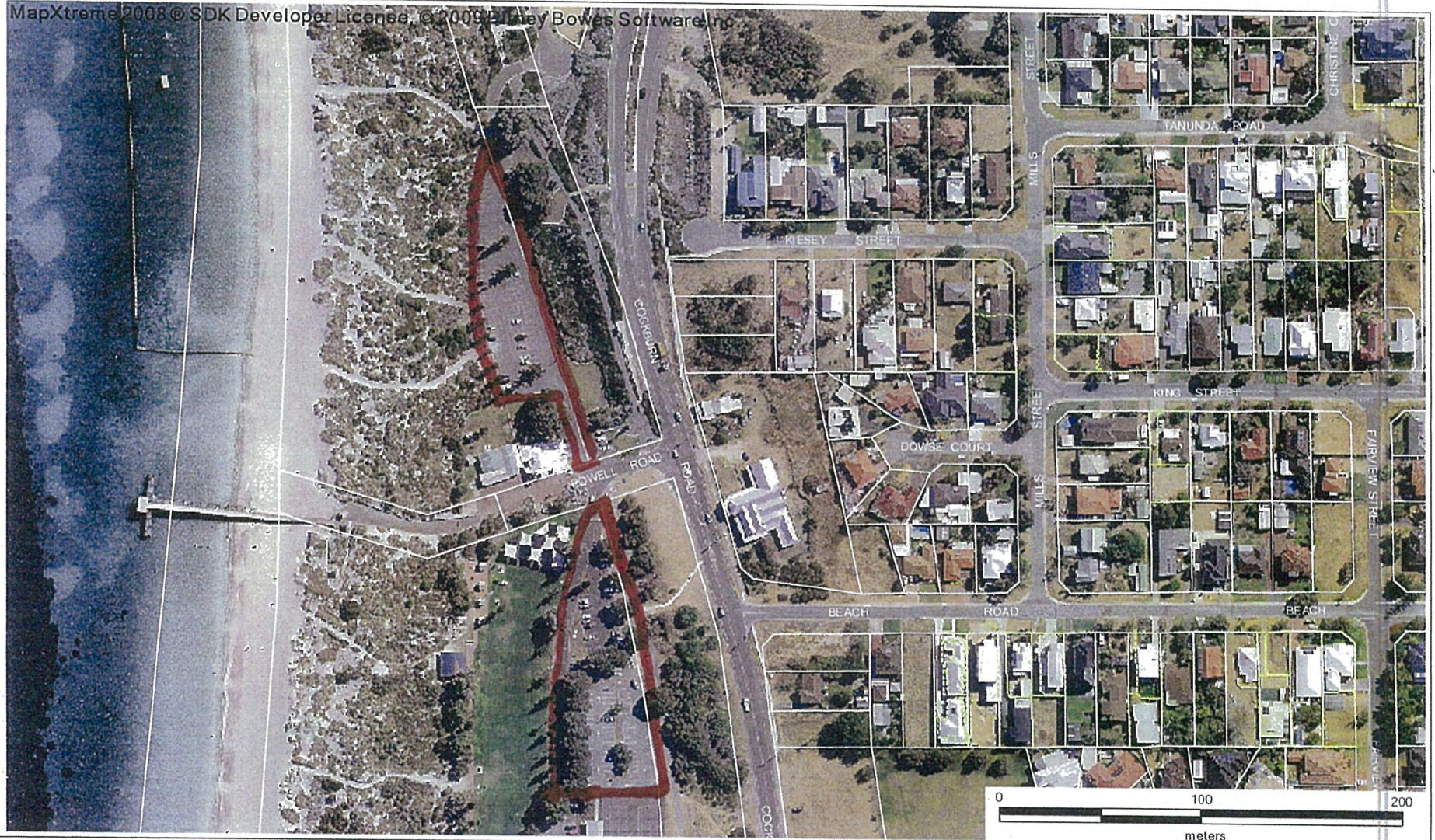
Dated:

The Common Seal of the City of Cockburn was affixed by authority of a resolution of the Council in the presence of-

LOGAN K HOWLETT, Mayor.

STEPHEN CAIN, Chief Executive Officer.

MapXtreme 2008 © SDK Developer License, © 2009 Day Bowes Software Inc.



City of Cockburn
GIS Services Department

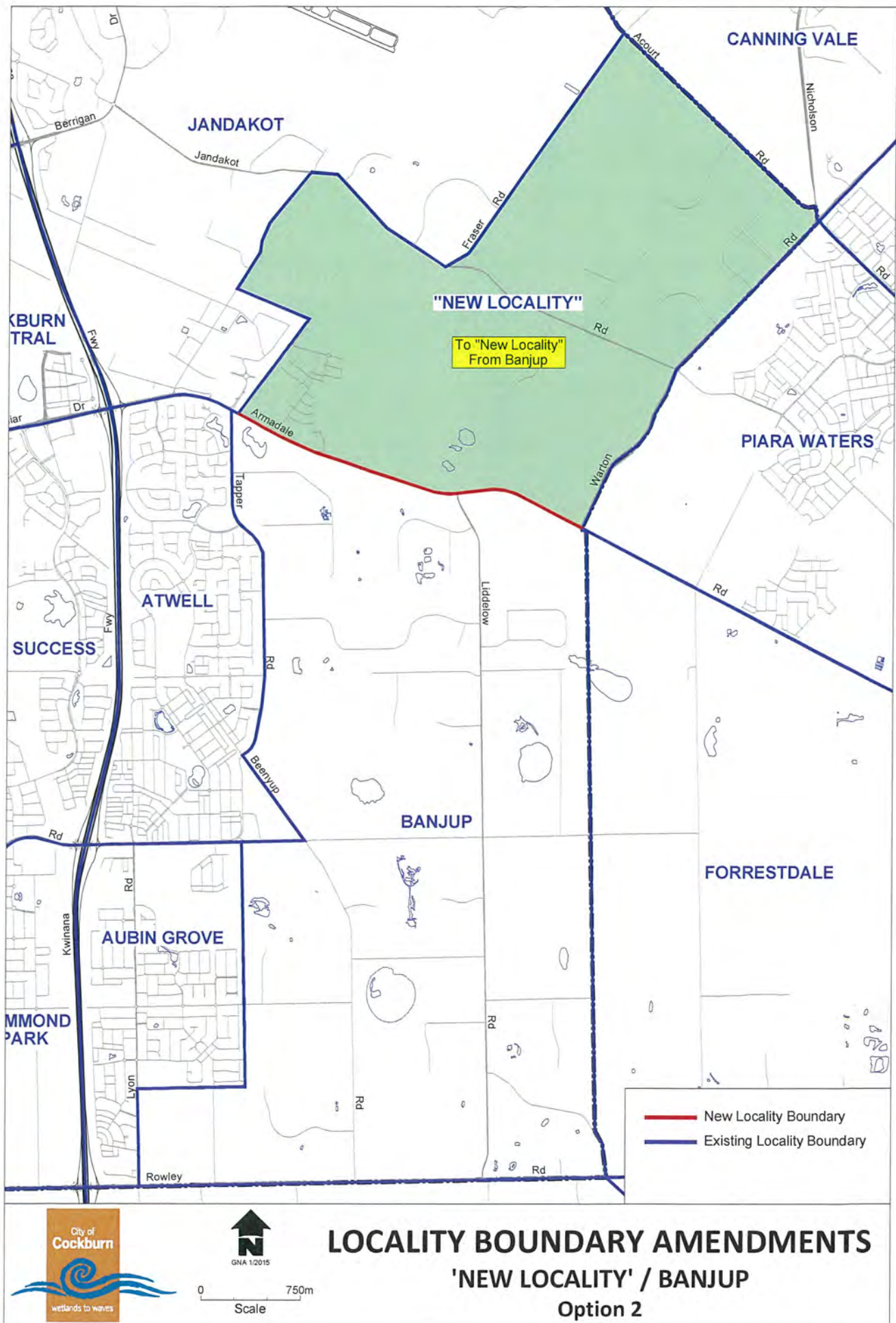
**Proposed Coogee Beach Parking Station
Schedule 2**

