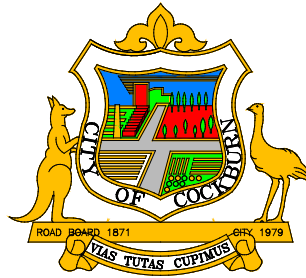


# **CITY OF COCKBURN**



**ORDINARY COUNCIL**

**AGENDA PAPER**

**FOR**

**THURSDAY, 11 FEBRUARY 2016**

# CITY OF COCKBURN

## SUMMARY OF AGENDA TO BE PRESENTED TO THE ORDINARY COUNCIL MEETING TO BE HELD ON THURSDAY, 11 FEBRUARY 2016 AT 7:00 PM

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**CITY OF COCKBURN****AGENDA TO BE PRESENTED TO THE ORDINARY  
COUNCIL MEETING TO BE HELD ON  
THURSDAY, 11 FEBRUARY 2016 AT 7:00 PM**

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

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

4. **ACKNOWLEDGEMENT OF RECEIPT OF WRITTEN DECLARATIONS OF FINANCIAL INTERESTS AND CONFLICT OF INTEREST (by Presiding Member)**
5. **APOLOGIES AND LEAVE OF ABSENCE**
6. **ACTION TAKEN ON PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE**  
Nil
7. **PUBLIC QUESTION TIME**
8. **CONFIRMATION OF MINUTES**
  - 8.1 **(OCM 11/2/2016) - MINUTES OF THE ORDINARY COUNCIL MEETING - 10/12/2015**

**RECOMMENDATION**

That Council adopt the Minutes of the Ordinary Council Meeting held on Thursday, 10 December 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 11/2/2016) - DELEGATE - COCKBURN WETLANDS EDUCATION CENTRE (INC.) (064/001) (D GREEN)**

**RECOMMENDATION**

That Council appoint \_\_\_\_\_ (Elected Member) as its delegate to the Cockburn Wetlands Education Centre (Inc.) (CWEC) Board of Management, with \_\_\_\_\_ (Elected Member) as Deputy.

**COUNCIL DECISION**

**Background**

Correspondence has been received from CWEC requesting Council re-assess representation to its Board of Management.

Council has provided representation to the CWEC Board in the past, however, this lapsed when former Councillor Oliver retired from office in 2013.

**Submission**

N/A

**Report**

The Centre has been in operation for over 20 years in its current location on Hope Road, Bibra Lake. Council is an ongoing supporter of activities which occur there and provides recurrent funding to assist in its administration. Accordingly, it is logical that Council participate in the management of the Centre to oversee the investment it provides and to ensure Council's interests are monitored in the future, given the array of matters which occur in the adjacent surroundings.

Regular meetings of the CWEC Board occur at the Centre, 184 Hope Road, Bibra Lake, on a quarterly basis on the second Monday of March, June, September and December, from 5.30 pm. Meetings generally finish by 7 pm.

In summary, it is recommended that Council provide Elected Member representation to the Board in the form of a delegate and deputy delegate.

**Strategic Plan/Policy Implications****Infrastructure**

- Partnerships that help provide community infrastructure.

**Community & Lifestyle**

- Conservation of our heritage and areas of cultural significance

**Leading & Listening**

- Effective and constructive dialogue with all City stakeholders.

**A Prosperous City**

- A range of leading educational facilities and opportunities.
- Creation and promotion of opportunities for destination based leisure and tourism facilities.

**Environment & Sustainability**

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

**Budget/Financial Implications**

N/A

**Legal Implications**

N/A

**Community Consultation**

N/A

**Attachment(s)**

N/A

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

The Proponent has been advised that this matter is to be considered at the 11 February 2016 Council Meeting.

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

Nil.

**13.2 (OCM 11/2/2016) - MEMBERSHIP - COCKBURN COMMUNITY EVENTS COMMITTEE (152/010) (D GREEN)**

**RECOMMENDATION**

That Council appoint \_\_\_\_\_ (minimum of 3 Elected Members) to the Cockburn Community Events Committee.

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

**COUNCIL DECISION**

**Background**

The Cockburn Community Events Committee was established in June 2014 for the purpose of providing recommendations to Council on the annual community events program funded in the budget in accordance with Council Policy.

**Submission**

N/A

**Report**

Membership of the Committee ceased at the date of the Council elections held in October 2015. Previous members of the Committee were Councillors Reeve–Fowkes, Pratt, Portelli, Wetton, Eva and former Councillor Mubarakai.

Given the events program will be completed over the next two months, it is timely for membership to be re–convened to enable the Committee to appraise the success of the program and provide feedback for officers to consider for next year`s events season.

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

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

**Leading & Listening**

- A responsive, accountable and sustainable organisation.

**Budget/Financial Implications**

N/A

**Legal Implications**

Sec. 5.10 of the Local Government Act 1995 refers.

**Community Consultation**

N/A

**Attachment(s)**

N/A

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

N/A

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

Nil.

**14. PLANNING AND DEVELOPMENT DIVISION ISSUES**

**14.1 (OCM 11/2/2016) - WAREHOUSE ADDITION – LOT 120  
EMPLACEMENT CRESCENT, HAMILTON HILL (2212235) (P  
ANDRADE) (ATTACH)**

**RECOMMENDATION**

That Council

- (1) refuse to grant planning approval for a warehouse at 2 (Lot 120) Emplacement Crescent, Hamilton Hill for the following reasons:
  1. Approval of the proposal is likely to adversely impact on amenity of the future residents in the locality as per Clause 67 of the Planning and Development (Local Planning Schemes) Regulations 2015.
  2. Approval of the proposal would not constitute orderly and proper Planning as per Clause 67 of the Planning and Development (Local Planning Schemes) Regulations 2015.
  3. Approval of the proposal would set an undesirable precedent.
  4. Approval of the proposal may facilitate further intensification of the existing non-conforming land use which may prejudice future development of the area in accordance with the approved Emplacement Local Structure Plan.
- (2) notify the applicant of Council's decision.

**COUNCIL DECISION**

**Background**

The subject site is 8514m<sup>2</sup> in area and fronts Emplacement Crescent and Cockburn Road in the former North Coogee Industrial area. The site contains existing industrial buildings being used by Alba Oils for the manufacture and production of edible oils. The land and buildings operate under non-conforming use rights in accordance with Part 4.9 of the City's Town Planning Scheme No. 3 (TPS 3).

In 1998 approval was issued for an industrial development which included a warehouse to be constructed in the same location as proposed by this application, however the warehouse was never



constructed. In 2001, further additions were approved. In 2007, additions to the yard were approved including another warehouse in the same location as the proposed application, however the warehouse was not constructed. In 2015 two sea-containers and a canopy were approved

This proposal for a warehouse is now presented to Council for determination due to the significant implications of the decision in relation to the timely delivery of the Cockburn Coast development area.

### **Submission**

The proposal consists of a free standing warehouse which has a loaded canopy attached. The warehouse is proposed to be constructed of colorbond metal, is 528m<sup>2</sup> in area and the attached canopy is 192m<sup>2</sup>. Information included with the application states that:

- The warehouse is solely for protection of packaging and stored goods from contamination of foreign particles;
- Products are highly sensitive material; and
- The canopy is to be used solely for protection from the weather for loading goods into the warehouse.

### **Report**

#### *Statutory Planning Framework*

City of Cockburn Town Planning Scheme No. 3 (TPS 3)

Under TPS 3, the lot is zoned *Development* and the objective of the Development zone is defined in TPS 3:

*'to provide for future residential, industrial or commercial development in accordance with a comprehensive Structure Plan prepared under the Scheme'.*

The site is located in a Development Area (DA 33 – Cockburn Coast) and as such is subject to the provisions of Schedule 10. The objectives of the Cockburn Coast Development Area outlined in Schedule 10 guide the preparation of Local Structure Plans for the area.

Council adopted the 'Emplacement Local Structure Plan' over the lot on 8 May 2013 which identifies the site for R100/Mixed Use with Public Open Space. The portion of the site area in which the development is proposed is identified for R100/Mixed Use.

As per the Land Use Table contained in TPS 3 (Table 1), a warehouse is an 'X' use in both Residential and Mixed Use zones which means it is not permitted. A warehouse is defined in TPS 3:

*'means premises used to store or display goods and may include sale by wholesale.'*

Notwithstanding the above, the site operates under non-conforming use rights since the adoption of the Structure Plan in 2013 in accordance with Clause 4.8 of TPS 3 which states that:

*'Except as otherwise provided in the Scheme, no provision of the Scheme is to be taken to prevent –*

- (a) The continued use of any land for the purpose of which it was lawfully used immediately prior to the Gazettal date;*
- (b) The carrying out of any development on that land for which, immediately prior to the gazettal date, an approval or approvals, lawfully required to authorise the development to be carried out, were duly obtained and are current...'*

Clause 4.9 of TPS 3 deals with extensions and changes to non-conforming uses which is relevant to this application. It states the following:

*'A person must not –*

- a) alter or extend a non-conforming use;*
- b) erect, alter or extend a building used in conjunction with or in furtherance of a non-conforming use; or*
- c) change the use of land from a non-conforming use to another non-conforming use,*

*without first having applied for and obtained planning approval under the scheme'*

It is therefore open to Council to approve the proposal. However in doing so, there are a number of issues that must be considered.

#### *Community Consultation*

In accordance with Part 4.9.2 of the City's TPS 3, the application was advertised for a period of 14 days to three (3) nearby or adjacent properties. During the advertising period, no responses were received.

## *Issues*

### Land Use Intensification

The development of an additional warehouse building on the subject site clearly constitutes intensification of the land use and may facilitate expansion of the operation. From a planning perspective, this is undesirable given the residential/mixed use zoning identified in the approval structure plan. Whilst the applicant may argue that the warehouse building is minor, can be removed easily and is proposed simply to store existing stock that is currently being stored outside, previous aerial images do not reveal outdoor storage of the same area proposed by the 528m<sup>2</sup> warehouse. This reinforces the City's concerns that the approval will facilitate expansion which would make transition to the desired residential/mixed use land use less likely.

### Amenity

Should the proposal be approved, it may facilitate increased traffic movements to and from the site, increased production levels and increased noise/emissions, all of which have the potential to impact on the amenity of future residents within the Cockburn Coast Development Area. The close proximity of future residents to the site is certain as Landcorp has recently released residential lots to the market in the Rob Jetty precinct directly opposite the site on the western side of Cockburn Road.

### Undesirable Precedent

In determining this proposal, Council must consider the implications of its decision on other non-conforming industrial uses in the Emplacement precinct. Incremental development that appears minor in nature has the ability to provide expansion opportunities for existing businesses in the area and new businesses entering into the area. Should Council resolve to approve the subject proposal which is substantial in size, it may lead to an undesirable precedent regardless of the fact that each proposal is assessed and determined on its own merits.

### *Conclusion*

Approval of the proposal is not supported for the following reasons:

- The additional warehouse effectively contributes to an expansion of the existing industrial operation which is inconsistent with the objectives of the approved Emplacement Local Structure Plan;

- The additional warehouse results in an intensification of land use which may negatively impact on the amenity of future residents who will be in close proximity to the site;
- The additional warehouse creates an incentive for the operation to remain at the site which is contrary to the objectives of the approved Emplacement Local Structure Plan; and
- It would create an undesirable precedent for other non-conforming industrial uses in the area which may consider expansion which would cumulatively prejudice the future development of the area.

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

#### **Growing City**

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

#### **A Prosperous City**

- Promotion and support for the growth and sustainability of local businesses and local business centres.

### **Budget/Financial Implications**

N/A

### **Legal Implications**

N/A

### **Community Consultation**

As mentioned under 'Community Consultation'.

### **Attachment(s)**

1. Location Plan
2. Site plan
3. Elevations
4. Applicant's accompanying letter

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

The proponent has been advised that this matter is to be considered at the 11 February 2016 Council Meeting.

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

Nil.

**14.2 (OCM 11/2/2016) - RECOMMENDATION TO WAPC TO APPROVE STRUCTURE PLAN LOCATION: LOTS 75-81 VIEW ST AND LOTS 84-90 WATSON RD, BEELIAR - OWNER: VARIOUS - APPLICANT: ROWE GROUP (110/132) (C HOSSEN) (ATTACH)**

**RECOMMENDATION**

That Council

- (1) adopts the Schedule of Submissions prepared in respect to the proposed structure plan;
- (2) pursuant to Schedule 2, Part 4, clause 20 of the deemed provisions of the Planning and Development (Local Planning Schemes) Regulations 2015, recommend to the Western Australian Planning Commission the proposed structure plan for Lots 75-81 View Street and Lots 84-90 Watson Road, Beeliar, be approved, subject to the following modifications:
  1. The preparation of a Bushfire Hazard Level assessment, in accordance with State Planning Policy 3.7, to provide a measure of the likely intensity of a bushfire and the likely level of bushfire attack in accordance with the Guidelines for Planning in Bushfire Prone Areas. Should the Bushfire Hazard Level assessment indicate either a moderate or extreme risk is present across any of the subject land, then a Bushfire Management Plan being prepared to adequately address the risk and the Structure Plan being subsequently updated to reflect the requirements of the Bushfire Management Plan.
- (3) advise the landowners within the structure plan area and those who made a submission of Council's recommendation accordingly.

**COUNCIL DECISION**

## **Background**

The subject land area is 5.7 hectares in size; it is bound by the existing residential development to the north and south, Watson Road to the east and Stock Road to the west. See Attachment 1.

The entirety of the site has historically been used for market gardening and other agricultural uses. The site is currently vacant and has no visible land use present.

The subject area is zoned 'Urban' under the Metropolitan Region Scheme ("MRS"). The subject site is adjoined on its western boundary by the Stock Road Regional Road Reservation.

The subject area is zoned 'Development' under City of Cockburn Town Planning Scheme No. 3 ("Scheme"). The subject land is located within Development Area 4 ("DA4"), Development Contribution Area No. 13 ("DCA13") and Development Contribution Area No. 4 ("DCA4").

Pursuant to Clause 6.2.4 and Schedule 11 of the Scheme; a Structure Plan is required to be prepared and adopted to guide future subdivision and development.

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 11 submissions during the advertising period which are discussed in the Report section below and elaborated on in detail under Attachment 3 of this report.

## **Submission**

Rowe Group on behalf of the land owners has lodged a Structure Plan for the subject site.

## **Report**

### *Proposal*

The proposal is for a structure plan, providing for a residential development outcome. The structure plan proposes densities ranging from Residential R30 in the south through to Residential R40, R60 and R80 as you move to the north of the structure plan. Densities provide an appropriate interface, noting the interface with open space and existing development densities. The structure plan proposes the creation of two public open space areas, one being the continuation of the existing open space along Firbank Road and a new open space along the western edge of Watson Road. The structure plan is discussed in more detail following.

### *Residential Development*

Directions 2031 and Beyond (“Directions 2031”) and Liveable Neighbourhoods (“LN”) promote 15 dwellings per hectare, as the standard density for new greenfield development in urban areas, and an overall target of 47% of all new dwellings as infill development. This percentage equates to 154 000 of the required 328 000 dwellings future dwellings for Perth forecast growth to 2031, being located within existing zoned areas.

This proposal will assist in ensuring that the residential targets are reached while providing additional housing diversity to the area. The proposed Structure Plan provides for a range of residential densities from R30 to R80. This meets the objects set within Liveable Neighbourhoods, seeking for a range of residential densities to translate in to a range of future household types.

The proposed density meets the State Government density targets as well as providing for additional housing diversity in the locality. The subject site is also well connected to public transport, and benefits from close proximity to the growing Beeliar Town Centre comprising the local primary school and retail / commercial facilities.

### *Public Open Space*

The proposed Structure Plan allocated 5,614m<sup>2</sup> of the subject site for the purposes of Public Open Space (“POS”). The POS is divided into two distinct areas. In the north of the subject area it is proposed to extend the existing Desert Pea Park by an area of 702m<sup>2</sup>. This will further extend the useability of this park, as there is no expectation that drainage from the subject area will be piped to this area. Further to this it will create an increased buffer between the existing residential developments and those likely to occur on the subject site.

A second area of POS is proposed along the eastern boundary of the subject area, adjoining Watson Road. This proposed area of POS totals 4,211m<sup>2</sup> and will fulfil local recreational needs as well as providing drainage purposes for the subject area.

Overall the provision of POS within the proposed Structure Plan is consistent with Liveable Neighbourhoods. It provides for the creation of a new neighbourhood park, the continuation of an existing open space and provides excellent utility and proximity for future residential development.

### *Access and Traffic*

The proposed road network is typified by a permeable short street blocks in a grid network. Such designs are strongly supported by modern planning principles and will encourage walkability.

The road network consists of Access Street C roads with appropriate width reservations provided for on the Structure Plan map. The proposed street network provides multiple access points onto the existing street network, providing a more equitable distribution of future traffic volumes.

As part of the development of the subject site it will be required that the future subdivider will make good, to the City's standard, the existing unmade Prizmic Road reservation

The subject site is a short walk to Beeliam Drive which is classified as a high frequency bus route, further to this the 531 bus runs along Watson Road adjacent to the subject site.

The subject site is approximately 400m from both the Beeliam Village Neighbourhood Centre and South Coogee Primary School. As such the subject site has strong walkable characteristics that will assist in reducing car dependency.

### *Bushfire Risk*

The subject site has not been supported by a Bushfire Management Plan, a requirement that is standard for proposals in proximity to bushfire prone vegetation.

At the time of lodgement of the Structure Plan the subject area was not indicated as bushfire prone. The applicant has undertaken an assessment and determined that vegetation in the proximity of the subject site was below the threshold for classification under the previous requirements.

Following the gazettal of the 'Map of Bushfire Prone Areas' by the Office of Bushfire Risk Management a significant portion of the site is located within a bushfire prone area. Therefore in accordance with the requirements of State Planning Policy 3.7 it is prudent, when considering the precautionary principles of that document, to recommend that a Bushfire Hazard Level assessment be undertaken prior to adoption.

As the subject site is isolated from the bushfire risk along the Stock Road reservation, by the future Prizmic Road reservation (20m), there



is substantial enough confidence for the City to recommend support for adoption subject to further assessment.

### *Community Consultation*

The proposed Structure Plan was advertised for public comment from 24 November 2015 and 18 December 2015. All submissions that were received are set out and addressed in the Schedule of Submissions (Attachment 3). A total of eleven (11) submissions were received

Ten submissions were received from government agencies and servicing authorities; none of these objected to the proposal. A number of submissions raised points of comment which have been addressed in the schedule of submission.

One (1) submission was received from adjoining landowner who provided general support for the development of the subject area, though offered an objection to the medium density zonings proposed on the Structure Plan. This matter is addressed in the Schedule of Submissions. In short, the proposal is consistent with the prevailing State Government Framework that endeavours to increase the gross residential density of greenfields suburbs by 50% to 15 dwellings per hectare. The site is also within a 5 minute walk from the Beeliar Neighbourhood Centre and also adjacent to high frequency bus routes along Beeliar Drive. Higher densities are to be located in proximity to local conveniences and also good quality public transit.

With regard to on-street parking in proximity to laneway lots, the City's standard is one on-street parking bay per 2 laneway dwellings. It can also be expected that the majority of the site will be developed for green title residential dwellings, standard house designs traditionally allow for additional parking on private driveways.

It is considered that the concern regarding density will be overcome through appropriate application of the R Codes, to shape the future form of subdivision and development across the subject land.

### *Conclusion*

It is recommended that Council recommend the Western Australian Planning Commission approve the Structure Plan at Lots 75-81 View Street and Lots 84-90 Watson Road, Beeliar, subject to modification relating to the bushfire management issue.

## **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 20 (1) of the *Planning and Development (Local Planning Schemes) Regulations 2015* requires the City to prepare a report on the proposed structure plan and provide it to the Commission no later than 60 days following advertising.

## **Community Consultation**

Public consultation was undertaken for a period of 24 days. The advertising period commenced on 24 November 2015 to 18 December 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 11 submissions.

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. Location Plan
2. Structure Plan Map
3. Schedule of Submission

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

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 11 February 2016 Council Meeting.

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

Nil.

**14.3 (OCM 11/2/2016) - LOCAL STRUCTURE PLAN PROPOSAL - LOT 3 (642) ROCKINGHAM ROAD, MUNSTER - OWNERS: (KYLIE CHAMBERLAIN) - APPLICANT: HERMAN PROPERTY PTY LTD (110/140; SP15/24) (D KING/A TROSIC) (ATTACH)**

**RECOMMENDATION**

That Council

- (1) pursuant to Clause 20(2)(e) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, recommend to the Western Australian Planning Commission the Proposed Structure Plan for Lot 3 (No. 642) Rockingham Road, Munster, be approved; and
- (2) adopt the Schedule of Submissions prepared in respect to the Proposed Structure Plan.

**COUNCIL DECISION****Background**

The Proposed Structure Plan relates to Lot 3 (No. 642) Rockingham Road, Munster. Similar to how development of lots between the southern stretch of Rockingham Road and Stock Road has been development, the structure plan seeks to affect a residential outcome across the subject land.

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

### **Submission**

The Structure Plan was prepared by the applicant/owner Kylie Chamberlain of Herman Property Pty Ltd.

### **Report**

#### *Planning Background*

The subject land covers an area of 2170m<sup>2</sup> and is bound by Rockingham Road to the west, a Public Access Way owned by the State of Western Australia (R38244) to the south, Stock Road to the east and a residential lot to the north.

The subject land is zoned 'Urban' under the Metropolitan Region Scheme ("MRS") and 'Development' under City of Cockburn Town Planning Scheme No. 3 ("Scheme"). The subject land is also located within Development Area No. 5 (DA 5), Development Contribution Areas No. 6 and 13 (DCA 6) and (DCA 13).

The site currently operates as a salvage yard under a non-conforming use, having been approved in 1983 as an Open Air Display Yard. The lot contains three buildings, a transportable office and two metal sheds, while timber corrugated iron, bricks and steel are also being stored on site. Development of the site into residential R60 will result in the termination of a non-conforming use under Clause 4.11.1 of the City's Scheme. This is of planning benefit, as well as delivering a contribution towards improved residential amenity.

Pursuant to Clause 6.2.4 of the Scheme, a Structure Plan is required to be prepared and adopted prior to any subdivision or development within the Development Area. The Proposed Structure Plan provides for a 'Residential' zoning with a density code of 'R60'. The proposed Structure Plan does not propose any area of Public Open Space, due to a 10% amount creating an unusable piece of open space for the community. This is a common occurrence in fragmented areas, and the contribution of a cash in lieu equivalent will make funds available for the City to upgrade open space in the surrounding locality.

#### *Residential Density*

The proposed residential density code of 'R60' will assist in the provision of additional dwelling diversity within the locality. Directions 2031 and Beyond ("Directions 2031") and Liveable Neighbourhoods ("LN") promote a minimum of 15 dwellings per hectare, as the

'standard' density for new urban areas, and an overall target of 47% of all new dwellings as infill development. This percentage equates to 154 000 of the required 328 000 dwellings of Perth's future dwelling needs taking place as infill development.

The proposed R60 density is generally conducive to the densities within the surrounding residential density ranging from R20 to R60. The residential area west of Rockingham road and the subject site is primarily zoned R20, while north of the site several endorsed Structure Plans have been zoned R40 and R60. The R60 density proposed on the site is further supported by accessibility to high frequency Public Transport along Stock and Rockingham Road with stops within 300m of the subject site providing future residents an increased level of connectivity.

In terms of industrial buffers, Lot 3 Rockingham Road, Munster does not fall within any of these. Accordingly the Proposed Structure Plan is consistent with the provisions of Development Area 5 as outlined within Schedule 11 of the Scheme. Specifically the Structure Plan does not propose residential development within *the buffers of the Woodman Point WWTP, Munster Pump Station, Cockburn Cement or the Draft Western Trade Coast Protection Area.*

#### *Public Open Space*

In accordance with Liveable Neighbourhoods the Proposed Structure Plan requires a total of 10% of the gross subdividable area to be ceded as Public Open Space ("POS") and reserved for recreation.

The Structure Plan, as recommended for adoption, does not provide any land for POS. The POS requirement is proposed to be provided for by way of a future cash-in-lieu subdivisional arrangement, pursuant to clause 153 of the *Planning and Development Act 2005*.

Having regard to clause 153 of the *Planning and Development Act 2005*, LN specifies in A2 of Appendix 4 that the WAPC may impose a condition seeking the provision of cash-in-lieu equivalent of the public open space, where:

- *'The local government has an adopted strategy to provide open space by land acquisition in the locality of the subdivision; or*
- *The otherwise required 10 per cent area of open space would yield an area of unsuitable size/s and dimension/s to be of practicable use; or*
- *The local government has requested the condition and identifies an existing or potential surplus of public open space'*

The Proposed Structure Plan meets point one above as the subject site falls within 400 metres of the future 'Munster Sports Facility' which is expected to be located on the land at the corner of Rockingham and Frobisher Roads, Munster (refer to Attachment 1). The future sports facility has been identified in the City's '*Sport and Recreation Strategic Plan 2009*' and the City's '*A Plan for the District 2010 – 2020*'.

The Proposed Structure Plan meets point two above as the required 10% POS equates to an area of approximately 217m<sup>2</sup>. Considering the size, location, dimension and function of the space, it is deemed appropriate to recommend a cash-in-lieu contribution at subdivision stage. Clause 154 of the *Planning and Development Act 2005* sets out how the money received in lieu of open space is to be dealt with.

Furthermore, the subject site is located within a 5 minute walking distance to a number of areas of POS with varying sizes and functionality. These include Solta Park, Albion Park and Mihaljevich Park.

### **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.

#### **Moving Around**

- Infrastructure that supports the uptake of public transport and pedestrian movement.

### **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 20(1) of the *Planning and Development (Local Planning Schemes) Regulations 2015* requires the City to prepare a report on the proposed structure plan and provide it to the Commission no later than 60 days following advertising.

## Community Consultation

Public consultation was undertaken for a period of 28 days. The advertising period commenced on the 15 December and concluded on the 12 January 2016.

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

In total Council received 4 submissions of which all four were from State Government agencies. No submissions were received from members of the local community.

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

### Attachment(s)

1. Location Plan
2. Local Structure Plan
3. Schedule of submissions

### Advice to Proponent(s)/Applicant

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 11 February 2016 Council Meeting.

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

Nil.

#### **14.4 (OCM 11/2/2016) - CONSIDERATION TO ADOPT SCHEME AMENDMENT NO. 114 LOCATION: LOT 117 (26) HAMILTON ROAD, HAMILTON HILL OWNER: WATER CORPORATION APPLICANT: TPG TOWN PLANNING, URBAN DESIGN AND HERITAGE (109/050) (D KING/A TROSIC) (ATTACH)**

#### **RECOMMENDATION**

That Council

- (1) endorse the Schedule of Submissions prepared in respect of Amendment 114 to City of Cockburn Town Planning Scheme No. 3 ("Scheme");

- (2) adopt Scheme Amendment No. 114 for final approval for the purposes of:
  1. Rezoning a portion of Lot 117 (No. 26) Hamilton Road, Hamilton Hill from 'Public Purpose – Water Corporation' to 'Residential R40'.
  2. Rezoning a portion of Lot 117 (No.26) Hamilton Road, Hamilton Hill from 'Public Purpose – Water Corporation' to 'Local Reserve – Local Road'.
  3. Amend the Scheme map accordingly.
- (3) note the amendment referred to in resolution (2) above is a 'standard amendment' as it satisfies the following criteria of Regulation 34 of the Planning and Development (Local Planning Schemes) Regulations 2015:

*an amendment relating to a zone or reserve that is consistent with the objectives identified in the scheme for that zone or reserve;*

*an amendment that is consistent with a local planning strategy for the scheme that has been endorsed by the Commission;*
- (4) ensure the amendment documentation, be signed and sealed and then submitted to the Western Australian Planning Commission along with a request for the endorsement of final approval by the Hon. Minister for Planning; and
- (5) advise those parties that made a submission of Council's decision accordingly.

## COUNCIL DECISION

### Background

The subject land is Lot 117 (No. 26) Hamilton Road, Hamilton Hill, is zoned 'Urban' under the Metropolitan Region Scheme (MRS) and reserved for 'Public Purpose – Water Corporation' under the City's Town Planning Scheme No. 3 ("Scheme").



The subject site is located on Hamilton Road within the suburb of Hamilton Hill, approximately 16.8km south-west of Perth Central Business District and approximately 4.5km south-east of Fremantle.

The site is within close proximity to a number of public transportation routes, local centres and within a 400m catchment of Manning Park and Davilak Oval.

The amendment was referred to the *Environmental Protection Authority* who granted consent to advertise. The amendment was subsequently advertised for 42 days as per the requirements of the *Town Planning Regulations 1967*.

A total of nine submissions were received. The purpose of this report is to consider the amendment for final adoption in light of the advertising process having taken place.

### **Submission**

The proposed scheme amendment has been lodged by TPG Town Planning, Urban Design and Heritage on behalf of the landowner, Water Corporation.

### **Report**

The proposed scheme amendment seeks to amend the scheme by rezoning Lot 117 Hamilton Road, Hamilton Hill from 'Public Purpose – Water Corporation' to 'Residential' and 'Local Reserve – Local Road'.

The proposal seeks to rezone the majority of the subject lot to 'Residential R40' and the balance of the lot 'Local Road'. The portion that would be rezoned to R40 is an area of 947m<sup>2</sup> and the Local Road portion is 55m<sup>2</sup>.

Water Corporation, who own the site, have deemed the subject lot surplus to their requirements and the logical step in orderly and proper planning is to rezone the land to match the surrounding zoning of 'Residential R40'. The zoning is consistent with the City's 2012 Hamilton Hill Revitalisation Strategy.

#### *Directions 2013 and Beyond*

Directions 2031 seeks to establish a 50% increase in current average residential densities from the current average of 10 dwellings per gross hectare of urban zoned land. The approved subdivision of Lot 117 Hamilton Road, Hamilton Hill has the potential to accommodate between 4 and 5 dwellings within R40 zoning.

The applicant has provided a number of justifications to rationalise the proposed zoning to R40, including:

1. The amendment is consistent with surrounding residential development and density of the area; and
2. Proximity to useable public open space.

### Hamilton Hill Revitalisation Strategy

The Hamilton Hill Revitalisation Strategy was adopted by the City of Cockburn in 2012, as a response to the Directions 2031 Strategic Plan push to accommodate additional residential growth within existing urban areas of Perth and Peel.

#### *Scheme Amendment No. 100*

Scheme Amendment No. 100 was implemented as one of the actions of the Hamilton Hill Revitalisation Strategy. The amendment was granted final approval on 27 August 2014 and has introduced various changes to the residential densities within the revitalisation strategy area including the subject property.

#### *Community Consultation*

A total of nine submissions were received. No objections were raised by adjoining landowners or servicing/government authorities. The submissions are addressed in detail within the Schedule of Submissions and raise no material matters which impact the consideration of this proposal.

### **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 take pride and aspire to a greater sense of community.

**Budget/Financial Implications**

N/A

**Legal Implications**

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

**Community Consultation**

In accordance with the *Town Planning Regulations 1967* consultation was undertaken subsequent to the local government initiating the scheme amendment and the Environment Protection Authority advertising that the proposal is environmentally acceptable. The amendment was advertised for 42 days.

**Attachment(s)**

1. Locality Plan
2. Current and Proposed Zoning Map
3. Schedule of Submissions

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

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 11 February 2016 Council Meeting.

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

Nil.

**14.5 (OCM 11/2/2016) - PROPOSED NEW HERITAGE PLACE 'HAMMOND ROAD COTTAGE, SUCCESS' (ADOPTION FOR COMMUNITY CONSULTATION) (095/001) (D DI RENZO) (ATTACH)**

**RECOMMENDATION**

That Council

- (1) adopt the 'Hammond Road Cottage, Success' found at Attachment 2 as a draft Local Government Inventory place record for the purposes of community consultation;
- (2) advertise the proposed inclusion of 'Hammond Road Cottage, Success' on the City of Cockburn Local Government Inventory as a 'Management Category C' place for a period of 30 days; and

- (3) advise the developer and landowner that planning approval is required prior to demolition of the former dwelling, and that preparation of an archival record and installation of interpretation, such as a plaque near the oak tree which is to be retained, will be a requirement of any such approval to provide an insight for users of the future Public Open Space into the history of the area.

## COUNCIL DECISION

### Background

The City has received a nomination from a member of the community requesting the inclusion of a former dwelling located on Lot 9015 Hammond Road, Success on the City of Cockburn Local Government Inventory. The purpose of this report is to consider that submission.

### Submission

A nomination has been received from a member of public nominating the place for inclusion on the LGI.

### Report

#### Subject Land

The former dwelling is located on Lot 9015 Hammond Road, Success. This is located within the 'Lakeside Success – Hammond Road' Structure Plan area, and the land is identified as 'public open space', located outside the identified wetland buffer to the Conservation Category Wetland ("CCW") located to the south (see Attachment 1).

The potential heritage value of this former dwelling has recently come to light, following information provided by the community and the dwelling becoming visible from Hammond Road.

#### Occupation and Landownership

The nomination states that the former dwelling was built and occupied by James Hammond and sons in 1887 (a pioneering family of the district).

However, further research of historical newspaper articles and a land title search reveals that the land was never owned by the Hammond family.

The oldest land title available reveals that the subject land was originally owned by William Henry Barfield and his son John Henry Barfield, and the land remained in the ownership of the Barfield family until 1945.

The land was sold in 1945 to Stanley Melville Thomas Kingdon, and again in 1952 to Edward Fruzynski. The Fruzynski family ran the Jandakot Caravan Park on the site from around 1970 until 2013.

### History of the Barfield Family

William Henry Barfield, his wife Annie Fowler Barfield and their son John Henry Barfield moved to Western Australia from New Zealand. William Barfield is documented in historical newspaper articles and land title searches as being a dairy farmer, and him and his son John Henry Barfield took up a lease and later purchased the land in Jandakot and ran a poultry farm.

A 1953 aerial photograph indicates structures on the subject land indicative of that seen on poultry farms, and supports the location of a poultry farm in this location.

In 1908 William Barfield was the Treasurer of the Jandakot Agricultural Society, and he was re-elected in 1909. William Barfield died 8 April 1912.

In 1914 William Barfield's son, John Barfield married Miss Hetty Willis. He was described in a 1914 Sunday Times article as "one of the most successful and popular farmers of Jandakot", with the article also stating that "both bride and bridegroom are descendants, of very old and highly-respected colonists."

John Barfield was enlisted in WWI on 24 March 1916 at the age of 32. It is known from his medical record that he lost his eyesight and was captured 14 April 1917 and made a prisoner of war.

John Barfield's address subsequent to the 1930s is noted as Fremantle, where he was apparently a well-known figure and a member of the Fremantle Returned Soldiers League. John Barfield died on 27 August 1952.

### History of the Dwelling

The former dwelling is visible on the 1953 aerial photograph, which is the oldest available aerial photograph of the area.

It is not known if the dwelling was constructed and/or occupied by the Barfield family. However, given their operation of a poultry farm on the land it is possible. It is also possible that if they did build and occupy the dwelling it was only for a small amount of time given that William Barfield died in 1912, and John Barfield was injured in the war, returning in 1917.

While the land remained in John Barfield's ownership until 1945, there is no evidence to suggest he continued operating the farm on his return from the war, and it is noted that items associated with a farm were sold in 1919 (The West Australian, 9 March 1916).

Based on its style (further discussed below) it is estimated that the dwelling was built around 1910, which would correlate to the time William and John Barfield owned and farmed the land.

Subsequent modifications appear to have been made in the late 1940s and/or 1950s.

The former dwelling was converted to a sales office in 2014 which involved substantial internal modifications.

### Description of the Place

The building is a simple dwelling structure with masonry walls and a high pitched hipped corrugated iron roof.

The former dwelling has verandahs on the east, west and northern sides that have been enclosed on the northern and eastern sides, with a verandah remaining on the western side.

There is evidence of various modifications to the roof beams, and it is possible that the verandahs were added at a later date. The verandah has slender timber verandah posts and simple timber balustrading.

All the doors, window frames and portions of the timber flooring appear to have been replaced in the late 1940s and/or 1950s. This would correlate to the time the dwelling was owned by Stanley Melville Thomas Kingdon.

In recent years the dwelling has been substantially modified further, particularly internally, where it has been refurbished as an office. At

this time there was no knowledge of any potential heritage value of the building.

The only original internal features are the timber lined ceiling (painted white), and wide floorboards in a portion of the building.

On the eastern side of the dwelling is a corrugated iron clad pitched roofed outbuilding. This is connected to the dwelling by a pitched roof pergola structure. This outbuilding has been refitted as an office kitchen. To the east of this outbuilding is the slab and remnants of an outhouse toilet.

There is another larger outbuilding to the south of the former dwelling that has a corrugated iron pitched roof and corrugated iron cladding on three sides. There is a large oak tree adjacent to this outbuilding.

These remaining outbuilding structures are visible on the 1953 aerial photograph, and are likely to date from the late 1940s or 1950s.

### Preliminary Heritage Assessment

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:

#### *Nature of Significance*

- \* Aesthetic value;
- \* Historic value;
- \* Research value;
- \* Social value;

#### *Degree/Level of Significance*

- \* Rarity;
- \* Representativeness;
- \* Condition, Integrity and Authenticity.

*Criterion 1: Aesthetic Value*

For a place to be considered to have aesthetic value it should have characteristics of scale, composition, texture and colour that have value for the local district. This may encompass:

- \* Creative or design excellence
- \* The contribution of a place to the quality of its setting
- \* Landmark quality
- \* A contribution to important vistas

The place never had landmark value in the locality, as it has remained hidden from Hammond Road until recently. It therefore is not considered to be a reference point for the local district.

*Criterion 2: Historic Value*

In order for a place to meet the criterion of 'Historic Value', the place is to have special association with a person, group of people or organisation important in shaping the locality. The associations should be strong and verified by evidence and, ideally, demonstrated in the fabric of the place.

The Barfield family were early settlers in the Jandakot area, however based on the evidence available it appears likely that they only lived in the area from 1895 at the earliest, to 1916 when John Barfield served in WWI.

The family therefore did not have a longstanding association with the area, and were subsequently associated with the Fremantle area. In this respect it is not considered there is evidence to suggest the Barfield family were important in shaping the locality. In addition, given it is not known if they built the dwelling, this is not demonstrated in the fabric of the place.

The dwelling does however have some historic value as one of the last known remaining homesteads in the Jandakot area.

*Criterion 3: Research Value*

A place included under the criterion may be a standing structure that is an important benchmark or reference site. There is no evidence to suggest that the dwelling has any research value.

*Criterion 4: Social Value*

A place is considered for inclusion under this criterion where the community, or a significant part of the community, has held the place in



high regard for an extended period, and where the community has a special attachment to the place, often public places.

While community consultation will provide further insight, the place is not known to have high social value, primarily because it has been hidden from public view until recently.

It is therefore not considered that the place meets the criterion for 'social value'.

#### *Criterion 5: Rarity*

A place is considered to meet this criterion when it demonstrates rare, uncommon or endangered aspects of the cultural heritage of the local district.

The dwelling is rare in the locality as one of the remaining pre 1950 farming homesteads. There are no other similar dwellings included on the LGI.

However, it is noted that given significant modifications to the dwelling it does not clearly demonstrate the building function, or the farming way of life.

#### *Criterion 6: Representativeness*

To be considered a good representative example, the place should have a high level of authenticity.

#### *Condition, Integrity and Authenticity*

Condition –The place is considered to be in fair condition, with the exterior appearing modified but intact.

Integrity –The former dwelling is considered to have 'low' integrity as it has been significantly modified, particularly internally, and it is difficult to read the original use of the building.

Authenticity – The dwelling rates 'low' as it has been significantly modified, particularly the interior.

Given that the former dwelling has low authenticity and integrity it is not considered to have high representative value.

#### Heritage Recommendations

It is considered that the place has some heritage significance, specifically demonstrating some historic and rarity value given that it

one of the remaining pre 1950s farm dwellings in the locality. For this reason, it is considered worthy of inclusion on the LGI.

However, the level of significance is considered to be low for the following reasons outlined further above.

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

It is considered that the place be assigned a Management Category C level of significance to reflect that the place is significant, however it is not considered to have considerable or exceptional significance for the reasons outlined above.

In accordance with 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 the Scheme, Council is to include on the Heritage List such places on the LGI that it considers to be appropriate. Currently all Management Category A and B places on the LGI are also included on the Heritage List because these are the places with the most heritage significance.

Therefore it is not recommended that this place be included on the Heritage List, consistent with the City's approach to heritage listing.

#### Future of the Site

The developer has indicated that the intention has always been to demolish the former dwelling to allow the POS and drainage sump to be created in this area consistent with the adopted Structure Plan. The large oak tree is proposed to be retained.

Pursuant to the Scheme, planning approval is required prior to demolition of the building because it is a 'sales office', and not a dwelling (demolition of a dwelling is exempt from planning approval).

Local Planning Policy APD64 'Heritage Conservation Design Guidelines' sets out the following guidance on demolition of 'Management Category C' places:

2. (a) *Retention of the building or place is encouraged, however demolition may be supported, subject to the consideration of heritage significance together with other relevant planning issues.*
- (b) *An archival record will be required as a condition of development approval for demolition, and the archival record should be prepared in accordance with the Heritage Council of WA guidelines.*
- (c) *Consideration should be given to the inclusion of interpretation of the heritage place (refer to 7.0).*

Therefore, should the developer seek planning approval for demolition of the dwelling it is recommended that a condition be imposed requiring the preparation of an archival record.

The mature fig tree located near the former dwelling is proposed to be retained in the POS. It is recommended that the developer be encouraged to include basic interpretation, such as a plaque near the tree to provide an insight for users of the POS into the history of the area.

It is possible that planning approval could be sought by the landowner for the demolition of the building in the coming months prior to the finalisation of inclusion of the place on the LGI. If this is the case it is still recommended that an archival record be prepared for the place, and interpretation installed, on the basis of identified cultural heritage significance, which is a consideration pursuant to the Scheme (ie. this is a matter to be considered by local government in determining planning applications).

#### Community Consultation

Clause 45 (4) of the *Heritage of Western Australia Act* requires that local governments compile a LGI with proper public consultation.

This will include letters to the landowner and developer, and advertisements in the newspaper seeking comment within 21 days.

#### Conclusion

It is recommended that Council advertise the proposed inclusion of the place on the LGI as a Management Category C place, to be named 'Hammond Road Cottage, Success'.

It is recommended that Council adopt the draft place record for 'Hammond Road Cottage, Success' (Attachment 2) for the purposes of community consultation, and advertise the proposed inclusion of the place on the Local Government Inventory.

It is recommended that Council also advise the landowner that demolition of the dwelling requires planning approval prior to a demolition licence, and would require the preparation of an archival record to ensure there is a record of the place; and installation of interpretation.

### **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**

N/A

### **Legal Implications**

N/A

### **Community Consultation**

If adopted for community consultation the proposed inclusion of the place on the LGI will be advertised for a period of 21 days. This will include letters to the landowner and developer, and advertisements in the newspaper seeking comments.

### **Attachment(s)**

1. Aerial Photographs and Structure Plan Overlay
2. Draft Local Government Inventory Place Record 'Hammond Road Cottage, Success'

### Advice to Proponent(s)/Submissioners

The person who nominated the place for inclusion on the LGI has been advised that this matter will be presented to the 11 February 2016 Council Meeting.

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

Nil.

#### 14.6 (OCM 11/2/2016) - PROPOSED AMENDMENT TO PORT COOGEE STRUCTURE PLAN: LOTS 891, 892 AND 893 OTHELLO QUAYS, NORTH COOGEE - APPLICANT: MW URBAN (110/023) (D DI RENZO) (ATTACH)

##### RECOMMENDATION

That Council

- (1) adopts the Schedule of Submissions prepared in respect to the proposed Structure Plan amendment;
- (3) pursuant to Schedule 2, Part 4, clause 20 of the deemed provisions of the Planning and Development (Local Planning Schemes) Regulations 2015, recommend to the Western Australian Planning Commission the proposed Structure Plan amendment for Lots 891, 892 and 893 Othello Quay, North Coogee, be refused for the reasons of incompatibility with the planned future residential amenity comprising low density development along Othello Quays; and
- (3) advise the landowners within the structure plan area and those who made a submission of Council's recommendation accordingly.

##### 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.

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 area is also located within DA 22 and Development Contribution Area No. 13 ("DCA 13").

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

The subject land comprises Lots 891, 892 and 893 Othello Quays, North Coogee, as shown in Attachment 1.

At the 13 August 2015 Ordinary Meeting of Council, Council considered a Structure Plan amendment for Lots 891, 892 and 893 Othello Quay, North Coogee, and refused to adopt the Structure Plan for final approval. The proposed Structure Plan amendment sought to provide for a split coding of Residential R25/R40 f

Subsequent to Council's decision, the *Planning and Development (Local Planning Schemes) Regulations 2015* were gazetted. The changes pursuant to these Regulations mean that all Structure Plans are now determined by the Western Australian Planning Commission ("WAPC"), and the role of local governments is to make a recommendation to the WAPC only.

The proponent (on behalf of the landowners) has therefore resubmitted the same Structure Plan with the City of Cockburn for consideration once again. According to the requirements of the new State Government planning legislation, the City of Cockburn is required to process this Structure Plan, regardless of the fact that it was previously refused by Council.

In accordance with the Regulations, the City is required to advertise a Structure Plan within 28 days of receiving it where it complies with Schedule 2, Part 4, clause 16(1) of the deemed provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

The Structure Plan was therefore advertised for public comment between 18 December 2015 and 18 January 2016.

The purpose of this report is therefore to consider the proposed Structure Plan amendment to Lots 891, 892 and 893 Othello Quay, North Coogee (Attachments 1 and 2).

## Submission

The amendment to the Port Coogee Structure Plan has been submitted by MW Urban on behalf of the landowners.

## Report

The purpose of this report is for Council to consider whether it is prepared to recommend to the WAPC that the proposed Structure Plan amendment be approved, in light of the assessment undertaken by officers and the advertising process that has taken place.

### Proposed Amendment to Structure Plan

#### *Change of Residential Density Code*

The proposed Structure Plan amendment seeks to provide for a split coding of Residential R25/R40 for Lots 891, 892 and 893 Othello Quays, North Coogee (Attachment 2). The current residential density that applies to the land, and the entirety of Othello Quays, is R25.

It is proposed that the subject site would retain an underlying coding of R25, consistent with the remainder of Othello Quays, with a higher coding possible should a landowner or proponent meet certain requirements that are set out in the Structure Plan

The key requirement is the preparation of a Detailed Area Plan to be approved by the City, demonstrating how a suitable comprehensive development outcome based on an R40 density could occur.

Should no Detailed Area Plan be lodged with the City and approved, all development on the subject site would be required to conform to the requirements of the R25 code.

The concept of having a higher spot zoned portion of land at the end of a cul-de-sac created initial concerns for officers. Upon further consideration of these concerns, and in light of the further objections received following advertising, officers are not completely satisfied that the proposal will maintain the residential amenities along Othello Quays. Amenity from a planning perspective includes a combination of elements such as appearance; streetscape; visual aesthetics; safety; privacy and; security.

Othello Quays represents a residential environment of planned low density character, which through development will create a unique set of characteristics (appearance, streetscape, visual aesthetics, safety, privacy, security) that will form the amenity of the area as a low density street. In the absence of full development at a Residential R25 density

along Othello Quays, officers hold a degree of uncertainty as to how the low density amenity will be impacted by a proposal to have a 'spot zoned' portion of higher density at the end of Othello Quays. These concerns have evolved following officer's original report that recommended support of the application.

Across all of the City's streetscapes attempts are made to ensure consistent residential density streetscapes exist, particularly within compact environments like that represented by a cul-de-sac. This results in the proposal for Lots 891, 892 and 893 Othello Quays, being now considered to not reflect orderly and proper planning, and not able to absolutely guarantee the maintenance of future low density residential amenities. On this basis it is not supported.

#### *Built Form/Massing*

Within the Port Coogee Structure Plan area all built form massing and building design is controlled by Design Guidelines and Detailed Area Plans.

Currently 'Port Coogee – Othello Quays' Detailed Area Plan applies to the subject site. This Detailed Area Plan outlines building bulk, mandatory garage location, setbacks to ground and upper floors and height, amongst other things. An excerpt of the relevant Detailed Area Plan is below for reference.

To demonstrate the massing and building bulk under the current R25 coding in comparison to the potential R40 coding, the applicant has provided current and prospective massive diagrams. The massing diagrams can be found in Attachment 3.





It is acknowledged that the massing diagrams go a long way in demonstrating that a similar appearance could be achieved in respect of development undertaken at an R40 density, versus development undertaken at the R25 density. However in the absence of seeing how full development of the street takes place, and how intact (or otherwise) the streetscape becomes, it is difficult to absolutely guarantee that visual appearance, bulk and scale will be appropriate under a higher R40 density, compared to the current density of Residential R25.

Any proposal for multiple dwellings on the subject site will be likely to result in a small increase in vehicle numbers. The Transport report for the Port Coogee Structure Plan classified Othello Quays as a residential access street, stating that “

*“These streets are intended to provide access to abutting properties and service local trips within the development. Traffic volumes are estimated to be less than 1000 vpd for the majority of these streets with a target speed environment of 40 km/hr.”*

This report states that the number of vehicle trips per day from single residential dwellings is estimated to be seven. Othello Quays can therefore be expected to carry under its current density approximately 196 vehicle movements. The proposal for multiple dwellings is expected to yield 12 dwellings on the existing three residential lots. Utilising the same assumptions the proposed change in density would yield approximately 259 vehicle movements per day on Othello Quays when all development has occurred. It should be noted that standard traffic engineering principles state that the higher the density a lesser number of trips per day from a dwelling are to be expected.

Therefore the local road network, namely Othello Quays will, regardless of the built form outcome on the subject site, be below the reasonably expected traffic volumes for a local access street.

Secondarily to matters related to traffic volumes is the provision of off-street parking on the subject site and assumed additional demand for on street parking should multiple dwellings be proposed.

To ensure that adequate parking is provided, the draft Detailed Area Plan for the site proposes visitor parking for any multiple dwelling to be provided at double the rate required by the Residential Design Codes – being a rate of 0.5 per dwelling.

Therefore should 12 multiple dwellings be established on site a total of six visitor parking bays will be established in addition to the required parking for each individual dwelling.

Similar to the discussion on amenity above, the characteristics of car parking associated with the development of 3 houses under the current coding of R25, will be very different compared to the characteristics of car parking associated with 12 apartments. While the application does technically show how adequate car parking can be achieved, it is the nature of differences in character of car parking and vehicle activity that makes it unable to be supported.

### Community Consultation

In accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* the City is required to advertise the Structure Plan within 28 days of receiving it where it contains the information required.

In this case it meant that the advertising period fell over the Christmas and New Year period. For that reason the proposed Structure Plan amendment was advertised for a period of 28 days, which is the longest period of time permitted for advertising under the Regulations (which allow advertising for a period between 14 and 28 days).

During the advertising of Structure Plan letters and copies of the proposed Structure Plan map were sent to all landowners on Othello Quays on 18 December 2015, with comments required by 18 January 2016.

A total of five submissions were received, and all submissions are set out and addressed in the Schedule of Submissions (Attachment 5).

Two submissions were from government agencies, and did not raise any concerns.

Two submissions were received from landowners on Othello Quays, and one submission was lodged by the Coogee Beach Progress Association. These three submissions provided an objection to the proposal.

The key concerns expressed in the submissions were as follows:

1. Concerns relating to traffic volumes and parking.
2. Building bulk and scale – Changes to the amenity of the street and area.
3. Structure Plan changes occurring against residents' expectations for the estate.

These key issues are generally held in respect of the officer discussion in the preceding sections of the report.

## Conclusion

It is recommended that Council pursuant to Schedule 2, Part 4, clause 20 of the deemed provisions of the *Planning and Development (Local Planning Schemes) Regulations 2015*, recommend to the Western Australian Planning Commission the proposed Structure Plan amendment for Lots 891, 892 and 893 Othello Quay, North Coogee, be refused for the reasons of incompatibility with the planned future residential amenity comprising low density development along Othello Quays.

## **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**

N/A

## **Legal Implications**

N/A

## **Community Consultation**

Advertising of the proposed Structure Plan amendment was undertaken in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Advertising occurred between 18 December 2015 and 18 January 2016, with letters sent to all landowners on Othello Quays inviting comments.

**Attachment(s)**

1. Location Plan
2. Structure Plan Map
3. Building Massing Plans
4. Draft Detailed Area Plan
5. Schedule of Submissions

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

All submitters were advised that this matter is to be considered at the 11 February 2016 Ordinary Meeting of Council.

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

Nil.

**14.7 (OCM 11/2/2016) - NOMINATION FOR 'SIGNIFICANT TREE LIST' - CORRIDOR OF TUART, MARRI, KARRI AND EUCALYPTUS TREES (099/228) (D DI RENZO) (ATTACH)**

**RECOMMENDATION**

That Council

- (1) advertise the proposed inclusion of the corridor of Tuart, Marri, Karri and Eucalyptus trees as listed in Attachment 2 (excluding those located within the City of Melville) on the City of Cockburn 'Significant Tree List' pursuant to the Local Government Inventory; and
- (2) advertise the proposed inclusion of the Tuart, Marri, Karri and Eucalyptus trees on the City of Cockburn 'Significant Tree List' pursuant to the Local Government Inventory to Perth Metro Connect, and all other relevant landowners and government agencies.

**COUNCIL DECISION**

**Background**

A nomination has been received from the Save Beeliar Wetlands Group nominating trees within the Roe Highway Regional Road

Reservation for inclusion on the 'Significant Tree List' pursuant to the Local Government Inventory.

In January 2016 a large jarrah tree was removed from within the Roe Highway 'Primary Regional Road' reservation. It is understood that the tree was removed by a tree removalist engaged by Main Roads because there had been complaints about bees in the tree. There is significant community and Council concern in the way this occurred, and an independent arborist report supports these concerns. In simple terms, that report concludes the tree should not have been removed on the basis that it posed no safety risk, and that the bees could have been handled in a way which did not require the tree's removal.

The West Australian Supreme Court in a decision on 16 December found that the previously obtained environmental approval for Roe Highway is invalid.

While it is perfectly reasonable to expect that no tree would have been felled in the road reserve in light of the Supreme Court judgement, this recent event has required urgent action by the City to consider what it can do to strengthen the protection of trees which have heritage significance in the road reserve.

### **Submission**

The nomination has been submitted by the Save Beelihar Wetlands group.

### **Report**

Save Beelihar Wetlands group has nominated a large number of Tuart and Marri trees for inclusion on the Significant Tree list pursuant to the City of Cockburn Local Government Inventory.

These trees are located primarily on land owned by the State of Western Australia, with some land parcels owned by Western Australian Planning Commission, and Department of Transport. They are located on land reserved 'Primary Regional Road', 'Other Regional Road' and 'Parks and Recreation'.

These trees have all been previously assessed by an Arborist as part of the Roe Highway Extension Public Environmental Review. This assessment included details regarding the tree species, the height of trees, number and size of hollows, and occupancy of the tree.

### **City of Cockburn Criteria for 'Significant Trees'**

The LGI sets out criteria for the 'Significant Trees', as follows:

*Historical Significance*

Tree/s commemorating a particular occasion, including plantings by notable people, or having associations with an important event in local, state or national history. Tree/s that possess a history specifically related to the City or its surrounding areas.

*Horticultural Value*

Tree/s of outstanding horticultural or genetic value and that which could be an important source of propagating stock, including specimens particularly resistant to disease or exposure.

*Rare or Localised*

Tree/s species or variety rare or very localised in distribution, enhancing the diversification of the local urban forest.

*Location or Context*

Tree/s that occur in a unique location or context so as to provide a major contribution to landscape and/or local place character. Includes outstanding aesthetic value which frame or screen views, or act as a landmark.

*Exceptional Size, Age and Form*

Tree/s noted for particular age, size or irregular form relative to other normal mature tree species that currently reside within the City. Also includes curious forms, particularly abnormal outgrowths, fused branches or unusual root structures.

*Indigenous Association*

Tree/s that has a recognised association with Indigenous people, or that is valued for continuing and developing cultural traditions.

Based on the information available at this time, none of these trees individually appear to meet the criteria.

However, as a collection these trees are considered to meet the criteria for 'Location or Context'. As a corridor of very large, mature marri and tuart trees they make a major contribution to the landscape and local place character.

These trees are the last vestiges of the former natural landscape which once dominated this area. They are valuable in terms of their cultural, aesthetic and historic context, as a symbol of original vegetation patterns in the area.

As a collection these trees visually dominate the local area through their sheer size and scale – they are considered to have significant landscape value.

This quality is considered to make the trees together worthy of consideration for inclusion on the ‘Significant Tree’ list pursuant to the LGI.

The proposed list of 446 trees is included at Attachment 3, and excludes trees that were identified in the survey as being dead.

*Significant Tree Listing – What does it mean?*

The nominated ‘Significant Trees’ are located on land that is reserved ‘Primary Regional Road’, ‘Other Regional Road’ and ‘Parks and Recreation’ under the Metropolitan Region Scheme (“MRS”).

In accordance with 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.

It must also be noted that in accordance with the *Planning and Development Act 2005* the crown is not bound by a local planning scheme, however they are bound by a region planning scheme, as follows:

*5. Crown bound*

- (1) Except as provided in section 6 this Act binds the Crown.*
- (2) A region planning scheme binds the Crown.*
- (3) An improvement scheme binds the Crown.*

*6. Public works, Act does not interfere with*

- (1) Subject to section 5(2) and (3) and subsections (2) and (3) of this section, nothing in this Act interferes with the right of the Crown, or the Governor, or the Government of the State, or a local government —*
  - (a) to undertake, construct or provide any public work; and*
  - (b) to take land for the purposes of that public work.*
- (2) Rights referred to in subsection (1) are to be exercised having regard to —*

- (a) *the purpose and intent of any planning scheme that has effect in the locality where, and at the time when, the right is exercised; and*
  - (b) *the orderly and proper planning, and the preservation of the amenity, of that locality at that time.*
- (3) *The responsible authority is to be consulted at the time when a proposal for any public work, or for the taking of land for a public work, is being formulated to ensure that the undertaking, construction, or provision of, or the taking of land for, the public work will comply with subsection (2).*

The Crown can therefore undertake 'public works', which may include the removal of trees without the requirement for approval. Therefore it is important to note that including these trees on the 'Significant Tree' list will not alter this, and there is no available heritage mechanism that will 'protect' the trees, or guarantee their retention.

However, in accordance with Section 6 Clause (2) of the *Planning and Development Act* public works can only be undertaken where regard is had to 'the purpose and intent of any planning scheme....and the orderly and proper planning, and the preservation of the amenity of that locality at that time.'

Therefore, by including the trees on the 'Significant Tree' list it will become a matter that will need to be considered in accordance with Section 6 Clause (2) of the *Planning and Development Act*, as it would be a matter related to preservation of the amenity of the locality.

Inclusion of the trees on the 'Significant Tree' list will also clearly demonstrate the importance of the trees to the community.

### Conclusion

It is recommended that Council advertise the proposed inclusion of the trees on the 'Significant Tree' list for a period of 21 days. Subsequently the matter will be presented back to Council for consideration of any submissions and a final decision made in relation to inclusion of the trees on the 'Significant Tree' list pursuant to the LGI.

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

#### **Growing City**

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



### **Community & Lifestyle**

- Communities that take pride and aspire to a greater sense of community.
- Conservation of our heritage and areas of cultural significance.

### **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**

If adopted by Council for advertising the proposed inclusion on the 'Significant Tree' list will be advertised for a period of 21 days.

This will include an advertisement in the newspaper, and letters to adjacent landowners/occupiers.

### **Attachment(s)**

1. Significant Tree Nomination.
2. Location Plan
3. List of proposed 'Significant Trees'

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

The Save Beeliar Wetlands Group has been advised that this matter is to be considered at the 11 February 2016 Council Meeting.

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

Nil.

**14.8 (OCM 11/2/2016) - 'SIGNIFICANT TREE LIST' - TUART TREE - PERTH WALDORF SCHOOL - 14 GWILLIAM DRIVE, BIBRA LAKE (099/228) (D DI RENZO) (ATTACH)**

**RECOMMENDATION**

That Council

- (1) include Tuart Tree, Waldorf School at 14 Gwilliam Drive, Bibra Lake on the City of Cockburn 'Significant Tree List' pursuant to the Local Government Inventory; and
- (2) advise the Perth Waldorf School of Council's decision, and that any works or inspections to be undertaken in accordance with the recommendations of the Arborist Report are to be arranged by the Perth Waldorf School at their cost.

**COUNCIL DECISION**

**Background**

A nomination was received from the Perth Waldorf School for a 'Significant Tree' located on their site at 14 Gwilliam Drive, Bibra Lake.

Council at the Ordinary Meeting of 12 November 2015 resolved to advertise the proposed inclusion of the Tuart tree on the Significant Tree list pursuant to the Local Government Inventory.

The proposal was subsequently advertised for a period of 21 days and no comments were received.

**Submission**

The nomination has been submitted by the Perth Waldorf School, and includes an arborist report prepared by Arbor Oxygen (Attachment 1).

**Report**

The Perth Waldorf School has nominated a Tuart tree for inclusion on the Significant Tree list pursuant to the City of Cockburn Local Government Inventory.

The tree is a *Eucalyptus gomphocephala*, and is one of the largest remaining of its species in the area.

An arborist report has been prepared and is accompanied by information prepared by the Perth Waldorf School outlining that the tree meets the following criteria for inclusion on the 'Significant Tree List':

#### *Horticultural Value*

The large Tuart tree represents a particularly fine example of the once widespread Tuart populations found through the coastal areas of the Swan coastal plain. It is one of the very few mature specimens remaining in the areas. It is a tree of great amenity value and provides a special contribution to the school grounds as a landscape feature.

It is estimated to be between 75-100 years old. It is a remnant local native tree of great value for biodiversity conservation and linkage, and provides unique endemic material among the few remaining tuarts in the area.

It also provides valuable ecological functions as native habitat and food source for local fauna including the Carnaby's Black Cockatoo.

#### *Rare or Localised*

The tree is an excellent example of its species due to its age and its size. Trees of this species have the potential to live up to 400 years. It is extremely valuable as one of the last remaining mature specimens in the area. The species as a whole is critically vulnerable.

#### *Location or Context*

The tree stands 25m tall at the tip of a hill at the highest point of the Perth Waldorf School.

#### *Exceptional size, age and form*

The tree measures more than 25m in height and has a canopy spread of more than 20m. It is one of the very few trees of this stature that are left in the suburban areas of Perth.

#### *Social, cultural or spiritual value*

For many years the Tuart tree has been an intrinsic part of the educational and social life at the Perth Waldorf School and is incorporated in many aspects of the curriculum.

Early childhood education students (aged 4 to 6 years) walk up to the school to observe it and learn from it. Students have traditionally been taken up to the Tuart tree on their first woodwork lesson and given an

inspirational introduction about the tree that never fails to instil respect and awe. The tree forms an intrinsic part of the Woodwork lessons through the schooling years. Grades four to nine spend time studying the tree, and older students draw inspiration in Poetry and Creative Writing and incorporate their observations in their Ecology and Geography lessons.

The tree has become an important element of the Perth Waldorf School community, enriching the landscape and learning experience.

#### Arborist Recommendations

The arborist report identifies that the tree is in good health. However, it does make a number of recommendations to enhance tree root growth. This includes changes to redirect stormwater water, and changes to internal roads on the site. It also recommends annual tree inspections.

If any of these works or inspections are to be undertaken this will be the responsibility of the Perth Waldorf School.

#### Community consultation

The proposed inclusion of the Tuart tree on the 'Significant Tree' list was advertised from 15 December 2015 until 14 January 2016 and no submissions were received.

#### Conclusion

It is recommended that Council resolve to include the tuart tree on the 'Significant Tree' list pursuant to the LGI.

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

#### **Growing City**

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

#### **Community & Lifestyle**

- Communities that take pride and aspire to a greater sense of community.
- Conservation of our heritage and areas of cultural significance.

#### **Environment & Sustainability**

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

**Budget/Financial Implications**

N/A

**Legal Implications**

N/A

**Community Consultation**

The proposed inclusion of the tuart tree on the 'Significant Tree' list was advertised between 15 December 2015 and 14 January 2016 and no submissions were received.

This included an advertisement in the newspaper, and letters to landowner.

**Attachment(s)**

1. Significant Tree Nomination.
2. Location Plan

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

The Perth Waldorf School has been advised that this matter is to be considered at the 11 February 2016 Council Meeting.

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

Nil.

**14.9 (OCM 11/2/2016) - ALLOW CONTAMINATED LAND FOR PUBLIC OPEN SPACE (2200821; 2200820) (N JONES/D ARNDT) (ATTACH)**

**RECOMMENDATION**

That Council consent to a variation to Policy LPP 5.1 'Public Open Space' to agree to the developer (Landcorp) of Lot 51 Healy Road, Hamilton Hill to cede the portion of Lot 51, as detailed in Attachment 2, as their public open space contribution.

**COUNCIL DECISION**

## Background

The subject land, Lot 51 Healy Road, Hamilton Hill (Lot 51), is privately owned and abuts Dixon Reserve (Reserve 24550). Portion of Lot 51, together with Reserve 24550 was filled by the City using municipal waste in the 1970s. Lot 51 is currently in the process of being sold and the issue of the site contamination needs to be addressed prior to the sale. In order to facilitate the subdivision and address the contamination issue approval is sought to vary Council policy and allow the contaminated land to be allocated as Public Open Space (POS).

## Submission

N/A

## Report

Council Policy LPP 5.1 details that:

- (1) *The following land will not be accepted by the City as part of any public open space requirement:*
  5. *Land with a restriction on the certificate of title which in the opinion of the City will unreasonably impede the ability to use the land for public open space.”*
- (4) *The following land will not be accepted by the City as public open space, unless ‘in principle’ support is also obtained at the local structure plan stage from Department of Regional Development and Lands and the land will be remediated or investigated to the satisfaction of the Department of Environment and Conservation and the City prior to vesting:*
  1. *Land considered to be ‘contaminated’ or ‘possibly contaminated’ under the Contaminated Sites Act 2003.*

In accordance with Policy LPP 5.1 the City would not accept any land that is contaminated or has a restriction on the Certificate of Title. The land the City is considering accepting as the 10% POS contribution is contaminated and has a Memorial on the Certificate of Title regarding the contamination.

The City’s investigations have demonstrated that a portion of Lot 51 Healy Road, Hamilton Hill (Lot 51) contains overflow contamination from the City’s use of Reserve 24550. Landcorp is developing or selling Lot 51 and has requested the City remediate the overflow contamination from Lot 51. The City (subject to Council consent) has

reached an agreement for a partial remediation of a portion of Lot 51 with the remainder of the contaminated land to be transferred to the City as the 10% POS subdivision contribution.

The works are predicted to involve the excavation of a footprint of about 2000sq/m to a depth of about 1m to be carried out in February-May 2016. The excavation will be backfilled with clean fill to allow residential land use. Attachment 1 shows the area to be remediated and the area to be allocated as POS. All works to be carried out in compliance with the Contaminated Sites Act. The cost of the works will be shared between the City and Landcorp. Wherever possible, works will be carried out in-house by Council staff to minimise external costs.

The City is legally obligated to remove the old landfill material which was dumped on land adjacent to its landfill in about 1968. The cost of removing the landfill material from the proposed POS area is considered to be excessive therefore this POS area will be incorporated into the adjacent Dixon Reserve. The majority of the reserve area contains old landfill waste and it would be uneconomical to remove this material at any stage in the future. The retention of this land as POS would also enable the retention of a number of mature trees which form the western boundary of Dixon Reserve.

As detailed in sketch at Attachment 1 the City's boundary of Reserve 24550 encroaches into Lot 51 and the proposed negotiated outcome will see the boundary realigned to the current perceived alignment.

Subject to Council consenting to a variation to Policy LPP 5.1 to accept the contaminated land as the 10% POS, the land will be ceded to the State of WA free of cost under Section 152 of the *Planning and Development Act 2005*, with the City consenting to the Management Order issued to the City for the care control and management of the Reserve.

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

#### **Infrastructure**

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

#### **Environment & Sustainability**

- To protect, manage and enhance our natural environment, open spaces and coastal landscapes.
- Identification and minimisation of impacts to human health risk.

### **Budget/Financial Implications**

The cost of the works will be taken out of the Contaminated Sites reserve account which is allocated for the purpose of investigating and remediating the City's contaminated sites. An amount of \$350,000 has been allocated to undertake these works as part of the mid-year budget review (to be also considered at the February 2016 Ordinary Council Meeting).

### **Legal Implications**

N/A

### **Community Consultation**

Residents surrounding the reserve will be notified about the proposed partial remediation by direct written correspondence.

### **Attachment(s)**

1. Aerial photo of the land
2. Map showing proposed POS area

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

N/A

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

Nil

## **14.10 (OCM 11/2/2016) - SALE OF LOT 805 MEREVALE GARDENS, BEELIAR - PROPONENT: YARRAN PROPERTY GROUP (6015949) (K SIM) (ATTACH)**

### **RECOMMENDATION**

That Council

- (1) offer Lot 805 on Deposited Plan 405761 to Yarran Property Group for a purchase price of \$2,082,000 GST inclusive utilising the margin scheme, subject to the completion of requirements of section 3.58 of the Local Government Act 1995;
- (2) advertise the offer in (1) in accordance with the provisions of 3.58 of the Local Government Act 1995;
- (3) subject to no objections being received as a consequence of the



advertising in (2), authorise the Chief Executive Officer to endorse a contract of sale; and

- (4) amend the 2015/16 adopted municipal budget by adding capital income of \$2,082,000 from the sale proceeds against a new CW project – Sale of Lot 805 Merevale Gardens, Beeliar and transferring these into the Land Development and Investment Fund Reserve.

## COUNCIL DECISION

### Background

Council at its meeting held on 14 May 2015 resolved to defer consideration of the sale of Lot 805 Merevale Gardens, to a future Council meeting date. Since that time, Deposited Plan 405761 sets out the creation of Lots 805 and 804 Beeliar Drive, and Lot 803 Durnin Avenue, Beeliar. These are the parent titles which complete the future town centre, as shown below:



This piece of land was originally valued by Mr Tim Hammond of Burgess Rawson, Licenced valuer. The valuation placed on this land was \$500 per square meter. The offer from Yarran was for \$400 per square metre. The offer price was significantly below the valuation so the proposed purchaser withdrew their offer. With renewed interest (and offer), the City obtained a new valuation (the original valuation was older than six months, so under Council's policy a new valuation is requested). The new valuation by the City's usual valuer, Mr Wayne Srhoy of McGees provided a value commensurate with the offer as a result of falling land prices and proximity to the railway line.

Council at its meeting held on 10 December 2015 resolved to accept an offer from RPD1 Pty Ltd to purchase Lot 803 Durnin Avenue, Yangebup for a consideration of \$1,740,000 (GST Included). Lot 803 is 3316sqm.

Council at its meeting held on 14 September 2014 resolved to accept an offer to sell Lot 804 for a consideration of \$9.6m (inc GST) to CCI Group nominated Special Purpose Pty Ltd entity. Lot 804 is 2.9999ha.

The purpose of this report is to consider selling Lot 805, which is 5205sqm.

### **Submission**

Yarran Property Group have written to the City of Cockburn with a proposal to acquire a lot having an area close to the area of Lot 805 in this location. They have proposed a consideration based on \$400 per square metre

### **Report**

Proposed Lot 805 is generally rectangular in shape running between Merevale Gardens and the railway reservation. The purchaser is understood to be developing the site by the construction of a centrally placed access for traffic and services with lots of approximately 200 square metres on each side.

The offer to sell Lot 805 is supported by a valuation by Licensed Valuer Wayne Srhoy who valued Lot 805 Merevale Gardens, Beeliar at \$2,080,000. The valuation is dated 20 November 2015.

This equates to \$400 per square metre. This rate is less than that achieved with the sale of Proposed Lot 803 Durnin Avenue, but takes into account the impacts this lot may receive from the adjoining railway line and its less favourable position.

Section 3.58 of the Local Government Act 1995 requires that a Local Authority advertise any proposal to sell land by private treaty in a newspaper that has state wide publication. The advertisement must give details of the property, the proposed disposition and a recent valuation. The advertisement is to give notice inviting submissions to be made on the proposal and allowing such submissions for a period not less than 2 weeks from the date of the advertisement.

Notice concerning the proposal will be placed in the West Australian newspaper. The officer recommendation to Council is framed in such a way that it is subject to no objection being received as a result of the

public advertising of the Section 3.58 disposition of land notice. If any objections are received within the statutory advertising period, the matter will be brought back to the next Council meeting for determination.

A subdivision application for this proposal and the creation of three additional lots has been conditionally approved by the Western Australian Planning Commission. Subdivision estimated costs, which will include the provision of all services, have been provided by a consulting engineer. The cost of the services required by the subdivision are estimated at \$1,000,000 but importantly covers all four lots being the subject of the subdivision.

It is recommended that Council continue with what is considered an orderly disposition of land in this locality. Lot 9004 shown on the Deposited Plan is a balance lot will require a new sewer connection at the low point in Beeliar Road before it can be fully developed. It remains in Council ownership.

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

#### **Growing City**

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

#### **Leading & Listening**

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

### **Budget/Financial Implications**

Funds have been allocated in the 2015/16 Budget

### **Legal Implications**

The Local Government Act 1995

### **Community Consultation**

N/A

### **Attachment(s)**

1. Deposited Plan 405761
2. Valuation Report

### Advice to Proponent(s) / Submissioners

The affected owners have been advised that this matter is to be considered at the 11 February Ordinary Council Meeting.

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

Nil.

#### 14.11 (OCM 11/2/2016) - RECOMMENDATION TO APPROVE MODIFICATION TO STRUCTURE PLAN - LOT 100 JOINDRE WAY, SUCCESS - APPLICANT: LB PLANNING (110/147) (C HOSSEN) (ATTACH)

##### RECOMMENDATION

That Council

- (1) pursuant to Clause 20 (2)(e) of City of Cockburn Town Planning Scheme No. 3, recommends the Western Australian Planning Commission approves the modification to the Lot 14 & 15 Hammond Road, Success Structure Plan (as shown in Attachment 2), subject to the following modification:
  1. Deletion of the annotation on the Structure Plan map relating to development contributions.
  2. Inserting the following provision within the Structure Plan:

“Prior to any subdivision or development taking place, a Local Development Plan is required to be prepared by the applicant and submitted to the Local Government for approval in accordance with the requirements of the Deemed Provisions of City of Cockburn Town Planning Scheme No. 3. In addition to any other elements required by the City, as a minimum, the Local Development Plan must specify:

    - (a) a minimum front setback of 5m to both roads as part of all development;
    - (b) car parking being internalised on the site as part of all development;
    - (c) single residential dwellings or grouped dwellings only interfacing along Carnegie Parade;
    - (d) grouped or multiple dwellings only interfacing along Joindre Way.

- (2) endorse the schedule of submissions prepared in respect of the Structure Plan; and
- (3) advise those persons who made a submission of the Council's recommendation.

## COUNCIL DECISION

### Background

The City has received an application from LB Planning on behalf of the landowner of Lot 100 Joindre Way, Success to consider a major modification to the Lot 14 and 15 Hammond Road, Success Structure Plan.

The current Lot 14 and 15 Hammond Road, Success (Attachment 3) for this area was initially adopted by Council on 17 August 2004 and endorsed by the Western Australian Planning Commission ("WAPC") on 8 February 2008.

The proposed variation to the Structure Plan seeks to recode Lot 100 Joindre Way, Success from 'Residential R20' to 'Residential R40'. Pursuant to Clause 15(a)(ii) and Schedule 10 of the City of Cockburn Town Planning Scheme ("Scheme"), a structure plan is required to be prepared to guide future subdivision and development.

The Planning and Development Regulations 2015 were gazetted on 19 October 2015 and remove Council's statutory approval and refusal abilities in the determination of structure plans. Under the new deemed provisions of the Scheme, a recommendation is required to be provided to the WAPC on all Structure Plans and modifications to Structure Plans.

In light of these new changes, the recommendation is that the WAPC adopt the proposed modification to the Structure Plan.

### Submission

LB Planning on behalf of the landowners.

### Report

### *Planning Background*

The subject site is bound by Joindre Way to the west, existing low density residential development to the north and south and Carnegie Parade to the east. The site, which is predominantly flat and contains no significant remnant vegetation, contains an existing residential dwelling and associated outbuildings.

The subject site is located in the suburb of Success and comprises a total site area of 2,781m<sup>2</sup>. The proposed structure plan seeks to increase the existing residential density of the subject site from R20 to R40, ultimately allowing for a greater variety of dwelling opportunities in the future.

The subject site 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 located within Development Area 13 and is subject to both Development Contribution Area 1 and Development Contribution Area 13.

The proposed density increase has originated following discussion between the landowners who have identified that the land holds greater development potential than is currently being achieved. This is largely due to the subject site's location on a key transport corridor and proximity to available services and accessibility to areas of employment.

### *Planning Assessment*

Directions 2031 and Beyond ("Directions 2031") and Liveable Neighbourhoods provide the policy framework in which to consider structure plans. These strategic level documents, along with the City's Scheme and relevant local planning policies allows for a more detailed planning framework to assess structure plans.

As per the requirements of Directions 2031, a minimum target of 15 dwellings per hectare has been set for new structure planned areas. As the subject site was developed in the early 2000's the density is below current targets.

The subject site is within the frame area of the Cockburn Central Activity Centre Plan. This plan outlines a desire to achieve a minimum density of 30 dwellings per gross hectare on all undeveloped lands within its boundary. The proposal is therefore in keeping with the intent of the Activity Centre Plan.

The Subject Site is also in proximity to the following; Cockburn Central Regional Centre, Cockburn Train Station, Jandakot primary School, and high frequency bus routes.

The subject site features two road frontages assisting in the orderly distribution of traffic from the site.

### *Community Consultation*

The proposed Structure Plan was referred for public comment for a total period of 28 days from 29 December 2015 to 19 January 2016 as per the requirements of the Scheme. The advertising period was extended beyond the standard 21 days due to the holiday period.

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

In total, 19 submissions were received by the City, eleven (11) submissions from service and government authorities and eight (8) responses from local residents. One (1) landowner submission objected to the proposal, while seven (7) provided support to the proposal.

The objection raised concern surrounding the increased number of dwellings allowable on the proposed site should rezoning occur as well as concerns surrounding the 'look' of the new dwellings compared to the existing.

In response to the objection, the likely number of dwellings will not place an undue impact on the existing services in the area, particularly the road network. Further to this end the location is highly accessible to high quality public transport. The site also has dual road frontages which further distributes future traffic.

In terms of concerns about design, the dual road frontage provides the opportunity to manage car parking in a manner which ensures an appropriate interface occurs with the public street, and the streetscape broadly. Being a site of 2,781sqm, within a full developed street, means there needs to be careful design control imposed as part of contemplating changes in density. This explains the modification set-out in the officer recommendation.

The seven (7) comments of support offered a number of rationales with a strong theme being the change allowing additional families in the area and the higher density being appropriate considering the high number of services in the area.

Detailed analysis of submissions has been addressed in more detail within the attached Schedule of Submissions (Attachment 4).

### *Conclusion*

The proposed structure plan will allow for increased residential density in an area currently evolving with a mix of low and medium density development. The rezoning to R40 allows for the potential development of multiple dwellings.

The site's location, accessibility and proximity to local/regional centres and other key services are all key factors in determining whether the proposed rezoning is suitable to support an increased residential population in the future.

As per the requirements of the new Planning and Development Regulations 2015, it is recommended that Council recommend to the Western Australian Planning Commission that the modified Structure Plan be adopted. The modified structure plan, as it pertains to addressing the objection received, will ensure a local development plan is prepared prior to subdivision or development to control, inter alia, setbacks and interfacing forms of development.

### **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**

N/A

#### **Community Consultation**

In pursuance to Clause 6.2.8 of the City's Scheme, public consultation was undertaken for a period of 28 days from 29 December 2015 to 19



January 2016. Advertising included a notice in the Cockburn Gazette, advertising on the City's website, letters to selected landowners surrounding the Structure Plan area and letters to government agencies and service providers.

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

1. Location Plan
2. Proposed Structure Plan Map
3. Current Structure Plan Map
4. Schedule of Submissions

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

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 11 February 2016 Council Meeting.

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

Nil.

#### **14.12 (OCM 11/2/2016) - OBJECTION TO DECISION TO REFUSE KEEPING (RACING) PIGEONS AT PREMISES LOCATED AT 51 BARRINGTON STREET MUNSTER (3315266) (P OORJITHAM) (ATTACH)**

##### **RECOMMENDATION**

That Council pursuant to Sec 9.5 of the Local Government Act 1995, dismiss the Objection lodged by Christian Randolph Warner regarding his application (which was refused) by the City's Health Services for the registration of premises for the keeping of pigeons at 51 Barrington Street Munster WA 6166.

##### **COUNCIL DECISION**

#### **Background**

An application was received from Christian Randolph Warner for registration of premises for the keeping of pigeons at 51 Barrington Street Munster WA 6166 on 13 January 2016. Mr Warner intended to purchase the property of 51 Barrington Street Munster and made it a

condition of purchase of the property that an approval to keep 50 pigeons be granted by the City.

Mr Warner (the applicant) made enquiries sometime before 13 January 2016, with the City's health Services and obtained the information necessary to make an application.

In support of his application the applicant submitted diagrammatic representation of the loft, location of the loft, distances from neighbouring dwellings as well as the written opinions from adjoining land owners as required through Division 7 of City of Cockburn (Local Government Act) Amendment Local Law 2010.

### **Submission**

Applicant has provided a comprehensive written report to support his objection. The applicant goes into details of the objections and concerns raised and attempts to allay the concerns that were expressed.

### **Report**

The applicant has submitted an application on the approved form for registration of premises to keep up to 50 pigeons at 51 Barrington Street Munster.

The application was assessed and a visit to the property was undertaken on 19 January 2016. The application was found to fulfil the requirements of the Local Laws which specified a number of things:

The block size was to be greater than 600m<sup>2</sup>, the proposed loft was able to be located so that it maintained a minimum distance of 9m from all neighbouring houses and a minimum distance of 1.2 m from the boundary. The proposed design and materials intended to be used were also in compliance with the City's Local Laws.

In addition the City's Local Laws required that the written opinions from all adjoining neighbours be sought by the applicant. Three written opinions were submitted with the application. Of the three, two supported or had no objection to the application and one neighbour objected to the application.

The neighbour who objected also wrote a letter expressing their non-support and discomfort with the prospect of having 50 pigeons being kept next door to them. They cited having young children who play outside and were concerned for their health and wellbeing with the potential for the increased level of bird droppings to contaminate play equipment and also expressed concern for their drying laundry to be

soiled. In addition, they also cited increased noise from the birds as well as odours associated with the keeping of the birds.

Taking all of this into account, and that the adjoining neighbours entertainment area and swimming pool, all abutted the proposed loft area, the City's Manager Health Services using delegated authority made the decision to refuse the application. This decision was based upon the matters contained in the objecting neighbour's submission due to potential impacts relating to public health and nuisance.

#### **Environment & Sustainability**

- To protect, manage and enhance our natural environment, open spaces and coastal landscapes.
- Identification and minimisation of impacts to human health risk.

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

N/A

#### **Legal Implications**

In compliance with Division 1, Section 9.5 of the Local Government Act 1995

#### **Community Consultation**

Adjoining neighbour's opinions were sought in relation to the application.

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

1. Objection Form 4
2. Submission from the applicant to support his objection

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

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

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

Nil.

**14.13 (OCM 11/2/2016) - PROPOSED AMENDMENT TO COOLBELLUP TOWN CENTRE STRUCTURE PLAN - OWNERS: THE COOBY HOTEL PTY LTD - APPLICANT: CREATIVE DESIGN & PLANNING ON BEHALF OF URBAN CAPITAL GROUP (110/145) (L SANTORIELLO) (ATTACH)**

**RECOMMENDATION**

That Council

- (1) in pursuance of Clause 20 (2) (e) of the *Planning and Development (Local Planning Schemes) Regulations 2015* recommend to the Commission the approval of the Proposed Structure Plan for Lots 1, 2, 3 and 101 Coolbellup Avenue; portion of Lot 301 Waverley Road and; portion of Lot 300 and Lots 500 and 501 Cordelia Avenue, Coolbellup.
- (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 recommendation; and
- (4) pursuant to Clause 22 (7) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, request that the Commission provides written notice of its decision regarding the structure plan.

**COUNCIL DECISION**

**Background**

The Proposed Structure Plan was received by Council on 29 October 2015. It was prepared by Creative Design and Planning on behalf of their client Urban Capital Group, representing the owners of the land that previously comprised the Coolbellup Hotel Site. The Proposed Structure Plan relates to Lots 1, 2, 3 and 101 Coolbellup Avenue; portion of Lot 301 Waverley Road and; portion of Lot 300 and Lots 500 and 501 Cordelia Avenue, Coolbellup ("subject site").

The subject site is 6.059 hectares in area with frontages to Coolbellup Avenue to the west, Waverley Road to the north and Cordelia Avenue to the south. The eastern boundary of the site abuts Len Packham Park, a large active public open space area, as well as the primary

school. The City's community facility is also located in the southeast extent of the town centre, with existing retail development at the southern end of the town centre.

The Proposed Structure Plan amendment was advertised for a period of 21 days in accordance with the requirements of the *Planning and Development (Local Planning Schemes) Regulations 2015*.

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 27 submissions during the advertising period of which 10 support the proposal and the remaining 17 object to the proposal. The submissions are discussed in the 'Report' section below and elaborated on in detail under Attachment 4 of this report.

### **Submission**

Creative Design and Planning on behalf of Urban Capital Group has lodged a Structure Plan for the subject site.

### **Report**

#### *Planning Background*

The subject land is zoned 'Urban' under the Metropolitan Region Scheme ("MRS") and 'Development' under City of Cockburn Town Planning Scheme No. 3 ("Scheme"). The subject land is also located within Development Area 7 ("DA7") and Development Contribution Area No. 13 ("DCA13").

DA7 provides a number of Development Area provisions. These include requirements for an approved Structure Plan to guide subdivision and development; and to provide for an integrated town centre with a mix of residential, commercial, recreation, community and education facilities, in accordance with an approved Structure Plan.

The site is located within the Coolbellup Town Centre Structure Plan area, specifically in 'Precinct A', which under the existing adopted structure plan, is intended for high density 'Residential' and minor 'Mixed Use' (ground floor component) development.

Under the proposed amendment Precinct 'A' is defined as being intended for a mixed use zone with a range of residential and retail/commercial uses, including the inclusion of an 'anchor supermarket'.

The current draft without prejudice indicative development application plans identify a Woolworths and separate multiple dwelling

development. The inclusion of high density residential within a Town Centre is a desired planning and design outcome; as it is widely recognised having people live within the neighbourhood centre is essential for creating diversity, vitality and vibrancy, activation beyond traditional working hours and ultimately contributes to the economic success of the Town Centre.

#### *Access and Traffic*

A number of objections to this proposal raised the issue of vehicular access and traffic, primarily in respect to the (potential) Woolworths development.

It is important to note traffic and access issues are primarily development application considerations and not strictly a relevant assessment component of this structure plan amendment proposal.

The purpose of a structure plan as defined by the *Planning and Development (Local Planning Schemes) Regulations 2015* is to 'provide for the coordination of future subdivision and zoning of an area of land'. The Structure Planning process does not explore the specific land use components of the potential development application.

As car parking requirements are linked via Scheme and Local Planning Policy to land uses it is not considered appropriate to consider the 'required' parking at this early stage. Notwithstanding this, the applicant has provided details with regard to their strategic vision which has been reviewed and supported by the City's engineering services. These details are explored below.

The Proposed Structure Plan amendment includes Appendix 3 – '*GTA Consultants Structure Plan Transport Assessment*'. The assessment provides a comprehensive traffic analysis of the future commercial tenancies and residential apartments in the context of the existing road network. The transport assessment specifies that the surrounding road network is expected to have adequate capacity to accommodate proposal generated traffic to the 2028 design year.

Based on empirical parking demand data from surveys of similar land uses, GTA recommends that a minimum of 234 car parking spaces would be adequate.

The structure plan proposal indicates that the parking demand for the future development application is able to be met with a total provision of 254 spaces, with a small overflow visitor parking demand able to be accommodated within retail parking provision and/or on street car parking provision.

The draft preliminary development application car parking layout is generally compliant with the City of Cockburn's car parking requirements and Australian Standard design requirements (yet to be formally lodged with the City for formal assessment).

The draft preliminary development application loading facilities is considered adequate to service the anticipated needs of the proposal. The indicative draft without prejudice development application provides a one way formal internal slip lane off Waverly Road. This slip lane is designed to be partially sunken below the existing adjacent road level and intended to be provided purely for service vehicles. The design maintains a footpath along Waverly Road with line making crosswalks at vehicle entry and exit points. This area is drafted to be completely separated from the existing road network which will provide for an optimal vehicular safety and amenity outcome for the required service vehicles.

*Retail needs assessment and/or retail sustainability assessment*

A number of objections raise the concern that a retail needs assessment and/or retail sustainability assessment was not, and should be provided in support of this application. It is noted under the City's *Local Commercial and Activity Centre Strategy* ('LCACS') such requirements are referenced to the requirements as specified by *State Planning Policy 4.2 - Activity Centres for Perth and Peel* ('SPP 4.2').

Under SPP 4.2 there is no such requirement for a retail needs assessment and/or retail sustainability assessment within the context of this proposal. SPP 4.2 does not require an assessment at Structure Plan Stage nor does it specifically require an assessment for a 'Neighbourhood Centre'.

The Structure Plan amendment proposal does not alter the underlying zone of the site, which is 'Local Centre' (please refer to Attachment 2 for details). This amendment does not propose any alterations to the permissibility of the uses on site.

As mentioned above, the centre is identified as a 'Neighbourhood Centre' under the LCACS. The review of the Centre under the LCACS provides for a comprehensive analysis of the site. The LCACS provides a review of the site in the context of, but not limited to, 'intensity', 'diversity', 'employment', 'urban form' and 'economic activation'. Under the LCACS the centre is classified as performing in the 'poor' category for 'intensity' and 'employment'; 'average' for 'diversity' and 'urban form'; and 'below average' for 'economic activation'. On this basis there is considered to be the potential need to increased commercial/ retail growth, economic activation and employment options.

The City of Cockburn undertook a survey in 2013 under the Coolbellup revitalisation strategy. Question three of the survey asked residents to rate their satisfaction and importance with a number of characteristics and elements within Coolbellup. Of the 23 questions, an attractive town centre and local shops rated the highest with regard to importance and received the third lowest scoring in terms of satisfaction. This information suggests the Coolbellup shopping centre has an important role to play in the Coolbellup community and is considered by the community (in 2013) to be underperforming. The City received a total of 150 dissatisfied comments (stated either within Part 2 – Q1 or Q4) of the 2013 Coolbellup revitalisation strategy residents survey.

Thinking about the issue of economic impacts resulting from increased competition, it needs to be emphasised that the mere possibility of increased competition is not a relevant planning consideration, and needs to be carefully managed as such. What is relevant however, is the principle laid down in the decision of the High Court in *Kentucky Fried Chicken Pty Ltd and Gantidis*. This provided that:

*"If the shopping facilities presently enjoyed by the community or planning for in the future are put in jeopardy by some proposed development, whether that jeopardy be due to physical or financial causes, and if the resultant community detriment would not be made good by the proposed development itself, that appears to me to be a consideration proper to be taken into account as a matter of town planning. It does not cease to be so because the profitability of individual existing businesses are at one in the same time also threatened by the new competition afforded by that new development."*

The decision also states that:

*"The mere threat of competition to existing business if not accompanied by a prospect of a resultant overall adverse effect upon the extent and adequacy of facilities available to the local community if a development be proceeded with, will not be a relevant planning consideration"*

As stated above, the centre is identified as a 'Neighbourhood Centre' under the LCACS. Under the LCACS the centre is classified as performing in the 'poor' category for 'intensity' and 'employment'; 'average' for 'diversity' and 'urban form'; and 'below average' for 'economic activation'. On this basis there is considered to be the need for increased commercial/retail growth, economic activation and employment options. This also appeared to be supported as part of the public consultation undertaken through the 2013 Coolbellup Revitalisation Strategy.



With respect to SPP 4.2, the site is considered to have the potential for further growth. Table 3 of SPP 4.2 specifies that more than one supermarket is acceptable for a Neighbourhood Centre. Notwithstanding the above it is noted that the population forecast as identified within the LCACS is also outdated in that it does not take into account the City's Coolbellup Revitalisation Strategy and its associated residential up-coding scheme amendment. On this basis the economic viability of the existing centre, to which the majority of the objections were received, should be impacted in the positive sense, with additional customers living locally within the catchment area.

Competition is an element that State and Federal Government policy is clear on, that it should be encouraged and welcomed. What needs to be considered therefore are relevant planning issues, which inform the City's consideration of orderly and proper planning.

According to SPP 4.2, its main purpose is to specify broad planning requirements for the planning and development of new activity centres and the redevelopment and renewal of existing centres in Perth and Peel. It is mainly concerned with the distribution, function, broad land use and urban design criteria of activity centres, and with coordinating their land use and infrastructure planning.

Of particular relevance are the policy objectives. Such as Objective 3:

*“3. Plan activity centres to support a wide range of retail and commercial premises and promote a competitive retail and commercial market.”*

Looking at the key policy provisions, it is important to note:

*“5.1(2) (2) The responsible authority should not support activity centre structure plans or development proposals that are likely to undermine the established and planned activity centre hierarchy. Activity centre structure plans and developments should be consistent with the centre's classification in the hierarchy. The responsible authority should consider the main role/function and typical characteristics for each centre type outlined in Table 3.”*

Looking at Table 3, for a neighbourhood centre like Coolbellup, the typical retail types specified are Supermarket/s; Personal services; Convenience shops. Accordingly more than a single supermarket is anticipated by SPP 4.2.

Section 5.1.2(1) also provides specific objectives for neighbourhood centres as:

*“(1) Neighbourhood centres are important local community focal points that help to provide for the main daily to weekly household shopping and community needs. They are also a focus for medium density housing. There are also many smaller local centres such as delicatessens and convenience stores that provide for the day-to-day needs of local communities.”*

And:

*“(2) Neighbourhood and local centres play an important role in providing walkable access to services and facilities for communities. These centres should be recognised in local planning strategies, and also in structure plans for new urban areas.”*

This helps to frame in a positive sense what neighbourhood centres are intended to be or become, which is an important sounding board for any proposal affecting a neighbourhood centre. Proposals will need to demonstrate how they are moving towards this intended objective.

Under Section 5.2 of SPP 4.2, there is a focus on activity. One of the unique aspects of Coolbellup is the integrated way in which educational, cultural, recreation and community facilities are already part of the town centre. Notwithstanding this, the overall centre, as identified in the LCACS, was noted as performing in the ‘poor’ category for ‘intensity’ and ‘employment’; ‘average’ for ‘diversity’ and ‘urban form’; and ‘below average’ for ‘economic activation’. This needs to be addressed if the centre is to realise the objective of a neighbourhood centre for Coolbellup.

Some submissions have mentioned the issue of a retail sustainability assessment. SPP 4.2 advocates for [under s6.2.2(2)] that:

*“(2) The local planning strategy should show the estimated retail need and indicative distribution of floorspace across the activity centres in the local government area, consistent with the activity centre hierarchy.”*

Looking at the LCACS, it provides a framework for increased development based upon a Population Driven Demand Analysis, provided under Appendix 1. This is a guide to how centres should consider evolving:

Ultimately the Strategy sets a need for between 3005-5008sqm, based on the 2016 measure.

Coolbellup Neighbourhood Centre				
	2011	2016	2021	2026
SHP	2,235-3,725	2,603-4,338	2,844-4,739	2,957-4,928
RET	0-0	0-0	0-0	0-0
OFF	109-181	130-217	147-245	153-255
ENT	225-374	272-453	305-508	317-529
Total	2,568-4,280	3,005-5,008	3,295-5,492	3,427-5,712

This is a guide, and both the LCACS and SPP 4.2 provide advice as to how this guide should be interpreted. Depending on the type of DA that is submitted in the future, a retail sustainability assessment *may* be required. This is on the basis of s6.5.2 of SPP 4.2:

### 6.5.2 When required and exemptions

- (1) *Major developments* and scheme amendments or structure plans that provide for *major development* are to include a RSA. Furthermore, any proposal that would result in the total *shop-retail* floorspace of a neighbourhood centre exceeding 6000 m<sup>2</sup> nla, or expanding by more than 3000 m<sup>2</sup> *shop-retail* nla also requires a RSA.
- (2) The responsible authority may waive this requirement where the proposed *shop-retail* floorspace is substantially within the walkable catchment of a passenger rail station, in view of the scale and likely impact of the proposal.
- (3) Where an endorsed local planning (commercial) strategy, district, local or activity centre structure plan includes an indicative amount of *shop-retail* floorspace derived from a retail needs assessment, a RSA is only required where a significant increase to this *shop-retail* floorspace is proposed.
- (4) *Major developments* and scheme amendments or structure plans that provide for *major development* in the Perth Capital City or strategic metropolitan centres do not require a RSA.

At this moment in time, the LCACS expects between 2603sqm to 4338sqm of shopping dedicated floor-space, with an ultimate 3005 – 5008sqm floors-pace in 2016. This provides the basic parameters in which a future development application needs to examine whether a retail sustainability assessment will or will not be required.

If a future development application meets this target range, and is less than 3000sqm retail-shop floor-space, then a retail sustainability assessment cannot be required. The points raised in submissions about the need for such an assessment will become known at the development application stage, given that this proposal of a structure plan amendment does not set an explicit floorspace provision.

### *Current Development Application Approval*

The Coolbellup Town Centre Structure Plan was adopted by the City of Cockburn on 14 February 2013. A Development Application for a proposed Mixed Use (Commercial/Retail) development at the proposed site was approved by the Metro South-West Joint Development

Assessment Panel (JDAP) at its meeting 13 November 2013. A subsequent application to amend the approval to include 'Dual-Key' dwelling product was granted by the JDAP at its meeting held on 9 April 2015.

The current approval (as amended) for Lot 1 incorporates a Mixed Use development of 150 Multiple Dwellings and 9 Commercial Units.

A number of the objections received by Council, in relation to this structure plan amendment proposal, seek to ensure that the applicant proceeds with the current development approval, as opposed to the potential (future) Woolworth's development application.

The application before Council relates specifically to an amendment to a Structure Plan and not that of the development application. The previously approved development application was lodged with the City for formal assessment and approved by the independent Development Assessment Panel. The applicant does not wish to proceed with the development of the approved DA plans. The City has no statutory mechanism to mandate that the applicant undertakes construction in accordance with the approved DA plans. Any future DA will need to be assessed based on its merits, according to the planning framework prevailing at the time, and based upon all relevant planning issues and being particularly careful to avoid irrelevant (non-planning) issues. On this basis the objections are noted however the City does not have the statutory control to meet the needs of the objectors with regards to the previous DA approval.

#### *Development Application ('DA') Considerations*

A number of objections received during the advertising period of this application are considered to be issues relating to the development application stage and not specifically structure planning issues.

The car parking requirements, commercial floor area, access and egress details, potential reciprocal access agreements, the service areas and land uses are all matters that will be addressed at development application stage. The purpose of a structure plan as defined by the *Planning and Development (Local Planning Schemes) Regulations 2015* is to 'provide for the coordination of future subdivision and zoning of an area of land'. The proposal does not make mention of the applicants' wants or needs to subdivide and the underlying zone 'Local Centre – R80' remains unchanged. The Structure Plan amendment provides the big picture details regarding the future planning for the site. The issues raised in relation to the DA will be considered at the next stage of the process. Objections of this nature are premature in the context of the application at hand.

The issues relating to noise associated with semi-trailer trucks or refrigeration systems and general site activity are considered by the Planning Department to be development application issues in this context. In this instance the Planning Department is confident that the potential noise issues can be addressed at DA stage pursuant to the requirements as specified by the *Environmental Protection (Noise) Regulations 1997*. This legislation is separate to the *Planning and Development Act 2005* notwithstanding the Local Planning Scheme makes mention of amenity being a DA consideration. These issues will be resolved at the next planning stage and thereafter in perpetuity under the legal requirements as specified by the noise regulations.

### *Conclusion*

The proposed structure plan amendment does not propose to alter the underlying zone of the subject site nor does the application propose to alter any of the permissibility aspects of the zone. This application seeks to reposition the 'Mixed Use' and 'Residential' components, both of which are permissible, on the subject site.

The City's Planning Department has sighted the draft without prejudice development application plans which identify the desire to locate a Woolworth's Store on the subject site. The draft plans do not propose to alter any of the existing trees along the Coolbellup Avenue road reserve nor do they pose any drastic development application concerns (see Attachment 4). The proposal includes a traffic assessment in support of the application which has been reviewed and is supported by the City's engineers.

In total the City received 27 submissions of which 10 support the proposal and the remaining 17 object to the proposal. The majority of the objections were from the existing shopping centre owners or that of their planning or legal consultants who provided objection on their behalf. These objections relate primarily to the concern that the Woolworth's development may pose a significant, in their view, competitive risk to the existing economic operations.

These concerns are respectfully addressed in detail within Attachment 5 of this report and explored in the 'report' section above. Whilst these concerns are understood, for the majority, these concerns are not specifically planning issues nor can the planning system address these concerns specifically at this stage.

The application before Council is purely for the consideration of a Structure Plan amendment and not that of a development application. It is recommended that the Council, in pursuance of Clause 20 (2) (e) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, recommend to the Commission the approval of the Proposed

Structure Plan for Lots 1, 2, 3 and 101 Coolbellup Avenue; portion of Lot 301 Waverley Road; and portion of Lot 300 and Lots 500 and 501 Cordelia Avenue, Coolbellup.

### **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 20 (1) of the *Planning and Development (Local Planning Schemes) Regulations 2015* requires the City to prepare a report on the proposed structure plan and provide it to the Commission no later than 60 days following advertising.

### **Community Consultation**

Public consultation was undertaken for a period of 21 days. The advertising period commenced on 17 November 2015 and concluded on 15 December 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 27 submissions of which 10 support the proposal and the remaining 17 object to the proposal. The majority of the objections were from the existing shopping centre owners or that of

their planning or legal consultants who provided objection on their behalf.

Analysis of the submissions has been undertaken within the 'Report' section above, as well as the attached Schedule of Submissions. See Attachment 5 for details.