PRINTED ON:
Friday, 20 February 2015

SCALE = 1:2716

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.





REPORT TO CITY OF COCKBURN ABORIGINAL REFERENCE GROUP

BANJUP SITE DEVELOPMENT

The City of Cockburn Aboriginal Reference Group has requested Kambarang Services to consult with Traditional Owners identifying possible Nyoongar names that could be considered for the naming of a new suburb to be created from the greater Banjup area.

Background and Methodology

Discussion with Gail Bowman, Manager Human Services, City of Cockburn on the Nyoongar Elders to be consulted. Three males and three females were to be consulted. It was decided to approach the following:

Males	Females
• Sealin Garlett	• Theresa Walley
• Trevor Walley	• Marie Taylor
• Len Collard	• Gladys Yarran

The supplied list of Elders from the DAA source and the SWALSC list would be different from each other and open for debate on correctness. Given this and the urgency to finalise a list of possible Nyoongar words and although it was acknowledged that more Elders/TO's could have been consulted, the six selected was adequate for this exercise. Each of the listed Elders/Traditional Owners (TO's) above are recognised as not only being TO's but also having a long association with the area.

Kambarang Services were to contact and consult with Elders/TO's on names they felt could be appropriate for the Banjup area. The male Elders/TO's to be consulted by a male member of Kambarang Services and the female Elders/TO's to be consulted by a female member of Kambarang Services.

Elders/TO's to be informed of the project and why they were being approached. The Elders/TO's to be advised that any names suggested may or may not be submitted and the final decision on names was to be decided by the Councillor's as well as within Landgate processes and guidelines. As part of the discussion, Elders/TO's will be shown a map of the site in Banjup that is proposed to be renamed (Map showing Banjup North area attached).

Elders comments and suggestions were to be collated and then provided in report form to the City of Cockburn (COC) Aboriginal Reference Group (ARG) who were to decide on which name(s) they were to submit to the CoC. The report to also contain background and information on meanings or possible stories behind each suggested name.

The Elders/TO's were to be also informed that the final name may not be any of the ones they have suggested and may be a 'western' name.

It is also understood from the provided Department of Aboriginal Affairs (DAA) site register information that there are no significant Aboriginal heritage sites within the proposed area apart from artifact scatter in four places (see below documentation from DAA).

BANJUP

It is noted from the ARG meeting minutes that the meaning of Banjup refers to "tortoise or frog dreaming". A quick check of dictionaries and other information sources does not support this.

Trevor Walley states that Banjup refers to the plants referred to as banjine especially the *Pimelea rosea* (Rose Banjine) from which Nyoongar people would make rope by twining the stems together for uses such as snares. These plants are abundant in the south west coastal regions and would also be in the Banjup area. The book "*A Nyoongar Wordlist – from the South-West of Western Australia*" compiled by Peter Bindon and Ross Chadwick, quotes 'rope – made from a strip of bark...(is)...banjan', pg 408 (pg 9). In the Nyoongar language "up" at the end of words refers to 'place of'. Banjup would therefore mean a place where you can make rope from the banjine. Obviously Nyoongars would have made rope at locations other than in Banjup as the plant is located all over the south west however it is likely that the Banjup name derives from this usage.

Pimelea rosea and distribution



Interviews with Elders and Traditional Owners

As agreed too, six Elders/Traditional Owners were consulted. All who were interviewed were unable to recall any traditional stories associated with the Banjup area. The names suggested by the Elders/TO's mostly are for objects connected to what can be found at Banjup. These things can also be found almost anywhere in Nyoongar country.

Where possible, the identifying of words as being from Wadjuk country was attempted however this was not always possible given that words have been used across clan areas since early settlement.

The interviews took place during May 2015.

Theresa Walley (nee Winmar)

Theresa is a Wadjuk Elder who has lived and associated in the Kwinana and Fremantle area for the past 50 plus years. Theresa was keen on the word for the Christmas tree, 'moodjar' (*"The Nyoongar Legacy – The naming of the land and the language of its people"* by Bernard Rooney pg. 137). For some Nyoongar people the moodjar tree has been referred to as a spirit tree where the spirit of a deceased person passes through it. The flowers of the moodjar can be dipped into water to make a sweet drink. Moodjar as a possible word could be coupled with the affix 'up' to make Moodjarup to mean "the place where the moodjar tree is or can be found". This doesn't mean it's the only place one can find the tree but a place where it can be found.

Theresa also liked the name for banksia, 'biara' however right next door to the proposed site is Piara Waters (*"The Nyoongar Legacy – The naming of the land and the language of its people"* by Bernard Rooney pg. 137). In Nyoongar the consonants 'p' and 'b' don't exist as the actual phonetic pronunciation in Nyoongar is in the middle of 'p' and 'b'. Nevertheless, it is felt that 'biara' won't be able to be used due to Piara Waters.

The smoky parrot or regent parrot was also suggested by Theresa. The Nyoongar word is 'wokinjar' or 'walker' (*"A Nyoongar Wordlist – from the South-West of Western Australia"* compiled by Peter Bindon and Ross Chadwick pg. 392).

Of the three suggested by Theresa, *Biara*, *Wokinjar* and *Moodjar*, the preferred word was 'Moodjar' which could be changed to 'Moodjarup'.

Sealin Garlett

Sealin is a Wadjuk Elder who has lived and associated with the Coolbellup and Jandakot areas for more than 20 years. Sealin had been thinking about a word for some time and quickly offered the word "mangatj" meaning banksia. This word is supported in the Nyoongar word books, *"A Nyoongar Wordlist – from the South-West of Western Australia"* compiled by Peter Bindon and Ross Chadwick, and *"The Nyoongar Legacy – The naming of the land and the language of its people"* by Bernard Rooney.