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

1. Location Plan.
2. Current Structure Plan/ Proposed Structure Plan comparison plan
3. Proposed Structure Plan Map
4. Street Trees comparison
5. Schedule of Submissions

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

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 11 Februar 2016 Council Meeting.

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

Nil.

#### **14.14 (OCM 11/2/2016) - COCKBURN CENTRAL ACTIVITY CENTRE STRUCTURE PLAN - SEEKING SUPPORT FOR FINAL ADOPTION (110/088) (R PLEASANT) (ATTACH)**

##### **RECOMMENDATION**

That Council

- (1) pursuant to Schedule 2, Part 5, clause 36 of the Deemed Provisions of the Planning and Development (Local Planning Schemes) Regulations 2015, provide the Western Australian Planning Commission a copy of Council's report on the draft Activity Centre Plan, and a copy of the Schedule of Submissions and responses and recommend that the Proposed Activity Centre Plan for Cockburn Central be approved subject to the following modifications:
  1. Amend the title of the document to *Cockburn Central Activity Centre Plan* and ensure all references within the document are amended to reflect the new title;
  2. Amend page 38 (precinct 6) to include the relevant local urban design and movement and access considerations

so as to inform future design work;

3. Amend precinct 1 key opportunity sites by removing reference to a government school;
4. Amend the plan to provide an update on community engagement processes undertaken and to be adopted into the future;
5. Provide updated information on the current status of the Armadale Road deviation / North Lake Road Bridge and extension project, including the latest preferred alignment option;
6. Add the following recommendations to the action plan on page 41:
  - (a) *Undertake a review of the Solomon Road Local Structure Plan. The review will be informed by, as a minimum, the submissions received during the advertising of the Cockburn Central Activity Centre Plan and further involvement with stakeholders including landowners;*
  - (b) *Prepare a signage strategy for Cockburn central east in conjunction with the review of the Solomon Road LSP;*
  - (c) *The City of Cockburn to undertake further consultation with DoE regarding further analysis work to identify medium to long term requirements for early childhood and primary school needs in the Core Area;*
  - (d) *Prepare a Pedestrian and Access Strategy in conjunction with the detailed design process for the Armadale Road deviation / North Lake Road Bridge and extension project;*
  - (e) *The City to investigate a suburb boundary change to include all areas of the Core Area into the suburb of Cockburn Central;*
  - (f) *The City to provide a copy of all submissions relating to road design issues (including desired access arrangements and needs for individual lots) to MRWA so as to inform the detailed design process for the North Lake Bridge and Armadale Road extension;*



(g) *The City to advise MRWA of the need to provide opportunities for precinct signage to be provided at key locations. One such location likely to be appropriate is prior to the intersection of the northern entrance to the southern precinct (the northern entrance to Knock Place off the North Lake Bridge extension).*

(2) advise those who made a submission of Council's recommendation accordingly.

## COUNCIL DECISION

### Background

The purpose of this report is to advise the submissions received during the advertising of the draft Cockburn Central Activity Centre Plan (draft Activity Centre Plan), recommend modifications, and based on this information seek Council's support to recommend approval of the Plan to the Western Australian Planning Commission ("WAPC").

### Submission

The City of Cockburn prepared the draft Activity Centre Plan with key input informed by consultation with stakeholders including landowners in the project area and State Agencies.

### Report

*Recap of previous decision - September 2015 Ordinary Council Meeting*

At the 10 September Ordinary Council Meeting, Council supported the draft Activity Centre Plan for the purposes of advertising and as a result the document was advertised for public comment for 28 days during September and October 2015.

Council also resolved to request the Western Australian Planning Commission to resolve to declare a Planning Control Area ("PCA") (Planning and Development Act 2005 – s.112) over all the land that forms part of the alternative Armadale Road deviation / North Lake

Road bridge and extension design, as detailed within the draft Activity Centre Plan.

As a result, the City undertook this request noting that during this process, discussions with MRWA and WAPC resulted in a refinement to the PCA alignment. The alignment shown in yellow in **Figure 1** will be considered at the 2 February 2016 WAPC meeting.

**Figure 1** –PCA alignment.



*Draft Activity Centre Plan objectives*

Building on the *Cockburn Central Background Analysis Report and Action Plan*, the draft Activity Centre Plan confirms the shared vision for the City's largest activity centre, and identifies the necessary actions required to achieve this aspiration.

The Draft Activity Centre Plan is ultimately prepared to ensure an action plan is in place to elevate Cockburn Central in the activity centres hierarchy (refer State Planning Policy 4.2) from a Secondary Centre to a Strategic Metropolitan Centre. This is reflective of the shared vision which was developed through stakeholder engagement undertaken as part of the *Cockburn Central Background Analysis Report and Action Plan* in late 2014. The vision captured within the 2014 Plan and endorsed through the process of Council following detailed community consultation was that:

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

Of most importance in achieving this vision is the identified action to coordinate infrastructure delivery, specifically the North Lake Road

extension / Armadale Road deviation which has effectively stalled the centre. Further actions importantly relate to:

- Improving the public realm of the Activity Centre through greening initiatives;
- Improving movement and access by undertaking Car Parking, Pedestrian and Cycling Strategies;
- Monitoring the land use, diversity and intensity targets across the Activity Centre every 2 years;
- Continue lobbying to improve transport in and around the Activity Centre, and;
- Improving the amenity and function of Beeliar Drive.

*Current status of the Armadale Road deviation / North Lake Road Bridge and extension project*

In December/January 2015/16 MRWA with the assistance of Urbsol undertook analysis work to identify a preferred network option for the Cockburn Central area to 2031 and beyond. Two main network options were assessed during the investigation - the current Main Roads preferred option and the City of Cockburn's alternative option as illustrated within the draft Activity Centre Plan.

As a result of the analysis undertaken, including a Network Planning Workshop, the City's option was preferred with modifications. The City's option is shown in **Figure 2**. The modified option is identified in Figure 3.

**Figure 3:** City of Cockburn Network option (now superseded).



**Figure 4:** Modified City of Cockburn Developed Option (Shown in red - intersections proposed to be grade separated). Current preferred route.



The analysis concluded that the modified option illustrated in **Figure 4** resulted in the option that provides the best performance in light of the regional network objectives.

A key element of the preferred option is that for the network option to function effectively the intersection of Armadale Road/North Lake Road/Solomon Road must be grade separated. The analysis report importantly states that - *whilst the provision of grade separated intersections at the critical intersections of Armadale Road/North Lake Road and Armadale Road/Tapper Drive will preserve the required regional function of the route, they will also create elements of freeway/highway operations such as merging, weaving and diverging areas. As such access in the vicinity will need to be carefully planned; the local road network must be complimentary to ensure suitable property access so that objectives around urban growth and economic development can still be achieved.*

This information importantly highlights the importance of ensuring landowners needs are represented in the following detailed design stage for the new alignment. The following section of this report details submissions received expressing concern regarding negative impacts on local businesses including access arrangements. In order to consolidate the relevant urban design and movement and access considerations from a local perspective, a modification is proposed in the draft Activity Centre Plan to *Precinct 6* on page 38.

The draft Activity Centre Plan will require modification to provide an update on the modified preferred alignment.

### *Consultation*

As previously stated the draft Activity Centre Plan was advertised for a period of 28 days during September and October 2015, to: major landowners, State Agencies and infrastructure providers, and an advertisement was placed in the Cockburn Gazette.

A total of 17 submissions were received by the close of advertising, including: 14 from major landowners and 3 from state authorities.

Of the submissions a total of 2 objections were received, 5 others in support and a further 8 suggested modifications.

Generally there were no objections received regarding the overall objectives and recommended actions of the draft Activity Centre Plan, rather the body of submissions relate to the Armadale Road deviation / North Lake Road Bridge and extension proposal.

The City's response to submissions are provided in the Schedule of Submissions (attachment 1) and also discussed in broader terms as follows.

#### *Impacts on site access for landowners as a result of the Armadale Road deviation / North Lake Road Bridge and extension*

2 submissions were received from landowners located within the vicinity of the PCA (North of Knock Place) raising concerns that the proposed alignment of the North Lake Road Bridge and extension would impact negatively on site access in and out of private landholdings.

Submissions express concern that an emphasis is being placed on facilitating regional traffic through the precinct and that this comes at the expense of landowners who are of the view that they will not have adequate access in and out of their sites and into the local road network as a result of the project.

In response the City is committed to identifying a design outcome that will meet both regional and local needs. Now that the relevant agencies are in support of the proposed option 2 alignment, the detailed design stage can progress. This includes identifying access points for individual lots. MRWA will be undertaking this work and the City will continue to communicate with landowners as these plans progress. This includes providing relevant comments from the submissions received.

As a result the draft Activity Centre Plan is proposed to be updated with a new recommendation to action this point. The City remains committed to facilitating a strong communication process with the overall aim of meeting both regional movement network outcomes and the needs of local land owners and businesses.

*Resulting impacts on Verde Drive as a result of the revised Armadale Road deviation / North Lake Road Bridge and extension*

1 submission raised concern regarding the future of Verde Drive, stating that it will be downgraded and result in an “industrial back street”.

The City recognises the importance of ensuring businesses located within the precinct including those along Verde Drive are provided with good visibility for passing trade and are accessible. The City continues to progress plans for the upgrade and extension of Verde Drive and disagrees it will become an “industrial back street”, rather what is envisaged is that the road will be built to a standard to accommodate functional requirements for businesses and land owners including the need for trucks to access. The upgrade is also expected to improve the legibility and accessibility for vehicles.

It is noted that should Verde Drive be downgraded as a result of the delivery of the alternative road alignment, then the current restricted nature of cross over provision as identified within the City’s policy APD62 presents an opportunity to review and may result in opportunities for new cross overs. This would see accessibility to individual lots improved as a result of the review in addition to improved congestion levels along this road as a result of improved regional connections.

While the proposal is advantages in that it will remove unnecessary through traffic of which will reduce congestion, it is also recognised that the removal of through traffic can reduce the potential for passing trade. In response it is proposed the issue of advertising and visibility can be addressed through an overarching signage strategy for the precinct. This strategy should be undertaken alongside the review of the Solomon Road LSP. This may include significant gateway signage along Armadale Road identifying the precinct and its businesses. Therefore a new recommendation is proposed to be included within the CCACP to address this point.



*Car parking provision and pedestrian access across the activity centre*

The Department of Transport (DoT) identified the need to undertake a Car Parking and Pedestrian and Cyclist Strategy to support the final Activity Centre Plan. In response, until such time as the Armadale Road deviation / North Lake Road Bridge and extension is further understood there is little merit in undertaking a car parking strategy and a pedestrian and cycling strategy. The draft Activity Centre Plan importantly identifies the need to undertake a car parking review for the Activity Centre. With regard to pedestrian and cycle access, these Strategies should be undertaken in conjunction with the detailed design process for the Armadale Road deviation / North Lake Road Bridge and extension project.

1 further submission expressed concern regarding the ongoing car parking provision around Knock Place, particularly in the vicinity of the train station and pedestrian access across major roads and through the Solomon Road precinct. In response this issue will also be considered during the detail design stage.

*Ongoing consultation with landowners in the Solomon Road Industrial Area*

Generally the submissions received clearly indicate a need to continue the strong communication process already undertaken with key stakeholders and landowners. The City remains committed to its important facilitation role between landholders and business owners and State Agencies throughout the delivery of the project.

Consolidating the issues expressed by stakeholders regarding the impacts on the Armadale Road deviation / North Lake Road Bridge and extension a modification is recommended to precinct 6 of the draft Activity Centre Plan to identify the guiding design principles to guide the detailed design stage. This information shall be made available to MRWA.

*Education needs in the activity centre core area*

1 submissioner expressed concern that insufficient consideration has been given the planning for education needs within the Activity Centre catchment for residents. In response, the Department of Education in their submission identifies that the Core Area is currently within the South Lake Primary School catchment area. This school currently has spare accommodation capacity for students. The DoE further states other existing schools provide further opportunities to accommodate growth including Atwell and Jandakot schools.

Nonetheless as stated within the draft Activity Centre Plan there is a desirable dwelling yield of 6,300 dwellings within the core area anticipated and given this significant forecast the City believes further discussions are required with DoE.

The DoE further states the need for further information to inform their analysis needs and therefore a further action is suggested in the draft Activity Centre Plan to provide this information and continue discussions with the DoE.

## **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.

### **A Prosperous City**

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

### **Environment & Sustainability**

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

### **Moving Around**

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

## **Budget/Financial Implications**

Certain recommendations such as ongoing stakeholder consultation, monitoring of the activity centre performance every 2 years and lobbying for improved infrastructure items can be undertaken as part of the City's normal processes using existing resources and allocations.

However there are costs associated with the recommendations relating to the following:

Greening concept plan and regional recreation track (opinion of probable costs report on concept planning, action plan and costing)*	\$50,000
Beeliar Drive Corridor Enhancement Project (opinion of probable costs report on concept planning, action plan and costing)*	\$50,000



\*The full cost of delivering the project will only be known when these studies are undertaken.

The proposed works will need to be funded and planned for within the City's budgeting framework.

### **Legal Implications**

N/A

### **Community Consultation**

Discussed within the body of this report.

### **Attachment(s)**

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 11 February 2016 Council Meeting.

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

Nil

#### **14.15 (OCM 11/2/2016) - USE NOT LISTED (HIGH IMPACT TELECOMMUNICATIONS FACILITY) - LOCATION: NO. 50 WELLARD STREET BIBRA LAKE - OWNER/APPLICANT: CITY OF COCKBURN - (DA15/1051; 052/002) (G ALLIEX) (ATTACH)**

#### **RECOMMENDATION**

That Council grant approval to commence development for a High Impact Telecommunications Facility at 50 (Lot 52) Wellard Street Bibra Lake, in accordance with the attached plans and subject to the following conditions and footnotes:

#### Conditions:

1. This facility is to be operated in compliance with the mandatory standard for human exposure to EME – currently the Radio communications (Electromagnetic Radiation Human Exposure) Standard 2003.
2. The height of the tower hereby approved shall not

exceed 40m from the natural ground level.

Footnotes:

1. This is a Planning Approval only and does not remove the responsibility of the applicant/owner to comply with all relevant building, health and engineering requirements of the City, with any requirements of the City of Cockburn Town Planning Scheme No. 3, or the requirements of any other external agency.
2. The proposed work is located within close proximity to energised electrical installations and powerlines. The person in control of the work site must ensure that no person, plant or material enters the “Danger Zone” of an overhead powerline or other electrical network assets. The “Danger Zone” is set out in Western Australian Occupational Safety and Health Regulation 1996 – Specifically Reg 3.64. For queries relating to these requirements, visit [www.commerce.wa.gov.au/WorkSafe](http://www.commerce.wa.gov.au/WorkSafe) or contact WorkSafe on 1300 307 877.

**COUNCIL DECISION**

**Background**

The subject site is located at 50 (Lot 52) Wellard Street Bibra Lake, has a total lot area of 5030m<sup>2</sup> and is zoned ‘Industry’ under the City of Cockburn Town Planning Scheme No. 3 (TPS 3). The site is currently vacant however on 8 January 2015 planning approval was issued for the City of Cockburn’s new operations building (Civic Use), animal facility and animal yards, outbuilding, emergency generator and substation (DA15/0801). The current proposal for the telecommunications facility is being referred to Council for determination as objections were received during public consultation.

**Submission**

The proposal is for a 40m high lattice tower which is setback 41m from the front boundary and which has a width of 3.301m at ground level and 0.6m at the top. Given the site has approval for Civic Use, the telecommunications facility is considered a use ancillary to this purpose

necessary to provide communications. In terms of colour, the galvanised steel tower is not proposed to be colour-treated.

## Consultation

In accordance with the provisions of clause 9.4 of TPS 3 and APD 13, notice of the proposed development was sent to all landowners within a 200 metre radius of the site. Seven (7) submissions were received, with five (5) indicating no objection and two (2) objections. Both objections are in relation to health concerns from the radiation from the facility and therefore not planning related.

## Report

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

#### *Zoning and Use*

The subject site is zoned 'Industry' in the Metropolitan Region Scheme (MRS) and 'Industry' in the City's Town Planning Scheme 3 (TPS 3). Telecommunication facilities are not listed in TPS 3 and are therefore dealt with under Clause 4.4.2 which states that: *'If a person proposes to carry out any use that is not specifically mentioned in the:-*

- (a) *Zoning Table – Table 1 and cannot be reasonably be determined as falling within the type, class or genus of activity of any other use category in the table the local government may –*
- (i) *determine that the use is consistent with the **objectives** of the particular zone and is therefore permitted;*
  - (ii) *determine that the use may be consistent with the objectives of the zone and thereafter follow the advertising procedure of clause 9.4 in considering an application for planning approval..'*

### Policy APD13 'Telecommunications – High Impact Facilities'

Local Planning Policy APD13 'Telecommunications – High Impact Facilities' was prepared to deal with high impact facilities that must obtain planning approval. The policy aims to minimise the impact of proposed high impact telecommunications facilities on adjoining landowners.

The proposed telecommunications facility complies with the provisions of APD 13 as the facility is located on an industrial lot and as such is not located within close proximity to any residential development. In

terms of the visual impact of the facility, the galvanised finish of the facility will be less visually intrusive than a darker shade. The selection of a lattice tower reduces the perception of bulk given the structure is visually permeable (as opposed to a monopole for example). Furthermore given the facility is 41m setback from the front boundary, the base of the structure will be screened by landscaping and buildings as approved in DA15/0801 for Civic Use.

APD13 requires all applications for telecommunications facilities to include an Electromagnetic Emissions (EME) report for the facility in order to check compliance with the Australian Radiation and Nuclear Protection Safety Agency (ARPANSA) Electromagnetic Radiation - Human Exposure Standard.

This facility is to be operated in compliance with the mandatory standard for human exposure to EME – currently the Radio communications (Electromagnetic Radiation Human Exposure) Standard 2003. The maximum EME level has been calculated at 0.032% of the maximum permissible level (attachment 4)

#### Statement of Planning Policy 5.2 'Telecommunications Infrastructure'

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

The proposed telecommunications facility is deemed to be consistent with SPP5.2 as the City's Policy APD13 addresses the provisions in SPP5.2.

#### Conclusion

The proposed siting of the telecommunications facility meets the intent of APD13 and SPP5.2 given the land is zoned Industrial. The future buildings and landscaping associated with the civic use will screen the base of the telecommunications facility from the street. Furthermore the lattice tower with a galvanised finish will not negatively impact the streetscape as it is a permeable structure that will complement the operations depot.

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

Given the above, it is considered that the proposed telecommunications facility at 50 Wellard Street, Bibra Lake be supported.

### **Budget/Financial Implications**

N/A

### **Legal Implications**

Town Planning Scheme No. 3  
Planning and Development Act 2005

### **Community Consultation**

Please refer to Consultation section of the report above.

### **Attachment(s)**

1. Location Plan
2. Site Plan
3. Elevations
4. Environmental Impact Assessment

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

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 11 February 2016 Council Meeting

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

Nil

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

### **15.1 (OCM 11/2/2016) - LIST OF CREDITORS PAID - NOVEMBER & DECEMBER (076/001) (N MAURICIO) (ATTACH)**

#### **RECOMMENDATION**

That Council adopt the List of Creditors Paid for November and December 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 November and December 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 for November & December 2015.

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

N/A

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

Nil.

**15.2 (OCM 11/2/2016) - STATEMENT OF FINANCIAL ACTIVITY AND ASSOCIATED REPORTS - NOVEMBER 2015 & DECEMBER 2015 (071/001) (N MAURICIO) (ATTACH)****RECOMMENDATION**

That Council

- (1) adopt the Statement of Financial Activity and associated reports for November 2015 and December 2015, as attached to the Agenda; and
- (2) amend the 2015/15 Municipal Budget by the following net adjustment amounts as detailed in the attached financial reports:

<b>Expense Adjustments:</b>		
Capital Expenditure	Increase	18,079
Operating Expenditure	Increase	289,482
Transfers to Reserves	Increase	716,198
<b>Total Expenditure/TF to Reserves</b>	<b>Increase</b>	<b>\$1,023,759</b>
<b>Funding Adjustments:</b>		
Grants & Contributions	Increase	882,805
Transfers from Reserves	Increase	152,771
<b>Total Funding/TF from Reserves</b>	<b>Increase</b>	<b>\$1,035,576</b>
<b>Net change to Municipal Budget Closing Funds</b>	<b>Increase</b>	<b>\$11,817</b>

**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 within monthly reporting. Council has adopted a materiality threshold of \$200,000 for the 2015/16 financial year.

Whilst this level of variance reporting helps to inform the mid-year budget review, detailed analysis of all budget variances is an ongoing exercise. Certain budget amendments are submitted to Council each month where deemed necessary to do so ahead of the mid-year review.

### **Submission**

N/A

### **Report**

Given there was no Council meeting in January, the November statement needs to be adopted by Council together with the December statement. However, this report only addresses the December financial results.



### *Opening Funds*

The opening funds of \$13.7M brought forward from last year have been audited and the budget has been amended to reflect this final position. These compare closely to the opening funds used in the adopted budget of \$13.5M and include the required municipal funding for carried forward works and projects of \$9.7M (versus the original \$10.5M estimated in the adopted budget). The additional \$1.0M of available municipal funding was redirected into the Roads & Drainage Infrastructure Reserve at the November 2015 Ordinary Council meeting.

### *Closing Funds*

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.

The City's closing funds of \$71.4M were \$4.1M lower than the YTD budget target. This comprises a number of unfavourable cash flow variances across the operating and capital programs (as detailed later in this report).

The budgeted end of year closing funds currently shows \$0.30M, versus the \$0.36M originally adopted and subsequently reduced through monthly minor budget amendments.

### *Operating Revenue*

Consolidated operating revenue of \$111.0M was just over the YTD budget target by \$1.8M.

The following table shows the operating revenue budget variance at the nature and type level:

<b>Nature or Type Classification</b>	<b>Actual Revenue \$M</b>	<b>Revised Budget YTD \$M</b>	<b>Variance to Budget \$M</b>	<b>FY Revised Budget \$M</b>
Rates	(89.0)	2.0	(86.9)	(89.0)
Specified Area Rates	(0.3)	0.1	(0.3)	(0.3)
Fees & Charges	(12.9)	(1.3)	(14.2)	(25.1)
Service Charges	(1.1)	0.0	(1.0)	(1.0)
Operating Grants & Subsidies	(4.0)	0.4	(3.6)	(7.5)
Contributions, Donations, Reimbursements	(0.5)	0.1	(0.4)	(0.8)

Nature or Type Classification	Actual Revenue \$M	Revised Budget YTD \$M	Variance to Budget \$M	FY Revised Budget \$M
Interest Earnings	(3.2)	0.4	(2.8)	(5.4)
Other Revenue	(0.0)	0.0	(0.0)	(0.0)
<b>Total</b>	<b>(111.0)</b>	<b>1.8</b>	<b>(109.2)</b>	<b>(129.1)</b>

The significant variances within this result were:

- Commercial landfill revenue of \$3.9M was \$1.5M behind the YTD budget. (subject to a mid-year budget review adjustment)
- Rates revenue was over the YTD budget by \$2.0M due to the processing of significant interim rating adjustments. Revenue to date has almost achieved the expected full year budget target.
- Subsidies received for child care services were \$0.21M ahead of YTD budget.
- Interest earnings were \$0.4M ahead of budget with investment interest contributing an extra \$0.16M, interest on a deferred land settlement of \$0.10M and interest on outstanding rates \$0.13M ahead of the cash flow budget.

#### *Operating Expenditure*

Reported operating expenditure (including asset depreciation) of \$60.3M was under the YTD budget by \$2.2M and comprised the following significant items:

- Material and Contracts were \$1.3M under YTD budget with Parks Services (\$0.35M), Infrastructure Services (\$0.36M) and Waste Services (\$0.40M) contributing mostly to this result.
- Utilities were \$0.22M under the YTD budget.
- Salaries & direct on-costs were collectively \$0.51M under the YTD budget.
- Salaries and direct employee on-costs were \$0.3M under YTD budget across the board without any material variances (i.e. greater than \$0.2M) in any one business area.
- Depreciation on assets was \$0.82M under the YTD budget mainly due to lower depreciation for road assets of \$0.31M following the EOFY revaluation and lower building depreciation of \$0.23M.
- A net refund payment of \$0.61M to a landowner for ceded land under DCP9 for the Hammond Road reserve has resulted in a budget variance of this amount.

The following table shows the operating expenditure budget variance at the 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 Budget \$M	FY Revised Budget \$M
Employee Costs - Direct	22.6	23.1	0.5	46.6
Employee Costs - Indirect	0.3	0.4	0.0	1.1
Materials and Contracts	17.0	18.3	1.3	37.0
Utilities	2.1	2.3	0.2	4.6
Interest Expenses	0.0	0.0	0.0	0.1
Insurances	2.1	2.1	0.1	2.1
Other Expenses	4.1	3.5	-0.6	8.9
Depreciation (non-cash)	13.1	13.9	0.8	27.9
Internal Recharging-CAPEX	-1.0	-1.2	-0.2	-3.0
<b>Total</b>	<b>60.3</b>	<b>62.6</b>	<b>2.2</b>	<b>125.4</b>

### Capital Expenditure

The City's total capital spend at end of December was \$22.5M, representing an under spend of \$11.4M against the YTD budget of \$33.9M.

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

Asset Class	YTD Actuals \$M	YTD Budget \$M	YTD Variance \$M	FY Revised Budget \$M	Commit Orders \$M
Roads Infrastructure	2.9	4.2	1.3	13.5	1.6
Drainage	0.3	0.7	0.3	1.6	0.0
Footpaths	0.4	0.4	-0.1	1.1	0.0
Parks Hard Infrastructure	1.2	2.7	1.5	7.4	0.1
Parks Soft Infrastructure	0.2	0.5	0.3	1.2	0.0
Landfill Infrastructure	0.1	0.4	0.3	0.6	0.0
Freehold Land	0.1	0.5	0.3	1.2	0.2
Buildings	15.5	19.2	3.8	66.6	65.0
Furniture & Equipment	0.0	0.0	0.0	0.0	0.0
Computers	0.2	0.8	0.6	1.0	0.1
Plant & Machinery	1.6	4.6	3.0	6.5	0.7
<b>Total</b>	<b>22.5</b>	<b>33.9</b>	<b>11.4</b>	<b>100.7</b>	<b>67.8</b>

These results included the following significant items:

- The Works Depot upgrade (\$2.1M) and Civic building HVAC upgrade works (\$0.8M) were the significant variances in the net \$3.8M underspend against YTD budget for Buildings. The CCW RAEPEC project was \$0.6M over the YTD budget reflecting good progress being made on the construction.

- The roads construction program was \$1.3M underspent against the YTD budget, mainly due to Berrigan Drive [Kwinana Freeway to Jandakot Rd] under by \$1.4M; and North Lake Road [Hammond to Kentucky] under by \$0.6M.
- The plant replacement program was \$3.0M behind the YTD budget although \$1.8M of heavy & light fleet items is on order awaiting delivery.
- The parks capital program is collectively \$1.8M behind budget with the adventure playground at Bibra Lake the major contributor to the variance at \$0.8M.

### *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 \$12.1M below YTD budget due to the capital budget under spends.
- Developer contributions received under the Community Infrastructure plan were \$0.66M over the YTD budget and \$0.38M over the YTD budget for DCP1 - Success North.
- The total funding for Road Construction from Grant Funded and Council Funded were \$1.0M behind YTD budget.
- External funding for CCW RPAEC project was \$5.8M behind YTD budget comprising \$3.4M from development partner contributions, \$1.3M from state capital grants and \$1.1M from federal capital grants.
- Proceeds from the sale of land were \$15.1M below the YTD budget due to several unrealised land sales. These have been addressed at the mid-year budget review.
- Proceeds from the sale of plant items were \$0.9M behind YTD budget, correlating to the lag in the replacement program.

### *Cash & Investments*

The closing cash and financial investment holding at month's end totalled \$164.1M, down from \$169.9M the previous month. \$102.1M of this balance represented the amount held for the City's cash backed financial reserves. Another \$6.9M represented restricted funds held to cover deposit and bond liabilities. The remaining \$55.1M 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 reconciling transfers to financial reserves).

The City's investment portfolio made a weighted annualised return of 2.96% for the month, down from 2.97% the previous month and 3.00% in October 2015. Whilst this result compares favourably against the UBS Bank Bill Index and the various short term BBSW indices, it continues to trend slightly downwards. This is due to lower rates being offered for new or renewed investments than those on currently held investments, although this impact is now reducing. The cash rate set by the Reserve Bank of Australia currently sits at 2.00% and is not expected to change within the next several months.

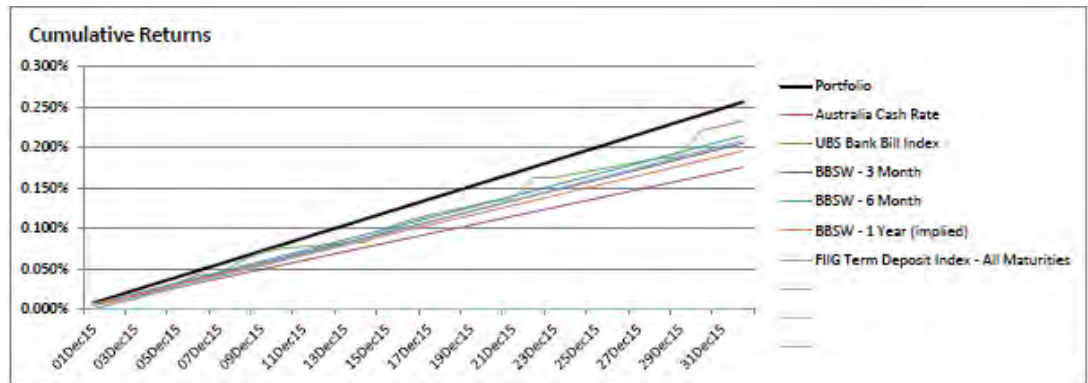


Figure 1: COC Portfolio Returns vs. Benchmarks

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 other than those made under previous statutory requirements and grandfathered by the new provisions.

TD investments fall within the following Standard & Poors short term risk rating categories:

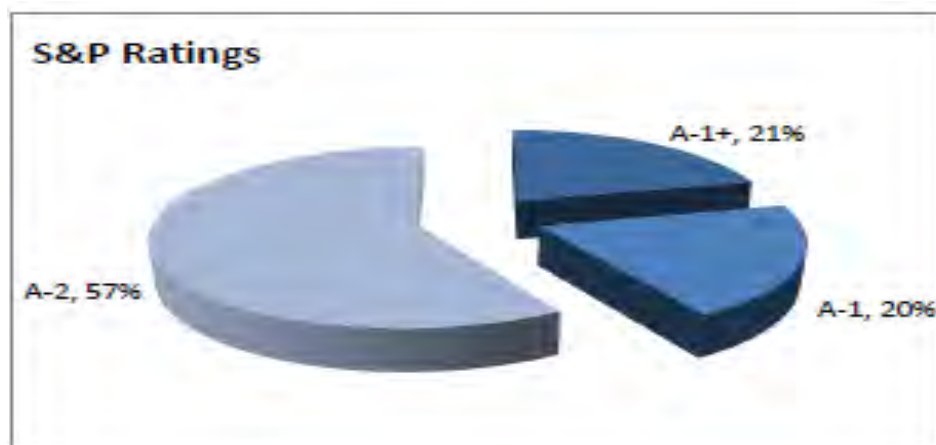


Figure 2: Council Investment Ratings Mix

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 118 days (reducing from 126 days the previous month) with the maturity profile graphically depicted below:

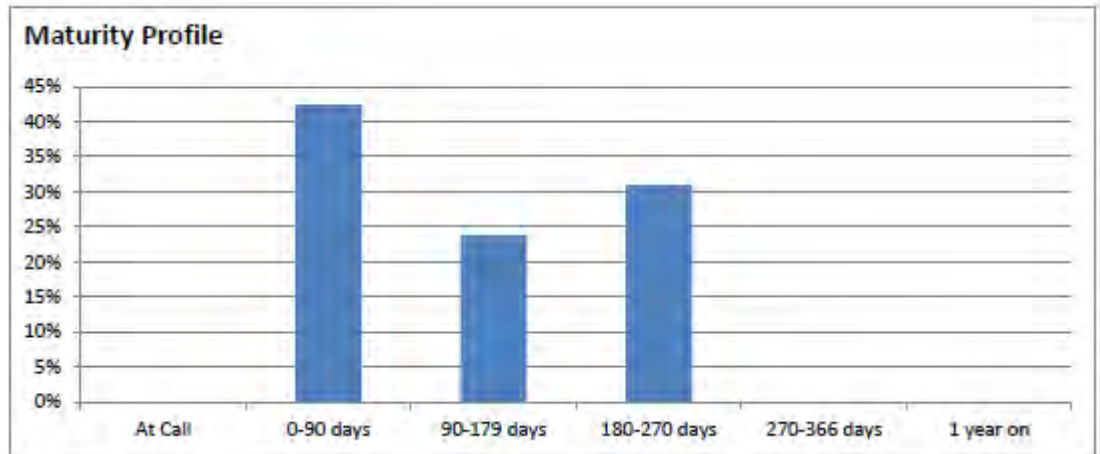


Figure 3: Council Investment Maturity Profile

### Budget Revisions

Several budget amendments are recommended as per the tables included in the attached financial reports for November 2015 and December, 2015. These reflect various adjustments recognising additional external funding received and necessary changes. The net impact on the City’s closing budget position from these adjustments is an increase of \$11,817 to \$303,059.

### 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 City's closing Municipal Budget position will increase by \$11,817 to \$303,059.00

### **Legal Implications**

N/A

### **Community Consultation**

N/A

### **Attachment(s)**

Statement of Financial Activity and associated reports for November 2015 and December 2015.

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

N/A

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

Nil.

**15.3 (OCM 11/2/2016) - RATES NOTICES & INFORMATION (150/012) (S DOWNING) (ATTACH)**

**RECOMMENDATION**

That Council :

- (1) write to WALGA requesting that WALGA zones consider a process that provides ratepayers with information about how Councils set rates including an advertising campaign; and
- (2) receives the report.

**COUNCIL DECISION**

**Background**

At the Ordinary Council Meeting held on 13 August 2015, Council resolved the following:

1. *On Rate Notices, itemise by each category the relevant dollar amounts that apply for the Rates levied on its" ratepayers by the Council, the State Government and where applicable the Federal Government;*
2. *Improve the extent of information provided in the Rates Information Brochure issued with the Rates Notices to reflect the need for informing ratepayers, in a more meaningful way, all sources of revenue and expenditure;*
3. *Improve the information included in the Differential Rates - Reasons and Objects Notice to inform in a more meaningful way the ratepayers of the proposed income and expenditure for the forthcoming financial year as it applies. This action to include a community engagement process with ratepayers prior to the finalisation of the Differential Rates - Reasons & Objects Advertising Notice period; and*
4. *Call on WALGA to adopt the Recommendation at Points 1, 2 and 3 above through the WALGA Zone process and to consider an advertising program aimed at informing ratepayers about the "rating" process.*



**Submission**

N/A

**Report**

1. *On Rate Notices, itemise by each category the relevant dollar amounts that apply for the Rates levied on its" ratepayers by the Council, the State Government and where applicable the Federal Government.*

What can appear on a Rates Notice is governed by the Local Government Act and the Local Government (Financial Management) Regulations, which is detailed below as to the minimum of what can appear on a Rates Notice:

The heads of power is contained in the Local Government Act, Section 6.41. Service of rate notice:

- (1) *A local government is required to give to —*
  - (a) *the owner of rateable land; and*
  - (b) *the owner or occupier, as the case requires, of land on which a service charge is imposed, a rate notice stating the date the rate notice was issued and incorporating or accompanied by the details and particulars prescribed.*
  
- (2) *The rate notice is to be given —*
  - (a) *as soon as practicable after —*
    - (i) *the rate record of the land is completed;*  
*or*
    - (ii) *the rate record of the land is amended, if that amendment results in a change in the amount of rates or service charges payable on that land; or*
  - (b) *where an election has been made under section 6.45 to pay rates or service charges by instalments, not less than 28 days before each instalment is due.*
  
- (3) *Notwithstanding sections 75 and 76 of the Interpretation Act 1984 service of the rate notice is deemed to have been effected if delivered to the address shown in the rate record for the owner at the time of delivery.*

As noted in Clause 6.41 (1) (b), the Act goes on to say what should be in the Rates Notice as "Prescribed", which refers to the Local

Government (Financial Management) Regulations, in particular Regulation 56 as detailed below:

56. *Rate notice, content of etc. (Act s. 6.41)*

- (1) *A rate notice may include more than one property where those properties are in common ownership or occupation, as the case requires, if details in relation to each property are shown separately.*
- (2) *Where the same person is responsible for both the rates and service charges on land the rate notice for that land may include both rates and service charges if the detail of each rate and each service charge is shown separately.*
- (3) *A rate notice for land is to include —*
  - (a) *the date the notice was issued; and*
  - (b) *in relation to the land the subject of the notice —*
    - (i) *a description of the land; and*
    - (ii) *unless the rate notice is for a service charge only, the valuation of the land recorded in the rate record; and*
  - (c) *details (including the amount and, where applicable, the rate in the dollar) of every rate and service charge imposed on the land; and*
  - (d) *where, under the Rates and Charges (Rebates and Deferments) Act 1992, a rebate on a rate or service charge may be allowed, the amount of the probable rebate adjacent to the words “State Government Rebate”; and*
  - (d) *where a service charge is imposed on the land, the purpose, as specified in regulation 54, for which the service charge is imposed; and*
  - (e) *where a differential general rate is imposed on the land details of —*
    - (i) *the rate imposed; and*
    - (ii) *the characteristics of the land upon which the rate is based; and*
  - (f) *where a specified area rate is imposed on the land —*
    - (i) *details of the rate imposed; and*
    - (ii) *the name of the rate, which must reflect the purpose for which the rate is imposed;*
  - (g) *minimum payment is imposed on the land, the amount of that minimum payment; and*

- (h) *brief details of the instalment options of the local and —*
  - (i) *the date for payment of each instalment under each option; and*
  - (ii) *the amount payable for each instalment of each option; and*
  - (iii) *the total amount payable under each option; and*
- (i) *deleted]*
- (j) *if a rate or service charge (or any part of a rate or service charge) remains unpaid from the previous financial year the amount of those arrears; and*
- (k) *the date the rates or service charges become due and payable; and*
- (l) *the place appointed for the receipt of rates or service charges and the hours during which payment may be made; and*
- (m) *where the rate is the result of the amendment of the rate record for a preceding year under section 6.39(2)(b), in addition to the details specified in this sub-regulation, equivalent details for that year; and*
- (n) *a brief summary of the objection and review rights subdivision 7 of Part 6 of the Act and under the Valuation of Land Act 1978.*

*Additional information that can go on the rates notice or can accompany the rates notice is included in Attachment 1 – Local Government (Financial Management) Regulations – Regulation 56 (4).*

As you will note from the above, there is no requirement to insert onto the Rates Notice the amounts of funds payable to the State and Federal Governments in response to legislation imposed onto Local Government. If Council chose to do this, it would be purely a voluntary measure that no other Council in WA has taken to date.

One example of how a Rates Notice could look under this scenario is as follows:

<u>Rates Notice 2016/17</u>	
Total Annual Council Rates	\$1,825.00
State Gov't's Emergency Services Levy	\$300.00
Total Payable on Rates Notice	\$2,125.00
<u>Allocated as follows:</u>	
Local Government	\$1,714.96 or 80.7%
State Govt.	\$404.57 or 19.0%
Federal Govt.	\$5.47 or 0.03%

So 19.03% of every dollar a ratepayer pays the Council goes straight to the State or Federal Government.

It is clear that this kind of presentation would receive scrutiny from the Department of Local Government. It may also be confusing for many senior ratepayers. In essence the presentation is overtly political, trying to emphasise to ratepayers what the impact is from State and Federal Government legislation. On the other hand, this could be used in accompanying material sent to ratepayers each year rather than the Rates Notice itself.





The City pays the following to the State and Federal Government in response to legislative demands placed upon the Council.

<u>Total expenditure for 2015/16</u>	<u>\$128,190,000</u>	<u>%</u>	<u>Comment</u>
Landfill levy	\$4,121,250	3.21%	Based on 75% going to consolidated revenue rather than to COC
Emergency Services levy	\$105,000	0.08%	For CoC Buildings and Facilities
Synergy - Street Lights	\$2,450,000	1.91%	Payable by COC for a State owned asset
Building Commission	\$650,000	0.51%	Approximately 50% of all building permit fees now go to the State Govt
Loan Tax	\$17,500		The recently increase the tax from 0.001% to 0.007%
State Directed Expenditure	\$7,343,750	5.73%	
FBT	\$426,000	0.03%	For the provision of a fleet to service the needs of the community
Federal Directed Expenditure	\$426,000	0.03%	
<b>Total Federal and State Directed</b>	<b>\$7,769,750</b>	<b>5.76%</b>	

There would be insufficient room to detail all of the above on a standard Rates Notice. That said, the above table could be inserted into the accompanying Rates Brochure

2. *Improve the extent of information provided in the Rates Information Brochure issued with the Rates Notices to reflect the need for informing ratepayers, in a more meaningful way, all sources of revenue and expenditure;*

Use of diagrams for both Revenue and Expenditure details how the City sources revenue and spend the funds. This data is based on the table below.

<p><b><u>Waste:</u></b></p>  <p>shutterstock · 69032500</p> <p>Total Expenditure: \$23.1m</p>	<p><b><u>Parks:</u></b></p>  <p>Total Expenditure: \$12.8m</p>	<p><b><u>Environment:</u></b></p>  <p>shutterstock · 104523245</p> <p>Total Expenditure: \$2.5m</p>
<p><b><u>Infrastructure</u></b></p>  <p>Total Expenditure: \$16.7m</p>	<p><b><u>Planning:</u></b></p>  <p>Total Expenditure: \$4.6m</p>	<p><b><u>Finance:</u></b></p>  <p>Total Expenditure: \$5.5m</p>
<p><b><u>Events:</u></b></p>  <p>shutterstock · 261368993</p> <p>Total Expenditure: \$3.2m</p>	<p><b><u>Corporate Communications &amp; Customer Services:</u></b></p>  <p>shutterstock · 107083826</p> <p>Total Expenditure: \$3m</p>	<p><b><u>Rangers:</u></b></p>  <p>shutterstock · 155891234</p> <p>Total Expenditure: \$4.7m</p>
<p><b><u>Recreation Services:</u></b></p>  <p>shutterstock · 201395231</p> <p>Total Expenditure: \$3.0m</p>	<p><b><u>Community Development:</u></b></p>  <p>shutterstock · 313557920</p> <p>Total Expenditure: \$8.0m</p>	<p><b><u>Libraries:</u></b></p>  <p>shutterstock · 109218872</p> <p>Total Expenditure: \$3.5m</p>
<p><b><u>Governance:</u></b></p>  <p>shutterstock · 348496661</p> <p>Total Expenditure: \$5.3m</p>	<p><b><u>Information Systems:</u></b></p>  <p>shutterstock · 138397580</p> <p>Total Expenditure: \$4.7m</p>	<p><b><u>HR:</u></b></p>  <p>shutterstock · 262144853</p> <p>Total Expenditure: \$2.7m</p>

<p><b><u>Environmental Health:</u></b></p>  <p><small>shutterstock - 92386942</small></p> <p>Total Expenditure: \$1.8m</p>	<p><b><u>Road/Traffic:</u></b></p>  <p>Total Expenditure: \$23.1m</p>	<div style="border: 2px solid black; padding: 10px; display: inline-block;"> <p><b>Total = \$128.2m</b></p> </div>
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Business Unit	Annual Budget	Per Ratepayer	%	Per Resident	%
Governance	4,284,397	\$97	3%	\$40	3%
Executive Support Services (Gov)	996,587	\$23	1%	\$9	1%
Finance - Financial Services	5,478,589	\$125	4%	\$52	4%
Information Services	4,661,939	\$106	4%	\$44	4%
HR Management	2,676,655	\$61	2%	\$25	2%
Library Services	3,508,452	\$80	3%	\$33	3%
Community Services (Events, Rangers & Recreation)	10,941,830	\$249	9%	\$103	9%
Human Services (Comm. Dev.)	8,025,095	\$182	6%	\$76	6%
Corporate Communications	3,190,690	\$73	2%	\$30	2%
Statutory Planning (Planning)	1,433,266	\$33	1%	\$14	1%
Strategic Planning (Planning)	1,569,602	\$36	1%	\$15	1%
Building Services (Planning)	1,650,796	\$38	1%	\$16	1%
Environmental Health Services	1,763,894	\$40	1%	\$17	1%
Waste Management	23,035,139	\$524	18%	\$217	18%
Parks and Environment Services	15,193,219	\$345	12%	\$143	12%
Engineering - Roads	23,106,526	\$525	18%	\$218	18%
Infrastructure Services	16,679,012	\$379	13%	\$157	13%
	<b>128,195,689</b>	<b>\$2,914</b>	<b>100%</b>	<b>\$1,209</b>	<b>100%</b>

3. *Improve the information included in the Differential Rates - Reasons and Objects Notice to inform in a more meaningful way the ratepayers of the proposed income and expenditure for the forthcoming financial year as it applies. This action to include a community engagement process with ratepayers prior to the finalisation of the Differential Rates - Reasons & Objects Advertising Notice period.*

The City has a two-fold strategy in relation to the information contained within the Reasons and Objects:

First is to meet the basic requirements as prescribed by the Local Government Act and secondly to add value to the base information. The City does this by detailing:

- The annual budget strategy
- Provides a high level budget
- Provides highlights that are being considered by Council to ensure ratepayers and residents are aware of where there funds are going.

In addition, the City has policy for dissemination of the Rates – Objects and Reasons (DA – LGAFCS1)

1. Display advert in the West Australian newspaper – Local Government Notices.
2. Display advert in the Community newspaper – Cockburn Gazette.
3. Display advert in the Cockburn Herald newspaper.
4. City's Public Notice Board.
5. City's Libraries – Spearwood, Coolbellup and Success.
6. Front page of the City's web site.
7. City's Social Media outlets.
8. Copy sent to community and ratepayer groups.
9. Copy sent to groups and organisations who have registered to receive the City's email newsletters.

The only means of communication not included is for the City's Administration to write to each and every ratepayer, which is not advocated as the cost is prohibitive (at around \$80,000 and not cost effective.

I have attached a copy of other Council's Reasons and Objects. They all meet the basic legislative requirements of the Local Government Act but no more.

The following Council's Objects and Reasons are attached:

- City of Fremantle
- City of Melville
- City of Kwinana
- City of Rockingham
- City of Wanneroo
- City of Swan

4. *Call on WALGA to adopt the Recommendation at Points 1, 2 and 3 above through the WALGA Zone process and to consider an advertising program aimed at informing ratepayers about the "rating" process*

As a result of this report and Council's endorsement, a letter will be dispatched to WALGA seeking their support through the Zone process to enhance the information made available to ratepayers on the rate-setting process. If WALGA adopted this and provided a format that all Councils could use to inform their ratepayers it would lead to a significant understanding how rates were set and subsequently spent in the community.

It should be noted that WALGA is active in this space in relation to rating issues included lobbying against the imposition of rate and rebate capping. To date, there has been no decision in relation to rate capping by the State Government. As to Rebate Capping, the State Government has amended the relevant Regulations but has not announced the level of any proposed capping.

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

#### **Leading & Listening**

- Effective and constructive dialogue with all City stakeholders.
- Effective advocacy that builds and manages relationships with all stakeholders.

### **Budget/Financial Implications**

N/A

### **Legal Implications**

Local Government Act, S.6.41

### **Community Consultation**

N/A

### **Attachment(s)**

1. City's 2015/16 Objects & Reasons
2. Objects & Reasons – Cities of Kwinana, Rockingham, Melville, Fremantle, Wanneroo and Swan.
3. Regulation 56 (in full) of the Local Government (Financial Management) Regulations

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

N/A



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

Nil.

**15.4 (OCM 11/2/2016) - MID-YEAR REVIEW OF BUSINESS PLAN 2015/16 AND 2015/16 MUNICIPAL BUDGET (075/011; 021/002) (S DOWNING) (ATTACH)**

**RECOMMENDATION**

That Council

- (1) note the information in relation to the 2015/16 Business Plan Review; and
- (2) amend the Municipal Budget for 2015/16 as set out in the Schedule of Budget amendments, as attached to the Agenda.

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

**COUNCIL DECISION****Background**

Section 33A (1) of the Local Government (Financial Management) Regulations 1996 requires Council to review its annual budget between 1 January and 31 March each year.

Council adopted its annual Municipal Budget at the Ordinary Council Meeting in June 2015. In accordance with the Local Government Act and associated Regulations a formal report on the progress of the Budget is presented to the February 2016 Ordinary Council Meeting.

**Submission**

N/A

**Report****Business Plan Review 2015/16**

Each year a mid-year review of the Annual Business Plan is presented to Council.

*Mid-Year Budget Review*

A detailed schedule on the review of the Municipal Budget for the period 1 July 2015 to 31 December 2015 is attached to the Agenda. The report sets out details of all proposed changes recommended by City Officers and a brief explanation as to why the changes are required. All forecasts are post allocation of ABC cost charges or income recoveries. A list of significant revenue and expenditure items are noted below with a detailed budget reference linking to the attached schedules. The recommended adjustments are in addition to the normal monthly adjustments to the adopted budget that are presented for Council's consideration and determination as part of the ordinary course of Council business.

*Rating Income*

Rating income for 2015/16 is in line with the Budget and no changes are forecast for the balance of the financial year.

*Interest Income*

Interest income is slightly ahead of budget, but this is due to the slower forecast expenditure on RPAEC and other capital projects. No changes are forecast for the balance of the financial year for this item other than bringing to account interest earned from a deferred settlement on the Erpingham Street/Belier Ave land sale. The amount of interest received was \$104,000. In addition, the City has earned \$83,000 more in interest on instalments than budgeted.

*Fees and Charges - Waste Disposal and Collection*

The Henderson Waste and Recovery Park will fall approximately 20,000 tonnes below budget for 2015/16 due to competition from other landfill sites. This is equivalent to \$3.08m. This revenue shortfall is offset with a reduction in landfill levy and other costs of \$2.31m. In addition, the transfer to the Waste and Recycling Reserve will be reduced by \$1.03m. All funds are quarantined from the municipal fund and as such this shortfall of revenue will have no impact on services by Council.

Waste Collection Levy income is in line with the budget for 2015/16. Lower collection tonnes from MSW to 31 December 2015 should see a small surplus on this account. This will be closely monitored in the second half of the financial year and any surplus transferred to the Waste Collection Reserve.

*Fees and Charges – Other*

The City received \$100,000 more in Dog Registration fees for 2015/16 than budget. Strategic Planning has earned \$37,000 more than budget for Structure Plans and Zoning Statements.

All other operating revenue items are running in line with the budget.

*Major Expenditure Items*

Comments are provided on major items of \$50,000 or over although the attached schedules detail all expenditure where a budget adjustment is required and presented.

*Information Technology*

Additional licencing costs were incurred for VMware, the City's desktop core system. The original contract was signed and paid for a three year period. When preparing the 2015/16 budget this item was overlooked. The amount in the MYBR of \$70,000 is for a three year period. A further \$30,000 has been provided for WiFi initiatives in the City as a result of the Report provided to Council.