Sealin also suggested the word for the saltbush or silver wattle, 'purnget'.

Sealin's preferred word is 'mangatj'. Also spelt 'mungitch', (*"A Nyoongar Wordlist – from the South-West of Western Australia"* compiled by Peter Bindon and Ross Chadwick pg. 285).

Marie Taylor

Marie is a Wadjuk Elder who has lived and associated in the Fremantle areas most of her life. She referred to the Nyoongar language as being Derbalese as outlined in the book by Neville Green, *"Nyungar – The People. Aboriginal customs in the southwest of Australia"*. Marie referred to many possible names from page 159 onwards.

Goodjat – supreme, originator
Moondak – heaven
Batta – sunbeams
Dek – flowers
Golbooga – wild fig
Ngoombit – red gum flowers
Beelara – dry leaves
Goolee – she oak, casuarina
Meelan – spear of the Zamia
Biyoo – fruit of the Zamia
Mudrooroo – tea tree
Maundan – bush in general
Badjat – strong coarse grass
Kwinder, Quenda, Went (Kwent) – bandicoot
Djalkat – bandicoot
Djirap – grass

The name favoured by Marie from these was the name for bandicoot, 'Kwinderup' or 'Kwentulup', (*"A Nyoongar Wordlist – from the South-West of Western Australia"* compiled by Peter Bindon and Ross Chadwick pg. 285).

Trevor Walley

Trevor is a Wadjuk Elder who has lived and associated in the Kwinana and Fremantle areas all his life.

As outlined above Trevor offered a correct meaning for the name Banjup. Trevor suggested that Rosea (meaning red) could be suggested as a name for the new suburb. This would be a reverse play of the scientific plant name for the banjine.

Along the same tangent of the banjine being used to make rope, the Nyoongar name for rope could be also be considered. Page 408 of "A Nyoongar Wordlist – from the South-West of Western Australia" compiled by Peter Bindon and Ross Chadwick, has rope being 'madji' or 'merndong'. The first word could be altered to 'madjilup'.

However Trevor did favour the Christmas tree name, 'moodjar' and then changed to 'Moodjarlup'.

Gladys Yarran

Gladys is of the Ballardong clan and claims her Wadjuk connection through marriage with her deceased husband being a Wadjuk. However Gladys has lived in the Fremantle and Jandakot area since the mid 1960's. Gladys is listed as a site informant on the DAA list of Wadjuk consultants.

Gladys relayed stories of the Banjup area being a part of the country people travelled through to go from Fremantle to Armadale and in traditional days people would have travelled through there on the way to Bibra Lake. Gladys also recalls the railway line between Fremantle and Armadale.

Gladys said that country had lots of banksias and the Nyoongar word for that would be appropriate. However Gladys acknowledged the closeness of the Jandakot airport and maybe a word relating to flight or flying could be considered. According to "A Nyoongar Wordlist – from the South-West of Western Australia" compiled by Peter Bindon and Ross Chadwick, page 329, flight is 'bannitch-yen' and to fly or to fly away is 'bardang'. This could be altered to 'Bardangup'.

Len Collard

Len is a Wadjuk Elder with a lifelong association to the Fremantle and Jandakot areas.

Len is an academic who specialises in Nyoongar language and place names. Len was adamant that whatever name is chosen, that the name hasn't been used before. He felt that common Nyoongar and other Aboriginal words had been over utilised. Len also suggested that the spelling of words could be played with. Len sourced words from his private database.

Names Len suggested included:

Malgar – thunder (could be changed to Malgarlup/Malgarup)
Biyoo - fruit of the Zamia (could be changed to Biyoolup)
Mandegurlup – wild bush gathering
Gongan – sandy district (could be changed to Gonganup)
Bidilup – to the pathway or by this location (referring to passing through this the way to Bibra Lake).

However Len favoured the name 'moojarlup', the place where a Christmas tree can be.

Summary

All of the words above, preferred or not, could easily be an appropriate name for the renamed section of Banjup. The Elders were very generous of their time and the offering of words.

However it was clear that of the six people consulted, three preferred the name 'moodjar or moojar(lup)'. One person favoured 'mangatj', one favoured 'Quenda(lup), Kwenta(lup), Kwinder(up)', and one favoured 'bardang(up)'.

In testing a name for a suburb, I have taken the fictional address from the animated family movie, Finding Nemo. The address where the juvenile clown fish was taken was 42 Wallaby Way, Sydney.

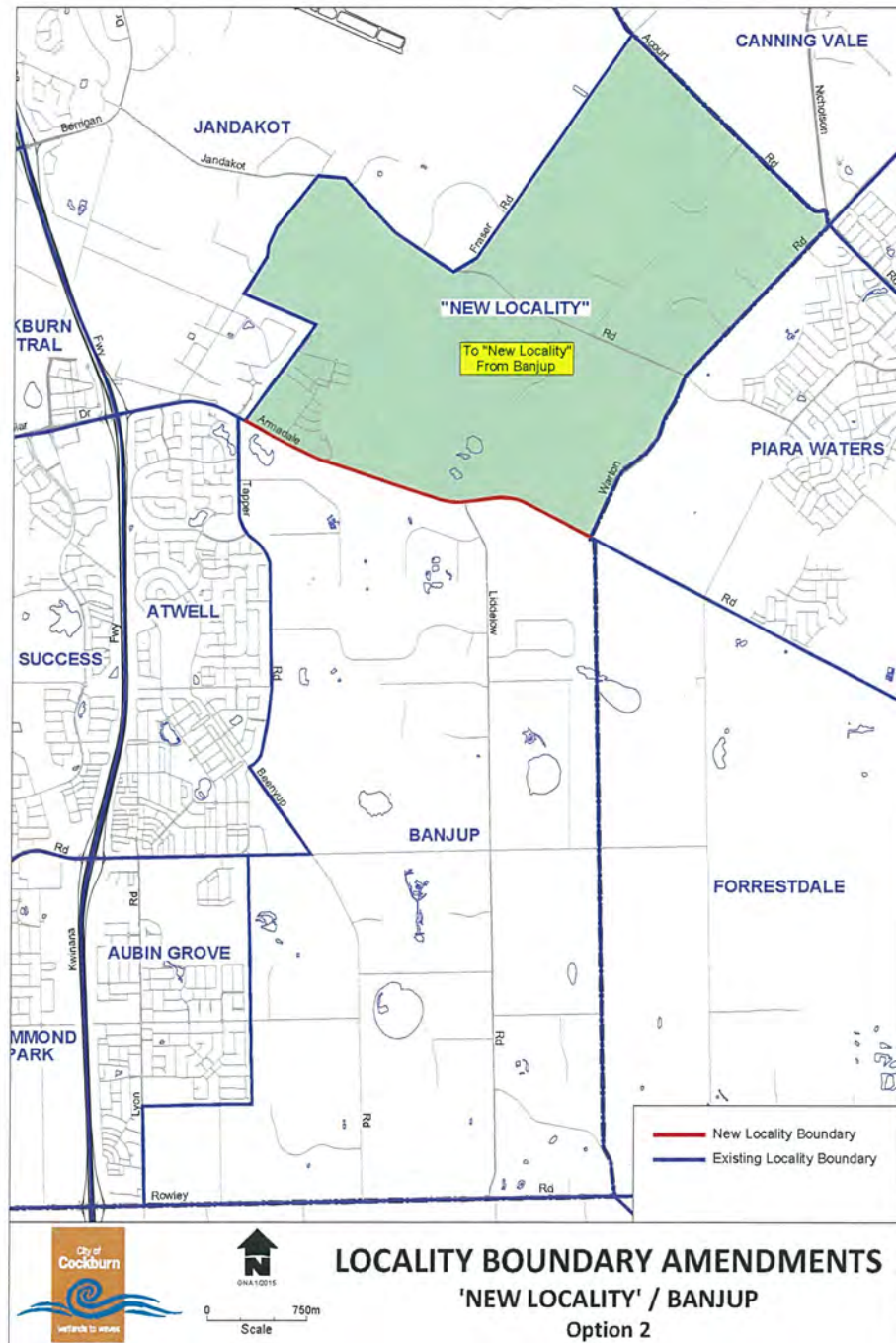
Using that address, the following suggested names for a suburb are:

42 Wallaby Way Moojarlup	42 Wallaby Way Mangatj	42 Wallaby Way Kwentalup
-----------------------------	---------------------------	-----------------------------

For your consideration.

Danny Ford
Kambarang Services
17 May 2015

Map showing the proposed area to be renamed.





Legend

Selected Heritage Places

- Other Heritage Places
- Aboriginal Community Occupied
- Aboriginal Community Unoccupied
- Town
- Search Area

Copyright for topographic base map information shall at all times remain the property of the Commonwealth of Australia. Geoscience Australia - National Mapping Division. All rights reserved.

Aerial Photos, Cadastre, Local Government Authority, Native Title boundary, Roads data copyright © Western Australian Land Information Authority trading as Landgate (2015).

Geothermal Application, Geothermal Title, Mining Tenement, Petroleum Application, Petroleum Title boundary data copyright © the State of Western Australia (DMP) (2015.2)

For further important information on using this information please see the Department of Aboriginal Affairs' Terms of Use statement at <http://www.daa.wa.gov.au/Terms-Of-Use/>



List of Other Heritage Places with Map

Place ID	Place Name	File Restricted	Boundary Restricted	Restrictions	Status	Section 5	Place Type	Knowledge Holders	Recorders	Easting Northing	Legacy ID
3300	READYMIX SANDPIT 2	No	No	No Gender Restrictions	Lodged		Artefacts / Scatter	Contact DAA for list of Knowledge Holders	Contact DAA for list of Recorders	393339mE 6444799mN Zone 50 [Reliable]	S00196
3301	BANJUP: CALSIL	No	No	No Gender Restrictions	Stored Data / Not a Site		Artefacts / Scatter	Contact DAA for list of Knowledge Holders	Contact DAA for list of Recorders	395707mE 6444461mN Zone 50 [Reliable]	S00197
4108	READYMIX SANDPIT 1	No	No	No Gender Restrictions	Lodged		Artefacts / Scatter	Contact DAA for list of Knowledge Holders	Contact DAA for list of Recorders	393989mE 6444524mN Zone 50 [Reliable]	S01294
4339	WARTON ROAD, BANJUP	No	No	No Gender Restrictions	Lodged		Artefacts / Scatter	Contact DAA for list of Knowledge Holders	Contact DAA for list of Recorders	397444mE 6445900mN Zone 50 [Reliable]	S00749

CITY OF COCKBURN MINUTES Aboriginal Reference Group Meeting

Monday 18 May 2015 10am – 12

Seniors Centre, 9 Coleville Cres, Spearwood

The ARG and City of Cockburn will assist and support each other to establish strong partnerships and relationships within the local Aboriginal and Torres Strait Islander Community

Chaired by Stephen Loo (Chairperson) and opened at 10.10am

1. Present:

ARG members: Caroline Kirk(CK), Samantha Mourish(SM), Sally-Anne Gamble(SaG), Leah Bonson(LB), Stephen Loo(SL), Ron Bradfield(RB), Leonard Thorne (LT), Sealin Garlett (SG)

City Of Cockburn staff: Gail Bowman(GB) – Manager Human Services (11.25am); Jill Zumach (JZ) Human Services Operations Manager

Guest Speakers: Rose Ford (RF) (Kamberang Services), Noel Johnstone (Department of Human Services, Indigenous Services Officer), Nandi Chinna and Danna Checksheld (Save Beeliar Wetlands); Andy Jarman (City of Cockburn Landscape Architect).

2. Apologies: Gail Thorne, Barbara Freeman, Marilyn Garlett.**3. Potential New Members**

Fiona Cox will attend next meeting.

4. Confirmation of Minutes – from 20 April 2015. Read and accepted by consensus.**5. Declaration of any conflict of interest with Agenda items** – none.**6. Observation of a minute's silence:** for Aboriginal and Torres Strait Islander people who have passed away.**7. Business arising from previous Minutes – Action Sheet.**

Date	Item Number	Detail	Who?	Complete
16/3/15	9	Naidoc Awards nomination to be done, and tickets for Ceremony.	SM	Complete
20/4/15	8.1	3 women elders for consultation on Banjup naming.	GB	Complete
20/4/15	8.2	Bibra lake Playground- Andy Jarman. See Guest Speakers	SM GB	Complete
16/2/15	11.5	Stories for Azalia. Following up with SL. Hopefully next meeting	MV	Carried Forward
20/4/15	10.1	Transport to Naidoc Seniors Lunch. 22 seater bus to be booked, if it is available. RSVP's required to book this, as early as possible.	SM	Carried Forward
20/4/15	From item 11 14/4/14	Plaque/statue, RB letter See 11.1	GB	Carried Forward
20/4/15	11.3	Photo of ARG – to be taken at the Naidoc Awards night.	SM	Complete
18/5/15	8.1	Organise meeting for Nyungar art at Bibra Lake playground	SM	
18/5/15	8.3	Rose Ford to attend Oct ARG meeting and report on Wetlands	SM	
18/5/15	11.1	Send names of Aboriginal artists for GP Super Clinic project	SM, RB	
18/5/15	11.3	Write letter from ARG to person re	SL	

		proof of Aboriginality		
18/5/15	11.4	Get feedback re significance of names proposed for Banjup suburb	GB	

8. Guest Speakers:

8.1 Andy Jarman, City of Cockburn Parks Services

- Bibra Lake Playground plan described. There would be a space for story telling with Aboriginal cultural significance. Some problems with consultant group members turning up for meetings.
- Interpretive signage on Coogee Beach, solar powered. SM working with ... this financial year.
- Spearwood Ave roundabout improvement under way
- Rock Art at Bibra Lake Playground - looking for Nyungar art; hand prints suggested. **Action** SL suggested meeting to discuss this. SM to co-ordinate. Gave Andy story sheet.

8.2 Noel Johnstone, Indigenous Services Officer, Dept Human Services

- Introduced himself as a Koori man from Bendigo, Vic. Tabled and distributed DHS information sheets.
- There are 80 people in similar roles around Australia - 3 in our Metro area. Their roles are to help with online services, assist homeless persons, reduce disadvantage, involved with Naidoc, support local centres, cultural matters, engage with schools, ABS study, Medicare problems, assistance with identifying on the system as Aboriginal. TS and SL expressed problems with requiring birth certificates for identity; Noel: said its not usually necessary. CK and RW cited problems.

8.3 Nandi Chinna, Save Beeliar Wetlands (SBW)

- Roe 8 will create a road through Beeliar Wetlands. The SBW group has worked with SG and others on the ARG before. The campaign is now at a critical stage, with building due to commence next year. People may lose homes and there will be pollution from trucks etc. This campaign has been going on for 30 years.
- Discussion on a blessing service, multi-demoninational, family picnic, readings, ceremony, water/spiritual aspect. SBW is requesting input from the ARG. Comments from ARG : Nyungar input was necessary; religious presentation may not be widely accepted; a cultural theme might be better (SL); include City of Fremantle(RB). There was concern for local owners - Nyungar, Wadjuk communities (RF). **Action: RF to attend ARG meeting in Oct 2015, and will discuss Beeliar Wetlands.** Further discussion next meeting.
- Will email to SL for disbursing to all. Leaflets distributed. Departed 11.20 am.

9. Aboriginal Community Development Officer (SM) Report and Budget:

Last Friday at Coolbellup, Cockburn Early Years Program held a Family Dance for the first time, celebrating Family Week. It was a free event and was catered for by 'Friends of The Community' with 150 attendees, and Mucky Duck Bush Band performing.

Need more 'Good News' Stories by 2nd week June.

Health and fitness classes are always full.

Aboriginal training at the City is going very well, facilitated by Mr Oral McGuire.

10 Standing Items:

10.1 Events:

- Reconciliation Week: Cultural Bus Tour 75 seater bus was booked out. Tag alongs welcomed. Clontarf Hill tour, where Teresa Wally did a talk at George Hume Park, where Richard Wally did talk/stories, inspite of bad weather. Lunch at Willagee Community Centre. It was a 'family/involved' event with singing and stories. There were 130 or so calls and 75

knock-backs. Started 8.30 and finished 2.30 pm. The Walyalup group were a big part of the Willagee lunch co-ordination.

Next two events - 27 May Flag Raising at Council Building and 30 May Run for Reconciliation. Reconciliation WA is having an event in Fremantle on 3/6 and all three Councils are involved. It's on the theme 'Changing it Up' and we are having young people do a Welcome to Country for the Elders who will stand behind them, along with sand art, storytelling, face paint and food.

- Naidoc Week: Posters will be out very soon. Seniors Event and Flag Raising on Tues 7 July. Naidoc Awards tickets will be available for ARG members + partner. **Action: SM to follow up on Naidoc Award tickets.**

10.2 Wetlands Precinct Group meeting: next meeting June 2015

10.3 Reconciliation Action Plan (RAP) meeting update from May 13.

11. Other Business

11.1 Project with Jonathan Ford at the GP Super Clinic (GB; RF): Art, Culture, Healing project at Super Clinic. SL met with Elders for a short duration to discuss health and art, along with Jonathan Ford. Initially focus on Cockburn residents, later may include Fremantle & Melville. Transport will be provided. Need Aboriginal artists. **Action – RB, SM will send names of artists.**

11.2 '4 corners' ABC show on closure of Aboriginal communities: was raised and discussed.

11.3 Issue of proof of Aboriginality: Discussion on Proof of Aboriginality. Case of Koori woman who had difficulties with this requirement. She has asked ARG through SM for help. Noel Johnstone (guest speaker, Dept HS) advised on this – people must be of Aboriginal descent, and identify with the Aboriginal community they belong to. A letter from the community strengthens the case. SM advised you have to be a member of SWALSC, and that a genogram can be required. There was consensus agreement to provide this person with a letter from the Aboriginal Reference Group. **Action – SL to write letter on ARG letterhead for this person.**

11.4 Naming of the new Banjup area: (GB, City of Cockburn). Rose Ford and Danny Ford met with 6 Elders from a variety of families including the Walley and Yarran families, and interviews were held with both men and women. Nyungar language books were circulated to people, and 3 names in the (attached) report were chosen. Elders loved the process. GB asked the ARG for recommendation regarding the names. Council will consider recommendations of any suggestions put forward, both Nyungar and non-Aboriginal names. The State government Geographic Names Committee will then make the final decision. **Action –** The ARG recommends that Council support one of the three names that were put forward by the Elders and that were recommended by the consultants Danny Ford and Rose Ford.

Moojarlup	Mangatj	Kwentalup
-----------	---------	-----------

Meeting closed 12.15 pm.

Next Meeting: Monday June 15, 2015

City of Cockburn Fire Control Order
Effective from 9 July 2015
First and Final Notice

Pursuant to *Section 33* of the *Bush Fires Act 1954* owners or occupiers of land situated within the City of Cockburn are required by law to comply with the prescribed Fire Control Order here within.

Definitions:

Authorised Officer	An officer appointed as a City of Cockburn Fire Control Officer.
Flammable Material	Any dead or dry grass, vegetable, substance, object, thing or material (except living flora including live and/ or habitat standing trees) that may or is likely to catch fire and burn or any other thing deemed by an Authorised Officer to be capable of combustion.
Prohibited Burning Time	The time period of each year where it is unlawful to set fire to the bush at any time. This time is normally from 1 December of each year until and including 31 March of the following year. This time may be amended, subject to prevailing seasonal conditions.
Restricted Burning Time	The time period of each year where it is unlawful to set fire to the bush without a valid Permit to Set Fire To The Bush issued by an Authorised Officer. This period normally is from 1 April until and including 31 May and from 1 October until and including 30 November of any year. This time may be amended, subject to the prevailing seasonal conditions.
Unrestricted Burning Time	The time period of each year where it is lawful to set fire to the bush at any time, in areas zoned rural under the City of Cockburn Town Planning Scheme. This time normally is from 1 June until and including 30 September. This time may be amended, subject to the prevailing seasonal conditions.
Firebreak Time	The time of each year where fire hazard reduction works must be maintained as specified in this Fire Control Order. This time is 1 November of each year until and including 15 April of the following year.