*South Lake Leisure Centre*

There are a number of minor revenue and expense items but these net out below \$5,000.

*Rangers and Animals*

The current budget needs to be increased by \$208,000 as a result of Management review of the Ranger Operations area which includes recent changes to the Rangers Salaries. The review was undertaken as a result of a higher than usual turnover of Ranger staff and the need to be competitive with other Councils.

Additional funding has been provided for the successful programs of Dog Microchipping (\$15k) and Cat sterilisation (\$15k). Cat services using the Cat Haven (\$58k) will require additional funding .. The use of the Cat Haven will cease when the new animal facility is constructed as part of the Depot Project.

*Libraries*

Two projects flagged for this year have been deferred to 2016/17 due to a staff illness. Those projects are Spydus (core library system) upgrade \$32,000 and Scanning Project \$33,000.

*Summary of Capital Expenditure to 31 December 2015*

<b>Capital Expenditure Category</b>	<b>Annual Budget (\$m)</b>	<b>YTD Spend (\$m)</b>	<b>Spend %</b>	<b>Full Yr Est (\$m)</b>	<b>Full Yr %</b>
Light Vehicle Purchase	\$1.33	\$0.30	22.6%	\$1.33	100.0%
Major Plant Purchases	\$4.79	\$1.12	23.4%	\$3.60	74.9%
Building Improvements - Minor	\$3.66	\$1.04	28.5%	\$2.70	73.8%
Building Improvements - Major	\$12.47	\$0.99	8.0%	\$6.60	52.9%
Asset Management Services	\$0.01	\$0.01	84.1%	\$0.01	85.8%
Crossovers	\$0.11	\$0.07	64.6%	\$0.10	95.2%
MRRG Road Rehabilitation	\$0.05	\$0.01	23.8%	\$0.05	98.7%
Drainage	\$1.17	\$0.23	20.0%	\$0.95	81.3%
Sumps	\$0.41	\$0.10	23.5%	\$0.33	80.2%
Traffic Management	\$0.67	\$0.25	37.3%	\$0.49	71.9%
Roads Construction	\$8.92	\$0.57	6.4%	\$5.00	56.0%
Resurfacing	\$1.42	\$0.93	65.9%	\$1.41	99.6%
Fed Black Spot Program	\$0.05	\$0.00	0.0%	\$0.05	99.5%
State Blackspot Program	\$0.87	\$0.32	37.0%	\$0.75	86.4%
MRRG Road Construction	\$1.39	\$0.78	56.3%	\$1.20	86.3%
Bus Shelter Construction	\$0.16	\$0.01	5.7%	\$0.16	100.0%
Bike Plan	\$0.10	\$0.00	0.0%	\$0.10	100.0%
Footpaths Rehabilitation	\$0.25	\$0.09	35.7%	\$0.25	99.2%
Footpaths New	\$0.76	\$0.36	47.8%	\$0.76	99.9%
Subdivisional Works	\$0.04	\$0.00	4.6%	\$0.03	75.0%
Environmental Works	\$0.97	\$0.55	56.5%	\$0.75	77.4%
Construction of Parks	\$7.25	\$0.80	11.1%	\$6.25	86.2%
Waste Disposal	\$0.66	\$0.11	16.8%	\$0.54	81.4%
Land Development	\$1.24	\$0.14	11.2%	\$0.95	76.6%
Cultural Services	\$0.19	\$0.02	10.7%	\$0.12	64.2%
Aged & Disabled - HACC	\$0.35	\$0.18	51.3%	\$0.25	71.4%
Human Services	\$0.04	\$0.00	0.0%	\$0.04	97.7%
Law, Order & Public Safety	\$0.04	\$0.01	25.0%	\$0.04	97.7%
SLLC	\$0.01	\$0.01	107.6%	\$0.12	106.1%
Recreation	\$0.06	\$0.00	0.0%	\$0.06	100.0%
Spearwood Library	\$0.00	\$0.00	0.0%	\$0.00	0.0%
Management Library Services	\$0.03	\$0.00	0.0%	\$0.00	0.0%
Software Developments	\$0.84	\$0.15	18.5%	\$0.70	83.7%
IT Infrastructure	\$0.12	\$0.00	0.0%	\$0.09	73.9%

Capital Expenditure Category	Annual Budget (\$m)	YTD Spend (\$m)	Spend %	Full Yr Est (\$m)	Full Yr %
Computer Equipment					
Corporate Governance	\$50.52	\$13.44	26.6%	\$50.52	100.0%
Total Capital Expenditure	\$100.92	\$22.61	22.4%	\$85.67	84.9%

### Comments on the Progress of the 2015/16 Capital Expenditure Program

#### *Major Projects – RPAEC (\$109.02m)*

Progress has been rapid leading up to Christmas 2015 with approximately 12% completed. Brookfield Multiplex has indicated that handover could be by December 2016. Monthly briefings of Elected Members will continue for this specific project.

#### *Depot Project Stage 1 (\$9.1m)*

The tender has been awarded to Pindan Constructions and commencement is planned for February 2016. It is estimated that construction will take 55 weeks. On that basis the capital spend of \$9.1m will be \$5.0m in 2015/16 and \$4.1m in 2016/17

#### *Bibra Lake Regional Playground (\$3.65m)*

The tender has been awarded to Menchetti Consolidated Pty Ltd and the contract is scheduled to commence in February 2016 and completed by June 2016 (pending the arrival of playground equipment from overseas). A further \$270,000 has been allocated to the Project to allow for contingencies. The funds have been allocated from the surplus derived from the Progress Drive Road works.

#### *Visko Park – Bowling and Community Facility*

An amount of \$150,000 has been placed on the MYBR to complete further design work for this facility as a result of the Federal Government's contribution of \$4m to the project. To date no agreement has been received from the Government.

#### Other Projects

Several projects have been deferred and will be rescheduled for next year, these include:

- The HVAC project for the administration building (air-conditioning).
- The Men's Shed – Funds have been placed on the budget for design only with construction (pending a successful \$400k

Lotterywest Grant). Construction would commence is 2016/17 where funds will be allocated accordingly.

- Car Port along the southern side of the Administration Building which will also aid the installation of additional solar PV.

Other Capital and Operating projects to be amended:

- North Lake Road Upgrade will be completed this financial year. A further \$545,300 has been allocated to the project. The funds have been sourced from completed road projects including a surplus on the road resurfacing program of \$290,000. (This was due to lower prices being received for the overall resurfacing program).
- Port Coogee Precinct – An additional \$120,000 is being allocated to address a number of issues in the Precinct including \$53,000 to fix the water feature and playground; \$67,000 to provide funding for more POS maintenance. Part funds (33%) will come from the Reserve and the balance from the Municipal Fund.
- Drainage Maintenance – a further \$110,000 has been provided to complete the 2015/16 enlarged program.
- Verde Drive Footpath project – an additional \$85,000 has been provided to complete this project, which was required due to the scope of the project being increased.
- Flooding on Hammond Road (Tony Ales) – An amount of \$64,000 has been provided to fix flooding issues on this part of Hammond Road.
- A number of new projects have been added due to the urgent nature of the work required. \$60k for seven facilities to address roof issues (anchor points), \$25k for emergency lighting at 4 facilities and \$20k for Fencing issues at a number of Cockburn facilities.

*Municipal Budget position as at 31 December 2015*

Based on the attached budget amendments, the City’s municipal budget position for 2015/16 is projected to 30 June 2016 as follows:

*Projected Budget Position of 2015/16 and adoption of these recommendations:*

Adopted Closing Municipal Position for 2015/16	\$360,000	Surplus
LESS net budget adjustments before statutory budget review	\$56,941	Reported in monthly Agenda
<b>Closing Municipal Position before mid-year review</b>	\$303,059	<b>Surplus</b>
<b>Mid-year budget review items:</b>		
Net revenue (external funding)	-\$5,425,654	Reduced revenue
T/F from Reserves	-\$95,288	Reduced transfer from Reserves

Net adjustment - capital expenditure	\$1,619,426	Reduced capital spending
Net adjustment - operating expense	934,451	Reduced operating spending
T/F to Reserves	\$4,252,704	Reduced t/fr to Reserves
<b>Net mid-year budget review adjustment</b>	<b>\$685,639</b>	<b>Increased Surplus</b>
<b>Closing Municipal Position after mid-year review</b>	<b>\$388,698</b>	<b>Balanced Budget</b>

Any additional funds arising from an end of financial year surplus the Mid-Year Budget Review are intended to be allocated to the Road Reserves for capital expenditure in 2016/17.

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

#### **Leading & Listening**

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

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

The Municipal Budget will be amended in accordance with the recommended changes.

#### **Legal Implications**

N/A

#### **Community Consultation**

N/A

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

1. Mid-year 2015/16 Business Plan Review.
2. Schedule – Mid-year Municipal Budget Review 2015/16.

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

N/A

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

Nil.

**16. ENGINEERING AND WORKS DIVISION ISSUES**

**16.1 (OCM 11/2/2016) - MATTERS TO BE NOTED FOR INVESTIGATION WITHOUT DEBATE - BEAUTIFICATION OF SPEARWOOD AVENUE (146/002) (A LEES) (ATTACH)**

**RECOMMENDATION**

That Council

- (1) continue with the Friendship Way Landscaping program; and
- (2) consider placing funds in the 2016/17 Municipal Budget based on a detailed cost estimate to be provided by Council Officers for the vegetation screening treatment.

**COUNCIL DECISION**

**Background**

At the September 2015 OCM Deputy Mayor Carol Reeve-Fowkes requested a report be prepared regarding the beautification of Spearwood Avenue, between Rockingham Road and Hamilton Road. The intention being to provide appropriate screening to the assortment of back fences and create a more visually appealing interface. This report provides the City's current strategy for this section of road.

**Submission**

N/A

**Report**

In 2007 the City of Cockburn's Sister City Committee resolved to dedicate the length of Spearwood Av as a "Friendship Way". The committee adopted the division of Spearwood Ave into five (5) sections with each section dedicated to the City's endeavours in forming good relations within its own community and communities around the world. A sixth section, Australia, was added during the master planning stage



in order to preserve the continuity of the route. The six sections along Spearwood Ave are as follows:

- Mobile – Cockburn Rd to Hamilton Rd
- Peace - Hamilton Rd to Rockingham Rd
- Australia – Rockingham Rd to Doolette St
- Nyungar – Doolette St to Sudlow Rd
- Yue Yang – Sudlow St to Barrington St
- Split – Barrington St to Beeliar Dr

The design strategy composed for Friendship Way enabled a reflective style that accentuated the special characteristics of each Sister City, designated to that section of the road. Key elements included the relationship with the City, a totem or symbol of the Sister City or community, a welcome in the local vernacular and themed planting. Concepts were developed over time principally framed around road pavement upgrade timeframes, with further refinement at detail design stage which provided greater interpretation of the respective community characteristics. Since inception of the Friendship way program, works have been completed to Spilt, Mobile and Yue Yang sections of Spearwood Ave. The remaining three sections are currently being staged over a number of years to accommodate the Park Service Units, 10 year capital works program funding parameters. It is anticipated that these sections will be completed over the next two financial years subject to Council adoption.

The Peace section, the subject of this report, is dedicated to commemorating world peace and is framed with one of the City's war memorials at Beale Park, Hiroshima Peace Park and residential properties backing onto Spearwood Ave. The symbolism for peace has a myriad of associations with the City's Landscape Architect identifying the non-fruiting high decorative pink almond to line the verge of this section of Spearwood Ave as the most appropriate tree species. In Japan, cherry blossom is celebrated typically by family gatherings and picnics or cherry blossom festivals. The planting of ornamental almonds to the verges will provide screening to reduce the prominence of the fences and mitigate pruning for the overhead powerlines. On maturity the ornamental almonds will provide an attractive streetscape that will change in foliage and flower through the seasons.

The introduction of plaques depicting the Noble Peace prize winners to the footpaths, further embodies the sentiments of world peace and combined with the almonds will provide a unique character to the street environment. In addition to these elements, the Peace section commences with a large wall at the Hamilton Rd intersection, which provides the back drop for a white dove that is symbolises the pathway to world peace. Further works to the Peace section include landscaping

to the median island, Hamilton Rd roundabout and associated entry garden beds.

The proposed treatment to the section of Spearwood Ave between Rockingham Rd and Adela PI (South side) / Beale (North side) will provide a filtered screen which over time will reduce the prominence of these fences. Furthermore these properties have been rezoned to R40 enabling an increase to the number of dwellings per lot. This development framework has already resulted in two properties on Adela PI being redeveloped which has included the installation of new fencing to Spearwood Ave. It is envisaged that over the next 5 to 10 years a number of these properties will proceed with redevelopment, resulting in the renewal of the fences to Spearwood Av. This renewed interface along with the maturing almonds will transform the landscape for the motorist and pedestrians accessing this section of the Spearwood Ave road network.

Although the proposed landscape treatment and impending development will change the presentation of Spearwood Ave, there are opportunities should Council determine such are warranted. Principally the renewal of fences is the prime option as the construction of any fencing or screening within the road reserve is constrained due to utilities and topography of the site. A list of properties bordering the section of Spearwood Av under review, respective fencing material and their access to Spearwood Av is outlined in Table 1.

**Table 1: Properties adjacent to Spearwood Av between Rockingham Rd and Adela PI (South side) / Beale (North side)**

Address	Fence Material				Vehicle Gate	Gate	Cross over
	Colour bond	Brick	Fibro	Asbestos			
2 Adela PI				✓			
10 Adela PI				✓			
12 Adela PI				✓			
14 Adela PI	✓						
16 Adela PI				✓			
18 Adela PI				✓			
20 Adela PI	✓	✓					
22 Adela PI				✓			
24 Adela PI			✓	✓			
26 Adela PI			✓				
28 Adela PI			✓				
317 Rockingham Rd			✓	✓			
33 Leaside Way				✓	✓	✓	
35 Leaside Way				✓			
37 Leaside Way				✓			
39 Leaside Way				✓			
41 Leaside Way	✓		✓	✓			
43 Leaside Way				✓	✓		
45 Leaside Way	✓						

Address	Fence Material				Vehicle Gate	Gate	Cross over
	Colour bond	Brick	Fibro	Asbestos			
47 Leaside Way				✓		✓	
49 Leaside Way				✓	✓		
51 Leaside Way				✓	✓		
53 Leaside Way			✓	✓		✓	
55 Leaside Way		✓					
311 Rockingham Rd				✓	✓		✓

Based on the fencing analysis outline on Table 1 there are four options that are discussed further to deliver a continuous fencing style to the section of Spearwood Av under review. The extent of fencing is shown in the attachment.

### Fibro Fencing

Fibro fencing is a standard type of fencing used commonly in new residential suburbs with level housing plots. Fibro fencing sits 1800mm from ground level with a primary installation process which on completion provides a uniform frame. The risk with this product is the existing topography varies along the entire length which would result in a fluctuating line. Although six boundary fences are fibro, to ensure a consistent and continuous line a totally new line would require consideration. An indicative cost to remove the existing fencing, excluding the brick walls, and install fibro fencing is \$100,000.

### Colour Bond Fencing

Colour bond fencing has increased in preference to fibro fencing due to the reduced cost, colour range and improved longevity. Colour bonding fencing can range in height from 1800mm to 2400mm with installation slightly more onerous than fibro fencing. The benefit of colour bond fencing in this situation with an undulating ground form is the ability to terrace the panels to a predetermine finish height. With four properties with colour bond the ability to integrate new panels would be relatively easy to facilitate. Based on the current framework an indicative cost to install colour bond fence is \$75,000

### Brick Wall

The construction of boundary brick walls is common in new subdivisions specifically at major entry points and at strategic locations that complement the design elements of the estate. Brick walls have structural integrity over fibro and colour bond fences and can be architecturally designed to create a visually attractive road landscape and eliminate variances in ground levels. As there are two (2) properties currently with brick walls it would be prudent to continue with

similar brick patterns and colour. Indicative costs for the construction of a brick wall is \$350,000

### Concrete Stencilled Wall

Concrete stencilled walls are principally used on major road project for noise attenuation and soil retention. These walls are prefabricated offsite and accommodate stencilled or moulded designs in accordance with the architectural vision. Typically concrete walls are framed with "I" beams, powder coated to match, that have been drilled into place prior to delivery of the walls. The prospect of prefabrication enables designs to accommodate the fluctuating ground levels facilitating clean lines through the landscape. The impediment to delivering this product is the existing brick walls which on one lot is a component of the dwelling. An indicative cost for the installation of a concrete stencilled wall is \$450,000.

The delivery of either of these options will need to consider the removal and disposal of the existing asbestos fencing which could exceed \$100,000 subject to extraction conditions and landfill fees. Also with a number of property owners having access to Spearwood Ave via gates and one with a crossover a determination of their continuing existence will be required. Furthermore the City is exempt under the Dividing Fences Act 1961 and any decision that considers the investment to replace the fences will require legal advice on the proposition and a comprehensive risk audit.

The action to replace these fences and install new infrastructure would set a precedent for other property owners across the City adjacent to road networks or public open space. As this report is essentially a feasibility study no community engagement has been conducted with any of the affected property owners and should Council proceed with any option, will require such engagement to be carried out.

The above cost estimates are summarised in the table below:

*Table 2 Cost Summary of Fencing Options*

<b>Fencing Option</b>	<b>Fence Estimate (\$)</b>	<b>Asbestos Removal (\$)</b>	<b>Total (\$)</b>
Fibro	100,000	100,000	200,000
Colour Bond	75,000	100,000	175,000
Brick work	350,000	100,000	450,000
Concrete stencilled	450,000	100,000	550,000

As a result of the design intent for this section of Spearwood Ave and the road reserve constraints, the request for additional beatification to screen the fences that back on to Spearwood Ave between Rockingham Rd and Adela Pl should be considered following completion of the entire works program and full maturity of the

ornamental almonds. City Officers have produced a view of either side of this section of Spearwood Avenue with the existing trees at maturity and these two images are included for reference in the attachment. When the trees reach maturity the visual presentation of the verges will be much improved and hence it is recommended that this is the preferred option.

In the interim, planting low level bushes or shrubs along the existing fence lines would provide some screening to the fences and this would be a cost that Council could consider for the 2016/17 budget. An indicative cost to supply, plant and maintain would be approximately \$200,000. This cost comprises installation of a bore water supply for irrigation in the reserve adjacent to the railway line to the south west of the site and a supply along both fence lines and the installation of mature stock hedges.

Truck watering from Spearwood Avenue to the fence lines has been assessed as not practical for such a number of years and hence the bore supply would be required. The bore supply for irrigation means that ongoing maintenance costs for the screening vegetation would be minimal. It could also be argued that the installation of the bore in the reserve would facilitate the development of the reserve and hence provides a benefit to the City separate from the streetscape upgrade.

More investigation would be needed to better quantify the cost of the bore supply and screening vegetation in order for Council to consider this option further as part of the 2016/17 budget deliberations.

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

#### **Environment & Sustainability**

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

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

Inclusion of the remainder of the landscape program in the City Long Term Financial Plan.

#### **Legal Implications**

N/A

#### **Community Consultation**

The local community would be consulted as part of the ongoing landscape program.

**Attachment(s)**

1. Spearwood Avenue Fencing Options
2. Images of Spearwood Avenue Verges (5 to 10 years)

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

N/A

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

N/A

**16.2 (OCM 11/2/2016) - PETITION - REMOVAL OF 5 CASUARINA TREES FROM THE PORT COOGEE STREETScape DUE TO HEALTH & SAFETY CONCERNS (148/003) (A LEES) (ATTACH)**

**RECOMMENDATION**

That Council

- (1) not remove the 5 *Casuarina equisetifolia* subspecies *incana*. located on Socrates Parade adjacent to the Ocean Edge Apartments; and
- (2) advise the petitioners of Council decision in writing.

**COUNCIL DECISION**

**Background**

At the September 2015 OCM, a petition was received for the removal of five (5) Casuarina trees located within the Port Coogee Streetscape directly adjacent to the Ocean Edge Beachside Apartments. The submission, registered by five (5) residents from the beachside apartments, provides a foundation for the removal of the Casuarina trees only on Socrates Parade with the identical tree species on Napoleon Parade to be retained. Following receipt of the petition an Ecologist was engaged to confirm the tree species and an Arboriculturalist to investigate the health and safety concerns raised in the petition. A copy of the Petition is included for reference.

**Submission**

N/A

**Report**

The Ocean Edge Beach Apartments are located at 37 Orsino Boulevard, North Coogee within the Port Coogee Development. The apartment block is bordered by Orsino Boulevard, Socrates Parade, Napoleon Parade and Socrates Park (Reserve No 50980). Construction of the apartment block commenced in early 2013 with completion in late 2014. The apartment is regulated on a residential strata unit configuration with 101 individual lots. The petition has been signed by seventeen (17) individual unit owner's residing in thirteen (13) different units with five (5) individual tenants from four (4) units. The remaining forty eight (48) signatures reside within the suburbs of the City of Cockburn and suburbs outside our boundaries including; Willetton, Palmyra, Parkwood, Guildford, Darlington, and Bateman. A compilation of the petitioners is provided in the spreadsheet attached.

*Port Coogee Development*

The Port Coogee development sub division conditions required the development of a Street Tree Master Plan to provide a strategy for the planting of trees within the streetscape realm and public open space to ensure consistency throughout the entire development site. The firm engaged to develop the master plan was required to define a palette of trees that responded to the environmental conditions of the site, ensure streetscape continuity, alignment and growth habits at full maturity. The plan was to consider future lot developments enabling the appropriate species were selected, location to assist in the amelioration of the prevailing winds and to ensure integration with the built form.

The established master plan would provide clarity for the development and procurement of standard sized trees but also sourcing of mature trees for entry statements and specific locations within the public open space. The master plan provided the foundation for the developer to inform future lot owners of the tree species and location so as to ensure the built design on each lot accommodated the trees future growth. A copy of the original Street Tree Master Plan is attached for reference.

*Ecologist Evaluation*

The trees located on Socrates Parade, directly adjacent to the Ocean Beach Apartments, have been identified as *Casuarina equisetifolia* subspecies *incana*. The identification method comprised of a specimen collection followed by an evaluation by two (2) Taxonomists from the

Western Australian Herbarium and discussions with the current landscape consultant for the Port Coogee development on the source of the plant supplier. The confirmation of the tree species aligns with the street tree master plan approved for the development.

Although various literature on *Casuarina equisetifolia* subspecies *incana*, reports differing growth habits they are typically described as a small tree with a growth height ranging from 6m to 12m with a rounded crown and conical formation. The City currently has two hundred and nine (209) *Casuarina equisetifolia* planted within street verges with the highest being 14m and the widest canopy spread of 10m. The majority of mature *Casuarina* specimens range in height from 7m to 14m.

#### *Arboriculturalist Evaluation*

The City engaged the services of a consulting Arboriculturalist to inspect the trees and liaise with relevant professionals and organisations to enable an informed analysis of the concerns raised by the petitioners. A precis of the report is provided below with the full report attached.

#### Site Investigation

Five (5) young *Casuarina equisetifolia* subspecies *incana* were found within the streetscape of Socrates Pde adjacent to the Ocean Edge Apartments. The trees were located within garden beds containing understorey plantings and of reasonable health and vitality. The trees are separated from the property boundary by a 3m wide footpath which facilitates access to the on street parking. In addition the consultant identified a number *Casuarina equisetifolia* subspecies *incana* within the subdivision, in accordance with the master plan, that were thriving with some showing signs of stress. Following receipt of the consultant's commentary an action plan is being developed to improve the health and vitality of these poor performing trees.

#### Pollen Production

*Casuarina equisetifolia* subspecies *incana* are known to be monecious, in that they can have both male and female flowers on the same tree or be a single male or female tree. Determination of the flowering is realised once the trees have been established and are a few years old. Comprehension of the flowering body enables the understanding of pollen production which has been raised as a health issue by the petitioners. The five (5) trees on Socrates Parade comprise of two (2) male flowers only, two (2) female flowers only and one (1) male and female flower. Research identifies the male flowers as having a higher pollen production than the female or male/female combination. The volume of pollen produced will be subject to the trees maturity,



seasonal impacts and environmental conditions. The pollen produced would be no more prolific than flowering plants, grass and weeds that reside within the streetscape and adjacent public open space. In addition the WA Department of Health provides no literature on the *Casuarina equisetifolia* subspecies *incana* being problematic from a pollen or allergy perspective.

### Tannin's

The *Casuarina equisetifolia* subspecies *incana* has needle like foliage which is essentially green jointed branchlets that function similar to a leaf. The leaves are tiny tooth like structures that protrude from around the top of each joint. Tannins contained within this foliage would be of no higher value than the majority of trees throughout the City. Tannins are a class of chemical based on polyphonic structures, water soluble and the colour component of tea. Research doesn't consider tannins to be carcinogenic.

### She-oak Moth

The *Casuarina species* is susceptible to the She-oak moth; however it is not as prominent as on the east coast of Australia. Although the She-oak moth differs between male and female species they have a common wing span of 3 cm. The moth is typical of most insects in that they are attracted to bright lights. As no moths were evident at the time of inspection a detailed analysis maybe required to confirm whether this is the species that is impacting the residents or another species attracted by the surrounding landscape.

### Limb Failure

The structure and foliage of the *Casuarina equisetifolia* subspecies *incana* has the ability to tolerate strong winds more than any other species. This is predicated on the branches ability to bend more efficiently in strong winds and the needle like foliage allows wind to pass through unabated. These characteristic and ability to grow within sandy coastal soils make them a preferred tree species for coastal developments. As trees are a part of the natural environment it is impossible to determine when limb failure will occur; however, should a tree have a series of failures an investigation will be conducted and works actioned accordingly.

### Fruit and Nut Drop

The *Casuarina equisetifolia* subspecies *incana* health and vitality will determine the volume of fruit and nut growth. However the volume produced would be no different to other tree species i.e. Eucalyptus trees, Bottlebrush trees, Melaleuca trees, or Plane trees. There is no

research to whether the male or female species develop more fruit than the other; however their fruiting period extends from March to April and is retained on the tree for a period of time. The management of the falling fruit and nuts is facilitated during the regular servicing to the streetscapes.

### Recommendation

The consultant is of the opinion that there is no substantive reason to remove the five (5) *Casuarina equisetifolia* subspecies *incana*. However, it is recommended that annual inspections are undertaken with the view to conducting selective pruning to remove any overhanging foliage into the adjacent property.

### *Position Statement PSEW 15 'Removal and Pruning of Trees'*

PSEW 15 provides clear direction to City officers when requests are received for the removal and pruning of trees growing on land under the direct care, control and management of the City. The position statement specifically outlines that trees will not be removed unless they are dead, in state of decline, structurally unsound, damaging or likely to damage property when alternatives to prevent damage are not possible or part of a tree replacement program.

Based on the current health and structural integrity of these trees and that the trees are not causing any damage, officers are unable to proceed or recommend removal. However, PSEW 15 outlines a process where Council can elect to the removal of the tree(s) following an officer's report detailing the request, which is the subject of this report. Where council has resolved to authorise the removal of the tree(s) the full cost of the removal will be borne by the property owner making the request. Following removal the Council at its cost will plant a replacement tree, suitable for the location.

### *Managing Street Trees as an Asset*

It is important to understand the asset value of trees within the built environment and their mitigating value to the heat island effect. Trees provide a broad range of benefits including; reduction of air pollution, reduction of UV exposure, improved well-being, reduced demand for energy, etc. There is also research which clearly attributes the location of a verge tree with an increase to the adjacent property value. Additionally the recent audit of the City's street tree network, which was valued at \$130m (based on an 80% pick up), shows the average value of a tree at \$3,600 is worth retaining until all other retention mechanisms have been exhausted.

### *Street Tree Selection*

As outlined in the City's Public Open Space Strategy the selection of a tree species is made to reinforce climatic, environmental, historical, cultural and natural associations. Trees selected will be in scale with other components of the streetscape and subject to service alignment, surrounding infrastructure with the largest growing species identified. The key street tree selection objective of 'the right tree for the right location' ensures that the selection of the species is appropriate to local environmental conditions and the constraints of the planting location. Additionally the species selection aims to ensure that the tree makes a positive contribution to environmental, amenity, aesthetic and heritage values of the area and any negative impacts are minimised. The tree selection for the entire Port Coogee Development went through a robust and exhaustive process to ensure the viability and success of the various tree species.

### *Recommendation*

The research and composition of Port Coogee Development Street Tree Master Plan has provided the City with an environmentally sensitive palette of street trees that integrate with the built form to benefit all community members. The tree species selected for Socrates Parade ensures the principal aspects of the prevailing environmental conditions have been fully considered and minimal impacts to the adjacent property owners.

The removal of these trees will establish an undesirable precedent in that other requests for similar or more minor reasons will be received and warrant Council resolution. Based on the Arboriculturalist report, the City's position statement PSEW15 and comprehensive program for managing street tree, it is recommended that the *Casuarina equisetifolia* subspecies *incana* adjacent to the Ocean Edge apartments are not removed.

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

#### **Community & Lifestyle**

- Promotion of active and healthy communities.

#### **Environment & Sustainability**

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

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

N/A

**Legal Implications**

N/A

**Community Consultation**

N/A

**Attachment(s)**

1. Petition to Remove 5 x Casuarina Trees adjacent to the Ocean Edge Apartments
2. Spreadsheet of petitioners
3. Port Coogee Street Tree Master Plan
4. Ecoscape Report – Casuarina identification: 37 Orsino Boulevard (Socrates Parade)
5. Paperbark Technologies Report – Arboricultural Advice 37 Orsino Boulevard, Port Coogee

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

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

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

N/A

**16.3 (OCM 11/2/2016) - TRAFFIC DIVERSION TRIAL - KNOCK PLACE, JANDAKOT (163/002; 163/006; 159/009) (J MCDONALD & C SULLIVAN) (ATTACH)**

<p><b>RECOMMENDATION</b></p> <p>That Council</p> <ol style="list-style-type: none"><li>(1) receive the report on the results of the traffic diversion trial conducted at Knock Place Jandakot in December 2015, as attached to the Agenda;</li><li>(2) authorise City officers to further investigate the cost of permanent traffic diversion arrangements, including completion of the consultation with MRWA and with local business owners on such proposed arrangements;</li><li>(3) complete the design and cost estimate of Verde Drive from the existing intersection with Biscayne Way through to Solomon</li></ol>
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Road for consideration by Council in 2016/17 Municipal Budget;  
and

- (4) provide a further report to Council for consideration.

## COUNCIL DECISION

### Background

At the Ordinary Council Meeting held on 12 November 2015, the Council considered a report addressing a Notice of Motion (Item 19.1 refers) raised by Mayor Logan Howlett about traffic congestion in Knock Place, Jandakot. As a result, the Council adopted the following recommendations:

*That Council*

- (1) *conduct a consultation process over a two week period with local business owners in the locality of Solomon Road/ Cutler Street/Verde Drive and commuters using the PTA car parks in Knock Place on the eastern side of Cockburn Central Rail Station to establish their point of view in relation to the implementation of a trial of temporary traffic management for vehicles exiting the car parks;*
- (2) *subject to there being support for a trial, implement temporary traffic management at the intersection of Solomon Road and Knock Place, Jandakot for a two week period to divert traffic exiting Knock Place between the hours of 3.00pm and 6.00pm Monday to Friday to make a left hand only turn onto Solomon Road, detouring to Verde Drive via Cutler St. and hence gaining access to Armadale Road, as shown in the attachments to the Agenda;*
- (3) *undertake a post-trial survey of the landowners and carpark users to ascertain their support for continuation of the traffic deviation on a permanent basis;*
- (4) *approach the Public Transport Authority (PTA) with the State Member of Parliament for Jandakot, Hon. Joe Francis MLA (who has given his commitment to co-fund the traffic warden) to share the cost (50% each) of the traffic warden during the two week trial period;*

- (5) *approach Main Roads WA if this support is achieved, to gain approval to establish permanent signage that reflects the days and times where a right hand turn is not permitted from Knock Place;*
- (6) *investigate current egress points from private properties seeking to avoid the Knock Place/Solomon Road exit with a view to possible temporary access provision to improve safety; and*
- (7) *inform local business owners in the directly affected adjacent properties of Council's decision to ensure they are aware of the potential impact the trial may have on their operations.*

This report presents the results of the trial and discusses the implementation of the above recommendations.

### **Submission**

N/A

### **Report**

#### Background

The car park on Knock Place, Jandakot for commuters using the Cockburn Central Train Station, was extended by the Public Transport Authority (PTA) by 450 bays in 2012 resulting in a total car park capacity of approximately 1000 bays, which includes additional parking on the north side of Knock Place. That extension was approved on 22 March 2011 by the Western Australian Planning Commission (WAPC) despite the City's objection to the proposal in January 2011, which was based on:

*"..the absence of information demonstrating that vehicular traffic can be adequately managed throughout the area, which includes the wide road network.*

*The proposal has the potential to considerably increase vehicular traffic movements, which will exacerbate existing traffic problems in this area. The proposal does not demonstrate to the City's satisfaction that the increased vehicular traffic can be adequately managed."*

The WAPC approval for the car park extension was subject to a number of conditions, the following conditions being most relevant to the traffic issues relating to Knock Place:

- (8) *The applicant/owner shall be responsible for all costs associated with the land acquisition, and design and construction of road upgrades, as identified in the Traffic Impact Assessment prepared by TARSC Pty Ltd, dated 12/01/11. This includes road markings, relocation of services, street lighting, and the costs incurred by Main Roads Western Australian for the checking of construction drawings and any required site inspections.*
- (12) *The installation of a roundabout at the intersection of Solomon Road and Avior Avenue, including upgrades to the intersection as required, to the satisfaction of the City of Cockburn, prior to the completion of approved development works.*

For reference, the road upgrades recommended in the report by TARSC Pty Ltd included:

- Modification of the Solomon Road/Knock Place intersection to permanently restrict the right turn out of Knock Place at all times.
- Construction of a roundabout at the Solomon Road/Monash Gate/Avior Avenue intersection to facilitate U-turn movements, primarily by commuter traffic during the PM peak hour.
- Installation of direction signs to guide motorists along the suggested traffic diversion route of Solomon Road, Cutler Road, Biscayne Way and Verde Drive to Armadale Road.

The installation of the above treatment by the PTA has not progressed because the City has not permitted these upgrades to be made to the local road network. Instead, the City has been working with Main Roads Western Australia to investigate the traffic in that area in more detail and possibly identify other potential solutions. As an example, a joint traffic study commissioned by the City and MRWA found that traffic signals could be installed at the Armadale Road/Solomon Road intersection and perform at an acceptable level but that treatment was not supported by MRWA.

The ongoing frustration and complaints about long delays received by the City from drivers seeking to exit Knock Place during the PM peak hour since 2012 led to Council adopting the above recommendations at the OCM of November 2015. In the afternoon peak period, exit times were reported and confirmed as being up to 45 minutes or even up to 90 minutes at times.

## Implementation of Council recommendations

Commentary on the results of the trial follows.

- (1) *Conduct a consultation process over a two week period with local business owners in the locality of Solomon Road/Cutler Street/Verde Drive and commuters using the PTA car parks in Knock Place on the eastern side of Cockburn Central Rail Station to establish their point of view in relation to the implementation of a trial of temporary traffic management for vehicles exiting the car parks.*

This recommendation was addressed in late November/early December by sending a letter to all businesses/property owners in the area bounded by Armadale Road, the Kwinana Freeway, Cutler Road and Verde Drive. Commuters were made aware of the trial by signs erected close to the station access and information sheets handed out by City officers during morning peak periods.

In both cases, the businesses and commuters were asked to complete an on-line survey form, at which time they could also provide comments. A total of 230 responses were received to that survey. The split between business owners and car park commuters was 16% and 84% respectively. Support to conduct the trial was 76% yes, 24% no. With this level of support, the trial was conducted.

- (2) *Subject to there being support for a trial, implement temporary traffic management at the intersection of Solomon Road and Knock Place, Jandakot for a two week period to divert traffic exiting Knock Place between the hours of 3.00pm and 6.00pm Monday to Friday to make a left hand only turn onto Solomon Road, detouring to Verde Drive via Cutler Rd. and hence gaining access to Armadale Road, as shown in the attachments to the Agenda;*

The two week traffic management trial commenced on Monday 7 December and ended on Friday 18 December.

Works undertaken for the diversion trial included the installation of temporary barriers and signage for delineation purposes to limit access to Knock Place to left-in / left-out only. Barriers were removed every day at the end of the trial period. The trial diversion route is shown below:





That trial was successful at reducing the delays experienced by commuters exiting Knock Place between the hours of 3 pm and 6 pm. However, as anticipated by City officers and many of the survey respondents, the diversion of traffic created problems elsewhere on the local road network including:

- Motorists performing U-turns at the end of the temporary barriers in Solomon Road to return towards Armadale Road.
- Motorists turning right into the Petrol Station at the intersection of Solomon/Armadale Roads to return towards Armadale Road.
- Motorists using the driveways of businesses along Solomon Road to turn around and return towards Armadale Road.
- Motorists turning into Monash Gate or Avior Avenue and immediately performing a U-turn to return towards Armadale Road.
- Increasing the existing traffic queue on Verde Drive, extending back from the Armadale Road traffic signals, back into Biscayne Way and Cutler Road.

(3) *undertake a post-trial survey of the landowners and carpark users to ascertain their support for continuation of the traffic deviation on a permanent basis;*

A follow-up survey was opened during the second week of the trial and the same methods were used to invite feedback from businesses and commuters. A total of 162 responses were received, with a split of 3% business owners and 97% commuters. All five business owners rejected the trial is being an impediment to the operation of their businesses. For the commuters who responded, 76% supported the trial and 21% did not, to the question of improvement to time delays in

exiting the car park (i.e. 3% undecided). A similar split among commutes (76% and 22%) was received to the question about the effect of the trial on overall travel time.

A response of 67% for and 32% against was received the question of whether the Knock Place/Solomon Road intersection should be permanently left in/left out into the future.

- (4) *Approach the Public Transport Authority (PTA) with the State Member of Parliament for Jandakot, Hon. Joe Francis MLA (who has given his commitment to co-fund the traffic warden) to share the cost (50% each) of the traffic warden during the two week trial period.*

Following confirmation of the cost of the trial, the City's Director of Engineering and Works has written to the Hon. Joe Francis MLA requesting his support in obtaining half the cost of the trial from the PTA. This matter is still ongoing.

- (5) *Approach Main Roads WA if this support is achieved, to gain approval to establish permanent signage that reflects the days and times where a right hand turn is not permitted from Knock Place.*

Installing signage to ban right turns from Knock Place during only a part of the day is not supported because it would have a high level of non-compliance by motorists, unless there is constant CCTV surveillance with a resolution that allows infringements to be issued.

To be as effective as possible, there needs to be physical restrictions in the form of traffic islands, to control vehicle movements. This concept needs further consultation with MRWA. Design aspects being assessed by City staff include a dedicated left turn slot out of Knock Place to allow the right turn into Knock Place to be retained as well as median modifications to prevent the u-turn movements back to Armadale Road noted above.

- (6) *Investigate current egress points from private properties seeking to avoid the Knock Place/Solomon Road exit with a view to possible temporary access provision to improve safety; and*

The attachment identified an illegal vehicle movement over private properties on the north side of Knock Place to gain access to Verde Drive west of Solomon Road which the City needs to address.

Should Council resolve to make the trial diversion permanent, vehicle access/egress for the affected businesses must be considered and

further consultation carried out (bearing in mind the responses from business owners to the post trial survey mentioned above).

- (7) *Inform local business owners in the directly affected adjacent properties of Council's decision to ensure they are aware of the potential impact the trial may have on their operations.*

The local business owners were all informed of the proposed trial before the event. Further consultation would be required should Council decide to implement a permanent diversion based on the results of the trial. This will be carried out once a decision on this matter has been made by Council.

It should be noted that City officers have been in discussion with the Swires Group in relation to the extension of Verde Drive to Solomon Road. This is primarily part of the development of the local road network leading on from the Community Connect South initiative including the proposed extension of North Lake Road to Armadale Road. In relation to the diversion of traffic, the extension of Verde Drive would shorten the diversion route from Knock Place to the intersection of Verde Drive and Armadale Road.

City officers will be completing the design and cost estimate with a view to inclusion of the project for Council's consideration in the 2016/17 budget.

### Conclusion

The following conclusions can be drawn from the results of the trial:

- The trial was well supported by commuters using the car park areas and showed improvement in the afternoon traffic peak period travel times.
- The trial was not supported by the local business owners who responded to the surveys.
- Further investigation is required by City officers for the design of traffic controls to make the intersection of Knock Place/Solomon Road permanently left in/left out, to allow a cost estimate to be produced and consultation carried out with MRWA and local business owners.
- Extension of Verde Drive from the existing intersection with Biscayne Way through to Solomon Road will shorten the proposed diversion should Council decide to implement such diversion as well as progressing the development of the local road network
- 
- A further report can then be submitted for Council's consideration.

## **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.
- Infrastructure that supports the uptake of public transport and pedestrian movement.

## **Budget/Financial Implications**

The cost of the trial has now been confirmed as \$12,100.

## **Legal Implications**

N/A

## **Community Consultation**

As part of this trial, consultation was undertaken with the commuters who use the car park on the east side of the Cockburn Central Rail Station and the businesses in the local area defined above.

## **Attachment(s)**

Knock Place Jandakot - Review of PM Peak Hour Traffic Diversion Trial.

## **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 Ordinary Council Meeting 11 February 2015 and a decision made on the future traffic arrangements.

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

Nil.

## 17. COMMUNITY SERVICES DIVISION ISSUES

### 17.1 (OCM 11/2/2016) - PROPOSED NEW LOCALITY NAME OF TREEBY - BANJUP (NORTH OF ARMADALE ROAD) (159/008) (D GREEN) (ATTACH)

#### RECOMMENDATION

That Council

- (1) advises the Geographic Names Committee (GNC) that it supports the creation of a new locality to be named 'Treeby' for the entire current area of Banjup located north of Armadale Road; and
- (2) informs those who lodged a submission and the Banjup Resident's Group of Council's decision.

#### COUNCIL DECISION

#### Background

At the Ordinary Meeting of Council held on 13 August 2015 it was resolved as follows:

*That Council:*

- (1) *advises the Geographic Names Committee (GNC) that it supports:*
  1. *The creation of a new locality to be named "Treeby" for the area of Banjup bounded by Armadale Road, Warton Road, Jandakot Road, Solomon Road, Dollier Road and the current Jandakot (north / south) location boundary between Dollier Road (to the north) and Armadale Road (to the south) and "Quendalup" as second priority, as shown in the attachment to the Agenda.*
  2. *The inclusion of the area of Banjup bounded by Jandakot Road, Warton Road, Acourt Road and Fraser Road into the existing locality of Jandakot.*

Accordingly, GNC was informed of Council's decision, accompanied by information and data supporting the resolution.

### **Submission**

To reconsider sub-clause (1) 2. of the Council resolution and allocate the name "Treeby" to the entire part of Banjup currently situated to the north of Armadale Road.

### **Report**

GNC has responded to Council's August 2015 decision by informing that it considers "Treeby" to be an appropriate locality name and would support its application to the area of land proposed by Council.

However, it also suggests that the land described in part (1) 2. of its previous decision could also be allocated the name "Treeby", given its proximity and the preference to transfer the entire current area of Banjup (north of Armadale Road) and apply it in its entirety and reflect the new name only once.

Coincidentally, this proposal was also one which was pursued by the Banjup Resident's Group in July 2015, when it was circulating a petition of residents within the Rural / Resource Zone areas of (north) Banjup.

This exercise resulted in a 53 signature petition being collected in support of the name "Treeby" to be considered as Council's first preference, when the item was presented to Council in August 2015.

The related officer report did not include reference to the petition on the basis that the previous Council decision (July 2015) was for the City of Cockburn to arrange its own community consultation with residents of the affected areas in order to gauge community opinion on the proposals prior to making its recommendation to GNC in August 2015.

Accordingly, the information received from both the City instigated consultation has been cross referenced, in order to determine if there was any notable level of support for what is now being suggested by GNC. As a result of that exercise, the following outcomes can be realistically concluded.

1. The main "community of interest" for the area under reconsideration is comprised mainly of 98 Rural / Resource Zoned lots of approximately 2 ha area and located in the north eastern corner of the current Banjup locality

2. A further 12 large lots are also located in that area of Banjup, under the ownership of various State Government departments.
3. The previous consultation methodology employed by Council captured 98 of the 110 landowners referred to in 1. and 2. above in order to ascertain the level of support for their land to be transferred from “Banjup” to “Jandakot”. This exercise resulted in 39 responses (none from Government agencies) with 15 in favour and 24 against. Of the 24 against, 10 nominated “Treeby” as the preferred name, 1 preferred “Quendalup”, 4 preferred to remain “Banjup” and 9 offered no comment.
4. A further 14 landowners were consulted on whether they were in favour of being included in the new locality proposed to be situated south of Jandakot Road as an outcome of the newly developed residential area commencing with the “Calleya” Estate. These landholdings are also 2 ha “lifestyle” lots. This resulted in 1 response in support of the proposal for the name “Kwentalup” and 13 against. Of the 13 against, 5 nominated “Treeby” as the preferred name, 3 preferred “Quendalup”, 1 preferred to remain “Banjup” and 4 offered no comment.
5. The petition separately circulated by the Banjup Resident’s Group (supporting the name “Treeby” to be recognised) contained 9 signatures from “Rural Zone” landholders who had not responded to the Council’s consultation questionnaire referred to in 3. above.
6. The sum of responses received from the “Rural / Resource” areas totalled 62 (of a possible 112) which represents a 55% response rate. The distribution of these responses resulted in the following preferences:
  - 24 favoured “Treeby”
  - 15 favoured “Jandakot”
  - 13 opposed “Kwentalup” or “Quendalup”, but offered no other comment
  - 5 favoured retaining “Banjup”
  - 4 favoured “Quendalup”
  - 1 favoured “Kwentalup” or “Quendalup”

Given these findings, it would seem that a large proportion of the longer term (Rural / Resource Zone) residents have embraced the name “Treeby”. It is worth noting that this support came about, despite not being promoted by the City of Cockburn initially.

Accordingly, given its suitability and a substantial level of support in residents of the area proposed to be incorporated into the new locality, it is recommended that Council advises GNC that it supports the name

“Treeby” to be allocated to a new locality, as depicted in the attachment.

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

#### **Leading & Listening**

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

### **Budget/Financial Implications**

N/A

### **Legal Implications**

Council’s role is limited to recommending its preference to the Geographic Names Committee, which is established under the Land Administration Act.

### **Community Consultation**

Council has previously consulted with the affected landowners, details of which were contained in the report provided to Council in August 2015. The results of that exercise confirmed that a large proportion of the landowners are new or future residents who have minimal interest in the nomenclature of the new locality.

Accordingly, it is not considered necessary to undertake further consultation with the community due to this ambivalence.

### **Attachment(s)**

1. Map of proposed new locality of “Treeby”
2. Extract of Minutes from August 2015 Council Report.

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

The Geographic Names Committee (GNC) has been advised that this matter is to be considered at the 11 February 2016 Council Meeting.

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

Nil.



**17.2 (OCM 11/2/2016) - COCKBURN BOWLING CLUB & ANCILLARY RECREATION FACILITIES - VISKO PARK (154/005; 4414245) (R AVARD) (ATTACH)**

**RECOMMENDATION**

That Council

- (1) place on its 2016/17 and 2017/18 Municipal Budget a total of \$4,406,287 as its contribution toward the construction of a new Bowling and Recreation Facility to be located at Visko Park (Reserve 47278) and \$400,000 to reflect the contribution of Area 5 for the inclusion of football (soccer) facilities within the development; and
- (2) enter into a funding agreement with the Commonwealth of Australia in accordance with the National Stronger Regions Fund Agreement for the grant of \$4,556,287; and
- (3) establish a reference group of the following Elected Members \_\_\_\_\_ to provide oversight during the development phase of this project.

**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 Round One. In May 2015 the City was advised that its application was unsuccessful.

In July 2015, Council resolved to:

- (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.

On 7 December 2015, the City was advised that the application under Round Two of the National Stronger Regions Fund (NSRF) was successful and funding of up to \$4,556,287 (GST exclusive) for the construction of a Bowling and Recreation Facility at Yangebup had been approved.

### **Submission**

N/A

### **Report**

The proposed project will relocate the current Cockburn Bowling Club from its 50-year-old premises on Rockingham Road, Spearwood to the new facility, with a high growth population catchment and more sustainable operational model. The facility will accommodate additional sports (football/soccer and beach volleyball) that are currently lacking in the region to encourage youth participation, as well as increase visitor numbers and new business with a local café/restaurant. The facility will support regional sporting events, functions and commercial activities.

In addition to the facilities offered to the identified groups there have been approaches made for facilities suitable for darts and fencing. It is proposed that during concept design that these additional uses be incorporated if practical.

Fratelle Group Architects are contracted to provide a suite of architectural services including all required consulting engineers. The quantity surveyor will be contracted by the City directly to enhance cost control and the project management will be either contracted out by the City or undertaken in-house.

The broad scope of the proposed project will deliver:

- 2 synthetic bowling greens (one covered) including lighting and spectator shelters

- 2 football/soccer pitches including lighting
- beach volleyball courts
- Multi-purpose community facility including:
  - Kitchen
  - Dining Room/Restaurant/Café space
  - Large function room with demountable stage
  - Meeting rooms
  - Change rooms
  - Toilets
- Landscaped carpark (approx. 160 bays)

As part of the brief, the Architect and sub-consultants will be engaged to review the on-site parking and local traffic management provisions associated with the design, to ensure the facility in operation will have a minimal impact on the surrounding neighbourhood.

### Project Cost

The following table sets out the total estimated cost of the project being \$9.5 million (ex-GST). A preliminary project cost estimate has been developed by independent Quantity Surveyor, Aquenta.

<b>Estimated Project Costs</b>	<b>Amount \$ (ex. GST)</b>
Building Costs (including preliminaries)	\$3,834,279
External Works Costs (including preliminaries)	\$3,360,965
Contingencies, Allowances, Escalation	\$1,591,330
Professional Fees	\$726,000
<b>Total Estimated Project Costs</b>	<b>\$9,512,574</b>

### Funding Strategy and Budget

The following table sets out the indicative project funding levels and highlights that a total of \$4.55 million was sourced from the Federal Government (47.9% of project cost). The key project partners are contributing a total of \$4.95 million to the project (52.1% of the project cost).

<b>Funding Source</b>	<b>Amount \$ (ex. GST)</b>	<b>% of Total Project Cost</b>
<b>Committed Funding</b>		
City of Cockburn	\$4,556,287	47.9%
Area 5 Football	\$400,000	4.2%
<b>Total Confirmed Funding</b>	<b>\$4,956,287</b>	<b>52.1%</b>
Federal Government	\$4,556,287	47.9%
<b>Total Project Funding</b>	<b>\$9,512,574</b>	<b>100%</b>

### Key Activities to Progress Project

- A budget commitment for a total of \$4.55 million budget is being requested from the Council Budgets 2015/16 and 2016/17.
- The concept design and preliminary plans need to be modified.
- The Development Approval needs to be re-submitted with modified plans.
- The Federal Funding Agreement needs to be negotiated and executed, with all approvals in place within 6 months of signing the agreement, and construction to commence within 12 months of signing the agreement.
- A construction tender (to include the Area 5 facilities) to be advertised and awarded. Current anticipated date for award is November 2016 and completion of the build in December 2017.