1 All property (vacant or developed) –less than 2032m2

To reduce the fire hazard on your land and to comply with the requirements of this Fire Control Order you are required to;

- 1.1 Have all flammable materials such as long dry grass and weeds slashed, mown or trimmed down by other means to a maximum height of 50mm across the entire property for the duration of this Firebreak Time; and
- 1.2 Remove all dead vegetation.

2 All property (vacant or developed) – 2032m² or greater

To reduce the fire hazard on your land and to comply with the requirements of this Fire Control Order you are required to;

- 2.1 Construct a Firebreak (as defined within section 3 of this order) immediately inside all external property boundaries, including those adjacent to roads, drains, rail reserves and any public open space reserves; and
- 2.2 Remove all dead vegetation surrounding and over all habitable buildings to radius of 3 metres except living trees, shrubs, maintained green lawns and gardens under cultivation.

3 Firebreak Specifications

A Firebreak is an area of land cleared of flammable material, installed to minimise the spread or extension of a bush fire and to provide suitable access for fire fighting vehicles. The standards of a compliant Firebreak are as follows;

- 3.1 A Firebreak must be constructed of bare earth, stone, or sealed surfaces and be clear of all flammable materials to create a 3 metre wide trafficable surface;
- 3.2 Maintained lawn may occupy a Firebreak, providing it does not exceed 50mm in height during the Firebreak Time;
- 3.3 Overhanging branches must be pruned to provide a 4 metre vertical clearance above the full width of the Firebreak surface; and
- 3.4 A Firebreak must be a continuous trafficable path for a fire fighting vehicle, clear of any obstructions and must not terminate in a cul-de-sac (dead end).

4 Additional Works

Regardless of land size and location, the City of Cockburn or its Authorised Officer may require you to undertake additional works on your property to improve access and/or undertake further works where in the opinion of that Authorised Officer, these works would be conducive to preventing the outbreak and/or the spread or extension of a bush fire.

5 Fire Control Order Variations

A variation will be considered where the owner and/or occupiers believe it is impractical to meet the compliance requirements of this Fire Control Order. A firebreak variation application must be submitted in writing to the City of Cockburn for consideration before 1 October of each year. If approved, variations will be valid for three (3) years, unless a new variation has been approved or the property changes ownership during this time.

The City of Cockburn reserves the right to review, amend or revoke an existing variation in writing at any time. Should a request to vary the Fire Control Order requirements on your property not be approved in writing, this Fire Control Order must be complied with as applicable in its entirety.

6 Hazard Reduction Burning

During the declared Prohibited Burning Time owners and/or occupiers cannot undertake any bush or garden refuse burning activities.

During the declared Restricted Burning Time only, owners and/or occupiers may:

- 6.1 Apply for a permit to burn the bush for bush fire risk mitigation purposes, by following the conditions imposed on a permit to burn as issued by an Authorised Officer.
- 6.2 In areas zoned rural by the City's Town Planning Scheme, you may undertake burning of leaves, tree branches, and other dry vegetation in piles no larger than 1.0m³ in size, without a permit to burn, subject to the following conditions:
 - 6.2.1 No Flammable Material (other than that being burned) is to be within 5 m of the fire at any time while the fire is burning;
 - 6.2.2 the fire is lit between 6 p.m. and 11pm and is completely extinguished before midnight on the same day;
 - 6.2.3 at least one person is present at the site of the fire at all times until it is completely extinguished; and
 - 6.2.4 When the fire is no longer required, the person ensures that the fire is completely extinguished by the application of water or earth.

During the Unrestricted Burning Time, owners and/or occupiers in areas zoned rural under the City's Town Scheme may burn garden refuse and set fire to bush on their land without a permit 'To Set Fire To The Bush'. Burning of the bush must be in accordance with all relevant State legislative requirements.

Burning of garden refuse in areas not zoned rural shall not be undertaken within the City of Cockburn.

Burning of household waste is prohibited in all areas of the City of Cockburn.

7 Penalties

Failing to comply with this Fire Control Order will result in a penalty of up to \$5,000. A person in default is also liable whether prosecuted or not to pay the costs of performing the work directed by a City's Authorised Officer.

Any owner and/or occupier who engages a contractor to undertake works on their behalf is responsible to ensure that the works completed meet the requirements of this Fire Control Order.

Any Fire Control Order previously published by the City of Cockburn in the Government Gazette or in any Western Australian newsprint is hereby revoked.

By Order of Council

**CITY OF COCKBURN
FIRE CONTROL ORDER
2014 - 2015**



Attach 2

'To all Owners and Occupiers of Land within the District of the City of Cockburn'

FIRST AND FINAL NOTICE

Pursuant to the powers contained in Section 33 of the *Bush Fires Act 1954* (as amended) you are hereby required without exception to comply with the requirements set out in this notice.

DEFINITIONS:

Act	means <i>Bush Fires Act 1954</i> (as amended).
Authorised Officer	means an officer appointed as a City of Cockburn Fire Control Officer.
Building Protection Zone	means the area within a distance of 20 metres from a dwelling (As defined in the Residential Design Codes of WA and in AS 3959) that has a reduced bush fire fuel load, measured from the external walls within the boundaries of the lot on which the dwelling is situated.
Bush Fire Prone Areas	means an area of the Local Government where there is a declaration made in the Town Planning Scheme to recognise the area as Bush Fire Prone or an area where there is a high chance of Bush Fire due to the local environment.
Firebreak	means a strip or area of trafficable ground, of 3 metres clear in width that is kept and maintained totally clear of all flammable material which includes the pruning or removal of any living or dead trees, scrub or any other material encroaching within the minimum height of the firebreak.
Fire Management Plan	means a plan that has been developed and approved by the City of Cockburn to reduce and mitigate fire hazards within a particular subdivision, lot or other area of land anywhere in the district.
Flammable Material	means any dead or dry grass, vegetable, substance, object, thing or material (except living flora including live and/ or habitat standing trees) that may or is likely to catch fire and burn or any other thing deemed by an authorised officer to be capable of combustion.
Minimum Height	means a continuous vertical uninterrupted line at a right angle to the horizontal line of the firebreak to a minimum height of 4 metres from the ground.
Permit	means a "Permit to Burn the Bush" as issued by an authorised City of Cockburn Fire Control Officer under s18 of the <i>Bush Fires Act 1954</i> .
Prohibited Fire Times	means the time period of each year where it is unlawful to set fire to the bush at any time. This season is normally from 1 December of each year until and including 31 March of the following year. This period may be amended from time to time, subject to the prevailing seasonal conditions.
Restricted Fire Times	means the time period of each year where it is unlawful to set fire to the bush without a valid Permit to Burn the bush issued by an authorised Fire Control Officer. This period normally is from 1 April until and including 30 November of any year. This period may be amended from time to time, subject to the prevailing seasonal conditions.
Trafficable	means to be able to travel from one point to another in a 4x4 vehicle on a clear surface, without any obstruction that may endanger fire fighters and their resources. A Firebreak is not to terminate (dead end).
Zone	means the land zoning description as recorded by the City of Cockburn in its property rates register.