An important consideration will be the establishment of a management structure that addresses the needs of the bowling club and the other users including the interests of the private investor to ensure long term financial viability and broad community usage. An agreed management structure will need to be achieved before final design as this will impact on the functionality of the building and its operation and use by the various users.

As the City of Cockburn is contributing approximately 50% of the cost of the project and is the recipient of the Commonwealth project funding it will be required to manage all aspects of the project.

Similarly to ensure the facility has maximum ongoing recreational utility for the various groups using it, and the community at large, it is proposed an ongoing management structure be set up with the City playing a key ongoing role in its operation.

To allow Elected Members to be kept abreast of the progress of the project it is proposed that a reference group of members be established for regular briefings.

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

#### **Infrastructure**

- Community facilities that meet the diverse needs of the community now and into the future.
- Partnerships that help provide community infrastructure.

#### **Community & Lifestyle**

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

### **Budget/Financial Implications**

The total estimated project cost for the establishment of the new Bowling and Recreation Facility inclusive of all costs is \$9.5 million (ex-GST), of which a \$4,556,287 million grant has been approved by the Federal Government and \$400,000 will be provided by Area 5 Football.

A commitment of the balance of \$4,406,287 million of the project budget is being requested from the Council Budget for 2016/17 noting \$150,000 is committed in the current (2015/16) financial year.

There will be \$4,655,453 (48.94% of the total cost) available from the developer contribution fund toward the project.

### **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.

Stakeholders from Cockburn Bowling and Recreation Club, Area 5, Volleyball WA and City of Cockburn were involved in the concept design meetings with Fratelle Group architects for the Round 2 project proposal in June and July 2015. There will be significant further consultation with the key stakeholders on all aspects of the design to achieve the best outcome.

### **Attachment(s)**

Gantt Chart - Key Milestones

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

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 11 February 2016 Council Meeting.

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

Nil.

**17.3 (OCM 11/2/2016) - NAMING OF NEW RECREATION AND AQUATIC FACILITY (154/006) (S SEYMOUR-EYLES) (ATTACH)**

**RECOMMENDATION**

That Council apply the name 'Requa Cockburn' to the Cockburn Recreation and Aquatic Centre based on outcomes of the Focus Group workshops conducted in December 2015.

**COUNCIL DECISION**

**Background**

At the December 2015 Ordinary Council Meeting, the following resolution was carried in relation to this matter.

*...that:*

(1) *for three focus groups (one in each Ward) to be conducted on the following proposed names for the Cockburn Recreation and Aquatic Centre:*

1. *AVIVA Cockburn*
2. *Requa Cockburn*
3. *Stadium Central*
4. *Cockburn Arc*

(2) *more names can be added by the Focus Groups or other parties for Councils consideration.*

Ideally, Council needs to approve a name for the new Recreation and Aquatic Facility to enable a brand style guide to be developed to inform the outfit of the interior of the facility, signage and marketing material. A rigorous naming process was researched and developed by the Corporate Communications and Recreation Services Teams. This resulted in four names being shortlisted. These four names were presented to three independently run focus groups, representative of age and ward in December 2015. The subsequent report has provided adequate information to recommend 2 preferred names.

**Submission**

N/A

## Report

The Cockburn Recreation Physical Activity and Education Centre is being developed as a community facility that will provide programs and services for all ages. It is being developed as a regional facility and will service residents of the whole of Cockburn Local Government area (LGA). Some of the attractions will draw people from the wider southern Perth region, with the waterslides likely to attract people from an even broader distance. It will be one of the most significant LGA facilities in Australia with state-of-the-art: aquatic, fitness, sports, rehabilitation, wellness, café and crèche care facilities. There are multiple stakeholders including the co-location of the Fremantle Football Club (FFC) training facilities, Curtin University, sporting clubs, commercial tenants and the general public.

The facility will need to operate in a highly competitive market. There are Local Government Leisure facilities in the surrounding areas and a number of private sector health clubs, gyms and facilities in close proximity to the new facility (as detailed in the Business Plan).

To achieve the sales required, the facility will require solid marketing and branding from the outset. The facility needs to have a name and brand that support the aspirations of the facility to be a destination in its own right that people want to visit, experience and return to.

Effective names have a number of qualities:

- They communicate something meaningful about the essence of the brand;
- They are distinctive, easy to remember, say and spell;
- They are future oriented e.g. positioned for growth, change and success;
- They should be modular i.e. enable brand extensions;
- They are protectable, meaning they can be trademarked and domain names are available;
- They feel positive and certainly have no negative connotations;
- The word should be visual i.e. will lend itself to graphic presentation in a logo, in text and in brand architecture.

The names were developed from considering a vision for the facility. This involved the Working Group defining the core pillars of the destination, understanding the value proposition for the customers and extensive research into effective branding. The pillars were defined as 'active,' 'social,' 'health,' 'community' and 'destination'. These words were further expanded to assist the Working Group in developing a working vision for the facility. The working vision is:

*to be the best destination of its kind in Australia, we are constantly focusing on an innovative experience that is fun, healthy and social for active lifestyles.*

*We greet people by name, we know and understand their needs and we communicate and inform in an effortless village-like way.*

*To provide a destination of excellence, we believe in collaboration between our four main pillar groups – active, social, health and community – which allows us to evolve with our user landscape in ways that others cannot.’*

Seven different names types were investigated and assessed:

- Founder – *Ben & Jerrys, Ralph Lauren, Ford*
- Descriptive – *YouSendit, Toys “R” Us*
- Fabricated – *Pinterest, Kodak*
- Metaphor – *Nike, Patagonia, Apple*
- Acronym – *IBM, BMW*
- Magic Spell – *Flickr, Netflix*
- Combinations – *CitiBank, eBay*

Over a period of several months, a series of workshops were undertaken internally and 200 plus names were distilled down to preferred names through a process of elimination. Initial workshops were around creative name generation with subsequent workshops used to analyse options based on key criteria. The core Working Group rated a pool of around 60 names to reduce the number of names to 25. These 60 names included five Nyungar Aboriginal names that had been researched and their derivations. Examples include - BOOLA (many); Boola West, Boola Central; YIRA (up) – Yira Central, Yira Place; DJINDA (star) – Jindaplace; Jindapoint; KORANG (twist/turn) – Korang Central; KADA (across; bridge; link) – Kada Place; Kada Junction.

These 25 were then rated by the broader group. The highest scoring names were taken (Viva Stadium and Aspire) plus two options to satisfy more traditional tastes (Cockburn Central Arena and Success Arena). Of these preferred names, preliminary investigations showed trade marking difficulties for three of them and Success Arena was considered confusing for its locator, as the facility is not in Success. Two additional names (Stadium Central and Arena Central) were added for investigation by Executive. The word Arena was problematic for trade marking in the category of recreation and aquatic facilities, therefore Arena Central was dropped. The team then reviewed VIVA which became AVIVA and reverted to investigating names that were highly trade markable. REQUA came from this research, as did Cockburn ARC. The final list of four names comprises names that



have shown no issue in regard to being trade-marked, so they are in the process of being trade-marked. These are:

- AVIVA Cockburn
- Requa Cockburn
- Stadium Central (Executive addition)
- Cockburn ARC

The City received notice on 23 November from IP Australia that all four names passed the examination stage. The names will now be advertised in the Australian Official Journal of Trademarks, at which point, the public has two months to oppose registration of the trade-mark. If it is not opposed, IP Australia will register the trademark. This will occur approximately five months from the filing date of the applications (7 October 2015) – so in March 2016. The earliest a trade mark can be registered is seven and a half months after the filing date. This would make it June 2016. The City has been verbally advised that at this stage it is almost certain the trademark will be accepted, but there is still a small chance that it might be contested.

City Officers applied for all four names, so that Elected Members could be briefed on four names, provide guidance as to their preferred option and know that whichever name was recommended could continue the trade-marking process.

Subsequently following a request by Councillor Portelli, the City put in a request to trademark Cockburn Arena, although as detailed above IP Australia had already deemed the word Arena problematic. The initial report indicates (see attached) that Cockburn Arena would not be trade-markable. IP Australia Headstart reports gives an indication of the final outcome (but not definite). The reason for rejection was explained by IP Australia as follows. Because Cockburn is an area and arena is a descriptive word – it is not in conflict with other marks – it is rejected because many businesses may want to use these ‘plain words’ and the City trademarking it would make it difficult for them. However, the name could be put forward with a logo and it might be accepted (as per Perth Arena). The City would have to start this process, which would require time to develop logo concepts, acceptance of logo concepts, lodging of logo and name with a risk that it is still declined. This would put the branding of anything back by eight to nine months.

Once Council has agreed on the name of the facility there will need to be a brand style guide prepared that will ensure the brand is consistently applied. This will include the logo, uniforms, promotional art work for flyer layout, poster layout, digital artwork, such as e-newsletters; e-signatures; Facebook templates, business cards, stationery, and signage. A project website will need to be prepared to generate interest in the progress of the

facility up to opening day and then be a key source of information for all users and those with an interest in the facility.

In accordance with Council's December 2015 decision, 3 focus groups were run by The Brand Agency. Recruitment of these focus groups was via the South Lake Leisure Centre Database; by inviting representatives from the City's Community Groups and Sporting Groups, and an invitation to 120 residents who took part in a survey about their possible future use of the Centre and who had provided their contact details to receive future information about the new Recreation and Aquatic Centre. There were 10 participants allocated to each Group.

The focus groups comprised a presentation on branding and naming; of the process followed to date and a presentation of the four shortlisted names and their pros and cons. The facilitators led a discussion on these names to obtain a view from the group. These results have formed the basis of this report to Council.

The report cites that there were two clear favourites: Cockburn ARC and Requa COCKBURN. Aviva Cockburn and Stadium Central didn't resonate. Cockburn ARC was favourite with the 40+ groups and Requa Cockburn was favoured by the 18-40s. An overriding wish was for the name to include Cockburn in it.

Where alternative names were put forward by the groups and discussed, no one thought they were better than the names already discussed. So while they put them forward as a group, there was no consensus that any of the names they suggested was a suitable replacement for the names the City was presenting to them.

Cockburn ARC - The more popular with two groups -the 40-55 and 55+. The positives were that they recognized ARC as an acronym; that is was easy to use in a sentence; strong feeling of community and unity – also associating to Noah's Ark; the name is unique; the name covers the criteria, it explains the location. The negatives associated with Cockburn ARC were that it might be shortened to CARC, that it may be spelt as ARK; that is not cool enough or may not resonate with younger audiences and that it is not modern or specific enough.

Requa Cockburn. The positives highlighted by the groups were, immediately understand the meaning; sound of the word; they thought it would resonate with younger generations. Some 18-40s said they would be disappointed if it wasn't named Requa. It meets the criteria and is not limiting; it explains the location. The negatives were that it is not descriptive enough and some didn't like the play on words.

Although Cockburn ARC was favoured by two of the three groups, there were more negatives associated with it including that it may not resonate

with the young and the possibility of it being referred to as CARC. Requa Cockburn was still accepted by the 40+ age group but was favoured by the 18-40s and only had two negatives associated with it that were of less concern.

In order to reflect the demographic profile for membership of the South Lake Leisure Centre, statistical information confirms that the 18-40 age group comprises slightly greater than 50% of members, followed by 40-55 (30%) and 55+ just under 20%.

### Timing

The Brand Style Guide ideally needs to be developed by 1 May 2016 for the architects to integrate the brand in to the building i.e. the colours are incorporated throughout the design of the building and the brand is incorporated within the signage. If a Council decision is made in February 2016, the following timeline would apply with the development of three further logo concepts for the preferred name.

<b>Action</b>	<b>Date</b>	<b>Outcome</b>	<b>Comment</b>
Focus Groups	15-17 December		Completed
Council Agenda item with name recommendation	Week 2 – February 2016	Name is decided	
Three further brand/logo concepts are worked up on the preferred name	2 weeks – complete 12 February - 25 February 2016	There are six logo options to choose from	Project planning of content/client meetings; two weeks to design secondary graphic elements and examples of brand applications; one week approval process
Preferred three options are presented to the reference group for discussion	3 March 2016	Logo option is decided	
Brand Style Guide is Developed	Commences 4 March 2016 with 4-6 weeks by 10 April	Brand Style Guide is used by architects to inform interior/signage; is used to develop future promotional material including websites; advertisements; e-newsletters; uniforms; membership cards	
Architects require brand style guide to	By 1 May	Brand is integrated in to the building	

Action	Date	Outcome	Comment
inform interior/signage			
Work on project website* can commence 13 April 2016 *note this is only a project website, not the full facility website which will need to be developed by the Marketing Staff in conjunction with Corporate Communications and Business Systems.	Completed by mid - May	Project website informing status of project; what is coming in the new facility	Website is covered here but the facility website will need to be budgeted for in 2016/17

### Strategic Plan/Policy Implications

#### Infrastructure

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

#### Budget/Financial Implications

- Develop three further concepts for the final logo - \$2,000
- Develop Brand Style Guide - \$30,000
- Develop project website - \$5,000 (this is not the ultimate website for the facility, which will need to be budgeted for separately for 2016-17).
- Three Focus Groups – \$8,000
- Final trademark registration per name - \$300 x 4 - \$1,200

#### Legal Implications

Trade-marks for this name are currently being filed. The initial assessment in September, 2015 indicated that the chosen name would meet the requirements for accepting the registration under the Trade Marks Act 1995. Where this is the case, IP Australia advised that it is almost certain that the trade mark will be approved.

#### Community Consultation

Three community-based Focus Groups have provided clear guidance on the final recommendation for the preferred name and confirmed that two of the names presented for consideration were considered to be appropriate.

**Attachment(s)**

1. Extract from The Brand Agency Focus Group Workshop Report
2. IP Australia Cockburn Arena Headstart Report – Cockburn Arena.

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

N/A

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

Nil.

**18. EXECUTIVE DIVISION ISSUES****18.1 (OCM 11/2/2016) - CITY OF PERTH ACT - SUPPORT FOR THE CITY OF SUBIACO'S OBJECTIONS TO THIS BILL (011/011; 091/004) (SC) (ATTACH)****RECOMMENDATION**

That Council

- (1) confirms its' support to the City of Subiaco's objections to the draft City of Perth legislation which deal with proposed boundary changes to that City; and
- (2) advises this position to members of the Legislative Council prior to the Bill being considered.

**COUNCIL DECISION****Background**

The State Government introduced legislation to amend the boundaries of the City of Perth in late 2015. Although the Local Government Reform process of amalgamations and boundary adjustments was formally abandoned by the Government in February 2015, the State sought to use a legislative approach to enshrine a larger Capital City independent of the procedures that were available for it to follow under the Local Government Act (the Act).

While aspects of the proposed legislation are not controversial, the principle of legislating boundary changes disenfranchises residents and ratepayers from being able to express their own views on such.

On behalf of its residents, the City of Subiaco has objected to this outcome. It has written to other Local Governments seeking their support to object to this aspect of the draft legislation, see Attachment 1.

As this matter could not be formally considered by Council in its regular business cycle, given the urgency of the matter and following consultation with the City's Elected Members, a letter was sent to south metropolitan members of the Legislative Council in late December 2015, see Attachment 2.

Subsequently the City received a letter from Hon Nick Goiran, MLC, querying the basis of the City's objections, see Attachment 3. As this included reference to the Council's position, after consultation with Mayor Howlett it was agreed that formalising this position would allow further advice to be sent back to Mr Goiran.

### **Submission**

The City of Subiaco has sought formal support from Local Governments to write to the City of Cockburn's Legislative Council members seeking their rejection of the proposed City of Perth Act, in its current form.

### **Report**

The State Government's whole of metropolitan Perth Local Government Reform program formally ceased in March 2015, following the withdrawal of Governor's Orders.

For the majority of Local Governments this outcome ended six years of protracted and often divisive debate on this matter. However, the Premier indicated that he still supported modifications to the City of Perth's boundaries, in order to create a more substantive Capital City for the State. This outcome was embodied in the draft City of Perth Act.

While many aspects of this legislation were not controversial and indeed were supported by the local government sector, the decision to arbitrarily amend the boundaries of the City of Subiaco did not fall into this category.

### *Changes to Subiaco Boundaries*

The proposed boundary changes would move 3,000 of Subiaco's residents; approximately 4% of its population, into the City of Perth. If legislated, this change would occur without any reference to these residents.

Under Schedule 2.1 of the Act, a boundary adjustment can be formally considered by the Local Government Advisory Board (LGAB). This process is relatively straightforward and was used by the Minister for Local Government to initiate the most recent metropolitan reform assessment.

One of the key elements of Schedule 2.1 2 (2) (a) is the requirement for the proponent to:

- set out clearly the nature of the proposal, the reasons for making the proposal and the effects of the proposal on local governments; (underlining added)

This is to ensure that all aspects of the Proposal, positive and negative are known by the LGAB, prior to them giving the Minister a recommendation to 'accept' or 'reject' the Proposal.

Proposals submitted under this process are required to address a number of key factors, as detailed in cl 5 (2). These criteria included the requirement to consider:

- matters affecting the viability of local governments, and
- the effective delivery of local government services

### *City of Perth Act*

In taking a legislative approach to boundary adjustment, there has been no impact analysis conducted on the proposed changes to the City of Subiaco.

The transfer of 4% of its population impacts its capacity to raise rate income. While the correspondence from Subiaco (Attachment 1) has not quantified this impact, the loss of such income as well as the associated Federal Government Financial Assistance Grant income that is distributed on a per capita basis; will negatively impact Subiaco's bottom line. As there are no offsets proposed, the remaining Subiaco residents are left with picking up the shortfall in revenue; or as Attachment 1 notes, "reducing services".

On the other side, transferring additional rate revenue to the City of Perth, the State's most prosperous local government, is simply not an

equitable situation. Enriching Perth, while reducing the income of Subiaco, will impact the service delivery capacity of the latter. The City of Subiaco has already engaged in discussion with its staff about the potential for staff redundancies if this were to occur.

Assessing this type of impact is a core rationale for consideration of boundary changes. If this principle is 'enshrined' in the Act, where is the justification for using another approach (ie legislative) to circumvent such assessment?

The process, by which the LGAB is required to undertake its assessment of any boundary proposal, also requires it to consult with the community. Such consultation has not occurred in the framing of the City of Perth Act. Indeed local media has reported strong hostility from local (Subiaco) residents to the arbitrary way the boundary change is being achieved.

A straightforward and equitable course of action would be to let the local residents decide their own destiny. However, for this to occur, the current City of Perth Act would need to be amended to remove the proposed boundary changes to Subiaco. This is the position being advocated by the City of Subiaco.

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

#### **Leading & Listening**

- Effective advocacy that builds and manages relationships with all stakeholders.

### **Budget/Financial Implications**

N/A

### **Legal Implications**

N/A

### **Community Consultation**

While consultation with the community has not been undertaken in preparing this report, City of Cockburn residents objected strongly to arbitrary boundary adjustments that were proposed for their City during the reform process.

### **Attachment(s)**

1. Letter from City of Subiaco dated 11 December 2015



2. Letter to members of the Legislative Council dated 22 December 2015
3. Letter from Hon Nick Goiran dated 30 December 2015

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

N/A

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

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 11/2/2016) - RESOLUTION OF COMPLIANCE (SECTION 3.18(3), LOCAL GOVERNMENT ACT 1995)**

**RECOMMENDATION**

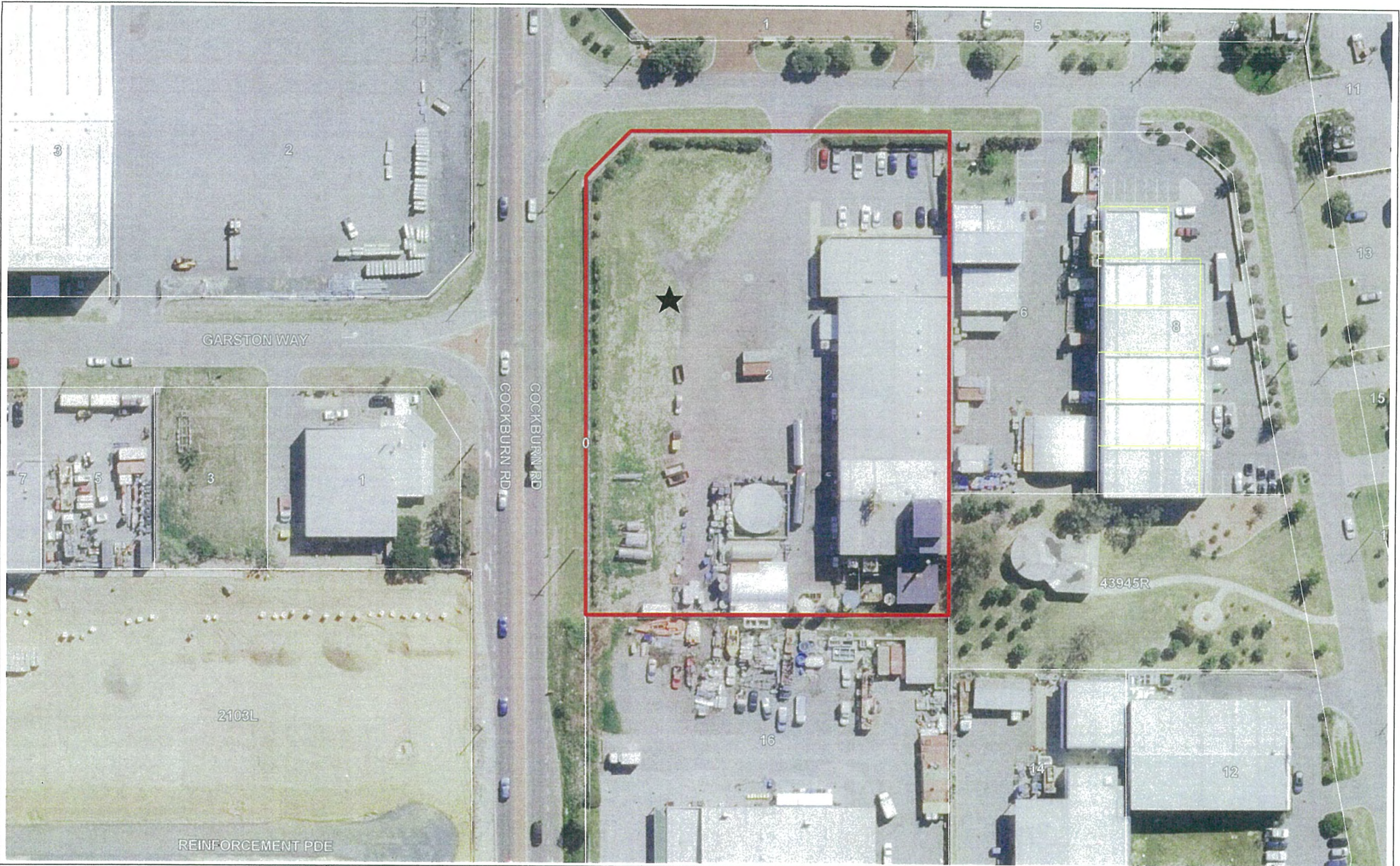
That Council is satisfied that resolutions carried at this Meeting and applicable to items concerning Council provided services and facilities, are:-

- (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**  
G.I.S Services Department

Location Plan  
2 Emplacement Crescent HAMILTON HILL WA 6163

PRINTED ON: 27/01/2016

SCALE = 1:800

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Photo 1



Photo 2



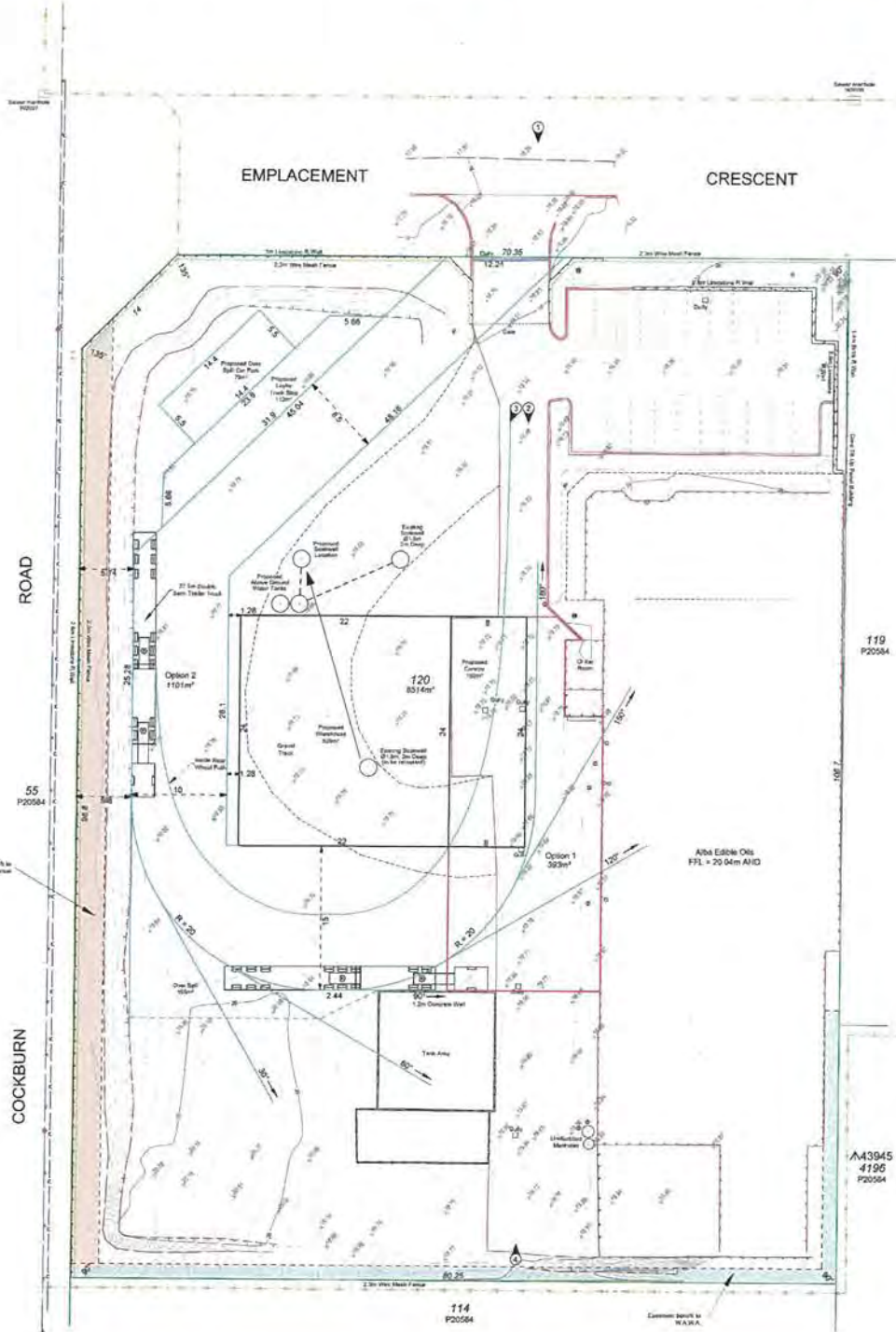
Photo 3



Photo 4



LOCATION SKETCH  
NOT TO SCALE



**Symbol Legend**

- Boland
- Power Pole
- Floor Level
- Hydrant
- Hydrant Pillar
- Natural Surface
- Power Dome
- Sign (One Pole)
- Tolerance Pit
- Road Level
- Door

**LineStyle Legend**

- Gravel Track
- Top of Bank
- Toe of Bank
- Wall
- Building
- Concrete Edge
- Overhead Power
- Gas Line
- Fence Line
- Road Centreline
- Brick Paving
- Parking Bay
- Roof Heights

Scale @A1 1:250

142094 0-30062015-PC094-F.dwg

REV	DATE	BY	APP/REVISED
1.0	15.01.2014	EMM	Issued for Information
2.0	20.02.2014	J	Proposed Driveway, Warehouse & Carport Added
3.0	07.02.2014	J	Issue Note: Amend Right-Handed
4.0	22.02.2014	J	Driveway reduced to 5m
5.0	11.01.2015	J	New Proposed Driveway, Warehouse & Carport Added
R.F	23.09.2015	J	Final Proposed Driveway, Warehouse & Carport Added
1.0	14.01.2015	J	Proposed Building & Driveway updated
8.0	09.09.2015	K	Final Building & Driveway Added

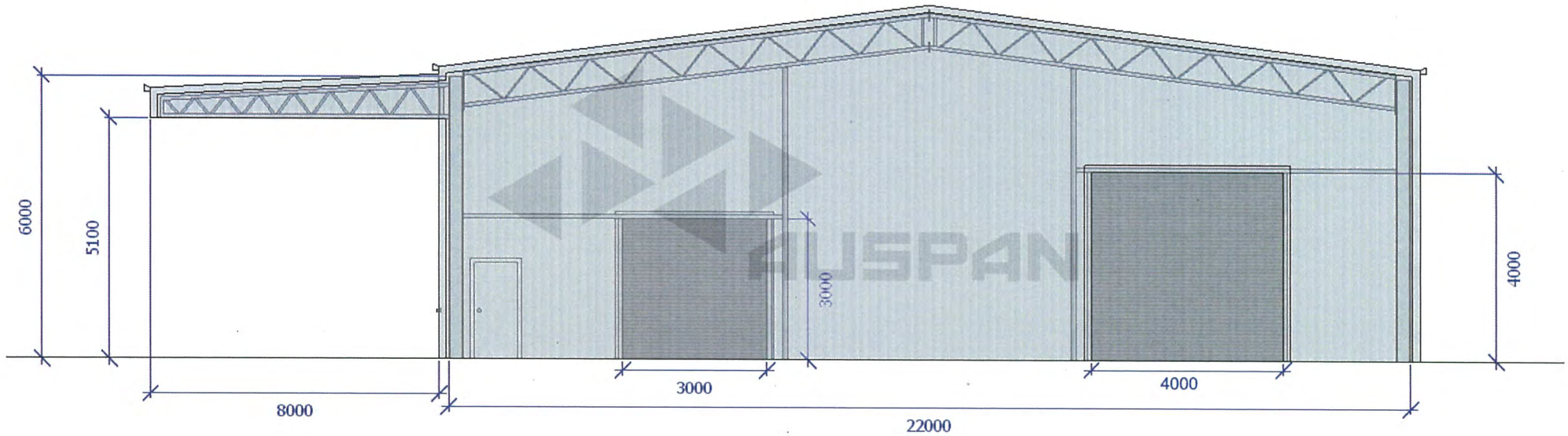
**Notes:**

- Boundary plotted from Landgate SC26 digital data only
- True position of boundary is subject to a re-establishment survey
- Height established from 100m SPN 140 via GPS connection
- Dimensions, Areas and Offsets subject to re-establishment survey
- Survey information plotted from Data Before You Dig and survey data
- Track turning circle based on Main Roads Turning Template drawing 2005/31-0013



JOB NO: 14009  
PROJECT: 171/4 FEATURE SURVEY  
LOT 120 ON P20584  
#2 EMPLACEMENT CRESCENT, HAMILTON HILL  
WA, 6163  
C/T 2037-282  
Certified by ACS Page 2 of 16 - Friday  
15/01/2015 11:11 AM

DATUM	N
VEN: AHD	N
NOTE: PC094	
SCALE: 1:250	8.0
DWG NO: 14009-F01	
SHEET NO: 1	OF 1
A1	



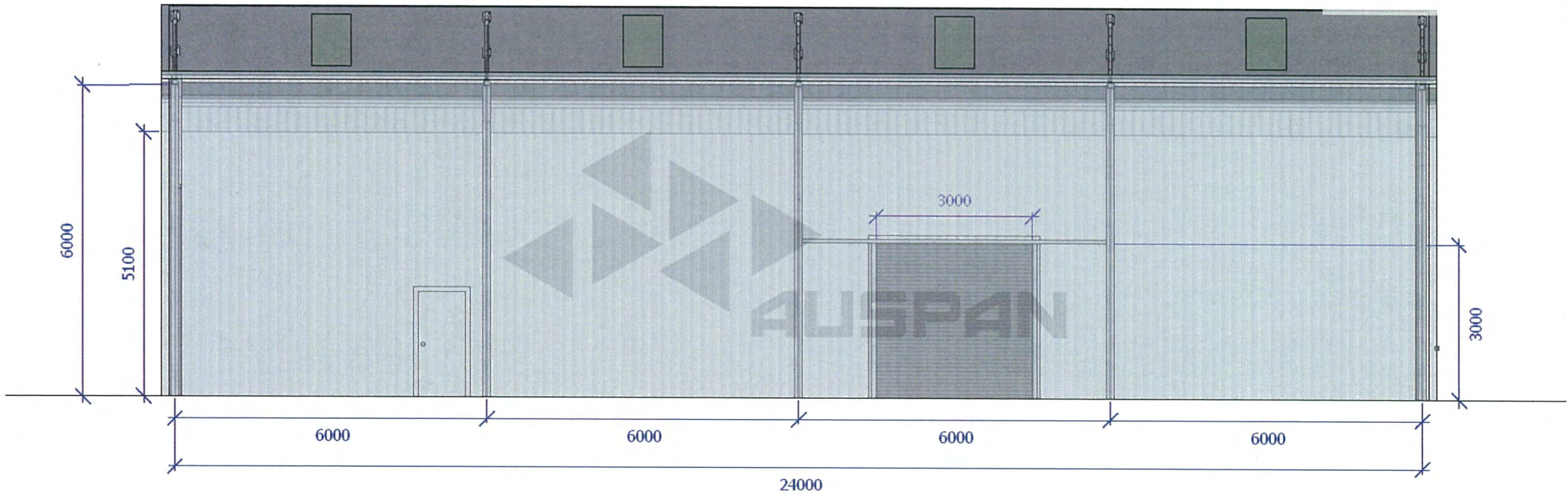
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PROJECT NAME: Alba Edible Oils  
 - Enclosed Warehouse with Canopy  
 DATE: 11/05/2015  
 NUMBER: 2164(3)  
 AREA: Hamilton Hill,  
 W.A. 6163  
 DRAWING NAME: END DIMENSIONS

**AUSPAN GROUP**  
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**A:** P.O. BOX 21 / 23 CORBETT ST  
 GNOWANGERUP, W.A. 6335

Attach 3

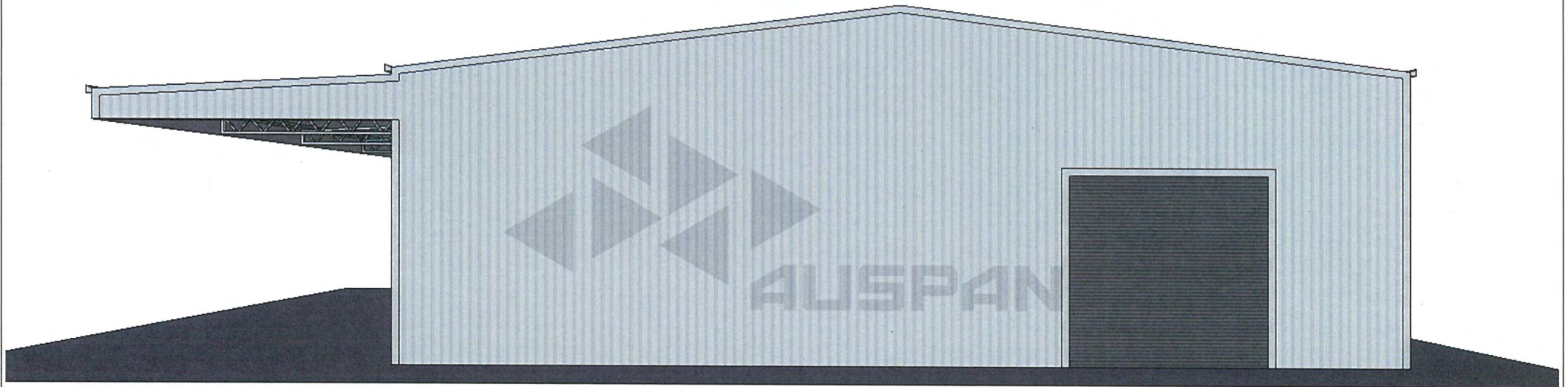




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PROJECT NAME: Alba Edible Oils  
 - Enclosed Warehouse with Canopy  
 DATE: 11/05/2015  
 NUMBER: 2164(3)  
 AREA: Hamilton Hill,  
 W.A. 6163  
 DRAWING NAME: SIDE DIMENSIONS

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**A:** P.O. BOX 21 / 23 CORBETT ST  
 GNOWANGERUP, W.A. 6335



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PROJECT NAME: Alba Edible Oils  
 - Enclosed Warehouse with Canopy  
 DATE: 11/05/2015  
 NUMBER: 2164(3)  
 AREA: Hamilton Hill,  
 W.A. 6163  
 DRAWING NAME: ELEVATION 1

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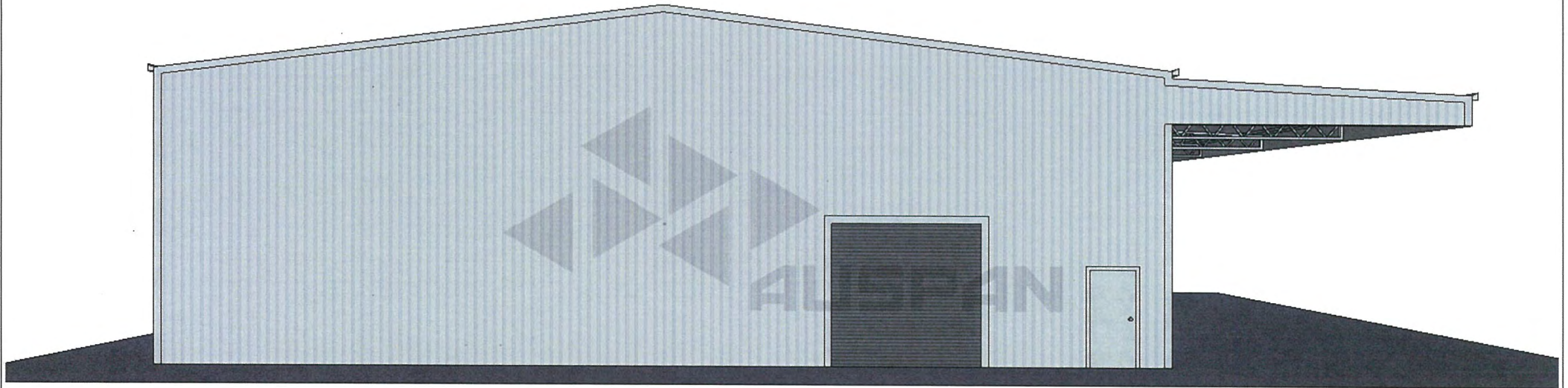


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PROJECT NAME: Alba Edible Oils  
- Enclosed Warehouse with Canopy  
DATE: 11/05/2015  
NUMBER: 2164(3)  
AREA: Hamilton Hill,  
W.A. 6163  
DRAWING NAME: ELEVATION 2

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PROJECT NAME: Alba Edible Oils  
- Enclosed Warehouse with Canopy

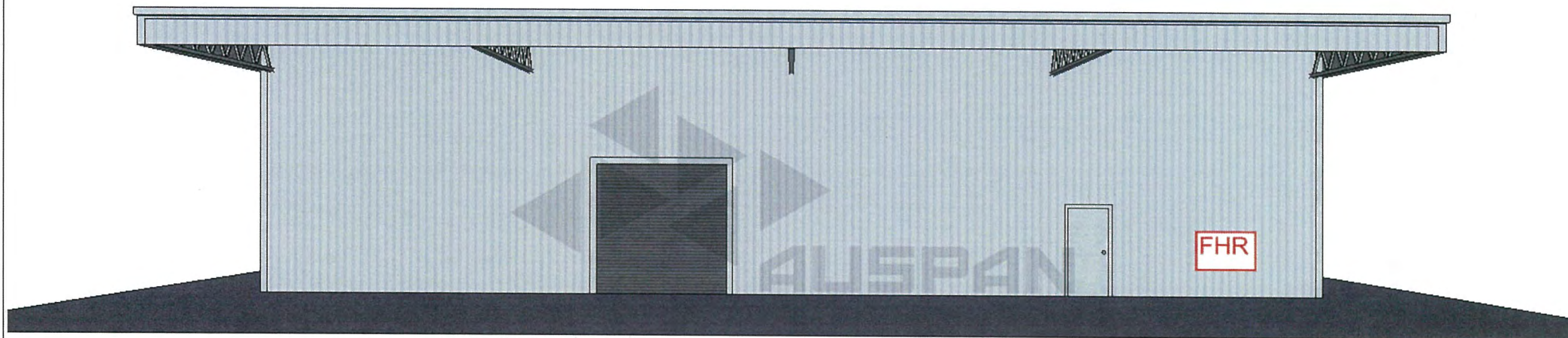
DATE: 11/05/2015

NUMBER: 2164(3)

AREA: Hamilton Hill,  
W.A. 6163

DRAWING NAME: ELEVATION 3

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Fire Hose Reel to be installed in accordance with the BCA Volume 1 Part E1.4 and AS 2441.

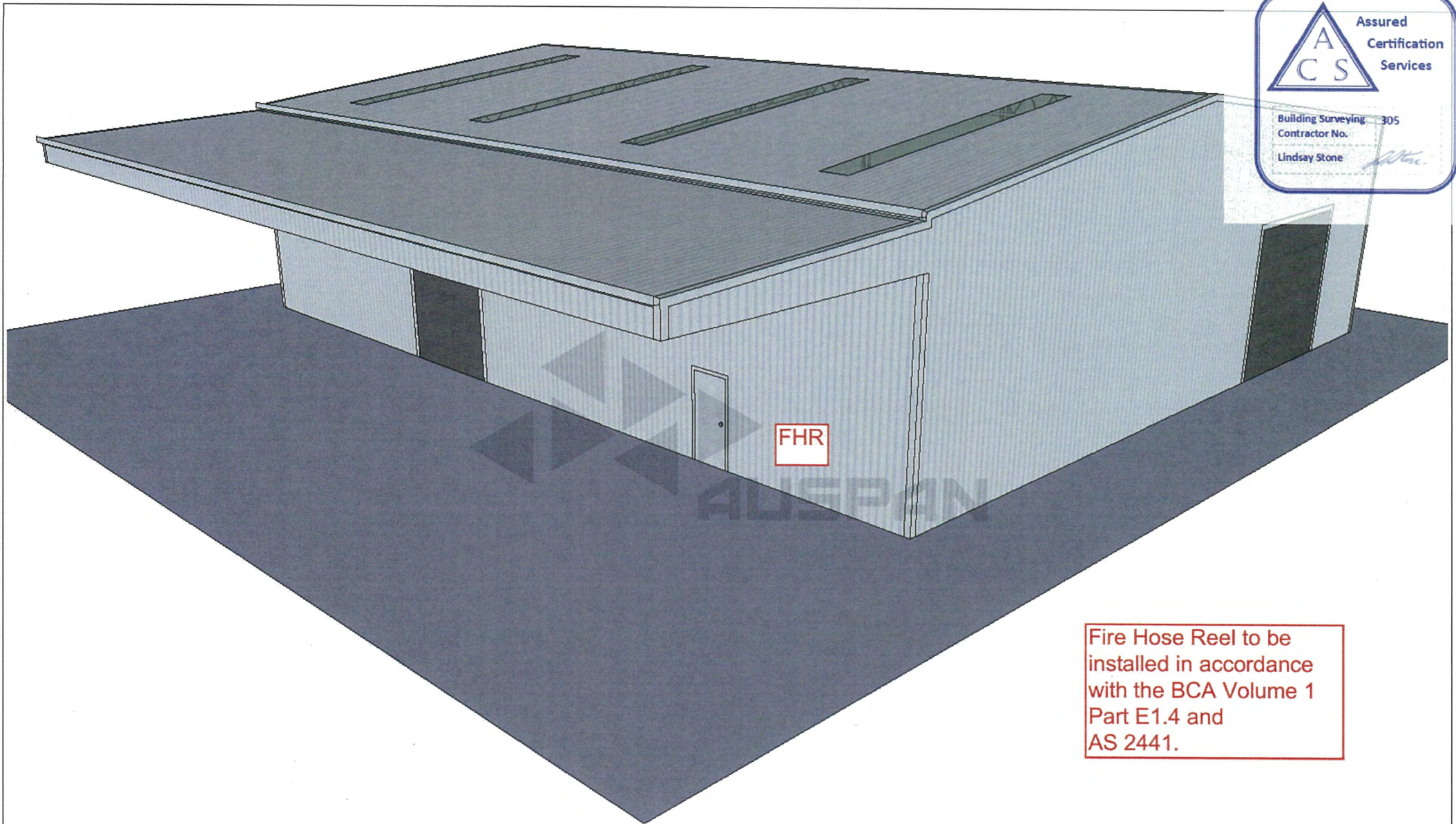


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PROJECT NAME: Alba Edible Oils  
 - Enclosed Warehouse with Canopy  
 DATE: 11/05/2015  
 NUMBER: 2164(3)  
 AREA: Hamilton Hill,  
 W.A. 6163  
 DRAWING NAME: ELEVATION 4

**AUSPAN GROUP**  
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 GNOWANGERUP, W.A. 6335






  
 Assured  
 Certification  
 Services

Building Surveying 305  
 Contractor No.  
 Lindsay Stone *L. Stone*

Fire Hose Reel to be installed in accordance with the BCA Volume 1 Part E1.4 and AS 2441.

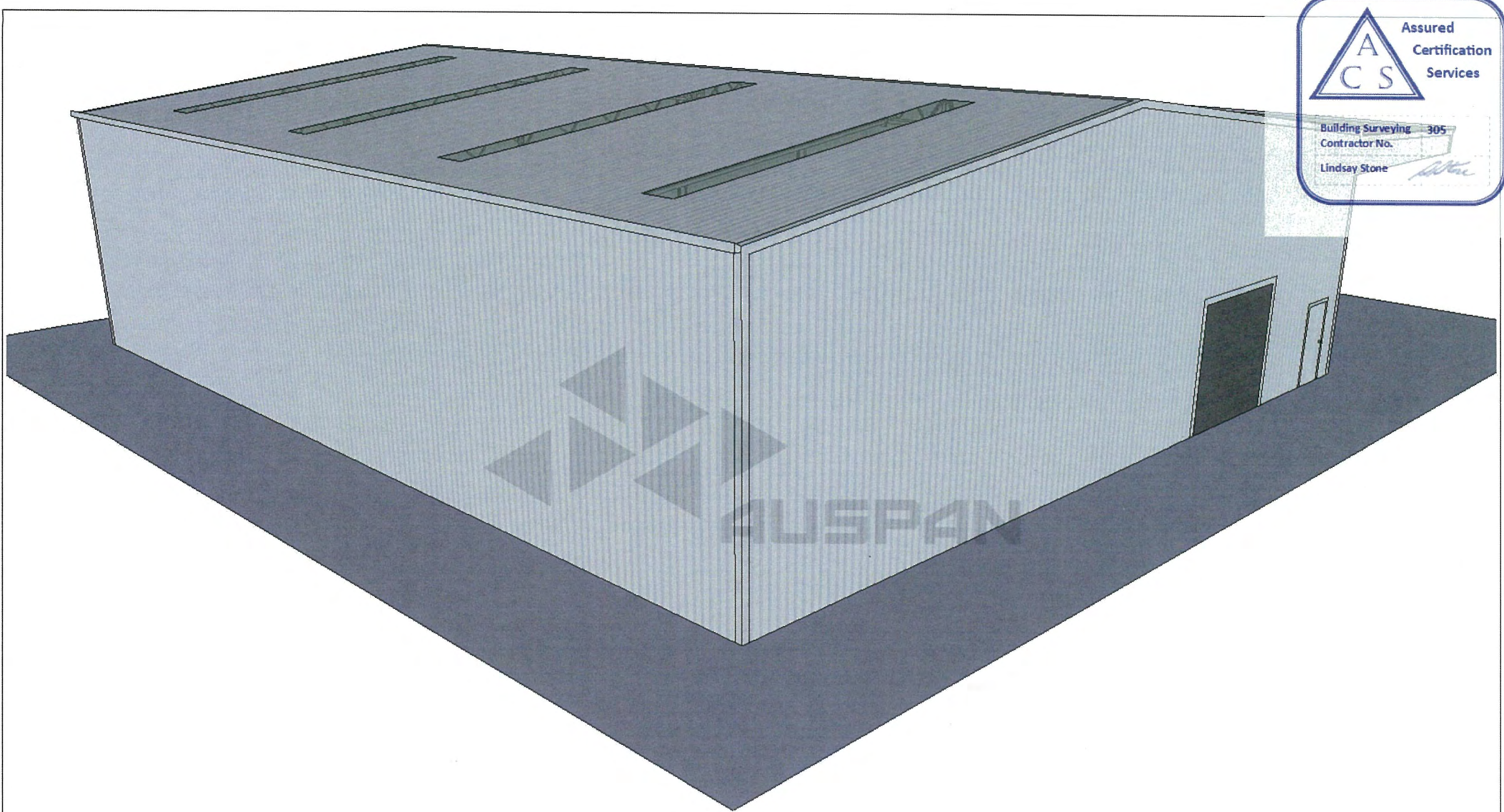


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**PROJECT NAME:** Alba Edible Oils  
 - Enclosed Warehouse with Canopy  
**DATE:** 11/05/2015  
**NUMBER:** 2164(3)  
**AREA:** Hamilton Hill,  
 W.A. 6163  
**DRAWING NAME:** ISOMETRIC 1

**AUSPAN GROUP**  
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**F:** 1300 271 330  
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**A:** P.O. BOX 21 / 23 CORBETT ST  
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**Assured  
Certification  
Services**

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Building Surveying 305  
 Contractor No.  
 Lindsay Stone *Lindsay Stone*



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**PROJECT NAME:** Alba Edible Oils  
 - Enclosed Warehouse with Canopy  
**DATE:** 11/05/2015  
**NUMBER:** 2164(3)  
**AREA:** Hamilton Hill,  
 W.A. 6163  
**DRAWING NAME:** ISOMETRIC 2

**AUSPAN GROUP**  
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 GNOWANGERUP, W.A. 6335





www.albaoil.com.au



1<sup>st</sup> July 2015

FAO Cockburn City Council

Alba Oils warehouse Application

Dear Sir / Madam

This letter is to confirm that Alba Oils office has a purpose build disabled facility on location of 2 Emplacement Crescent , Hamilton hill .

With regards to the purpose of warehouse it is solely for the protection of packaging and packed stock to avoid contamination of foreign particles. Alba Oils have noticed a considerable increase in dust contaminants travelling over from Cockburn Coastal Development .

Wormald the appointed contractor for earth works on the development are trying to improve the dust suppression on this site .

With the Dfes approval no materials will be stored under the canopy . The canopy is solely used for the protection from the weather when loading and off loading of haulage vehicles .

*Regards,  
Sean*

**Sean Calland | Engineering Manager**  
Alba Edible Oils Pty Ltd



2 Emplacement Crescent  
Hamilton Hill, WA 6163  
**Mob : 0400 110 001**  
Tel: (08) 9432 7200  
Fax: (08) 9431 7266  
[www.albaoil.com.au](http://www.albaoil.com.au)

2 Emplacement Crescent, Hamilton Hill Western Australia 6163  
1 Address: P.O. Box 385, South Fremantle WA 6162 Australia  
Telephone: +61 8 9431 7255 • Fax: +61 8 9431 7266

Certified By ACS Page 1 of 1 - Friday, July 31, 2015









## SCHEDULE OF SUBMISSIONS

## PROPOSED STRUCTURE PLAN – LOTS 75-81 VIEW ST &amp; LOTS 84-90 WATSON ROAD, BEELIAR

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
1	Landowner	<p>I do support the development of the land in question, however I object to the proposed land sizes and zoning. Please reconsider the sizes of land, 234sqm is next to nothing in such a family oriented suburb, the demographic of which I believe would be your target consumers.</p> <p>In regards to the multiple dwellings, if this is to proceed, please plan for and ensure there is ample parking available for visitors of those residing in these units, as currently in the adjoining estate, people are having to park on the road verge due to insufficient parking available, creating numerous accident risks for those driving in and out.</p> <p>I am all for the redevelopment, but would like to see a reconsideration of the proposed land sizes and strong planning consideration to factor in most households who hold two cars or more, but insufficient garage sizes, a reflection of small land sizes, creates a need for extra parking.</p>	<p><b>Neutral with Comment/Concern</b></p> <p>Comment relating to residential lot size is noted. The proposal is consistent with the prevailing State Government Framework that endeavours to increase the gross residential density of greenfields suburbs by 50% to 15 dwellings per hectare. The site is also within a 5 minute walk from the Beeliar Neighbourhood Centre and also adjacent to high frequency bus routes along Beeliar Drive. Planning holds that higher densities are to be located in proximity to local conveniences and also good quality public transit.</p> <p>With regard to on-street parking in proximity to laneway lots, the City's standard is one on-street parking bay per two laneway dwellings. It can also be expected that the majority of the site will be developed for green title residential dwellings, standard house designs traditionally allow for additional parking on private driveways.</p> <p>Comments related to parking in multiple dwelling developments noted. These matters are controlled by the Residential Design Codes.</p>
2	Department of Education 151 Royal Street EAST PERTH WA 6004	The Department has reviewed the document and wishes to advise that it has no objection to this proposal.	<b>No Objection</b>
3	Telstra, Forecasting & Area Planning Locked Bag 2525 PERTH 6001	At present, Telstra Corporation Limited has no objection.	<b>No Objection Noted</b>
4	Department of Indigenous Affairs	A review of the Register of Aboriginal Places and Objects as well as the DAA Aboriginal Heritage Database concludes that there are no known	<b>Comments Noted</b>



NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
	PO Box 3153 EAST PERTH WA 6892	heritage places within the proposed Plan at Lots 75-81 View Street and Lots 84-90 Watson Road, Beeliar. Therefore based on the information held by DAA no statutory approvals under the Aboriginal Heritage Act 1972 (AHA) are required.	
5	Water Corporation PO Box 100 LEEDERVILLE WA 6902	<p>The Corporation has adopted water and wastewater scheme planning to guide future servicing of the locality. This planning is periodically revised as zonings and density codes change, or local structure plans are prepared for new growth areas</p> <p><u>Water and Wastewater</u> Reticulated water and sewerage is currently available throughout the subject area. The developer/disturber is expected to fund any new works required or the upgrading of existing works and protection of all works. All water and sewerage reticulation main extensions, required for the development site, must be laid on the correct alignment and in accordance with the Utility Providers Code of Practice.</p> <p>Due to the increase in development density, upgrading of the current system may be required to prevent existing customers being affected by the proposed development. The Corporation will need to review its planning for this part of the catchment to determine if necessary, what upgrades or duplications the developers of this land may need to undertake to service the land.</p> <p><u>General Comments</u> Any future building proposal will require approval by our Building Services section prior to commencement of works. Infrastructure contributions and fees may be required to be paid prior to approval being issued.</p> <p>The information provided above is subject to review and may change. If the proposal has not proceeded within the next 6 months, the Water Corporation may need to be contacted to confirm if the information is still valid.</p>	<p><b>Comments Noted</b></p> <p><b>Noted.</b></p>
6	WA Gas Networks (ATCO Australia) Locked Bag 2507, Perth Business Centre PERTH WA 6849	<p>We wish to advise that ATCO Gas Australia has Medium Pressure gas mains and gas infrastructure in the vicinity of the abovementioned Lots.</p> <p>ATCO has no objection to the submitted structure plan, please see the attached Figure for your record.</p>	<b>No Objection Noted.</b>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>Although not indicated in detail on the attached plan it should also be noted that the adjacent properties may have an individual gas service installed that may need to be proved and protected prior to any future ground disturbance commencing.</p> <p>Should any ground disturbance in this immediate area be planned, ATCO Gas will need to be contacted prior to any works commencing.</p>	
7	Main Roads WA PO Box 6202 EAST PERTH WA 6892	<p>It is noted that the structure plan report does refer to likely noise impact on the north western corner of the structure plan area. This noise impact should be addressed in detail when preparing the subdivision plan.</p> <p>For Council's information, the current planning design concept for the future intersection of Stock Road with Beelias Drive shows a future land requirement of approximately 4m from the Prizmic Street road reserve.</p> <p>Therefore Council may need to review its future requirements for Prizmic Street and any likely realignment impacts on abutting Lots 81 and 82. Copies of land requirement plan 1.2006/3 and carriageway pattern drawing 8221-75-2 are attached for your reference.</p>	<p><b>Comments Noted.</b></p> <p>This is noted and understood by the City. The Primary Regional Road Reservation does enter the current Prizmic Street road reservation. However this is minor and not exceeding 5m of the current road reservation. As the current road reservation is 20m, and the portion to be taken is in the extreme north of the existing road reservation it is not likely to have an impact on the design of the locality.</p>
8	Department of Transport GPO Box C102 PERTH WA 6839	<p>The Department of Transport (DoT) has reviewed the proposed structure plan and provides the following comments:</p> <ul style="list-style-type: none"> <li>Footpaths within the Structure Plan area should be a minimum 2.0m wide and set back a minimum of 0.3m from the property boundary in order to provide a suitable level of safety for path users.</li> </ul>	<p><b>Comments Noted.</b> These matters will be addressed at construction drawing stage of development.</p>
9	Department of Parks and Wildlife Locked Bag 104 Bentley Delivery Centre WA 6983	<p>The Department of Parks and Wildlife has no comments on the proposed Structure Plan.</p>	<p><b>No Comment Noted.</b></p>
10	Department of Water PO Box 332 MANDURAH WA 6210	<p>The Department of Water (DoW) has reviewed the proposal and has following advice:</p> <p><b>Better Urban Water Management (WAPC, 2008)</b> Due to the small size, reasonable depth to groundwater and lack of</p>	<p><b>Comments Noted.</b></p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		sensitive water resources, a Local Water Management Strategy would not be required in this instance. On-site water management would need to be demonstrated in an Urban Water Management Plan to inform subdivision.	
11	Department of Health PO Box 8172, Perth Business Centre PERTH WA 6849	<p>The DOH provides the following comment:</p> <p><b>1. Medical Entomology</b> The subject land is in a region that experiences significant problems with nuisance and disease carrying mosquitoes. These mosquitoes can disperse several kilometres from breeding sites and are known carriers of Ross River (RRV) and Barmah Forest (BFV) viruses. Significant numbers of human cases of RRV and BFV diseases occur in this general locality. For example in the 2011/2012 and 2013/14 seasons, there were 111 and 87 cases of Ross River virus in the City of Cockburn, respectively.</p> <p>Areas of highly productive mosquito breeding habitat are located in close proximity to the subject land and studies in the Cockburn region show that this places residents at an increased risk of contracting debilitating mosquito-borne disease. In order to protect the health and lifestyle of communities, land use planning decisions must include consideration of the proximity to breeding habitat of mosquitoes and other nuisance or biting insects (e.g. chironomid midges, ceratopogonid midges, March flies) and whether insect management, if required, will be effective, appropriately resourced; and be approved by the relevant environmental agencies.</p> <p>The City of Cockburn should ensure they have sufficient resources to continue mosquito management to protect future residents within the proposed Scheme Amendment; and new residents should be warned of the risk of mosquito-borne disease and the potential for nuisance mosquitoes via an appropriately worded notification on any newly created property titles.</p> <p><b>2. Water and Sewerage</b> For the development density proposed in the structure plan, the Government Sewerage Policy - Perth Metropolitan Region requires connection to reticulated sewerage and scheme water to serve the developments.</p>	<p><b>Comments Noted.</b></p> <p>The subject site is not within the City's Local Planning Policy related to Mosquito Management.</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p><b>3. Increased Density - Public Health Impacts</b></p> <p>The City of Cockburn should use this opportunity to minimise potential negative impacts of increased density development such as noise, odour, light and other lifestyle activities. Public health impacts draw attention to those issues and they should be appropriately and adequately addressed at this stage.</p> <p>To minimise adverse impacts on the residential component, the City of Cockburn could consider incorporation of additional sound proofing / insulation, double glazing on windows, or design aspects related to location of air conditioning units and other appropriate building/construction measures.</p>	





**City of Cockburn**  
G.I.S Services Department

**Attachment 1 – Location Plan Lot 3 (642) Rockingham Road,  
Munster**

PRINTED ON:  
15/01/2016


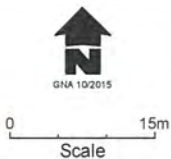
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  **STRUCTURE PLAN**  
**LOT 3 ROCKINGHAM ROAD, MUNSTER**

**SCHEDULE OF SUBMISSIONS**  
**PROPOSED STRUCTURE PLAN – Lot 3 (642) Rockingham Road, Munster**

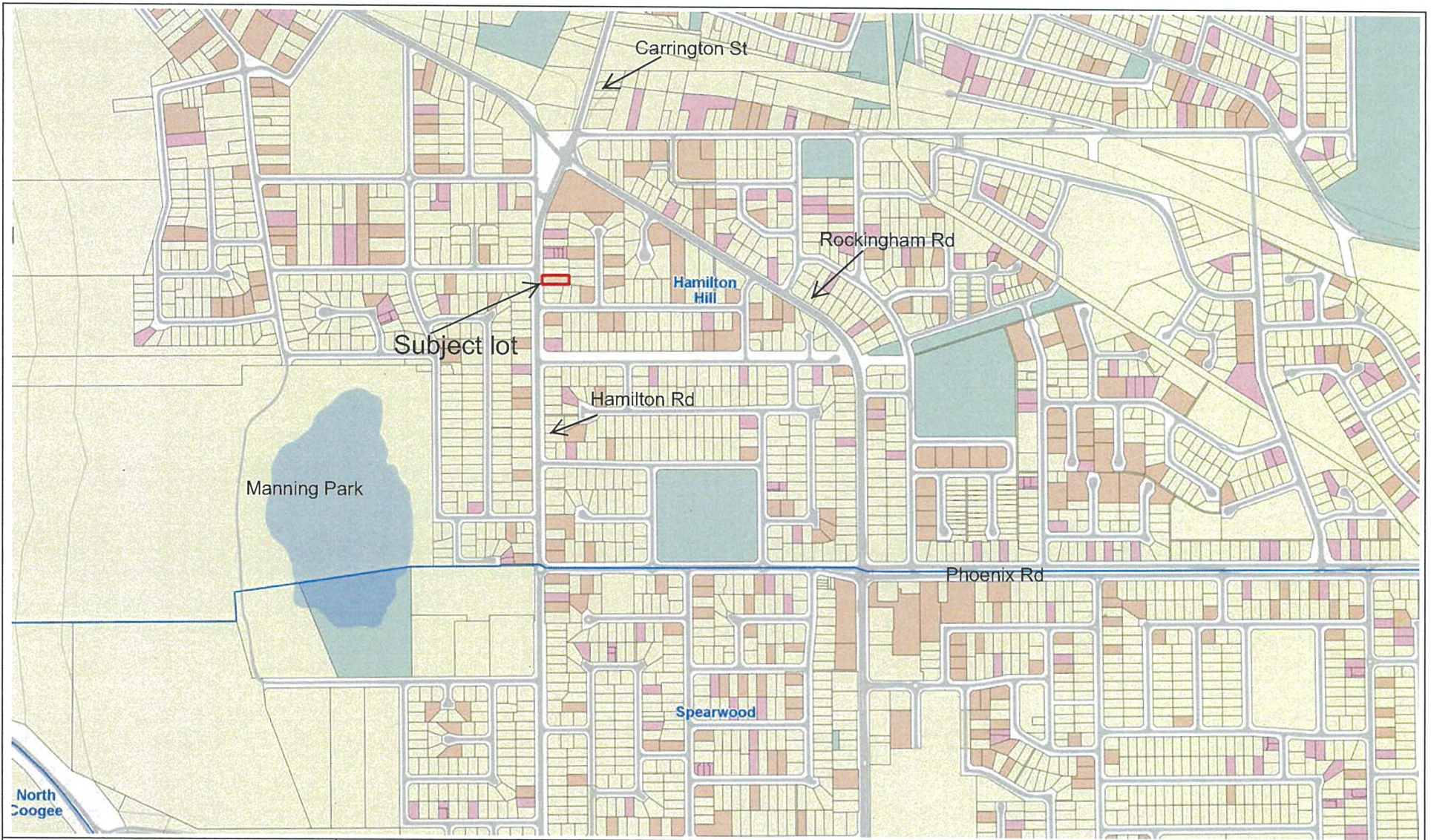
NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
1	Department of Transport GPO Box C102 PERTH WA 6839	The Department of Transport has no comment to provide.	Noted
2	WA Gas Networks (ATCO Australia) Locked Bag 2507, Perth Business Centre PERTH WA 6849	<p>We wish to advise that ATCO Gas Australia has Medium Pressure gas mains and gas infrastructure in the vicinity of the abovementioned Lots within the adjacent Reserve 38244 and Rockingham Road.</p> <p>ATCO has no objection to the submitted structure plan; please see the attached Figure for your record.</p> <p>Although not indicated in detail on the attached plan it should also be noted that the adjacent properties may have an individual gas service installed that may need to be proved and protected prior to any future ground disturbance commencing.</p> <p>Should any ground disturbance in this immediate area be planned, ATCO Gas will need to be contacted prior to any works commencing.</p>	Noted
3	Water Corporation PO Box 100 LEEDERVILLE WA 6902	<p>The Corporation has adopted water and wastewater conveyance planning to guide the servicing of this and other surrounding land. This infrastructure planning is subject to ongoing review and can be modified as necessary by the developers' engineers in consultation with, and to the satisfaction of the Water Corporation.</p> <p>The structure plan only applies to one lot and it simply proposes to up-code the site from R20 to R60. The Corporation's long term wastewater scheme planning for this area is based on an average development density of R20, as per the original structure plan for the broader DCA6 area.</p>	Noted.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>While the increase in wastewater flows arising from the proposed increase to R60 over one lot is relatively small on its own, the Corporation is concerned about the longer-term, cumulative impact of density up-codings across the catchment.</p> <p>The City is requested to provide the Corporation with an overall plan showing this and other proposed increases density code. This will provide a basis for the wastewater planning for this area to be reviewed and any headworks and reticulation upgrades to be identified in advance.</p> <p>At the subdivision stage, the developers' consulting engineers will be required to estimate wastewater flows based on the higher yields and to adjust the sewer planning accordingly. It is possible that developers may need to undertake sewer upgrades or duplication at the subdivision stage in order to accept the higher wastewater flows from this part of the catchment to the east of Rockingham Road.</p>	<p>The City has provided a response to Water Corporation indicating future densities within the parcel of land. This parcel will most likely be developed to R40/60 density.</p> <p>The applicant will be notified of the requirement to conduct a wastewater flow analysis at the subdivision stage.</p>
4	<p>Department of Environment Regulation Locked bag 33 Cloisters Square PERTH WA 6850</p>	<p>DER advises that Lot 3 is not classified under the <i>Contaminated Sites Act 2003 (CS Act)</i> and no information pertaining to the contamination status of Lot 3 has been provided to DER.</p> <p>However, DER understands that Lot 3 has been used as a depot facility by a demolition and salvage contractor for at least 30 years. Based on a review of historical aerial imagery, it appears that salvaged materials have been sorted and stored across the site. DER considers that this activity is consistent with the recycling of building materials, which is a land use that has the potential to cause contamination, as specified in the guideline 'Assessment and Management of Contaminated Sites' (DER, 2014).</p> <p>Therefore, DER advises that assessment and management of potential contamination will need to be addressed prior to the redevelopment of the site for sensitive uses (i.e. residential use). However, as this is an interim step in the planning process, DER</p>	<p>Noted.</p> <p>The applicant will be notified that a <i>preliminary site inspection</i> under the 'assessment and management of contaminated sites' (DER 2014)</p>



NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>considers that contamination conditions are not required at this time. DER envisages that potential contamination at the site will be managed through the placement of appropriate conditions on any future subdivision approval or development approval granted by the Western Australian Planning Commission or the City of Cockburn.</p>	<p>will be required prior to the redevelopment of the site for sensitive uses.</p>





**Attachment 1 – Location Plan Lot 117  
Hamilton Road, Hamilton Hill**

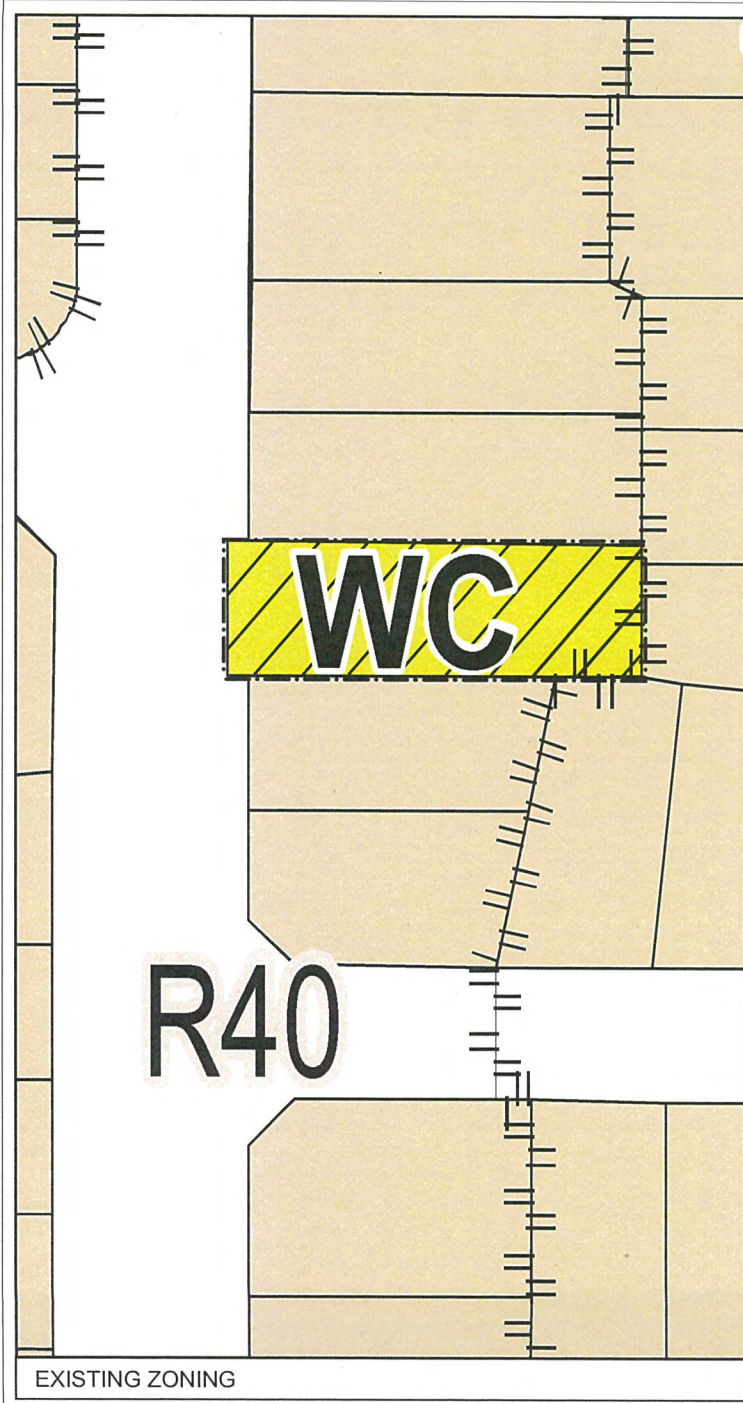
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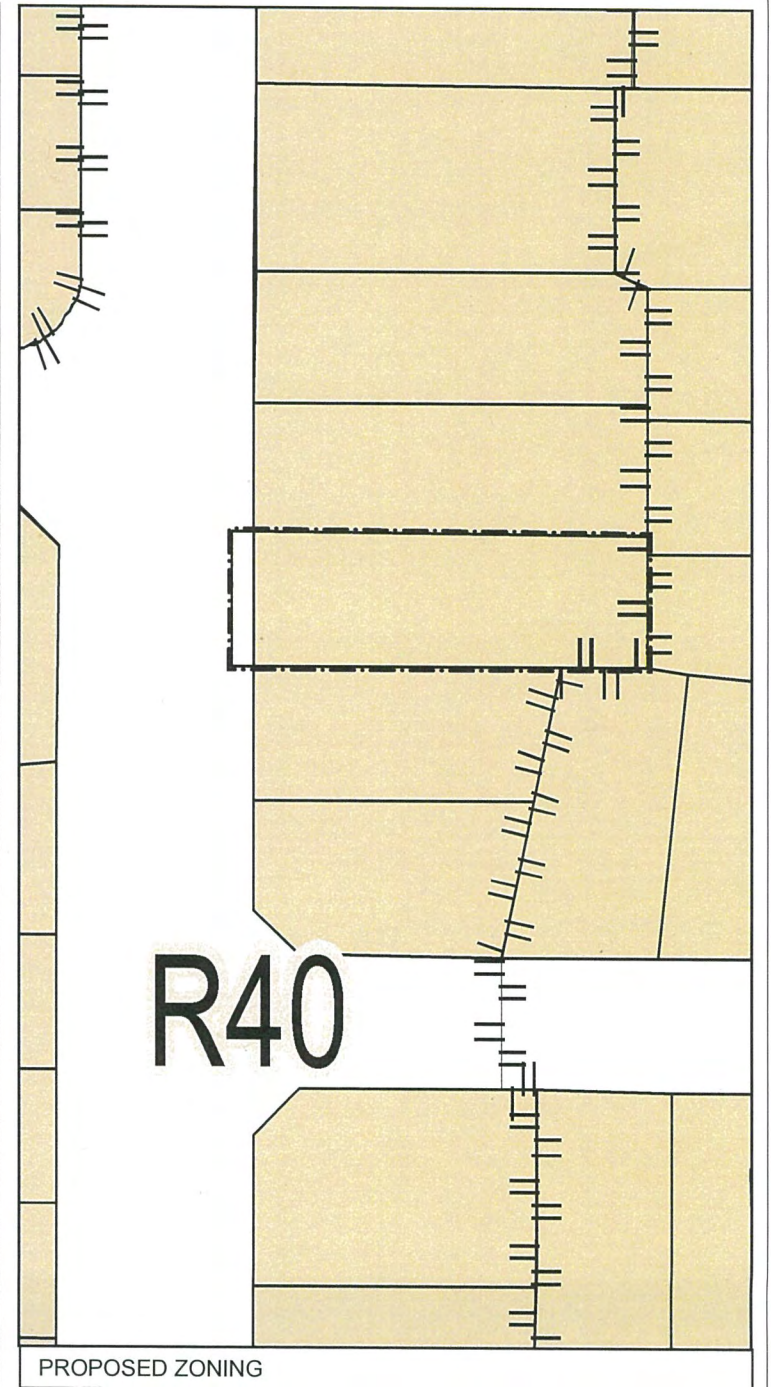
EXISTING ZONING

LEGEND  
LOCAL SCHEME RESERVES

-  PUBLIC PURPOSES DENOTED AS FOLLOWS:
- WC WATER CORPORATION
-  LOCAL RESERVE - LOCAL ROAD

- ZONES
-  RESIDENTIAL

- OTHER
-  R CODES
  -  AMENDMENT AREA



PROPOSED ZONING

**SCHEDULE OF SUBMISSIONS  
PROPOSED AMENDMENT NO. 114**

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
1	Department of Transport GPO Box C102 PERTH WA 6839	The Department of Transport has no comment to provide.	Noted
2	Water Corporation PO Box 100 LEEDERVILLE WA 6902	The Water Corporation fully Supports this Amendment.	Noted
3	Department of Aboriginal Affairs PO Box 3153 EAST PERTH WA 6892	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 Amendment. Therefore based on the information held by DAA no approvals under the Aboriginal Heritage Act 1972 (AHA) are required.	Noted
4	Department of Fire and Emergency Services (DFES) GPO Box P1174 PERTH WA 6844	Further to your recent correspondence regarding the above matter, I wish to advise that the Department of Fire and Emergency Services have no comment regarding this matter.	Noted
5	Heritage Council of Western Australia PO Box 7479, Cloisters Square PERTH WA 6850	The proposed Scheme Amendment has been considered for its potential impact on heritage places within the Scheme area. There is no objection to the proposal.	Noted
6	Western Power GPO Box L921 PERTH WA 6842	Your proposal is being reviewed, and we will contact you directly for more information if required.  This email should not be considered to be an approval or non-objection to your works.	Noted
7	WA Gas Networks (ATCO Australia) Locked Bag 2507, Perth Business Centre PERTH WA 6849	We wish to advise that ATCO Gas Australia has Medium Pressure gas mains and gas infrastructure in the vicinity of the abovementioned Lot.  ATCO has no objection to the formalisation of the tenure to facilitate the proposed land transaction, please see the attached Figure for your record.  Although not indicated in detail on the attached plan it should also be	Noted  Prior to development of the Lot ATCO Gas will be made aware of any development proposals

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>noted that the adjacent property has an individual gas service installed that may need to be proved and protected prior to any future ground disturbance commencing or new development within the Lot 117 being planned.</p> <p>Should any ground disturbance in this immediate area be planned, ATCO Gas will need to be contacted prior to any works commencing.</p>	
8	Department of Water PO Box 332 MANDURAH WA 6210	The Department of Water (DoW) has reviewed the information and has no comment to make on the rezoning.	Noted
9	Department of Health PO Box 8172, Perth Business Centre PERTH WA 6849	The DOH has no objection to the proposed amendment.	Noted





Location of Hammond Road Cottage, Success with adopted Structure Plan overlaid – Lot 9015 Hammond Road, Success



**Aerial Photographs – Hammond Road Cottage, Success – Lot 9015 Hammond Road, Success**



**Figure 1. 2015 Aerial Photograph**



**Figure 2. 1953 Aerial Photograph**



**Figure 3. 1965 Aerial Photograph**



Aerial Photographs – Hammond Road Cottage, Success – Lot 9015 Hammond Road, Success



Figure 1. 2015 Aerial Photograph



Figure 2. 1953 Aerial Photograph



Figure 3. 1965 Aerial Photograph





LOCAL GOVERNMENT INVENTORY

**HAMMOND ROAD COTTAGE, SUCCESS**

**C** Significant



**LGI #**

**PIN No.**

**LOT/PLAN DIAGRAM**

**LOCATION** Lot 9015 Hammond Road, Success

**OTHER NAME(S)**

**CONSTRUCTION DATE(S)** Unknown

**STATEMENT OF SIGNIFICANCE**

*Hammond Road Cottage, Success* is significant for its association with the area’s farming and agricultural history, and a rural lifestyle no longer practiced in Success (formerly Jandakot).

*Hammond Road Cottage, Success* is significant for its association with Jandakot early settler and farmer William Henry Barfield, who was a member and secretary of the Jandakot Agricultural Society, and his son John Henry Barfield.

**PHYSICAL DESCRIPTION**

*Hammond Road Cottage, Success* is a simple dwelling structure with masonry walls and a high pitched hipped corrugated iron roof.

The former dwelling has verandahs on the east, west and northern sides that have been enclosed on the northern and eastern sides, with a verandah remaining on the western side. This has left the building with an asymmetrical façade.



## LOCAL GOVERNMENT INVENTORY

There is evidence of various modifications to the roof beams, and it is possible that the original dwelling did not have verandahs, and these were added at a later date. The verandah has slender timber verandah posts and simple timber balustrading.

All the doors and window frames appear to have been replaced in the late 1940s and/or 1950s. Portions of the timber flooring also appear to have been replaced at this time, with wide boards found in a portion of the dwelling, and narrower boards more typical in the 1950s in other areas.

In recent years the dwelling has been substantially modified further, particularly internally, where it has been refurbished as an office. The only original internal features are the timber lined ceiling (painted white), and wide floorboards in a portion of the building.

On the eastern side of the dwelling is a corrugated iron clad pitched roofed outbuilding. This is connected to the dwelling by a pitched roof pergola structure. This outbuilding has been refitted as an office kitchen. To the east of this outbuilding is the slab and remnants of an outhouse toilet.

There is another larger outbuilding to the south of the former dwelling that has a corrugated iron pitched roof, and corrugated iron cladding on three sides. There is a large oak tree adjacent to this outbuilding.

These remaining outbuilding structures are visible on the 1953 aerial photograph, and are likely to date from the late 1940s or 1950s.

### ARCHITECTURAL STYLE

-----

### CONSTRUCTION MATERIALS

Walls

Masonry

Roof

Timber and corrugated iron

Other

-----

### ORIGINAL USE

Dwelling

### CURRENT USE

Land sales office (2015)

### HISTORIC THEMES

Outside influences

### HISTORY

The subject land was originally owned by William Henry Barfield and his son John Henry Barfield, and the land remained in the ownership of the Barfield family until 1945.

William Henry Barfield, his wife Annie Fowler Barfield and their son John Henry Barfield moved to Western Australia from New Zealand. William Barfield is documented as being a dairy farmer, and he and his son John Henry Barfield took up a lease in Jandakot and ran a poultry and/or dairy farm.

A 1953 aerial photograph indicates structures on the subject land indicative of that seen on poultry farms, and supports the location of a poultry farm in this location.

In 1908 William Barfield was the Treasurer of the Jandakot Agricultural Society (The West Australian, 18 July 1908), and he was re-elected in 1909 (Western Mail, 17 July 1909).

William Barfield died 8 April 1912 (The West Australian, 10 April 1912).





## LOCAL GOVERNMENT INVENTORY

In 1914 William Barfield's son, John Barfield married Miss Hetty Willis. He was described in a Sunday Times article as "one of the most successful and popular farmers of Jandakot", with the article also stating that "both bride and bridegroom are descendants, of very old and highly-respected colonists." (Sunday Times, 5 April 1914).

John Barfield was enlisted in WWI on 24 March 1916 at the age of 32. His unit, the 11th Battalion, 19th Reinforcement, embarked from Fremantle, Western Australia, on board HMAT A28 Miltiades on 7 August 1916 (<https://www.aif.adfa.edu.au/showPerson?pid=13258>).

It is known from his medical record that he lost his eyesight and was captured 14 April 1917 and made a prisoner of war.

He was later quoted in a newspaper article as saying he lost his eyesight in an explosion in the Battle of Somme (Sunday Times 3 November 1929). However the Battle of Somme was fought in 1916 therefore it is considered possible that while he was at the Somme he actually lost his eyesight at the later Battle of Arras (9 – 16 April 1917). This possibility is also supported by the fact that his Battalion was at Arras, and he was captured at Reincourt, which is in the vicinity of where the Battle of Arras took place.

For much of this time he was missing, presumed dead. He was treated at London General Hospital and returned to Western Australia on 28 August 1919.

John Barfield's address subsequent to the 1930s is noted as Fremantle, where he was apparently a well-known figure and a member of the Fremantle Returned Soldiers League. John Barfield died on 27 August 1952.

Subsequent to the death of William Barfield in 1912 the land was transferred to his wife, Annie Fowler Barfield and son John Barfield. When Annie Fowler Barfield died in 25 May 1932, the landownership was transferred to John Barfield.

In 1945 the land was sold to Stanley Melville Thomas Kingdon, who passed away in 27 June 1951 at the age of 82.

All the doors and window frames appear to have been replaced in the dwelling in the late 1940s and/or 1950s. Portions of the timber flooring also appear to have been replaced at this time. This would correlate to the time the dwelling was owned by Stanley Melville Thomas Kingdon. It is possible that the dwelling remained vacant after John Barfield went to war, and it may have gone to disrepair. This could explain the substantial modifications that were made post 1945 when the land changed ownership.

The property was subsequently purchased by Edward Fruzynski in 1952, and the Fruzynski family ran the Jandakot Caravan Park on the area of land to the north from around 1970 until 2013. Edward Fruzynski passed away 9 July 2013.

In recent years the dwelling has been substantially modified further, particularly internally, were it has been refurbished as an office.

### ARCHITECT/DESIGNER

Unknown

### ASSOCIATED PEOPLE

Barfield family (William Henry Barfield, John Henry Barfield, Annie Fowler Barfield), Stanley Melville Thomas Kingdon, and Edward Fruzynsk and family.



## LOCAL GOVERNMENT INVENTORY

<b>CONDITION</b>	Fair
<b>INTEGRITY</b>	Low
<b>AUTHENTICITY</b>	Low
<b>OTHER LISTINGS</b>	<i>HCWA No.</i> ----- <i>Register National Estate</i> ----- <i>National Trust WA</i> -----
<b>SUPPORTING INFORMATION</b>	Australian Red Cross Society Wounded and Missing Enquiry Bureau 1914-1918: Pte John Henry Barfield Western Mail, 17 July 1909 The West Australian, 10 April 1912). The West Australian Saturday 18 July 1908, page 12 'Jandakot Agricultural Society' 'Pickings from the Port: Facts and Fancies from Fremantle', Sunday Times , 3 November 1929, page 3 'The Ladies Section', Sunday Times, 5 April 1914, page 14 Cockburn: The Making of a Community (1978) M. Berson
<b>ASSESSOR(S) NAME</b>	City of Cockburn
<b>ADDITIONAL NOTES</b>	-----
<b>DATE OF LAST ASSESSMENT</b>	December 2015





### BLIND SOLDIERS CONFER IN PERTH

Delegates to the conference of blind soldiers held in Perth during the week. Left to right—Back row: Messrs. W. James (State secretary for Blind Soldiers), E. C. Matheson (S.A.), A. G. Marshall (S.A.), G. Bond (W.A.), R. Barnett (Q.), E. Glew (Vic.). Front row: J. Barfield (W.A.), C. I. Murray (W.A.), I. Dunkley (president of the W.A. Association), M. J. Thorn (Vic.), and A. Hoey (W.A.).

(Illustrations Ltd., photo.)

Figure 1. Photo of John Henry Barfield (front left) Sunday Times, Sunday 3 November 1929, page 13





Figure 2. Photo of former dwelling and connected outbuilding, southern elevation



Figure 3. Photograph of outbuilding and oak tree





SOURCE: CITY OF COCKBURN INTRAMAPS/NEARMAPS

FIGURE 1



**LOCATION PLAN**

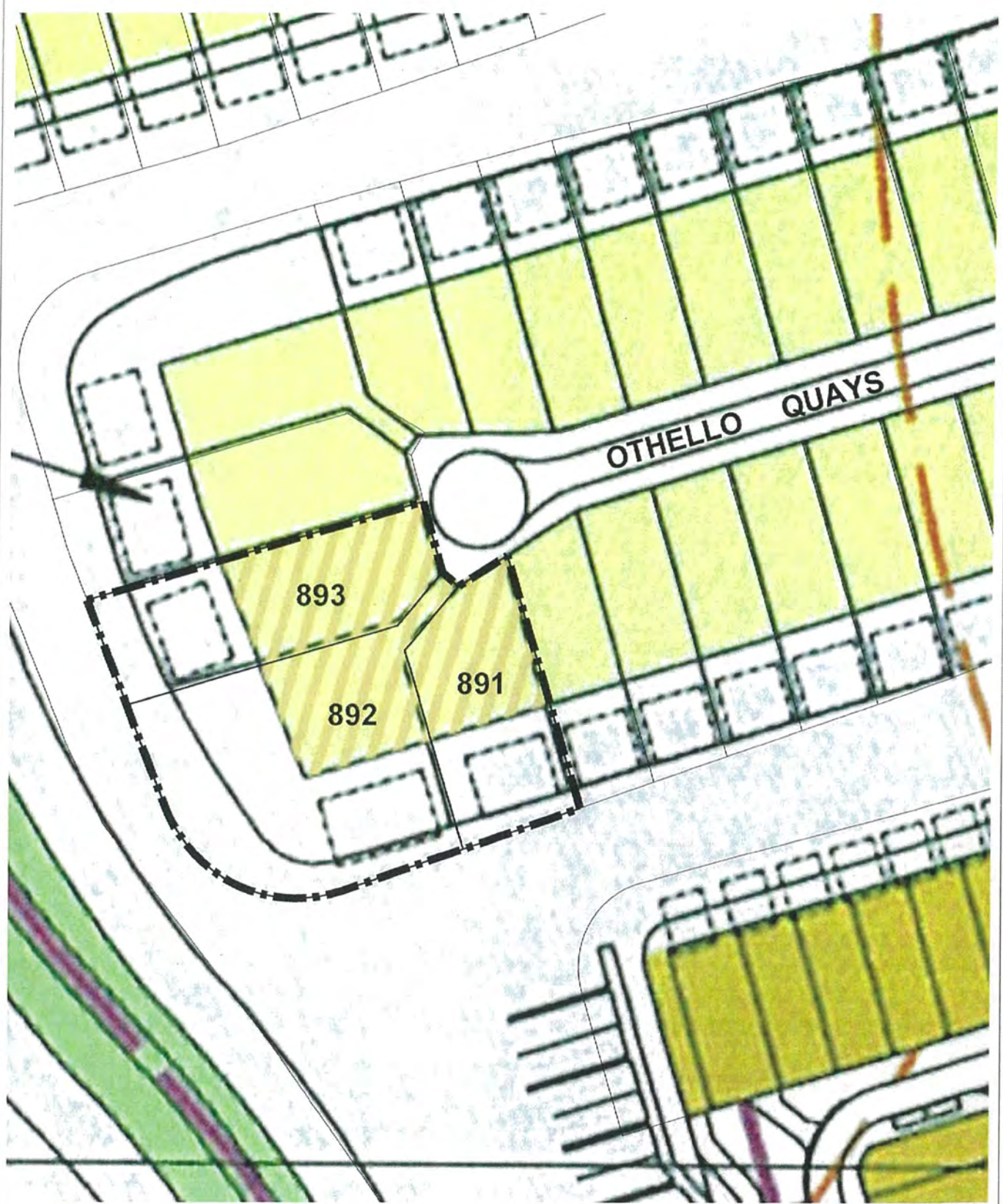
LOTS 891, 892, 893 Othello Quays, North Coogee  
City of Cockburn

PLAN: ROT-1 002A  
DATE: 150323  
PROJECT: OTHELLO QY  
DESIGNED: TW



SCALE: 1:3000 @A4







SOURCE: CITY OF COCKBURN INTRAMAPS/NEARMAPS

-  Structure Plan Boundary
-  Residential R25/R40

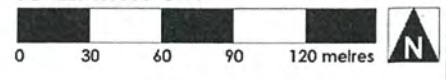


**STRUCTURE PLAN MAP**

LOTS 891, 892, 893 Othello Quays, North Coogee  
City of Cockburn

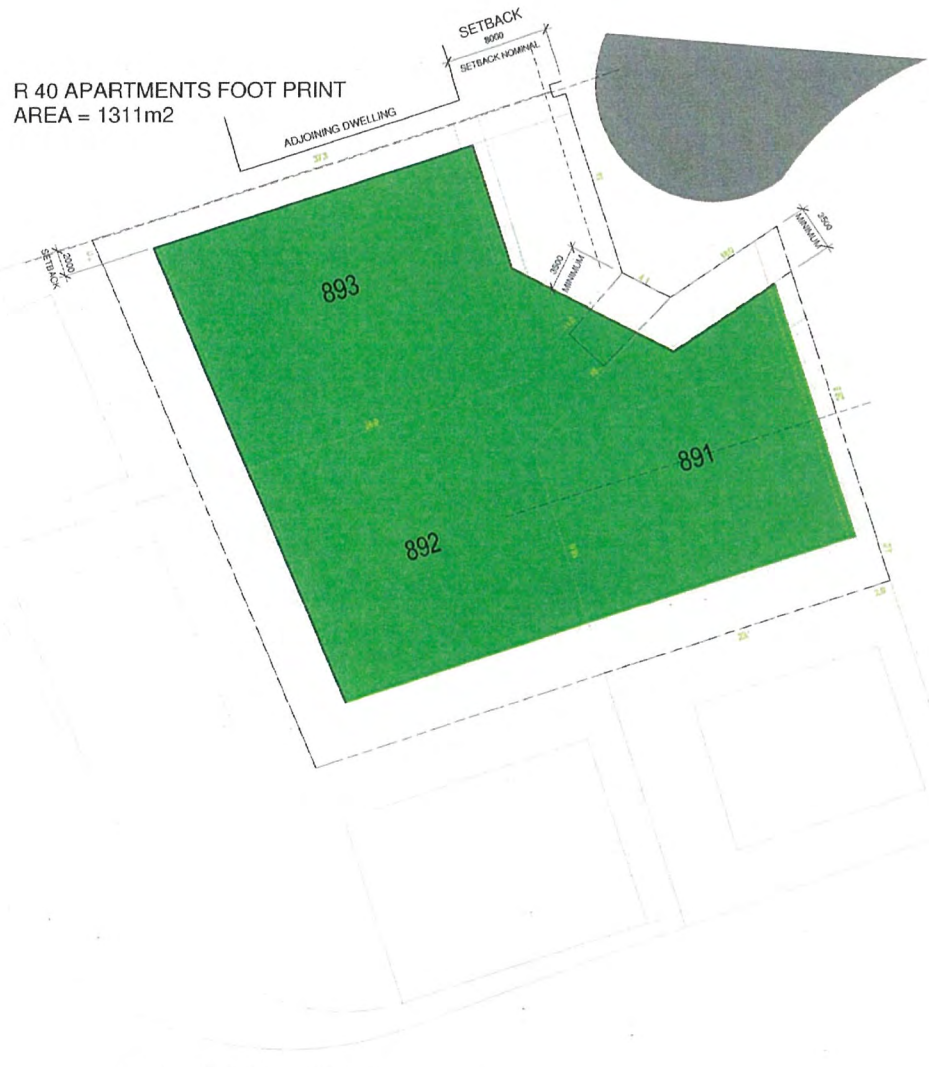
PLAN: ROT-1 007A  
DATE: 150418  
PROJECT: OTHELLO QY  
DESIGNED: TW

SCALE: 1:3000 @A4



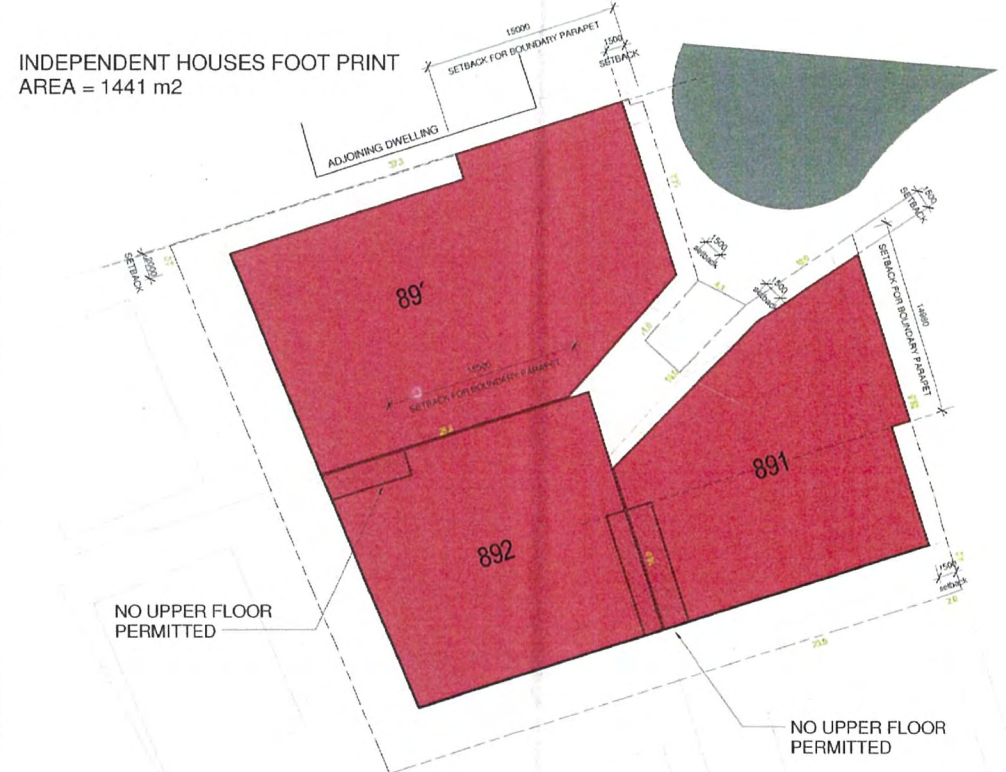


R 40 APARTMENTS FOOT PRINT  
 AREA = 1311m<sup>2</sup>



APARTMENT FOOT PRINT PLAN  
 SCALE = 1:100 @ A3 SHEET SIZE

INDEPENDENT HOUSES FOOT PRINT  
 AREA = 1441 m<sup>2</sup>



NO UPPER FLOOR  
 PERMITTED

NO UPPER FLOOR  
 PERMITTED

INDEPENDENT HOUSES FOOT PRINT PLAN  
 SCALE = 1:100 @ A3 SHEET SIZE



# STRUCTURE PLAN - MASSING MODEL

LOT 891, 892 & 893 OTHELLO QUAYS



Level 1/9 Adelaide Street, Fremantle, Western Australia 6160 // PO Box 288, Fremantle, WA 6959  
 T: +61 8 9433 2221 // E: admin@artemarchitecture.com.au // W: www.artemarchitecture.com.au  
 Artem Architecture Pty Ltd ABN 35 601 092 817





**DETAILED AREA PLAN**

Provisions of the City of Cockburn's Town Planning Scheme No.3 and the Residential Design Codes (R-Codes) apply to any multiple dwelling development on the land with the exception of the design guidelines and/or R-Code variations detailed below.

This DAP applies to development taking up the R40 density option, requiring the amalgamation of Lots 891-893. The design and development of single dwellings on individual lots is to be in accordance with the 'Revised Detailed Area Plan - Stage 4C "Seaspray"'.

**BUILDING SIZE**

Any development is to comply with the plot ratio requirement as it applies to the land (Table 4 of the R-Codes) taking into account maximum building height, setback and finished lot level considerations.

**BUILDING HEIGHT**

- A maximum building height of two (2) storeys with a top of roof height 8.75m above the finished lot level is permitted.
- A non-habitable level partially or entirely below the finished lot level is not deemed a storey for the purpose of calculating building height.
- Service elements such as stairs and lift over-runs shall be integrated into the roof design where they extend beyond 8.75m.

**STREET SETBACK**

- Othello Quays (Lot 893). Development is to be setback within 1.0m of the garage setback of the adjoining dwelling on Lot 894 at the western end of Othello Quays.
- Othello Quays (Lot 891). Development is to be setback a minimum 3.5m.
- Balconies are permitted to extend into the above setback areas a maximum of 2.5m.

**LOT BOUNDARY SETBACKS**

- To Lot 890 and 894. Development is to be setback a minimum 2.0m.
- Rear boundaries. Development is to be setback a minimum 4.0m from the dry lot boundary.

**OPEN SPACE**

- Development is to comply with a minimum open space requirement of 30% (over the dry lot area).
- Landscaping shall be provided in the front setback area, appropriate in scale to the builtform.

**STREETScape AND WATERWAY ADDRESS**

- Development is to address Othello Quays with major openings to habitable rooms (living and/or bedrooms).
- Development is to address the waterway with facades that are generally parallel to the dry lot boundary, containing major openings to habitable rooms (living and/or bedrooms) and balconies.

**FENCING**

- Fencing within the rear setback shall be a maximum 1.2m high above the rear lot level of RL 1.25m AHD and visually permeable.
- Fencing on the side boundaries i.e. within the minimum 4.0m setback shall be a maximum 1.2m high above the rear lot level of RL 1.25m AHD.

**BUILDING APPEARANCE**

Development is to have due regard to the intent and requirements of the Port Coogee Design Guidelines.

**OUTDOOR LIVING AREAS**

- Each dwelling is to be provided with at least one (1) balcony addressing the street and/or the waterway depending on where it is positioned on-site.
- Balconies compliant with the requirements of the R-Codes will be included in the calculation of Open Space.

**PARKING**

A maximum two (2) bays per dwelling and 0.5 visitor bays per dwelling are permitted as part of any development.

**VEHICULAR ACCESS**

- Vehicle access is limited to one (1) crossover.
- The crossover is to be no greater than 6.0m in width.

**SITE WORKS**

- Filling shall be no greater than 0.5m above the finished lot level (maximum ground finished floor level 3.8m AHD).
- All habitable rooms to have a minimum floor level of 2.5m AHD.
- Construction beneath 3.3m AHD may require a private sewerage pump station (gravity sewer connection designed to function from a height of 3.3m AHD).
- The finished lot level of 1.25m AHD within the 4.0m rear setback is to be maintained with the exception of a reduction by 0.5m for the specific purpose of access steps. No excavation for this purpose within the rear setback area shall be below 0.75m AHD (to protect the geogrid soil reinforcement).
- All works within the 4.0m rear setback area combined with an allowance for pedestrian loading shall not exceed a total loading of 5kPA (0.5 Tonne/m<sup>2</sup>). Engineering certification to enable the determination of a final loading is to take into account any proposed light weight structure, landscaping and pedestrian loading.

**VISUAL PRIVACY**

The provisions of 6.4.1 of the R-Codes dealing with visual privacy applies to major openings facing side boundaries outside the front and rear setbacks.

**OUTBUILDINGS**

- No outbuildings (significant structure/s) are permitted within the 4.0m rear setback area.
- Light weight shade structures are permitted within the 4.0m rear setback area (up to 3.0m in height above the finished lot level of 1.25m AHD). The design, finishes and colour/s of any light weight shade structure is to appear integral to, and complement the design of the remainder of the development.
- A light weight shade structure is a pergola, gazebo or similar.

**UTILITIES AND FACILITIES**

- All lockable storage areas are to be contained within the development, not visible from the street or waterway.
- Waste storage and management is to accord with an approved Waste Management Plan prepared in accordance with the requirements of the City's Policy 'Waste Management in Multiple Unit Developments'.
- Clothes drying areas are to be screened from view from the street and waterway.

**JETTY AND MOORING ENVELOPE**

Refer Jetty and Mooring Design Guidelines adopted by the City of Cockburn.



- LEGEND**
- DAP boundary
  - 891 Original lot boundary & lot no.
  - Lot boundary
  - - Dry lot boundary
  - Building envelope
  - \* Landmark design element encouraged
  - Mooring envelope
  - ⊗ Crossover location



APPROVED  
 This Detailed Area Plan has been adopted by Council and signed by the Principal Planner.  
 Principal Planner: \_\_\_\_\_  
 Date: \_\_\_\_\_

DRAFT

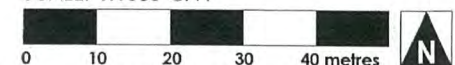
**DETAILED AREA PLAN**

LOTS 891, 892, 893 Othello Quays, North Coogee  
 City of Cockburn



PLAN: ROT-1 001B  
 DATE: 150331  
 PROJECT: DAP  
 DESIGNED: TW

SCALE: 1:1000 @A4



DISCLAIMER: ISSUED FOR ILLUSTRATIVE PURPOSES ONLY. ALL AREAS AND DIMENSIONS ARE SUBJECT TO DETAIL DESIGN AND SURVEY.