The works outlined in the following (as applicable) must be completed on or before the **1 November** of each year and then maintained up to and including **31 May** of the following year.

1. LAND AREA 2032m² or greater

You are required to;

- 1.1. Ensure a trafficable firebreak is inside and along all boundaries as close as practical in a continuous path without obstruction, including boundaries adjacent to road, drain, rail reserves and all public open space reserves.
- 1.2. Trim all overhanging branches, trees, limbs, etc. from over the top of the firebreak area to a minimum height of 4 metres. Firebreaks can be established as necessary immediately around standing trees and obstacles where they may obstruct a normal

firebreak.

- 1.3. Remove all flammable matter surrounding all habitable buildings situated on the land except living trees shrubs, lawns (maintained to height of no more than 50mm) and maintain gardens under cultivation to a minimum width of 5 metres and a minimum height of 4 metres;
- 1.4. Remove all flammable matter except living trees, shrubs, lawns (maintained to height of no more than 50mm) and maintained gardens under cultivation to a minimum width of 5 metres and a minimum height of 4 metres immediately surrounding any place where wood, timber, mulch piles, hay stacks, tyres, vehicles, flammable liquids, chemicals and gas products are stored on the land. Dangerous goods must be stored in accordance with relevant legislation.

Maintained and living lawns are an acceptable alternative in conjunction with or in lieu of firebreaks provided that the same minimum width and height requirements for a firebreak are maintained.

2. LAND AREA less than 2032m²

To reduce the fire hazard on your land you are required to;

- 2.1. Have all flammable materials such as long dry grass, weeds, etc. slashed, mown or trimmed down by other means to a maximum height of 50mm across the entire property for the firebreak period.

Where living gardens and lawns are established these areas are to be maintained to height of no more than 50mm.

3. Additional Requirements

In addition to the requirements noted above, regardless of land size and location, Council or its duly authorised officer may require you to undertake additional works on your property to improve access and or undertake further hazard removal and/or reduction works, where in the opinion of that authorised officer, it is to be conducive to the outbreak and/or the spread of a bush fire.

4. Fire Management Plans and Building Protection Zones

All subdivisions and / or developments within the City of Cockburn must comply with the Fire Management Plans for their subdivision/ estates in entirety to the satisfaction of Council or its duly authorised officer.

5. Firebreak Variations

Please note that all firebreak variations approved prior to 1 July 2014 will remain in place for 3 years, with an expiry date of the 30 June 2017 unless a new variation has been approved..

If it is considered to be impractical by the owner/occupier of land to clear firebreaks or establish other arrangements as required by this notice, the owner or occupier of land in the district may apply in writing for a variation to the City of Cockburn for its consideration prior to the 1 October 2014.

New firebreak variations may be approved by the City of Cockburn for up to a 3 year period, subject to the owner of the property not changing and the property remaining compliant with the approved variation conditions. Failure to comply may result in the approved variation being revoked.

Should a request to vary the firebreak requirements on your property not be approved, this notice must be complied with as outlined and as applicable in its entirety.

6. Hazard Reduction Burning

During the prohibited fire season, you cannot undertake any bush or garden refuse burning activities at any time within the City of Cockburn.

During the restricted fire season, residents on properties in the rural areas of the City may burn the bush for fire mitigation purposes by following the conditions of a valid permit to burn issued by a City of Cockburn Fire Control Officer.

During the restricted fire season only, it is permissible for owners/occupiers on rural properties only to undertake the burning of garden refuse (dry leaves, small branches, off cuts, etc.) in separate piles on the ground no larger than 1.0m³ during this period by complying with all the outlined requirements of s24F (3) in the *Bush Fires Act 1954*.

Any other methods of burning of garden refuse such as incineration shall not be undertaken within the City of Cockburn.

7. Penalties

The penalty for failing to comply with this Order can be up to \$5,000. A person in default is also liable whether prosecuted or not to pay the costs of performing the work directed by its duly authorised officer if it is not carried out by the owner and/or occupier by the date required by this notice, or by the date as shown on any written additional works notice as issued by the duly authorised officer of Council.

Please note that any owner/occupier who engages a contractor to undertake works on their behalf is responsible to ensure that the works completed meet the requirements of this notice.

Any notice previously published by City of Cockburn in the *Government Gazette* or in any Western Australian newsprint is hereby revoked.

By Order of Council

Attachment 3 – Anonymous Resident submission

COMMENTS ARE

ON SUBMISSION City of Cockburn Fire Control Order

NAMED:

Name:

[REDACTED]

Address:

[REDACTED]

Email:

[REDACTED]

Do you wish to
Object?:

We Support

Do you wish to
keep your details
confidential:

Yes

Comments:

We are delighted to see that Council is proposing to re-introduce an "Unrestricted Fire Period " where residents can burn off without the need to obtain a fire permit. On 5-acre blocks it usually requires multiple burn offs to adequately reduce fire fuel loads and it has often proved not possible to do this in the timeframe prescribed in a fire permit if the weather conditions prove unsuitable/unsafe. Having an unrestricted fire period will give residents greater flexibility to conduct their burn offs when conditions are most appropriate/safest without the need to have multiple visits by a Ranger, which we believe is a win/win for all concerned.

Attachment 4 – Anonymous Resident Submission

COMMENTS ARE ON SUBMISSION

NAMED:

Council's draft Fire Control Order

Name:

[REDACTED]

Address:

[REDACTED]

Email:

[REDACTED]

Do you wish to Object?:

I support

Do you wish to keep your details
confidential:

yes

Comments:

Hi guys, I support the draft on the Fire Control Order as
detailed on your website.

City of Cockburn Fire Control Order

Effective from 10 July 2015

First and Final Notice

Need a start date.
Assume day after Council approval.

Confusing – include dates in the defined terms

Pursuant to Section 33 of the Bush Fires Act 1954 owners or occupiers of land situated within the City of Cockburn are required by law to comply with the prescribed Fire Control Order here within.

~~These conditions are to be met before 1 November of each year and maintained through to 15 April of the following year.~~

Definitions:

Authorised Officer

An officer appointed as a City of Cockburn Fire Control Officer.

Defined terms capitalised and in italics

Flammable Material

Any dead or dry grass, vegetable, substance, object, thing or material (except living flora including live and/ or habitat standing trees) that may or is likely to catch fire and burn or any other thing deemed by an Authorised Officer to be capable of combustion.

Change terms to be consistent with Bushfires Act. Avoid repeating "time" in different contexts

Prohibited ~~Fire-Period~~Burning Time

The time ~~period-of-in~~ each year where it is unlawful to set fire to the bush at any time. This season is normally is from 1 December of each year until and including 31 March of the following year. This ~~period~~ time may be amended ~~from time to time~~, subject to prevailing seasonal conditions.