**SCHEDULE OF SUBMISSIONS**  
**PROPOSED STRUCTURE PLAN – LOTS 891-893 OTHELLO QUAYS, NORTH COOGEE**

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
1	Coogee Beach Progress Association PO Box 422 SOUTH FREMANTLE WA 6162	<p><b>Objection</b></p> <ol style="list-style-type: none"> <li>1. The Coogee Beach Progress Association (CBPA) lodged a letter of objection against the proposed structure plan variation for lots 891-893 Othello Quays (originally advertised on the 28th May 2015) on the 18th June 2015. The CBPA objection to the proposal is still stands and our view has not changed, in fact our resolve to object to the current rezoning proposal has been reinforced following many complaints by our members and the Coogee Community in general against this renewed proposal.</li> <li>2. It is abundantly clear that the City of Cockburn Mayor and Councillors unanimously refused the proposal at the Council Meeting on the 13th August 2015 after careful consideration. Accordingly the CBPA respectfully urges the City Council to again refuse this flawed structure plan amendment which has been resubmitted to exploit an administrative loophole created by the new planning regulations.</li> <li>3. The proposed amendment proposes a residential R Code of R40 which allows for 12 dwellings of different heights over three lots rather than one dwelling per lot which is the current R25 code. The R40 code if allowed will have significant implications for traffic volumes, parking problems and architectural values.</li> <li>4. The R40 code will undermine the aspiration and character of the area which existing landowners expected that they would enjoy when they purchased and built homes in the expectation that the precinct would remain coded as R25.</li> </ol> <p>The CBPA is aware that Port Coogee and Coogee residents were very pleased that the City Council refused the original structure plan amendment and they trust that the City will again refuse this resubmitted proposed amendment.</p>	<ol style="list-style-type: none"> <li>1. Noted.</li> <li>2. Noted.</li> <li>3. Support. The characteristics of car parking associated with the development of 3 houses under the current coding of R25, will be very different compared to the characteristics of car parking associated with 12 apartments. While the application does technically show how adequate car parking can be achieved, it is the nature of differences in character of car parking and vehicle activity that makes it unable to be supported.</li> <li>4. Support. Othello Quays represents a residential environment of planned low density character, which through development will create a unique set of characteristics (appearance, streetscape, visual aesthetics, safety, privacy, security) that will form the amenity of the area as a low density street. In the absence of full development at a Residential R25 density along Othello Quays, officers hold a degree of uncertainty as to how the low density amenity will be impacted by a proposal to have a 'spot zoned' portion of higher density at the end of Othello Quays.</li> </ol>
2	WA Gas Networks (ATCO Australia) Locked Bag 2507, Perth	We wish to advise that ATCO Gas Australia has a High Pressure gas main and gas infrastructure in the vicinity of the abovementioned Lots. The gas main and infrastructure are predominantly located within the adjacent road	Noted.

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
	Business Centre PERTH WA 6849	<p>reserve of Othello Quay.</p> <p>ATCO has no objection to the proposal by the City of Cockburn to apply a residential coding change for the three subject lots from R25 to R25/R40, please see the attached Figure for your record.</p> <p>Consideration should be given to the future location of services ie gas water electricity within the private property in the early design phase if multiple dwellings are planned for the Lots. There are instances where easements are registered against the Title however these may only be for an individual purpose ie water and other services are unable to utilise that easement and the use of common property may not be acceptable by all parties of the Strata.</p> <p>Should any ground disturbance in this immediate area be planned, ATCO Gas will need to be contacted prior to any works commencing.</p>	
3	Landowner	<p><b>Objection</b></p> <ol style="list-style-type: none"> <li>1. We understand despite Cockburn Council's refusal to adopt the proposed Structure Plan amendment for Lots 891-893 Othello Quays, North Coogee in August 2015 due to changes in the planning legislation in WA this proposal has been resubmitted.</li> <li>2. We have recently purchased a block of land on Othello Quays, North Coogee on what we believed to be an exclusive coastal development. We spent considerable time assessing this development and had numerous discussions with Australand/Frasers representatives in this regard. We were only ever shown the original development plans we were never advised by Australand/Frasers of any changes to the density coding and were assured whilst negotiating to buy one of their vacant blocks on Othello Quays that nothing would change.</li> <li>3. Having now purchased our block from another seller we are becoming increasing aware of applications to change the original vision of the development in what can only be described as greed by the owners and not need for high density. There is no evidence to support the need to rezone Othello Quays in fact there are no blocks zoned R25 available for purchase from the developer at the present time. Therefore one would assume the lower density block is in demand and there is insufficient provision of blocks of this zoning density. Due to the uncertainty of the future of development and zoning at Othello Quays</li> </ol>	<ol style="list-style-type: none"> <li>1. Noted.</li> <li>2. The Planning and Development (Local Planning Schemes) Regulations 2015 allow for amendments to Structure Plans to be lodged with the local government for consideration. Therefore all landowners within a Structure Plan area reserve the right to request via the Council for a minor modification to a Structure Plan to occur.</li> <li>3. Noted.</li> <li>4. Support. Othello Quays represents a residential environment of planned low density character, which through development will create a unique set of characteristics (appearance, streetscape, visual aesthetics, safety, privacy, security) that will form the amenity of the area as a low density street. In the absence of full development at a Residential R25 density along Othello Quays, officers hold a degree of uncertainty as to how the low</li> </ol>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>and the Port Coogee area we are reluctant to proceed to planning for our dream home and we feel many other owners are in the same situation. The value of the blocks have declined substantially over the past few years far in excess of market trends and this emphasises the lack of confidence the issues over rezoning are creating in the market. Those who have already invested in this development and future residents will all suffer a loss of amenity as a result of the greed of the developers.</p> <p>4. There is great emphasis put on the visual impact of new building by Australand/Frasers yet it doesn't appear to concern them when they stand to make financial gain. I believe this higher density will affect the desirability of Port Coogee living and consequently the value of existing developments. Perhaps in this planning free for all, we as owners of this prestige ocean block should consider applying for similar density changes rather than an exclusive iconic residence which will be surrounded by high density living. If approval is granted for this rezoning it would only be fair to assume all owners of undeveloped land in this vicinity will seek a similar rezoning and expect it to be granted. It would be unfair to rezone some blocks and not allow the same benefit to nearby or adjoining blocks.</p> <p>5. Parking issues are occurring daily in the Port Coogee Marina development. Cars are regularly being parked on pavements, grassed areas and residents and their visitors are finding it impossible to find parking spaces. (photo evidence available). Despite the Port Coogee are only approx. 50% developed parking is an issue and cars using pavements and grassed areas is a potential hazard and dangerous. This situation with worsen when fully developed and even more so if rezoning is allowed. It's an accident waiting to happen. We are currently renting an apartment on Medina Parade. The apartment has 2 bedrooms, 2 bathrooms and yet only 1 allocated car parking space. We are forced therefore to park our 2nd vehicle on the public highway. Virtually all owners in the block have a least 2 cars. This trend is repeated throughout the Port Coogee development. Rezoning changes and the impact of higher density will cause further congestion in the area.</p> <p>6. This change of residential zoning codes for undeveloped areas in Port Coogee must not be allowed to be decided without full and proper consultation with those who are most affected ie the existing residents</p>	<p>density amenity will be impacted by a proposal to have a 'spot zoned' portion of higher density at the end of Othello Quays.</p> <p>5. Support. The characteristics of car parking associated with the development of 3 houses under the current coding of R25, will be very different compared to the characteristics of car parking associated with 12 apartments. While the application does technically show how adequate car parking can be achieved, it is the nature of differences in character of car parking and vehicle activity that makes it unable to be supported.</p> <p>6. The proposal has been subject to full and proper consultation in accordance with the Regulations as required.</p> <p>7. The proposed Structure Plan amendment was advertised to all landowners in Othello Quays, given that these are the landowners the City considers may be affected by the proposed changes.</p> <p>8. The Planning and Development (Local Planning Schemes) Regulations 2015 allow for amendments to Structure Plans to be lodged with the local government for consideration. Therefore all landowners within a Structure Plan area reserve the right to request via the Council for a minor modification to a Structure Plan to occur. All such proposals are considered on their planning merits.</p> <p>9. Much has changed since the inception of Port Coogee, including a trend towards smaller households, and such</p>



NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>and owners. We are one such party.</p> <p>7. In conversation with other residents many are not aware of the proposed rezoning or its implications. We would suggest the Western Australian Planning Commission writes to all residents in the Port Coogee area so that this rezoning application does not go under the radar like others have.</p> <p>8. No doubt council spent a long time with the landowners in developing the plan for the Port Coogee area and consulted with experts before giving their consent to the development. Many people have built their dream homes and invested into the lifestyle that was sold to them. Surely it is council's duty of care to oppose the proposed rezoning to protect the existing and future residents from seeing their assets diluted and their dreams become nightmares. Had we known applications for rezoning in Port Coogee would be considered we would have delayed purchasing the block and we assume many others feel the same.</p> <p>Unless the authorities stand strong and uphold the original concept and balance of the Port Coogee Marina development public confidence will remain low and many blocks will remain undeveloped. If the proposed rezoning were permitted it would make a mockery of the planning process which should offer protection to all the hard working people who have chosen to make Port Coogee their home.</p> <p>9. In Western Australian Planning Commissions publication it states one of its principle aims is to provide a variety of lot sizes and housing types to cater for the diverse housing needs of the community at a density that can ultimately support the provision of local services. All these factors would have been considered at length with the aid of expert advice when the Port Coogee Structure Plan was formulated. In our opinion the Western Australian Planning Commission should support the structure plan that is in place.</p> <p>We strongly oppose the proposed rezoning and we would ask Western Australian Planning Commission to support council and their residents by disallowing any rezoning.</p>	<p>matters are taken into consideration when assessing Structure Plan amendments.</p>
4	<p>Water Corporation PO Box 100 LEEDERVILLE WA 6902</p>	<p>The Water Corporation offers the following comments in regard to this proposal.</p> <p><b>Water and Wastewater</b></p>	<p>Noted.</p>



NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>Reticulated Water and Sewerage services are currently available to serve the increased development proposed by this Structure Plan.</p> <p><b>General Comments</b>  The principle followed by the Water Corporation for the funding of subdivision or development is one of user pays. The developer is expected to provide all water and sewerage reticulation if required. A contribution for Water, Sewerage and Drainage headworks may also be required. In addition the developer may be required to fund new works or the upgrading of existing works and protection of all works. Any temporary works needed are required to be fully funded by the developer. The Water Corporation may also require land being ceded free of cost for works.</p>	
5	Landowner	<p><b>Objection</b>  I object to the above rezoning for the following reasons:</p> <ol style="list-style-type: none"> <li>1. Parking is already a serious issue in the Port Coogee Area and rezoning will have a further negative impact. Cars are being parked on paved areas and grassed areas as designated parking is insufficient. The zoning regulations do not allow for ample parking for residents, their visitors and visitors to the area. There is no on street parking planned for Othello Quays – this would be a hazard, visually impair the street and potentially cause damage to grassed areas and trees.</li> <li>2. There is no evidence higher density is needed. There are very few properties zoned R25 and of those none are for sale by the developer. This proposed re zoning is purely for financial gain not to meet residential demand.</li> <li>3. Future proposed development along the nearby coast include many apartment blocks and units. Therefore there will likely be a glut on apartments in the area. Apartment units in the area have been slow to sell and as a consequence building delayed. This impacts on existing residents who are living amongst a building site for way longer than expected.</li> <li>4. No residents in the street support the rezoning.</li> <li>5. Council rejected this proposed structure plan in August after hearing from both sides and the WAPC should support Council's</li> </ol>	<ol style="list-style-type: none"> <li>1. Support. The characteristics of car parking associated with the development of 3 houses under the current coding of R25, will be very different compared to the characteristics of car parking associated with 12 apartments. While the application does technically show how adequate car parking can be achieved, it is the nature of differences in character of car parking and vehicle activity that makes it unable to be supported.</li> <li>2. Comment noted.</li> <li>3. Comment noted.</li> <li>4. Comment noted.</li> <li>5. The Planning and Development (Local Planning Schemes) Regulations 2015 allow for amendments to Structure Plans to be lodged with the local government for consideration. Therefore all landowners within a Structure Plan area reserve the right to request via the Council for a minor modification to a Structure Plan to occur. The proposal has been</li> </ol>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>decision.</p> <p>6. The proposed rezoning would not comply with the developer's original criteria. The proposed Structure Plan for the area included a well balanced mix of zones – all rezoning to date is for higher density and this will create an imbalance in the area.</p> <p>7. The Port Coogee Structure Plan should be supported by all bodies as it was presumably formulated after lengthy consultations and with the benefit of knowledge of the local area, the needs of its residents and the vision for the future.</p> <p>8. The vision for the street in the proposed structure plan which owners bought into was for dream homes with their own jetty. This rezoning would allow extra properties without jetties and be in contrast with the original concept.</p> <p>9. Current owners have had to adhere to the strict planning rules enforced by Australand/Frasers and Council.</p>	<p>assessed on its merits.</p> <p>6. Comment noted.</p> <p>7. Comment noted.</p> <p>8. Support. Othello Quays represents a residential environment of planned low density character, which through development will create a unique set of characteristics (appearance, streetscape, visual aesthetics, safety, privacy, security) that will form the amenity of the area as a low density street. In the absence of full development at a Residential R25 density along Othello Quays, officers hold a degree of uncertainty as to how the low density amenity will be impacted by a proposal to have a 'spot zoned' portion of higher density at the end of Othello Quays.</p> <p>9. Comment noted.</p>

**From:** Kate Kelly  
**Sent:** Thursday, 14 January 2016 3:02 PM  
**To:** Christopher Beaton; Mayor - Logan K Howlett  
**Subject:** Fwd: Significant Trees - Appendix 5 from Vertebrate Fauna Survey Report

Hi Logan and Chris,

Hope you are both very well.

In response to the unwelcome destruction of one of Cockburn's most ancient and significant heritage Jarrah trees, this email is a formal request to undertake a group listing on the City of Cockburn's heritage inventory of all the significant trees identified in the PER for Roe 8.

There are more than 700 trees in total, however this list (attached) is a preliminary one to get the ball rolling on this important measure. The fact that the MRWA itself has noted these trees as significant means that they have already been assessed by an arborist and other environmental scientists who conducted the original research. We are seeking an expedition of this matter both because the trees have already been assessed (and in time will hopefully be revisited and reassessed by the council) and the safety of other trees in the reserve are at risk. The original report is still accessible on the South Metro Connect website (PER Appendix M). The tree that was cut down on Tuesday was listed in that document as one of the most significant in terms of potential for Carnaby's habitat. It was listed as having marginal bee infestation at the time of data collection amongst a group of 27 bee infested significant trees. We feel that listing all the significant trees on the register would acknowledge the importance of these critical ecological assets to the council. It will also offer another level of protection to the trees in the face of poor decision making by MRWA.

Please find attached a table listing significant trees in Cockburn and in the Roe 8 reserve - please note that this is not a comprehensive list. Andrew Moore is happy to help with any issues with GIS location of the trees.

Please contact me for any further queries about this urgent matter,

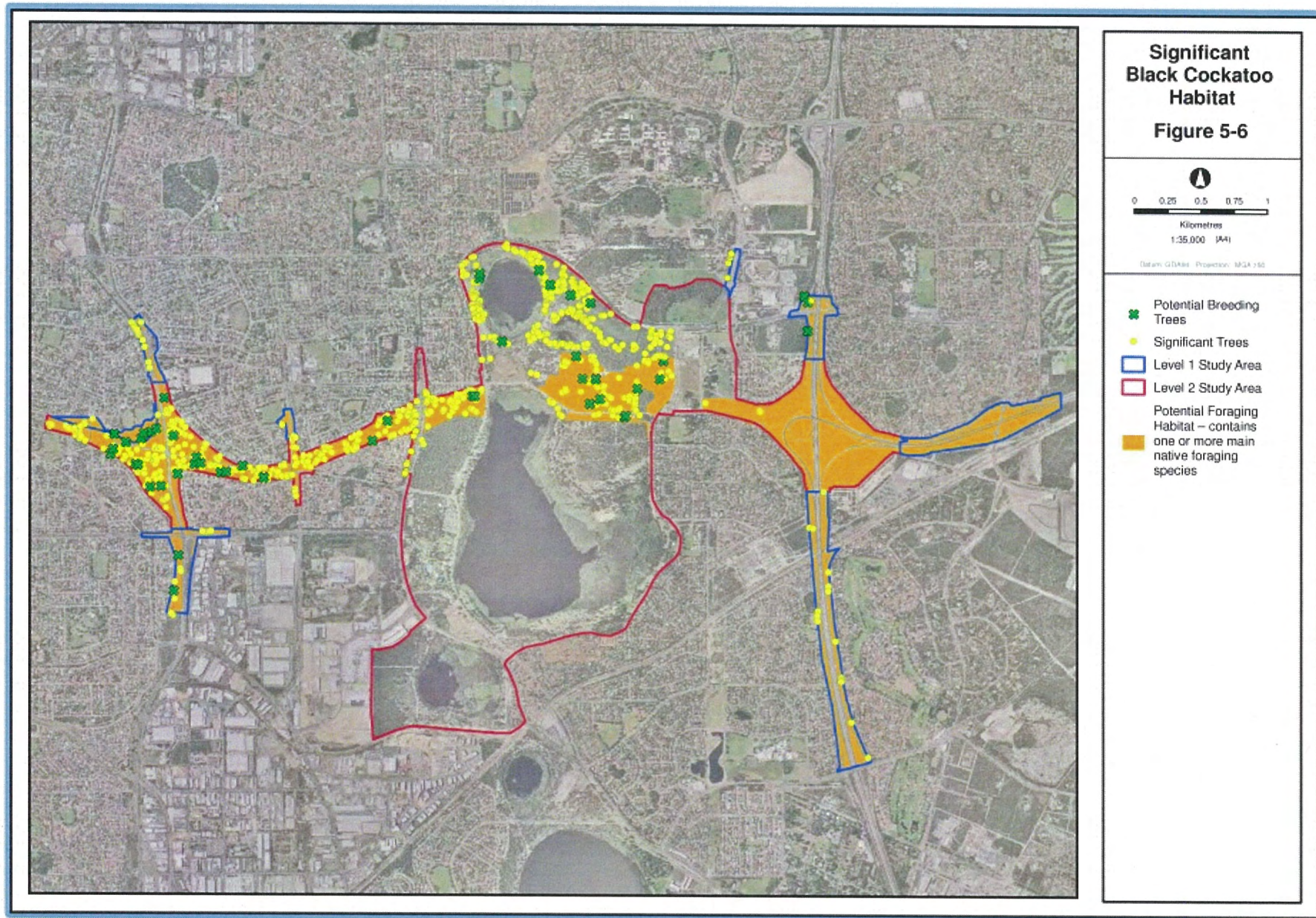
all the best,

Kate

Kate Kelly

Convenor Save Beeliar Wetlands





Date Modified: 2/03/2011  
 Author: unknown J:\Client\_Data\Main\_Read\60180603\_1\Row\_Extension\Workspaces\42011\Technical\_Reports\Vertis Fauna Survey Report\Figure 5-6 - Significant black cockatoo habitat.mxd





Waypoint Number	Zone	mE	mN	Tree Species	DBH (cm)	Tree Height (m)	Number of Hollows	Hollow Height (m)	Hollow Type 1	Hollow Size 1 (cm)	Hollow Type 2	Hollow Size 2 (cm)	Hollow Type 3	Hollow Size 3 (cm)	Hollow Type 4	Hollow Size 4 (cm)	Hollow Type 5	Hollow Size 5 (cm)	Occupancy	Chew Marks	Potential Cockatoo Nest Hollow	Comments	Survey	
WP411	50H	389874	6449507	Jarrah		10-15	0												No Signs	No Signs	No		Phase 1	
WP412	50H	389902	6449513	Jarrah		10-15	4	5-15	Knot Hole	5-10	Branch	10-20	Branch	5-10	Branch	5-10			No Signs	No Signs	No	Too small	Phase 1	
WP428	50H	389907	6449450	Jarrah		5-10	0												No Signs	No Signs	No		Phase 1	
WP413	50H	389918	6449521	Jarrah		20+	0												No Signs	No Signs	No		Phase 1	
WP429	50H	389934	6449468	Jarrah		5-10	0												No Signs	No Signs	No		Phase 1	
WP466	50H	390228	6449790	Jarrah		10-15	0												No Signs	No Signs	No		Phase 1	
WP467	50H	390559	6449563	Jarrah		5-10	0												No Signs	No Signs	No		Phase 1	
WP468	50H	390965	6449505	Jarrah		10-15	0												No Signs	No Signs	No		Phase 1	
WP469	50H	390968	6449509	Jarrah		10-15	0												No Signs	No Signs	No		Phase 1	
WP470	50H	390976	6449500	Jarrah		10-15	0												No Signs	No Signs	No		Phase 1	
WP208	50H	386560	6449302	Jarrah		5-10	3	5-10	Branch	10-20	Branch	10-20	Spout Branch	20+				No Signs	No Signs	No		Phase 1		
WP120	50H	386589	6449015	Jarrah		5-10	1	5-10	Spout Branch	20+								No Signs	No Signs	No		Phase 1		
WP156	50H	387237	6448993	Jarrah		15-20	5+	10-20	Knot Hole	<5	Knot Hole	5-10	Spout Branch	10-20	Spout Branch	10-20	Spout Branch	10-20	No Signs	No Signs	Yes	Marginal	Phase 1	
WP383	50H	389586	6449914	Jarrah		5-10	1	5-10	Branch	10-20									Bees	No Signs	Yes	Marginal Bees	Phase 1	
WP431	50H	389958	6449468	Jarrah		15-20	0	5-10	Spout Trunk	20+									No Signs	No Signs	Yes		Phase 1	
WP457	50H	390241	6448881	Jarrah		15-20	5+	10-20	Spout Branch	20+	Knot Hole	5-10	Knot Hole	5-10	Branch	10-20			No Signs	No Signs	Yes	Low Height	Phase 1	
1	50H	391452	6448903	Jarrah	50	10-12m																	Phase 1	
2	50H	391487	6448296	Jarrah	50	10-12m																	Extended Project Area	
3	50H	391487	6448190	Jarrah	50	7-10m																	Extended Project Area	
4	50H	391488	6448151	Jarrah	50	10-12m																contain hollows	Extended Project Area	
11	50H	391663	6447161	Jarrah	50	10-12m																	Extended Project Area	
14	50H	391347	6448629	Jarrah	50	7-10m																	Extended Project Area	
15	50H	391347	6448630	Jarrah	50	7-10m																	Extended Project Area	
20	50H	387461	6449271	Jarrah	50	7-10m																	Extended Project Area	
23	50H	387479	6449290	Jarrah	50	10-12m																	Extended Project Area	
39	50H	386380	6449809	Jarrah	50	7-10m																	Extended Project Area	
50	50H	386618	6448279	Jarrah	50	5-7m																	Extended Project Area	
55	50H	386562	6448138	Jarrah	50	7-10m	4	7	spout	30+	7	spout	30+	8	spout	30+					yes	useful, Suitable Site? YES	Extended Project Area	
16	50H	391373	6448623	Jarrah half alive and dead	50	10-12m	2	7	branch	10+	8	branch	10+										Extended Project Area	
WP108	50H	386442	6449456	Marri	>50	15-20	0													lorikeets and			Extended Project Area	
WP59	50H	386481	6448818	Marri	>50	10-15	0													No Signs	No Signs	No		Phase 1
WP61	50H	386506	6448829	Marri	>50	5-10	0													No Signs	No Signs	No		Phase 1
WP113	50H	386507	6449493	Marri	>50	15-20	0													No Signs	No Signs	No		Phase 1
WP63	50H	386512	6448844	Marri	>50	10-15	0													No Signs	No Signs	No		Phase 1
WP64	50H	386513	6448845	Marri	>50	10-15	0													No Signs	No Signs	No		Phase 1
WP115	50H	386521	6449465	Marri	>50	10-15	0													No Signs	No Signs	No		Phase 1
WP112	50H	386531	6449491	Marri	>50	15-20	0													No Signs	No Signs	No		Phase 1
WP205	50H	386536	6449386	Marri	>50	10-15	0													No Signs	No Signs	No		Phase 1
WP110	50H	386539	6449506	Marri	>50	15-20	0													No Signs	No Signs	No		Phase 1
WP111	50H	386548	6449500	Marri	>50	15-20	0													No Signs	No Signs	No		Phase 1
WP203	50H	386548	6449388	Marri	>50	10-15	0													No Signs	No Signs	No		Phase 1
WP202	50H	386550	6449410	Marri	>50	15-20	0													No Signs	No Signs	No		Phase 1
WP204	50H	386561	6449372	Marri	>50	15-20	0													No Signs	No Signs	No		Phase 1
WP201	50H	386567	6449407	Marri	>50	15-20	0													No Signs	No Signs	No		Phase 1
WP200	50H	386590	6449421	Marri	>50	15-20	0													No Signs	No Signs	No		Phase 1
WP199	50H	386613	6449410	Marri	>50	15-20	0													No Signs	No Signs	No		Phase 1
WP197	50H	386623	6449384	Marri	>50	15-20	0													No Signs	No Signs	No		Phase 1
WP198	50H	386625	6449402	Marri	>50	15-20	0													No Signs	No Signs	No		Phase 1
WP192	50H	386627	6449320	Marri	>50	10-15	0													No Signs	No Signs	No		Phase 1
WP191	50H	386649	6449306	Marri	>50	10-15	0													No Signs	No Signs	No		Phase 1
WP194	50H	386649	6449366	Marri	>50	15-20	0													No Signs	No Signs	No		Phase 1
WP142	50H	387008	6449038	Marri	>50	10-15	0													No Signs	No Signs	No		Phase 1
WP141	50H	387011	6449050	Marri	>50	15-20	0													No Signs	No Signs	No		Phase 1
WP143	50H	387035	6449044	Marri	>50	15-20	0													No Signs	No Signs	No		Phase 1
WP174	50H	387370	6449077	Marri	>50	15-20	0													No Signs	No Signs	No		Phase 1
WP170	50H	387393	6449091	Marri	>50	15-20	0													No Signs	No Signs	No		Phase 1
WP171	50H	387393	6449080	Marri	>50	10-15	0													No Signs	No Signs	No		Phase 1
WP222	50H	387460	6449219	Marri	>50	15-20	0													No Signs	No Signs	No		Phase 1
WP227	50H	387476	6449079	Marri	>50	10-15	0													No Signs	No Signs	No		Phase 1
WP167	50H	387477	6448908	Marri	>50	5-10	0													No Signs	No Signs	No		Phase 1
WP168	50H	387477	6448888	Marri	>50	10-15	0													No Signs	No Signs	No		Phase 1
WP225	50H	387477	6449141	Marri	>50	10-15	0													No Signs	No Signs	No		Phase 1
WP169	50H	387482	6448853	Marri	>50	10-15	0													No Signs	No Signs	No		Phase 1
WP231	50H	387534	6449110	Marri	>50	20+	0													No Signs	No Signs	No		Phase 1
WP232	50H	387537	6449149	Marri	>50	20+	0													No Signs	No Signs	No		Phase 1
WP230	50H	387540	6449109	Marri	>50	15-20	0													No Signs	No Signs	No		Phase 1
WP233	50H	387540	6449156	Marri	>50	15-20	0													No Signs	No Signs	No		Phase 1
WP234	50H	387573	6449109	Marri	>50	15-20	0													No Signs	No Signs	No		Phase 1
WP238	50H	387586	6449156	Marri	>50	15-20	0													No Signs	No Signs	No		Phase 1
WP228	50H	387593	6449067	Marri	>50	15-20	0													No Signs	No Signs	No		Phase 1
WP235	50H	387629	6449102	Marri	>50	20+	0													No Signs	No Signs	No		Phase 1
WP236	50H	387640	6449115	Marri	>50	15-20	0													No Signs	No Signs	No		Phase 1
WP239	50H	387640	6449180	Marri	>50	15-20	0													No Signs	No Signs	No		Phase 1
WP237	50H	387646	6449128	Marri	>50	15-20	0													No Signs	No Signs	No		Phase 1
WP240	50H	387655	6449167	Marri	>50	15-20	0													No Signs	No Signs	No		Phase 1
WP241	50H	387666	6449159	Marri	>50	15-20	0													No Signs	No Signs	No		Phase 1
WP243	50H	387667	6449169	Marri	>50	20+	0													No Signs	No Signs	No		Phase 1
WP242	50H	387669	6449161	Marri	>50	20+	0													No Signs	No Signs	No		Phase 1
WP244	50H	387680	6449168	Marri	>50	15-20	0													No Signs	No Signs	No		Phase 1
WP248	50H	387692	6449220	Marri																				



Waypoint Number	Zone	mE	mN	Tree Species	DBH (cm)	Tree Height (m)	Number of Hollows	Hollow Height (m)	Hollow Type 1	Hollow Size 1 (cm)	Hollow Type 2	Hollow Size 2 (cm)	Hollow Type 3	Hollow Size 3 (cm)	Hollow Type 4	Hollow Size 4 (cm)	Hollow Type 5	Hollow Size 5 (cm)	Occupancy	Chew Marks	Potential Cockatoo Nest Hollow	Comments	Survey
WP247	50H	387700	6449219	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP246	50H	387701	6449198	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP249	50H	387717	6449218	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP250	50H	387736	6449215	Marri		10-15	0												No Signs	No Signs	No		Phase 1
WP251	50H	387742	6449190	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP252	50H	387750	6449181	Marri		10-15	0												No Signs	No Signs	No		Phase 1
WP254	50H	387851	6449253	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP256	50H	387861	6449206	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP255	50H	387862	6449241	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP265	50H	387896	6449292	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP258	50H	387897	6449208	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP259	50H	387917	6449202	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP262	50H	387928	6449239	Marri		20+	0												No Signs	No Signs	No		Phase 1
WP261	50H	387937	6449231	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP260	50H	387938	6449219	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP263	50H	387950	6449272	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP266	50H	387960	6449326	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP271	50H	388116	6449424	Marri		10-15	0												No Signs	No Signs	No		Phase 1
WP277	50H	388152	6449342	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP273	50H	388156	6449451	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP274	50H	388168	6449460	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP276	50H	388181	6449387	Marri		10-15	0												No Signs	No Signs	No		Phase 1
WP278	50H	388193	6449301	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP279	50H	388205	6449310	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP280	50H	388220	6449313	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP306	50H	388250	6449492	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP309	50H	388264	6449455	Marri		10-15	0												No Signs	No Signs	No		Phase 1
WP281	50H	388272	6449336	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP303	50H	388321	6449476	Marri		10-15	0												No Signs	No Signs	No		Phase 1
WP304	50H	388322	6449460	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP300	50H	388331	6449502	Marri		10-15	0												No Signs	No Signs	No		Phase 1
WP311	50H	388354	6449420	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP290	50H	388362	6449405	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP291	50H	388371	6449411	Marri		10-15	0												No Signs	No Signs	No		Phase 1
WP296	50H	388377	6449486	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP292	50H	388379	6449411	Marri		10-15	0												No Signs	No Signs	No		Phase 1
WP295	50H	388384	6449466	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP352	50H	388430	6449275	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP313	50H	388454	6449634	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP317	50H	388455	6449619	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP312	50H	388457	6449639	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP314	50H	388458	6449632	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP316	50H	388463	6449617	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP315	50H	388464	6449626	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP327	50H	388465	6449485	Marri		10-15	0												No Signs	No Signs	No		Phase 1
WP328	50H	388471	6449475	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP329	50H	388477	6449476	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP330	50H	388495	6449492	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP322	50H	388497	6449589	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP324	50H	388512	6449578	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP323	50H	388517	6449590	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP326	50H	388528	6449543	Marri		10-15	0												No Signs	No Signs	No		Phase 1
WP325	50H	388532	6449578	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP334	50H	388581	6449579	Marri		10-15	1	5-10	Knot Hole	5-10									No Signs	No Signs	No		Phase 1
WP332	50H	388588	6449506	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP331	50H	388589	6449496	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP333	50H	388596	6449506	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP350	50H	388636	6449459	Marri		10-15	0												No Signs	No Signs	No		Phase 1
WP349	50H	388661	6449496	Marri		10-15	0												No Signs	No Signs	No		Phase 1
WP340	50H	388693	6449622	Marri		10-15	0												No Signs	No Signs	No		Phase 1
WP338	50H	388700	6449564	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP345	50H	388789	6449636	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP343	50H	388790	6449655	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP356	50H	388796	6449516	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP357	50H	388803	6449511	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP344	50H	388807	6449653	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP361	50H	388814	6449596	Marri		10-15	0												No Signs	No Signs	No		Phase 1
WP358	50H	388815	6449507	Marri		10-15	0												No Signs	No Signs	No		Phase 1
WP360	50H	388834	6449579	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP376	50H	389248	6449786	Marri		10-15	0												No Signs	No Signs	No		Phase 1
WP377	50H	389295	6449775	Marri		10-15	0												No Signs	No Signs	No		Phase 1
WP378	50H	389483	6449841	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP379	50H	389502	6449850	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP382	50H	389523	6449864	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP414	50H	389951	6449598	Marri		20+	0												No Signs	No Signs	No		Phase 1
WP432	50H	389982	6449472	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP448	50H	389982	6449604	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP449	50H	389990	6449615	Marri		10-15	0												No Signs	No Signs	No		Phase 1
WP447	50H	389991	6449578	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP435	50H	390029	6449522	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP440	50H	390029	6449584	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP438	50H	390030	6449564	Marri		15-20	0												No Signs	No Signs	No		Phase 1

Waypoint Number	Zone	mE	mN	Tree Species	DBH (cm)	Tree Height (m)	Number of Hollows	Hollow Height (m)	Hollow Type 1	Hollow Size 1 (cm)	Hollow Type 2	Hollow Size 2 (cm)	Hollow Type 3	Hollow Size 3 (cm)	Hollow Type 4	Hollow Size 4 (cm)	Hollow Type 5	Hollow Size 5 (cm)	Occupancy	Chew Marks	Potential Cockatoo Nest Hollow	Comments	Survey
WP436	SOH	390032	6449549	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP439	SOH	390032	6449565	Marri		10-15	0												No Signs	No Signs	No		Phase 1
WP441	SOH	390034	6449596	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP442	SOH	390035	6449639	Marri		20+	0												No Signs	No Signs	No		Phase 1
WP434	SOH	390039	6449506	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP445	SOH	390044	6449722	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP444	SOH	390051	6449699	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP433	SOH	390065	6449471	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP451	SOH	390100	6449872	Marri		20+	0												No Signs	No Signs	No		Phase 1
WP450	SOH	390105	6449875	Marri		20+	0												No Signs	No Signs	No		Phase 1
WP452	SOH	390132	6449878	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP453	SOH	390178	6449902	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP465	SOH	390209	6449729	Marri		20+	0												No Signs	No Signs	No		Phase 1
WP454	SOH	390212	6449915	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP455	SOH	390233	6449915	Marri		20+	0												No Signs	No Signs	No		Phase 1
WP456	SOH	390236	6449915	Marri		20+	0												No Signs	No Signs	No		Phase 1
WP458	SOH	390253	6449899	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP459	SOH	390262	6449906	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP461	SOH	390307	6449767	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP462	SOH	390307	6449767	Marri		15-20	0												No Signs	No Signs	No		Phase 1
21	SOH	387461	6449288	Marri	50	5-7m																	Phase 1
22	SOH	387470	6449302	Marri	50	7-10m																Cocky foraging tree	Extended Project Area
24	SOH	387485	6449214	Marri	50	10-12m																Cocky foraging tree	Extended Project Area
25	SOH	387472	6449220	Marri	50	12-15m																chewings present	Extended Project Area
45	SOH	386812	6448575	Marri	50	12-15m																chewings present	Extended Project Area
46	SOH	386781	6448582	Marri	50	12-15m																chewings present	Extended Project Area
51	SOH	386558	6447951	Marri	50	15-17m																chewings present	Extended Project Area
57	SOH	386827	6448578	Marri	50	12-15m																chewings present	Extended Project Area
58	SOH	386833	6448584	Marri	50	12-15m																	Extended Project Area
59	SOH	386845	6448584	Marri	50	15-17m																	Extended Project Area
WP1	SOH	385623	6449387	Tuart	>50	10-15	0												No Signs	No Signs	No		Phase 1
WP4	SOH	385629	6449369	Tuart	>50	10-15	0												No Signs	No Signs	No		Phase 1
WP2	SOH	385631	6449385	Tuart	>50	10-15	0												No Signs	No Signs	No		Phase 1
WP3	SOH	385642	6449379	Tuart	>50	15-20	0												No Signs	No Signs	No		Phase 1
WP10	SOH	385817	6449355	Tuart	>50	10-15	0												No Signs	No Signs	No		Phase 1
WP14	SOH	385820	6449301	Tuart	>50	10-15	0												No Signs	No Signs	No		Phase 1
WP13	SOH	385829	6449311	Tuart	>50	15-20	2	5-10	Branch	5-10									No Signs	No Signs	No		Phase 1
WP12	SOH	385838	6449324	Tuart	>50	10-15	1	5-10	Branch	5-10									No Signs	No Signs	No		Phase 1
WP15	SOH	385852	6449280	Tuart	>50	10-15	1	5-10	Branch	5-10									No Signs	No Signs	No		Phase 1
WP19	SOH	385857	6449310	Tuart	>50	15-20	0												No Signs	No Signs	No		Phase 1
WP20	SOH	385857	6449321	Tuart	>50	10-15	0												No Signs	No Signs	No		Phase 1
WP11	SOH	385857	6449367	Tuart	>50	15-20	2	5-15	Knot Hole	<5	Knot Hole	5-10							No Signs	No Signs	No	Rainbow Lorikeets	Phase 1
WP17	SOH	385860	6449292	Tuart	>50	10-15	0												No Signs	No Signs	No		Phase 1
WP18	SOH	385860	6449301	Tuart	>50	15-20	0												No Signs	No Signs	No		Phase 1
WP16	SOH	385866	6449287	Tuart	>50	15-20	1	0-5		<5									No Signs	No Signs	No		Phase 1
WP21	SOH	385894	6449260	Tuart	>50	10-15	0												No Signs	No Signs	No		Phase 1
WP22	SOH	386033	6449202	Tuart	>50	10-15	1	5-10	Knot Hole	5-10									No Signs	No Signs	No		Phase 1
WP23	SOH	386060	6449294	Tuart	>50	15-20	0												Galahs	Galahs	No		Phase 1
WP24	SOH	386112	6449236	Tuart	>50	10-15	0												No Signs	No Signs	No		Phase 1
WP29	SOH	386150	6449188	Tuart	>50	15-20	1	0-5	Knot Hole	<5									No Signs	No Signs	No		Phase 1
WP30	SOH	386168	6449217	Tuart	>50	15-20	0												No Signs	No Signs	No		Phase 1
WP32	SOH	386182	6449121	Tuart	>50	15-20	0												No Signs	No Signs	No		Phase 1
WP96	SOH	386190	6449259	Tuart	>50	15-20	0												No Signs	No Signs	No		Phase 1
WP95	SOH	386200	6449253	Tuart	>50	15-20	0												No Signs	No Signs	No		Phase 1
WP93	SOH	386217	6449198	Tuart	>50	10-15	0												No Signs	No Signs	No		Phase 1
WP33	SOH	386233	6449094	Tuart	>50	10-15	0												No Signs	No Signs	No		Phase 1
WP34	SOH	386236	6449093	Tuart	>50	10-15	0												No Signs	No Signs	No		Phase 1
WP92	SOH	386242	6449160	Tuart	>50	15-20	1	10-15	Knot Hole	5-10									No Signs	No Signs	No		Phase 1
WP40	SOH	386273	6449066	Tuart	>50	10-15	0												No Signs	Galahs	No		Phase 1
WP41	SOH	386276	6449044	Tuart	>50	15-20	0												No Signs	No Signs	No		Phase 1
WP36	SOH	386278	6449119	Tuart	>50	10-15	2	0-5	Knot Hole	<5	Knot Hole	<5							No Signs	No Signs	No		Phase 1
WP39	SOH	386287	6449057	Tuart	>50	5-10	0												Bees	No Signs	No		Phase 1
WP91	SOH	386287	6449197	Tuart	>50	10-15	0												No Signs	No Signs	No		Phase 1
WP38	SOH	386289	6449073	Tuart	>50	10-15	0												No Signs	No Signs	No		Phase 1
WP42	SOH	386289	6449025	Tuart	>50	15-20	1	10-15	Knot Hole	<5									No Signs	No Signs	No		Phase 1
WP44	SOH	386293	6449045	Tuart	>50	10-15	0												No Signs	No Signs	No		Phase 1
WP43	SOH	386294	6449025	Tuart	>50	15-20	1	0-5	Knot Hole	<5									No Signs	No Signs	No		Phase 1
WP46	SOH	386307	6449043	Tuart	>50	15-20	0												No Signs	No Signs	No		Phase 1
WP45	SOH	386311	6449046	Tuart	>50	15-20	0												No Signs	No Signs	No		Phase 1
WP89	SOH	386316	6449115	Tuart	>50	10-15	3	10-15	Branch	5-10	Branch	5-10	Branch	5-10					No Signs	No Signs	No		Phase 1
WP47	SOH	386319	6449036	Tuart	>50	15-20	0												No Signs	No Signs	No		Phase 1
WP98	SOH	386326	6449234	Tuart	>50	10-15	0												No Signs	No Signs	No		Phase 1
WP48	SOH	386330	6449040	Tuart	>50	15-20	1	5-10	Knot Hole	<5									No Signs	No Signs	No		Phase 1
WP52	SOH	386331	6449080	Tuart	>50	10-15	1	0-5	Knot Hole	5-10									No Signs	No Signs	No		Phase 1
WP51	SOH	386333	6449062	Tuart	>50	15-20	1	15-20	Knot Hole	5-10									No Signs	Galahs	No		Phase 1
WP50	SOH	386338	6449045	Tuart	>50	15-20	0												No Signs	Galahs	No		Phase 1
WP49	SOH	386339	6449044	Tuart	>50	15-20	0												No Signs	No Signs	No		Phase 1
WP53	SOH	386342	6449015	Tuart	>50	15-20	0												No Signs	No Signs	No		Phase 1
WP56	SOH	386351	6448922	Tuart	>50	15-20	1	5-10	Knot Hole	5-10									No Signs	No Signs	No		Phase 1
WP55	SOH	386369	6448966	Tuart	>50	15-20	1	5-10	Knot Hole	<5									No Signs	Galahs	No		Phase 1
WP83	SOH	386403	6449137	Tuart	>50	15-20	0												No Signs	Bees	Galahs	No	Phase 1
WP77	SOH	386407	6449111	Tuart	>50	15-20																	

Waypoint Number	Zone	mE	mN	Tree Species	DBH (cm)	Tree Height (m)	Number of Hollows	Hollow Height (m)	Hollow Type 1	Hollow Size 1 (cm)	Hollow Type 2	Hollow Size 2 (cm)	Hollow Type 3	Hollow Size 3 (cm)	Hollow Type 4	Hollow Size 4 (cm)	Hollow Type 5	Hollow Size 5 (cm)	Occupancy	Chew Marks	Potential Cuckoo Nest Hollow	Comments	Survey
WP76	50H	386410	6449101	Tuart	>50	15-20	0												No Signs	No Signs	No		Phase 1
WP84	50H	386411	6449146	Tuart	>50	15-20	0												No Signs	No Signs	No		Phase 1
WP78	50H	386417	6449113	Tuart	>50	15-20	0												No Signs	No Signs	No		Phase 1
WP75	50H	386419	6449087	Tuart	>50	15-20	0												No Signs	No Signs	No		Phase 1
WP99	50H	386420	6449206	Tuart	>50	20+	0												No Signs	No Signs	No		Phase 1
WP72	50H	386421	6449012	Tuart	>50	10-15	1	10-15	Knot Hole	5-10									No Signs	No Signs	No		Phase 1
WP100	50H	386423	6449218	Tuart	>50	15-20	0												No Signs	Galahs	No		Phase 1
WP82	50H	386424	6449127	Tuart	>50	15-20	0												No Signs	No Signs	No		Phase 1
WP86	50H	386424	6449151	Tuart	>50	15-20	0												No Signs	No Signs	No		Phase 1
WP74	50H	386426	6449089	Tuart	>50	15-20	0												No Signs	No Signs	No		Phase 1
WP106	50H	386436	6449333	Tuart	>50	10-15	2	5-10	Knot Hole	<5	Branch	10-20							No Signs	No Signs	No		Phase 1
WP101	50H	386444	6449202	Tuart	>50	20+	2	15-20	Knot Hole	<5	Knot Hole	<5							Bees	No Signs	No	Marginal	Phase 1
WP102	50H	386445	6449203	Tuart	>50	15-20	0												Bees	Galahs	No		Phase 1
WP107	50H	386447	6449359	Tuart	>50	15-20	0												No Signs	No Signs	No		Phase 1
WP71	50H	386462	6449032	Tuart	>50	10-15	0												No Signs	No Signs	No		Phase 1
WP103	50H	386465	6449200	Tuart	>50	15-20	0												No Signs	No Signs	No		Phase 1
WP105	50H	386467	6449214	Tuart	>50	20+	0												No Signs	No Signs	No		Phase 1
WP62	50H	386515	6448837	Tuart	>50	5-10	0												No Signs	No Signs	No		Phase 1
WP212	50H	386561	6449191	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP117	50H	386598	6449104	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP119	50H	386612	6449067	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP118	50H	386613	6449074	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP213	50H	386628	6449160	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP126	50H	386638	6449115	Tuart		10-15	0												No Signs	No Signs	No		Phase 1
WP127	50H	386647	6449065	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP129	50H	386700	6449063	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP218	50H	386709	6449156	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP217	50H	386711	6449148	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP220	50H	386770	6449162	Tuart		15-20	1	15-20	Knot Hole	<5									No Signs	No Signs	No		Phase 1
WP134	50H	386777	6449058	Tuart		15-20	3	10-20	Knot Hole	<5	Branch	5-10	Branch	5-10					Bees	No Signs	No		Phase 1
WP188	50H	386790	6449209	Tuart		20+	5+	10-20	Knot Hole	<5	Knot Hole	5-10	Knot Hole	5-10	Branch	10-20	Branch	5-10	Bees	Galahs	No		Phase 1
WP187	50H	386800	6449242	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP186	50H	386807	6449235	Tuart		10-15	0												No Signs	No Signs	No		Phase 1
WP132	50H	386835	6449088	Tuart		10-15	0												No Signs	No Signs	No		Phase 1
WP183	50H	386885	6449134	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP184	50H	386899	6449122	Tuart		15-20	1	5-10	Knot Hole	5-10									No Signs	Galahs	No		Phase 1
WP182	50H	386912	6449148	Tuart		20+	0												Galahs	Galahs	No		Phase 1
WP145	50H	387073	6449038	Tuart		10-15	0												No Signs	No Signs	No		Phase 1
WP146	50H	387079	6449041	Tuart		10-15	0												No Signs	No Signs	No		Phase 1
WP180	50H	387136	6449066	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP150	50H	387162	6448966	Tuart		15-20	1	0-5	Knot Hole	5-10									Galahs	Galahs	No		Phase 1
WP154	50H	387163	6449035	Tuart		10-15	0												No Signs	No Signs	No		Phase 1
WP153	50H	387182	6449033	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP151	50H	387187	6449007	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP152	50H	387192	6449020	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP179	50H	387195	6449060	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP178	50H	387204	6449054	Tuart		10-15	0												No Signs	No Signs	No		Phase 1
WP177	50H	387211	6449061	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP176	50H	387248	6449066	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP159	50H	387274	6448975	Tuart		10-15	0												No Signs	No Signs	No		Phase 1
WP161	50H	387286	6449009	Tuart		5-10	0												No Signs	No Signs	No		Phase 1
WP175	50H	387308	6449048	Tuart		15-20	2	5-10	Branch	5-10	Branch	5-10							No Signs	No Signs	No		Phase 1
WP173	50H	387338	6449035	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP172	50H	387350	6449029	Tuart		20+	0												No Signs	No Signs	No		Phase 1
WP163	50H	387381	6449001	Tuart		15-20	1	10-20	Knot Hole	<5									Bees	No Signs	No		Phase 1
WP164	50H	387415	6449009	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP224	50H	387483	6449213	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP226	50H	387489	6449102	Tuart		20+	1	15-20	Knot Hole	5-10									No Signs	No Signs	No		Phase 1
WP272	50H	388146	6449444	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP282	50H	388297	6449355	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP283	50H	388315	6449348	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP302	50H	388328	6449488	Tuart		10-15	0												No Signs	No Signs	No		Phase 1
WP298	50H	388336	6449530	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP286	50H	388362	6449384	Tuart		10-15	0												No Signs	No Signs	No		Phase 1
WP287	50H	388365	6449381	Tuart		10-15	1	10-15	Knot Hole	<5									No Signs	No Signs	No		Phase 1
WP293	50H	388380	6449410	Tuart		10-15	0												Bees	No Signs	No		Phase 1
WP286	50H	388382	6449346	Tuart		10-15	0												No Signs	No Signs	No		Phase 1
WP297	50H	388391	6449567	Tuart		20+	0												No Signs	No Signs	No		Phase 1
WP353	50H	388440	6449245	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP321	50H	388461	6449556	Tuart		10-15	0												No Signs	No Signs	No		Phase 1
WP351	50H	388474	6449380	Tuart		10-15	0												No Signs	No Signs	No		Phase 1
WP348	50H	388660	6449528	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP347	50H	388685	6449526	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP342	50H	388757	6449636	Tuart		20+	0												No Signs	No Signs	No		Phase 1
WP373	50H	388879	6449881	Tuart		10-15	0												No Signs	No Signs	No		Phase 1
WP374	50H	388939	6449891	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP369	50H	389390	6449574	Tuart		20+	0												No Signs	No Signs	No		Phase 1
WP367	50H	389416	6449560	Tuart		10-15	0												No Signs	No Signs	No		Phase 1
WP370	50H	389451	6449519	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP371	50H	389463	6449478	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP372	50H	389481	6449461	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP25	50H	386102	6449203	Tuart	>50	15-20	5+	5-15	Branch	5-10	Branch	5-10	Branch	5-10	Branch	10-20							

Waypoint Number	Zone	mE	mN	Tree Species	DBH (cm)	Tree Height (m)	Number of Hollows	Hollow Height (m)	Hollow Type 1	Hollow Size 1 (cm)	Hollow Type 2	Hollow Size 2 (cm)	Hollow Type 3	Hollow Size 3 (cm)	Hollow Type 4	Hollow Size 4 (cm)	Hollow Type 5	Hollow Size 5 (cm)	Occupancy	Chew Marks	Potential Cockatoo Nest Hollow	Comments	Survey	
WP109	50H	386488	6449587	Tuart	>50	15-20	5+	5-20	Knot Hole	<5	Knot Hole	5-10	Branch	5-10	Branch	<5	Spout Trunk	20+	Bees	No Signs	Yes	Numerous Hollows	Phase 1	
WP219	50H	386730	6449142	Tuart		20+	1	15-20	Knot Hole	10-20									No Signs	No Signs	Yes		Phase 1	
WP138	50H	386912	6449028	Tuart		5-10	2	5-10	Spout Branch	20+	Spout Trunk	20+							No Signs	No Signs	Yes		Phase 1	
WP139	50H	386954	6449034	Tuart		15-20	5+	10-20	Knot Hole	<5	Knot Hole	20+	Knot Hole	<5	Branch	10-20	Branch	10-20	Bees	Galahs	Yes	Numerous knot holes	Phase 1	
13	50H	391410	6448002	Tuart	50	7-10m																	Extended Project Area	
27	50H	386297	6450061	Tuart	50	12-15m																		Extended Project Area
28	50H	386295	6450064	Tuart	50	10-12m																		Extended Project Area
29	50H	386293	6450075	Tuart	50	10-12m																		Extended Project Area
30	50H	386283	6450098	Tuart	50	10-12m																		Extended Project Area
31	50H	386273	6450101	Tuart	50	10-12m																		Extended Project Area
32	50H	386260	6450129	Tuart	50	10-12m																		Extended Project Area
33	50H	386252	6450151	Tuart	50	10-12m																		Extended Project Area
34	50H	386244	6450153	Tuart	50	10-12m																		Extended Project Area
35	50H	386287	6450097	Tuart	50	10-12m																		Extended Project Area
36	50H	386327	6450016	Tuart	50	10-12m																		Extended Project Area
37	50H	386343	6449965	Tuart	50	15-17m																		Extended Project Area
38	50H	386372	6449851	Tuart	50	12-15m																		Extended Project Area
40	50H	386057	6449296	Tuart	50	12-15m																		Extended Project Area
41	50H	385951	6449425	Tuart	50	12-15m																		Extended Project Area
42	50H	385892	6449400	Tuart	50	15-17m	2+	7	branch	30	8	branch	10											Extended Project Area
43	50H	385893	6449385	Tuart	50	12-15m														Bees		bees present in hollows,		Extended Project Area
44	50H	385861	6449367	Tuart	50	15-17m																		Extended Project Area
48	50H	386168	6448303	Tuart	50	7-10m																		Extended Project Area
54	50H	386360	6448115	Unknown	50	7-10m																		Extended Project Area
56	50H	386573	6448202	Unknown	50	15-17m																		Extended Project Area
12	50H	391787	6446899	Unknown	50	7-10m														Bees		bees throughout		Extended Project Area
17	50H	391405	6447966	Unknown	50	7-10m																		Extended Project Area
18	50H	391409	6447926	Unknown	50	7-10m																		Extended Project Area
19	50H	387381	6449389	Unknown	50	7-10m																		Extended Project Area
6	50H	391587	6447499	Unknown Eucalyptus species introduced?	50	10-12m																		Extended Project Area
7	50H	391587	6447493	Unknown Eucalyptus species introduced?	50	10-12m																		Extended Project Area
8	50H	391588	6447477	Unknown Eucalyptus species introduced?	50	10-12m																		Extended Project Area
9	50H	391586	6447473	Unknown Eucalyptus species introduced?	50	10-12m																		Extended Project Area
10	50H	391585	6447468	Unknown Eucalyptus species introduced?	50	10-12m																		Extended Project Area

### **Significant Tree Nomination**

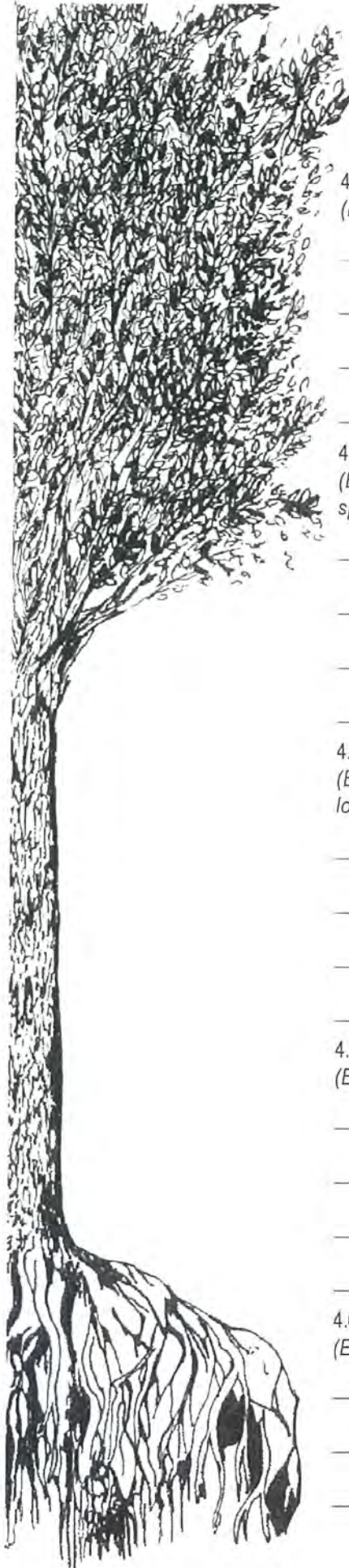
*Submitted by The Sustainability Committee at The Perth Waldorf School*

The Perth Waldorf School, situated on a beautiful bush block in Bibra Lake is a body for education, teaching approximately 450 students, who care for the native flora and fauna both in and surrounding the School.