Restricted ~~Burning Times~~Fire-Period

Refer to the document as named in the Bushfires Act

Restricted times incorrectly defined in draft for comment

The times ~~in-period-of~~ each year where it is unlawful to set fire to the bush without a valid "Permit to ~~Burn the bush~~Set Fire to the Bush" as prescribed under the Bushfires Act Regulation 15 and issued by Authorised Officer~~an authorised Fire Control Officer~~. ~~This-These periods are~~ normally ~~is~~ from 1 April until 31 May and ~~including from 1 October until 30~~ November of any year. ~~This-These period-times~~ may be amended ~~from time to time~~, subject to the prevailing seasonal conditions.

Unrestricted ~~Burning Time~~Fire-Period

Define "Firebreak" because the term is used several times in the Order.

Define so context is clear throughout the Order

Confusing – Refer to the defined term of "Firebreak Time"

We assume all "loose" grass cuttings are to be removed

We assume no firewood is be stacked against the house walls. Mulch is OK if it is on a maintained garden bed.

The time ~~in period~~ of each year where it is lawful to set fire to the bush at any time, in areas zoned rural under the City of Cockburn Town Planning Scheme. This ~~season time~~ is from 1 June until and including 30 September. This ~~period time~~ may be amended ~~from time to time~~, subject to prevailing seasonal conditions.

Firebreak

Firebreak is an area of land cleared of flammable material installed to minimise the spread or extension of a bushfire and to provide suitable access for fire fighting vehicles.

Firebreak Time

The time during which firebreaks must be maintained as specified in this Fire Control Order. This time is normally from 1 November of each year until and including 15 April of the following year. This time may be amended, subject to prevailing seasonal conditions.

1. All property (vacant or developed) – less than 2032m²

To reduce the fire hazard on your land and to comply with the requirements of this notice you are required to;

1.1. Have all flammable materials such as long dry grass and weeds slashed, mown or trimmed down by other means to a maximum height of 50mm across the entire property for the duration of ~~this Fire Control Order~~ the Firebreak Time; and

1.2. Remove all dead loose vegetation.

2. All property (vacant or developed) – 2032m² or greater

To reduce the fire hazard on your land and to comply with the requirements of this notice you are required to;

2.1. Construct a Firebreak (as defined within section 3 of this order) immediately inside all external property boundaries, including those adjacent to roads, drains, rail reserves and any public open space reserves; and

2.2. Remove all dead vegetation and all flammable materials not fixed to a permanent structure surrounding and over all habitable buildings to radius of 3 metres ~~except~~ living trees, shrubs, ~~and~~ maintained green lawns, and gardens under cultivation.

3. Firebreak Specifications

~~Firebreak is an area of land cleared of flammable material installed to minimise the spread or extension of a bushfire and to provide suitable access for fire fighting vehicles. A Firebreak must be maintained to the~~

No need to define what type of stone to be used

following standards during the Firebreak Time:

Standards of a compliant firebreak construction are as follows;

Assume cut green weeds are OK on a firebreak.

3.1. ~~A Firebreak~~ Firebreaks must be constructed of bare earth, limestone, or sealed surfaces and be clear of all flammable materials to create a 3 metre wide trafficable surface;

3.2. Maintained living ~~lawn green vegetation~~ may occupy ~~the a Firebreak~~ firebreak, providing it does not exceed 50mm in height ~~between the period of 1 November and 15 April;~~

3.3. Overhanging branches must be pruned to provide a 4 metre vertical clearance above the full width of the ~~Firebreak~~ firebreak surface; and

3.4. ~~A Firebreak~~ Firebreaks must be a continuous trafficable path for a fire fighting vehicle, clear of any obstructions and must not terminate in a cul-de-sac (dead end).

4. Additional Works

Regardless of land size and location, the City of Cockburn or its ~~duly a~~ Authorised Officer may require you to undertake additional works on your property to improve access and/or undertake further works where in the opinion of that Authorised Officer ~~authorised officer~~, these works would be conducive to preventing the outbreak and/or the spread or extension of a bush fire.

5. Fire Control Order Variations

Clearer English

A variation will be considered where the owner and/or occupiers believe it is impractical to meet the compliance requirements of ~~this~~ Fire Control Order. A firebreak variation application must be submitted in writing to the City of Cockburn for consideration before 1 October of each year ~~for consideration~~. If approved, variations will be valid for three (3) years, unless a new variation has been approved or the property changes ownership during this time.

Assume Cockburn wants this Order ("notice" is confusing) to prevail if the application is rejected.

The City of Cockburn reserves the right to review, amend or revoke an existing variation in writing at any time.

Should a request to vary the Fire Control Order requirements on your property not be approved in writing, this Fire Control Order notice must be complied with as applicable in entirety.

6. Hazard Reduction Burning

During the declared Prohibited Burning Time ~~prohibited burning period~~ owners and/or occupiers cannot undertake any bush or garden refuse burning activities. During the declared Restricted Burning Times ~~restricted burning period~~ only, owners and/or occupiers may;

- 6.1. Apply for a permit to burn the bush for bush fire risk mitigation purposes by following the conditions imposed on a permit to burn as issued by a duly authorised Fire Control Officer.
- 6.2. In areas zoned rural by the City's Town Planning Scheme, you may undertake burning of leaves, tree branches, and other dry vegetation in piles no larger than 1.0m³ in size, without a permit to burn, subject to the following conditions;
 - 6.2.1. No Flammable Material (other than that being burned) is to be within 5 m of the fire at any time while the fire is burning;
 - 6.2.2. the fire is lit between 6 p.m. and 11pm and is completely extinguished before midnight on the same day;
 - 6.2.3. at least one person is present at the site of the fire at all times until it is completely extinguished; and
 - 6.2.4. When the fire is no longer required, the person ensures that the fire is completely extinguished by the application of water or earth.

During the Unrestricted Burning Time ~~unrestricted burning period~~, owners and/or occupiers in areas zoned rural under the City's Town Scheme may burn garden refuse and set fire to bush ~~without a Permit~~ on their land without a "Permit to Set Fire to the Bush". Burning of the bush must be in accordance with all relevant State legislative requirements.

Burning of garden refuse in areas not zoned rural shall not be undertaken within the City of Cockburn.

Burning of household waste is prohibited in all areas of the City of Cockburn.

7. Penalties

Failing to comply with this notice will result in a penalty of up to \$5,000. A person in default is also liable whether prosecuted or not to pay the costs of performing the work directed by a City's duly Authorised Officer ~~authorised officer~~.

Any owner and/or occupier who engages a contractor to undertake works on their behalf is responsible to ensure that the works completed meet the requirements of this notice.

Any Fire Control Order notice previously published by the City of Cockburn in the Government Gazette or in any Western Australian newsprint is hereby revoked.

By Order of Council



PROPOSED SITE

1:1000

JOB NUMBER: 12008 DATE: 30/06/2015 ISSUE: SK02

Bayview Terrace, Yangebup, WA