We have in our care one of the last surviving Giant Tuart Trees of this great lakes area, which we incorporate into our curriculum. We have engaged a professional Arborist who estimated this tree to be in good health and in excess of 80 years old.

The Tuart is home to many species of wildlife both migratory and local and provides a wonderful feeling, as do all trees, for our students to absorb and sit with its majesty.

We would like to ensure this tree is protected and preserved for its lifetime which could be many years and generations to follow us, by having it named as a Tree of Significance by the Local Council.



4.2 Horticultural Value

(E.g. *Scientific value, propagating potential, tolerance to pest and disease*)

---

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---

---

4.3 Rare or Localised

(E.g. *Rare species (2 - 50 known specimens), one of few examples of the family /genus / species in precinct*)

---

---

---

---

4.4 Location or Context

(E.g. *Unique location or context, aesthetic value, major contribution to landscape and/or local place character*)

Please see attached.

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4.5 Exceptional Size, Age and Form

(E.g. *Height, circumference, canopy spread, curious forms*)

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4.6 Indigenous Association

(E.g. *Scarred tree, Corroboree tree, Canoe tree*)

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**Attachment for the City of Cockburn 'Significant Tree Nomination' prepared by The  
Perth Waldorf School  
27 May 2014**

**4.2 Horticultural value**

*(E.g. Scientific value, propagating potential, tolerance to pest and disease)*

The *Eucalyptus gomphocephala* tree at the Perth Waldorf School was assessed by a qualified arborist on the 30<sup>th</sup> July 2014. The results of this inspection confirmed this specimen to be of good health and vitality (arborist report to be submitted with this application). As part of the school commitment to its preservation the tree has been inspected and maintained on a regular basis.

This large Tuart tree represents a particularly fine example of the once widespread Tuart populations found through the coastal areas of the Swan coastal plain. It is one of very few mature specimens remaining in the area. It is a tree of great amenity value and provides a special contribution to the school grounds as a landscape feature of great aesthetic quality.

The tree is estimated to be between 75-100 years old. It is a remnant local native tree of great value for biodiversity conservation and linkage, and provides unique endemic genetic material among the few remaining Tuarts in the local area. It also provides valuable ecological functions as native habitat and food source for local fauna including the Carnaby's Black Cockatoo. The many other ecological services provided by a tree of that age, in particular in regards to carbon sequestration, are also not to be underestimated.

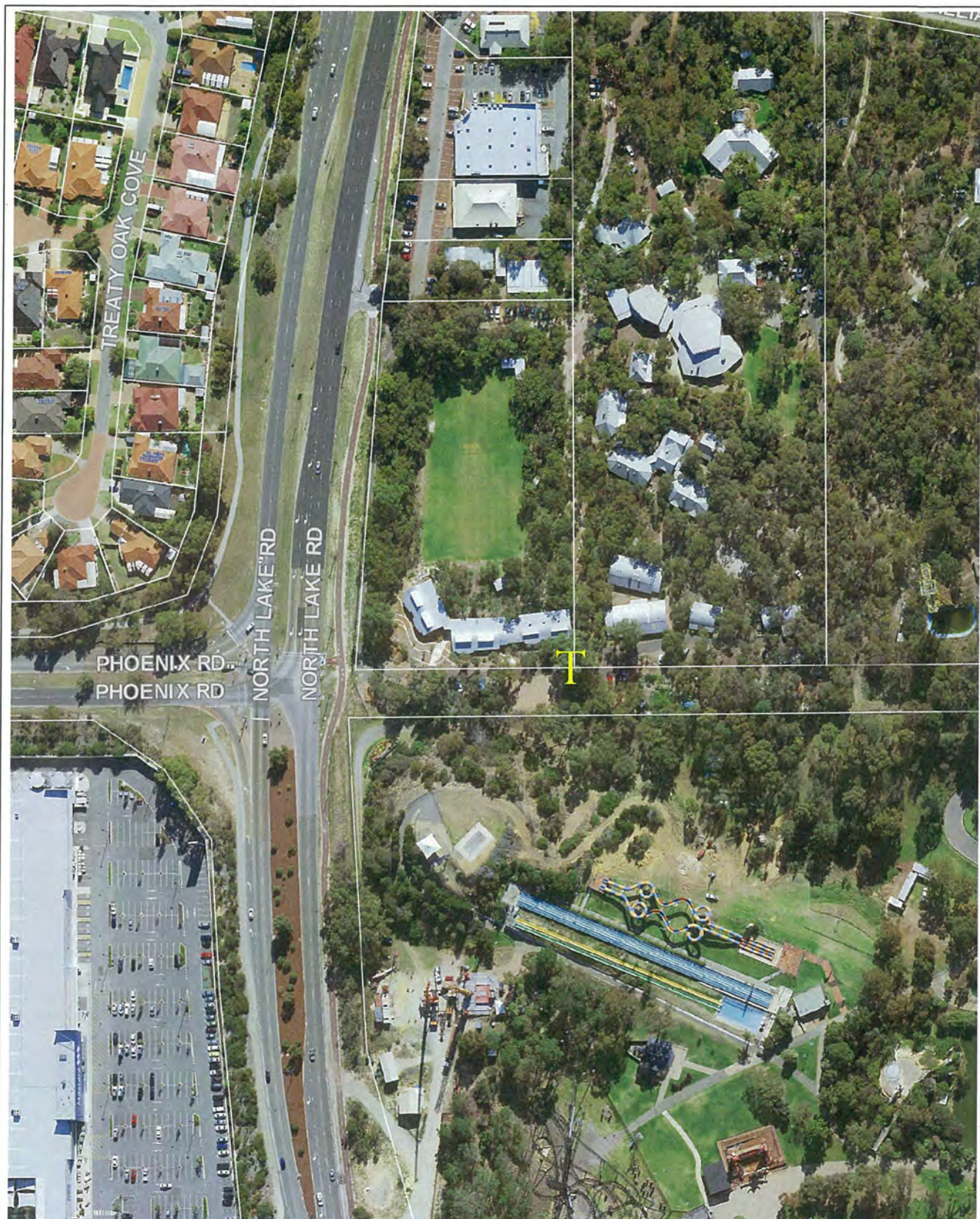
The tree also provides shade and shelter for the staff, students and visitors to the school. Its prominent position at the highest point of the property makes it a distinctive landmark.



**4.3 Rare or Localised**

*(E.g. Rare species (2 - 50 known specimens), one of few examples of the family /genus / species in precinct)*

The large Tuart tree at the Perth Waldorf School is considered to be an excellent example of its species due to its age and its size. Trees of this species have the potential to live up to 400 years. This tree is extremely valuable as one of the last remaining mature specimens remaining in the area; it is the only large one at the Perth Waldorf School and among all the neighbouring properties. The species as a whole is critically vulnerable: whereas two hundred years ago vast forests of tuart, jarrah and marri stretched from Jurien Bay to Busselton, more than three quarter of the original Tuart forests have been cleared. Tuart populations are also on the decline due to the species' vulnerability to a newly described dieback organism, *Phytophthora multivora*. This makes the preservation of the rare urban specimens all the more critical.





 <p><b>City of Cockburn</b> GIS Services Department</p>	<p>Significant Tree LOCATION PLAN</p>	<p>PRINTED ON: 28/10/2015</p>	<p>SCALE = 1:2254</p>	 <p>NORTH</p>
<p>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.</p>				







Area to be remediated

51L

31.8 m

82.8 m

62.4 m

25.1 m

RESULTS: AREA

UNIT

metres

Distance 1

25.1 m

Distance 2

82.8 m

Distance 3

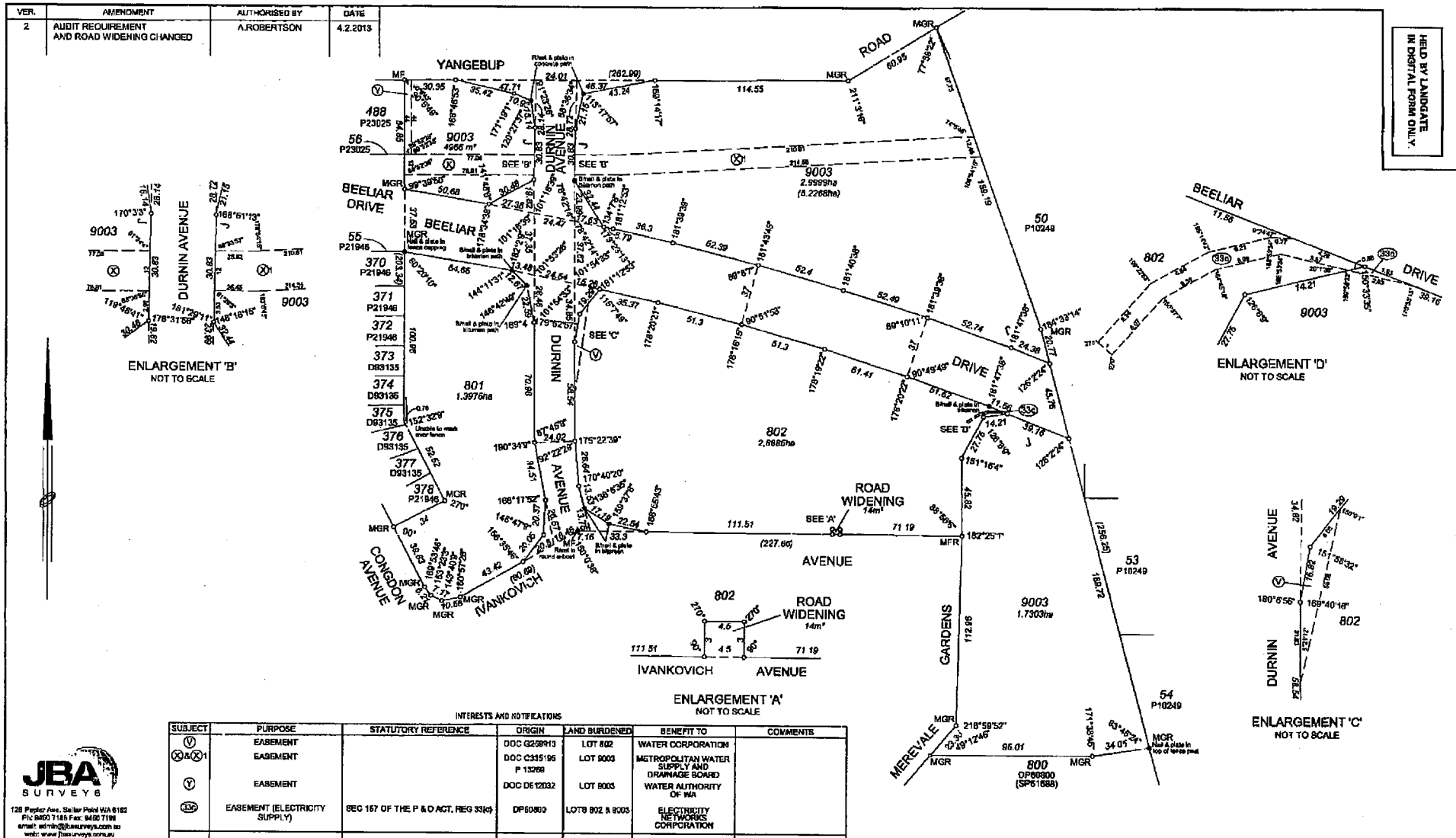
31.8 m

Distance 4

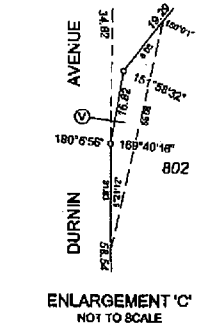
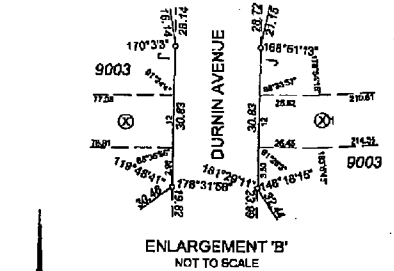
62.4 m

Proposed POS area

LANDGATE COPY OF ORIGINAL NOT TO SCALE Wed Jan 8 10:16:35 2014 JOB 43631711



FIELD BY LANDGATE  
IN DIGITAL FORM ONLY



INTERESTS AND NOTIFICATIONS

SUBJECT	PURPOSE	STATUTORY REFERENCE	ORIGIN	LAND BURDENED	BENEFIT TO	COMMENTS
(V)	EASEMENT		DOC G2289113	LOT 802	WATER CORPORATION	
(V)	EASEMENT		DOC C335195 P 13289	LOT 9003	METROPOLITAN WATER SUPPLY AND DRAINAGE BOARD	
(V)	EASEMENT (ELECTRICITY SUPPLY)	SEC 167 OF THE P & D ACT, REG 33(4)	DOC DE12032	LOT 9003	WATER AUTHORITY OF WA	
(V)	EASEMENT (ELECTRICITY SUPPLY)		DP60802	LOTS 802 & 9003	ELECTRICITY NETWORKS CORPORATION	

**JBA SURVEYS**  
128 Pepler Ave., Suller Point WA 8182  
Ph: 0890 7188 Fax: 0890 7199  
email: admin@jbasurveys.com.au  
web: www.jbasurveys.com.au

TYPE FREEHOLD		INDEX ON		SCALE @ A2 1:1500		LOGGED		TYPE OF VALIDATION		IN ORDER FOR DEALINGS		Our Ref: 7288 74903.C6D	
PURPOSE SUBDIVISION		BS34 (2) 10.05		ALL OR FINDER FMS HISTORIC		DATE 16-Jan-13		FULL-ART LOCAL CORRECTION		SUBJECT TO Section 168(1) (2) of the P & D Act...		 Western Australian Land Information Authority DEPOSITED PLAN <b>74903</b> SHEET 1 OF 1 VERSION 2	
PLAN OF LOTS 801, 802, 9003, ROADS & ROAD WIDENING		FIELD BOOK 120531		SURVEYORS CERTIFICATE - Reg 34		FEE PAID \$440.00		B. GILLIGAN		Section 18(1) of the P & D Act...			
DISTRICT COCKBURN SOUND		TOWNSITE		SURVEYORS CERTIFICATE - Common		ADDRESS No. 12038276		APPROVED BY WESTERN AUSTRALIAN PLANNING COMMISSION		APPROVED			
FILE LOCAL AUTHORITY CITY OF COCKBURN		LOCALITY BEELIAR, YANGEBUP		SURVEYORS CERTIFICATE - Common		DATE 28-Mar-2013		FILE 145771		DATE 28-Mar-2013			
SSA NO		FORMER TENURE		SURVEY FIRM		DATE 28-Mar-2013		JBA SURVEYS		DATE 28-Mar-2013			

OCM 11/2/2016 - Agenda Item 14.10 Attach 1



Level 2  
26 Clive Street  
West Perth WA 6005  
PO Box 1285  
West Perth WA 6872  
T 08 9476 2000  
F 08 9321 9203  
perth@mcgees.com.au  
www.mcgees.com.au

Our Ref: V384-15

24 November 2015

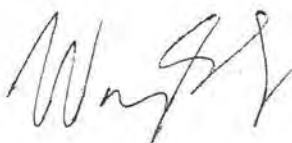
City of Cockburn  
PO Box 1215  
BIBRA LAKE DC WA 6965  
**Attention: Kevin Sim – Land and Property Officer**

Dear Kevin

**Re: Market Valuation  
Proposed Lot 805 Merevale Gardens, Beeliar**

We refer to your recent instructions that we prepare a market valuation of the above property and confirm that we have completed our inspection and investigations and submit the following report which we trust will be satisfactory for your requirements.

Yours faithfully  
**McGees Property**



**Wayne Srhoy** AAPI, Masters (Property)  
Certified Practising Valuer  
Licensed Valuer No. 44175  
Western Australia



**A Valuation Report prepared for**  
**Proposed Lot 805 Merevale Gardens, Beeliar**  
**Under instructions from City of Cockburn**

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**Appendices:**

- (1) Valuation Instruction
- (2) Parent Certificate of Title
- (3) Deposited Plan 74903
- (4) Photographs

## Executive Summary

<b>Property Address:</b>	Proposed Lot 805 Merevale Gardens, Beeliar.
<b>General Description:</b>	<p>The subject proposed lot comprises a vacant 5,205m<sup>2</sup> parcel of land zoned "Development" in accordance with the City of Cockburn's Town Planning Scheme No. 3 and "Local Centre" in accordance with Local Structure Plan "Cell 6 – Yangebup".</p> <p>At the date of valuation the proposed lot formed part of a larger 5.2268 hectare parcel of land.</p>
<b>Purpose of Valuation:</b>	To assess the fair current market value of the proposed lot for disposal purposes.
<b>Valuation:</b>	<p><b>\$2,080,000</b></p> <p>The value stated above is inclusive of a Goods and Services Tax and on the assumption the proposed lot will be issued with an encumbrance free Certificate of Title.</p>
<b>Date of Inspection:</b>	20 November 2015.
<b>Date of Valuation:</b>	20 November 2015.
<b>Senior Valuer:</b>	<p><b>Wayne Srhoy</b> AAPI, Masters (Property) Certified Practising Valuer Licensed Valuer No. 44175 Western Australia</p>

**This Executive Summary is a brief synopsis of the property and our assessment of market value.**

**It is designed to provide a brief overview and must not be read in isolation, separate from our formal valuation report.**

### **Definition of "Market Value":**

*The International Valuation Standards Council (and as adopted by the Australian Property Institute) defines market value as:*

*"The estimated amount for which an asset or liability should exchange on the date of valuation between a willing buyer and a willing seller in an arm's length transaction after proper marketing wherein the parties had each acted knowledgeably, prudently and without compulsion."*

### **Assumptions, Conditions and Limitations:**

- The planning and cadastral details obtained from the Western Australian Planning Commission, Main Roads Western Australia, Landgate and Local Authority websites are current and correct.
- Adjoining land owners or community groups do not impede or restrain development as foreseen.
- We are not aware of any notices currently issued against the property and we have made no enquiries in this regard.
- A visual site inspection has not revealed any obvious asbestos contamination. Nevertheless, we are not experts in the detection or quantification of asbestos problems and accordingly, have not carried out a detailed investigation. Therefore, this valuation is made on the assumption that there are no actual or potential asbestos contamination issues affecting the subject property.



Should a subsequent investigation undertaken by a suitably qualified expert show that the site is contaminated, we reserve the right to amend our valuation.

- o The value and utility of land can be adversely affected by the presence of Aboriginal sacred sites and/or sites of aboriginal heritage significance. We have made no investigations in this regard, as Aboriginal requirements can only be determined by the appointment of an appropriate expert.

Under these circumstances, we cannot warrant that there are no such sites on the land and if it is subsequently determined that the realty is so affected, we reserve the right to review this valuation.

- o The land comprises top-soils, which appear to be relatively free draining however, as no geotechnical investigations have been either undertaken or commissioned, we are unable to report on the underlying nature of the site.
- o This valuation assumes there is no environmental contamination of the property.
- o This valuation assumes there is no encroachment of adjoining buildings onto the subject land.
- o This valuation assumes an unencumbered fee simple title to the property.
- o If there are any encumbrances, encroachments, restrictions, leases or covenants which are not noted in this report, they may affect the assessment of value. If any such matters are known or discovered, we should be advised and asked as to whether they affect our assessment of value.
- o We have assumed that all information supplied in conducting this valuation consists of a full and accurate disclosure of all information that is relevant.
- o It is assumed that no significant event occurs between the date of inspection and the date of valuation that would impact on the value of the subject property.
- o We have not obtained a Property Interest Report in providing our advice. A property-specific report will provide detailed information of property interests not listed on the Certificate of Title that may affect the use and enjoyment of the land.

A report can be obtained from Landgate for a charge of \$54.95 (incl. GST). If a subsequent Property Interest Report reveals any aspects of the property that may impact on its value, we reserve the right to review our assessment.

If there is any variance/contradiction in any of the above assumptions, then we reserve the right to review this valuation accordingly.

\*\*\*\*\*

## Valuation Report

### 1.0 VALUATION INSTRUCTIONS

We have received instructions from Kevin Sim – Land and Property Officer at the City of Cockburn to undertake a market valuation of the proposed lot for disposal purposes.

### 2.0 DATE OF VALUATION

19 November 2015.

### 3.0 PROPERTY ADDRESS

Proposed Lot 805 Merevale Gardens, Beeliar.

### 4.0 LEGAL DESCRIPTION

At the date of valuation, the Certificate of Title for the proposed lot had not yet been issued.

The legal particulars of the parent parcel are detailed as follows.

#### 4.1 *Date of Search*

19 November 2015.

#### 4.2 *Title Particulars*

The land is legally described as an estate in fee simple being Lot 9003 on Deposited Plan 74903, wholly contained in Certificate of Title Volume 2808 Folio 753.

#### 4.3 *Registered Proprietor*

City of Cockburn.

#### 4.4 *Easements and Encumbrances*

- (1) C335195. Easement to Metropolitan Water Supply Sewerage and Drainage Board for sewerage purposes – see Sketch on Deposited Plan 74903. Registered 5.4.1982.
- (2) D612032. Easement to Water Authority of Western Australia for sewerage purposes – see Sketch on Deposited Plan 74903. Registered 25.11.1987.
- (3) Easement Burden created under Section 167 P&D Act for electricity purposes to Electricity Networks Corporation – see Deposited Plan 74903 as created on Deposited Plan 60800.

As per the appended Deposited Plan 74903, the abovementioned Easements are not located on the proposed lot. As a result our valuation has assumed that the subject property is not encumbered by any easement.

A copy of the Parent Certificate of Title and Deposited Plan 74903 are appended to this report.

#### 4.5 *Date of Last Transaction*

The property has not sold within the past 3 years.



## 5.0 LOCATION

The subject land is situated within a 20 kilometre radius south-east of the Perth city centre, being more particularly located on the eastern side of Merevale Gardens within the residential suburb of Beeliar.

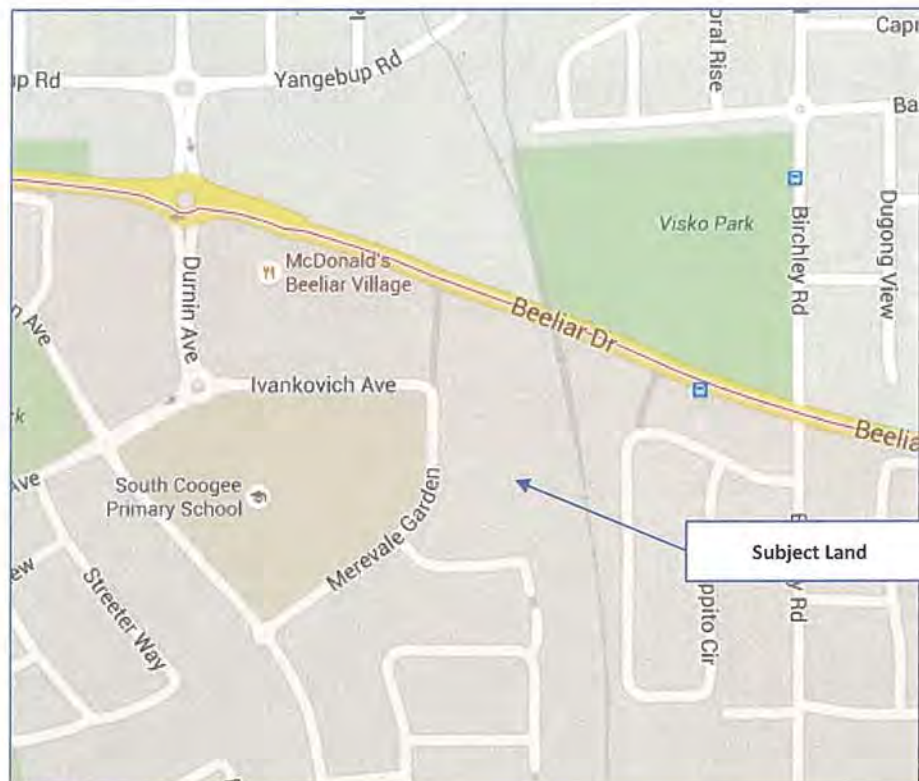
The subject land is located in close proximity to both new and established residential estates and benefits from being located within close proximity to Beeliar Village which is a relatively new neighbourhood shopping centre that is anchored by a Coles supermarket.

To its west, the subject site is located directly opposite South Coogee Primary School.

To its east, the subject site is bound by a rail line which runs infrequently carrying materials to the port city of Fremantle.

We have also noted that the subject land is located approximately 10 kilometres south-east of the port city of Fremantle, 4.5 kilometres south-east of the Port Coogee Marina, 1 kilometre north of the Cockburn Cement factory and 3.5 kilometres west of the Gateway Shopping Centre.

The location of the subject land is best illustrated by reference to the following Location Plan:



## 6.0 ACCESS

Our valuation has assumed that access into the subject land will be via Merevale Gardens.

Access to the Perth city centre is via Merevale Gardens, Ivankovich Avenue, Durnin Avenue, Beeliar Drive and the Kwinana Freeway System.

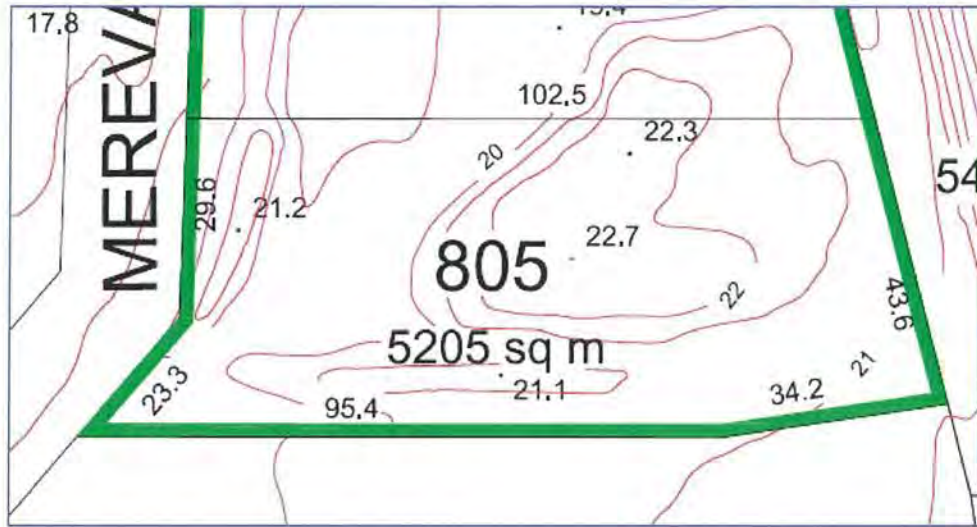


**7.0 SITE DESCRIPTION**

**7.1 Dimensions**

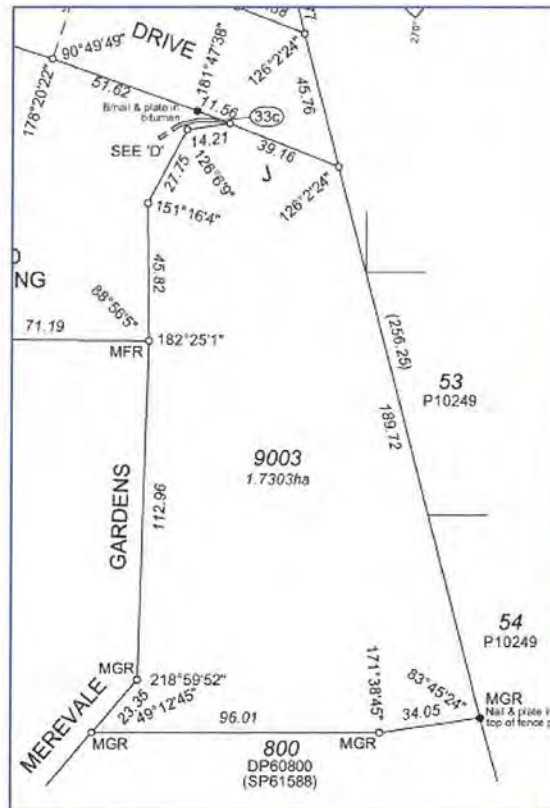
The proposed lot is slightly irregular in shape with a total land area of 5,205m<sup>2</sup>.

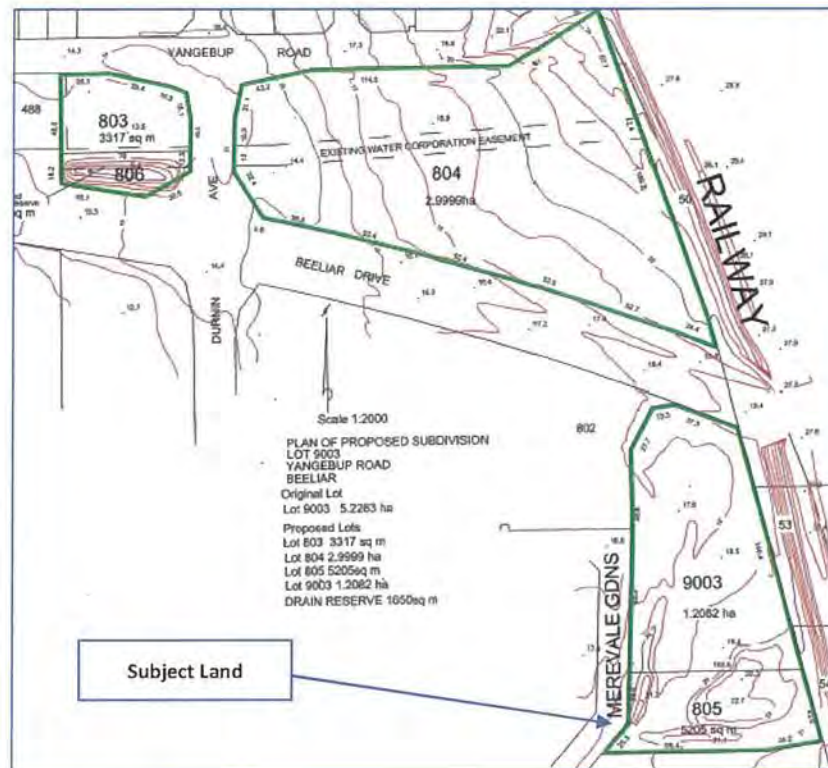
The size and shape of the proposed lot is best illustrated in the following Map provided to us by the City of Cockburn:



At the date of valuation the proposed lot formed part of a larger 5.2268 hectare parent parcel of land.

The parent parcel of land in the proposed subdivision is best indicated on the following Maps:





## 7.2 Topography

The subject lot is parkland cleared with some slight undulations.

Despite the above, the subject lot upon redevelopment, would need to be cleared of low lying grasses and native vegetation.

Onsite soils are of a sandy nature and appear to provide adequate natural drainage.

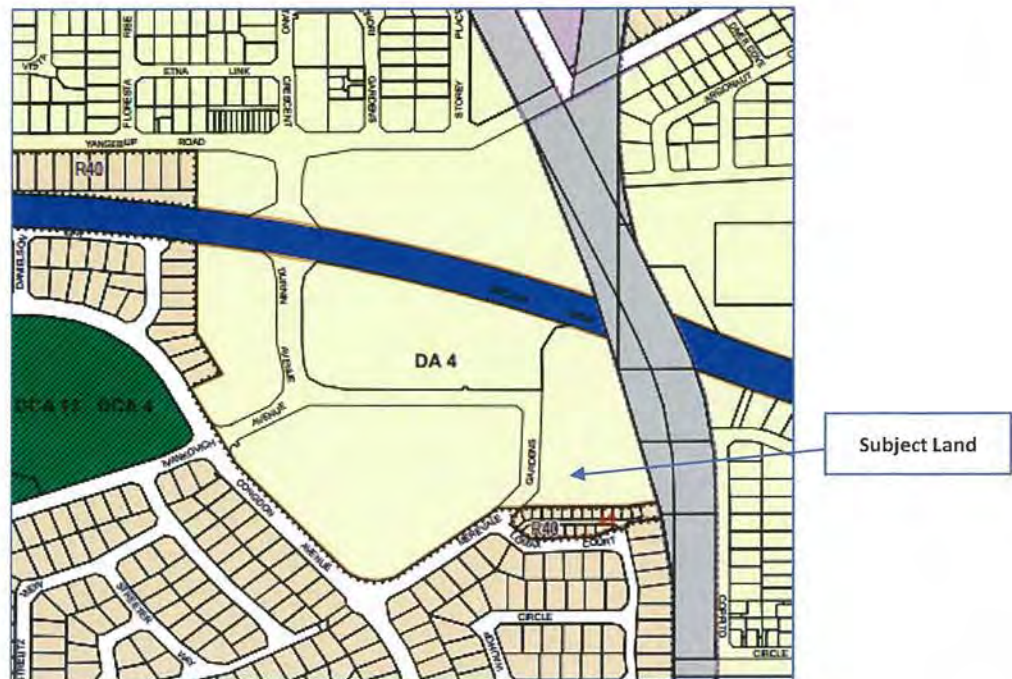
## 8.0 TOWN PLANNING AND DEVELOPMENT

### 8.1 Town Planning Scheme

We have been advised by the City of Cockburn that the proposed lot is zoned "Development" in accordance with the City of Cockburn Town Planning Scheme No. 3.

The zoning is as depicted on the following TPS Zoning Map:



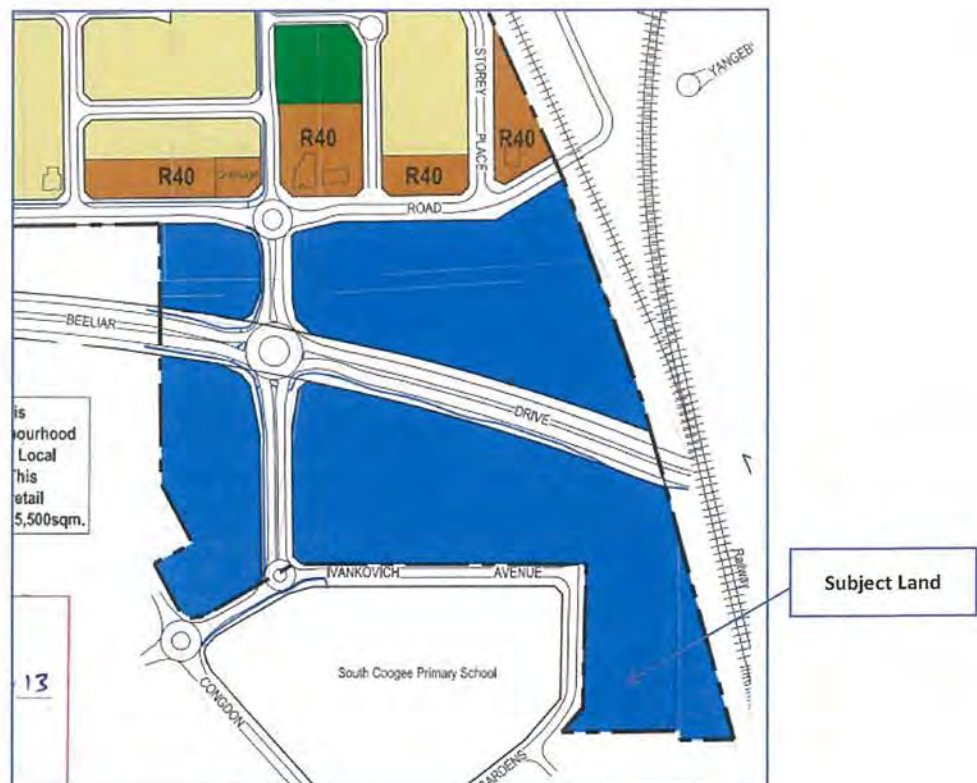


**8.2 Cell 6 - Yangebup Local Structure Plan**

In accordance with Cell 6 – Yangebup Local Structure Plan, we are aware that the proposed lot is identified as “Local Centre”.

We are aware that Cell 6 - Yangebup Local Structure Plan was approved by the City of Cockburn on 13 June 2013 and by the WA Planning Commission on 9 September 2013.

The zoning of the proposed lot is best depicted on the following Structure Plan:

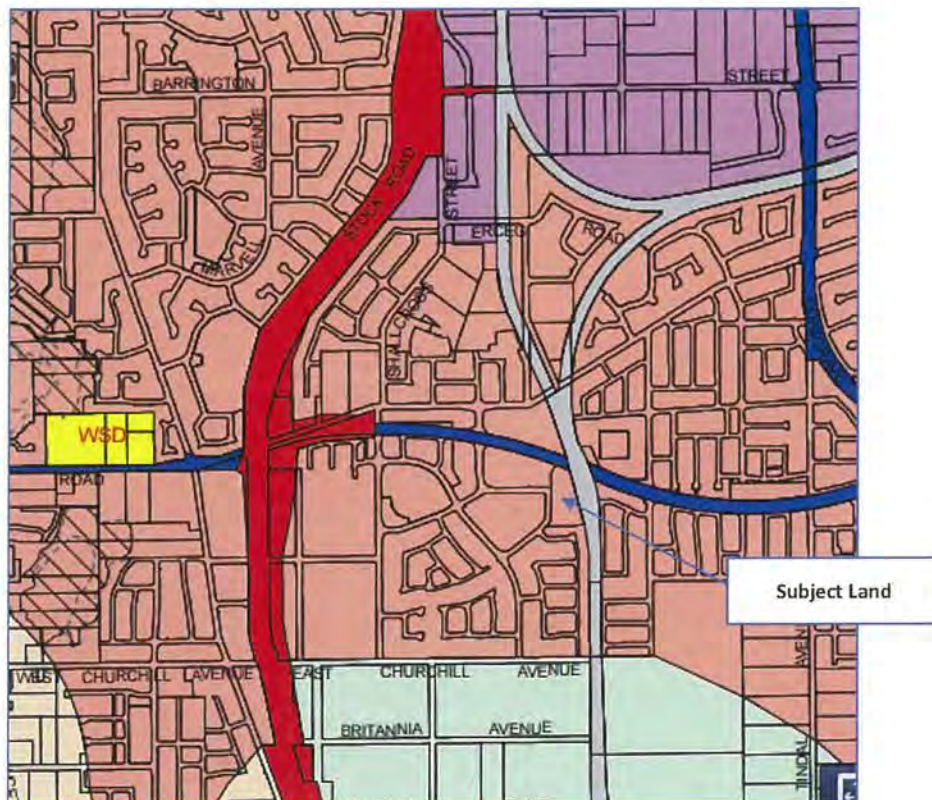


In accordance with the City of Cockburn's Town Planning Scheme No. 3, a "Local Centre" zoning has an underlying R60 density and permits the following uses:

- Childcare Premises
- Civic Use
- Dwelling
- Home Business
- Home Occupation
- Home Office
- Bank
- Convenience Store/Lunch Bar
- Shop
- Home Store

### 8.3 Metropolitan Region Scheme

The zoning of the land under the Metropolitan Region Scheme is "Urban", as depicted on the following MRS Zoning Map:



## 9.0 ENVIRONMENTAL, HERITAGE AND CULTURAL ISSUES

### 9.1 Soil Contamination

As a consequence of the Contaminated Sites Act 2003, a Public Register is now kept in Western Australia of land that has been classified as being either contaminated – remediation required; contaminated – restricted use or remediated for restricted use.

Accordingly, in making our assessment of the value of the property, we have carried out a basic search of the Register at 4.20pm on 19 November 2015 and this discloses that the land is not classified.

We do not accept any responsibility or liability whatsoever for the accuracy of the information indicated by the search of the Register.

Further, we do not accept any responsibility or liability for any loss or damage or for consequential loss or damage of any kind arising from our negligence or otherwise to you or any person in relation to the valuation of the property.



This includes any loss or damage arising from our failure or omission to consider any factors which would affect the value of the land including but not limited to any possible environmental site contamination, or any failure to comply with environmental legislation.

Although the subject property is not recorded on the Contaminated Sites Register, we recommend a search of the Reported Sites Register that reports properties which are in the process of being classified.

The Reported Sites Register can be searched by written application to the Department of Environment and Conservation (DEC).

As it will take time for the Register to be fully established, together with the fact many owners may be unaware that their property is contaminated, we believe the carrying out of an independent Environmental Survey by an appropriate expert is the best way to ascertain whether a property is contaminated or otherwise.

Subject to the above caveats, this valuation is made on the assumption there is no contamination of the land.

### **9.2 Asbestos**

The subject property is a vacant parcel and accordingly the presence of asbestos fibre is not apparent.

We must point out however, that we are not experts in this area and therefore, in the absence of an environmental consultant's report concerning the presence of any asbestos fibre within the subject property, this valuation is made on the assumption that there is no health risk from that source.

### **9.3 Heritage Consideration**

There are no buildings situated on the subject lot.

### **9.4 Aboriginal Sites**

The value and utility of land can be adversely affected by the presence of Aboriginal sacred sites. We have made no investigations in this regard, as Aboriginal requirements can only be determined by the appointment of an appropriate expert.

Under these circumstances, we cannot warrant that there are no such sites on the land and if it is subsequently determined that the realty is so affected, we reserve the right to review this valuation.

### **9.5 Flooding**

There was no evidence of flooding at the date of inspection and the elevation of the land is such that we would not expect flooding to occur to the land.

### **9.6 Climate Shift**

Although not conclusive, current thinking from a variety of scientific authorities around the world indicates that various issues are contributing to climate shift, whereby changing weather patterns have the potential to alter the traditionally understood cycles and ranges, including but not limited to ambient temperatures, rainfall, sea levels, and storm activity.

Whilst the full implications of this theory are not fully quantifiable, we consider it appropriate to highlight that over a protracted period a variety of peripheral environmental factors have the potential to impact upon the development potential and/or market value of the subject property at a future date.

In light of these potential environmentally based externalities, we would recommend that the valuation advice contained herein be reviewed if and when these factors become evident or more definite.

## 10.0 SERVICES

At the date of valuation the subject property represented a vacant parcel of land and we are aware that essential services were not yet connected to the proposed site.

Essential services available within close proximity to the land include scheme water, electricity, deep sewer, natural gas, telephone, and postal.

The location of scheme water and deep sewer is best indicated on the following Map gained from the Water Corporation's 'My Water' website:



## 11.0 IMPROVEMENTS

At the date of inspection, the proposed lot comprised a vacant parcel of land.

## 12.0 LEASE DETAILS

We have not been advised of any lease agreement pertaining to the proposed lot and our valuation is subject to the lot being unencumbered by any such agreement.

## 13.0 GENERAL COMMENTS

### 13.1 Location

The proposed lot benefits from its proximity to Beeliam Village, a recently constructed neighbourhood shopping centre that is anchored by Coles supermarket.



At the date of valuation Beeliar was considered to be a fast growing residential area.

Despite the above, the subject property is negatively impacted by its proximity to the rail line which is situated to its immediate east.

Although the rail line infrequently carries materials to the port city of Fremantle, we believe the subject land would need to be discounted slightly to take into account the above locational characteristic.

#### **14.0 RESIDENTIAL MARKET COMMENTARY**

In the September 2015 quarter, the Perth median house price decreased by 4.2% from the previous 12 months to sit at a median house price of \$522,000.

The recent downturn in the Perth residential market can be largely attributed to lowering market sentiment as a result of the slowing Western Australian resources sector in 2015.

In the September 2015 quarter, the median house price within the immediate suburb of Beeliar had decreased by 1.4% from the previous 12 months to sit at a median house price of \$542,500.

In 2015, we would argue that the market for residential development sites was considered to be not as buoyant as it was in 2013/2014.

In our opinion, the residential development site market has been slightly impacted by the slowing Western Australian economy and the recent slowing of the Perth residential market as indicated by the recent decrease in the Perth median house price.

#### **15.0 VALUATION METHODOLOGY**

As the subject property represents a vacant parcel of land, we have utilised the direct comparison approach as our primary and only method of valuation. We have analysed comparable sales on both an improved and vacant land rate per square metre basis.

Our adopted land value has taken into consideration the property size, shape, location and market factors.

We are aware that the proposed lot comprises a 5,205m<sup>2</sup> vacant parcel of land zoned "Local Centre", that is situated near the eastern fringes of the future Beeliar town centre.

Although the subject property benefits from its proximity to established residential development and Beeliar Village Shopping Centre, we do note that it is negatively impacted by its proximity to a rail line.

In adopting a market value on the proposed lot, we acknowledge that there are a number of residential development site sales evidence that have occurred in 2013 and 2014 which are now considered to be dated.

As a result, we have placed emphasis on 2015 residential development site sales evidence.

Our adopted land rate per square metre has attempted to take into consideration that the Perth residential market was soft at the date of valuation.

The sales evidence we have relied upon is detailed out as follows:

**Address:** 63 (Lot 502) Gaebler Road, Hammond Park  
**Sale Price:** \$815,000 inclusive of GST in February 2015  
**Land Area:** 1,531m<sup>2</sup>  
**Zoning:** "Local Centre (R60)"  
**Improvements:** Vacant land  
**Analysis:** The sale price reflects a land rate of **\$532.00/m<sup>2</sup>** inclusive of GST or **\$81,500/unit** site.  
**Comments:** The property comprises a 10 unit development site situated on the corner of Gaebler Road and Botany Parade. The regular shaped vacant lot is located in close proximity to residential development and an established primary school.  
**Comparability:** *A smaller landholding situated in a comparable location. The subject would attract a lower land rate per square metre.*

**Address:** 1 (Lot 627) Birch Road, Aubin Grove  
**Sale Price:** \$730,000 inclusive of GST in June 2015  
**Land Area:** 1,192m<sup>2</sup>  
**Zoning:** "Local Centre (R60)"  
**Improvements:** Vacant land  
**Analysis:** The sale price reflects a land rate of **\$612.00/m<sup>2</sup>** inclusive of GST or **\$104,286/unit** site.  
**Comments:** The property comprises a 7 unit development site which enjoys three street frontage to Birch Road, Lyon Road and Geneva Close. The regular shaped vacant lot is located in close proximity to a Local Centre and new residential development. We are aware that the property was purchased by a medical operator.  
**Comparability:** *A smaller landholding situated in a comparable location. The subject would attract a lower land rate per square metre.*

**Address:** 4 (Lot 8) Walter Road, East Bassendean  
**Sale Price:** \$900,000 inclusive of GST in August 2015  
**Land Area:** 1,553m<sup>2</sup>  
**Zoning:** "Residential R20/R40"  
**Improvements:** The property is improved with an older four bedroom, one bathroom brick and tile 1960s built residence.  
**Analysis:** The sale price reflects an improved land rate of **\$580.00/m<sup>2</sup>** inclusive of GST or **\$128,571/unit** site.  
**Comments:** The property comprises a 7 unit development site which is located directly opposite established residential development. The regular shaped development site is located within a quiet location in close proximity to the Swan River.  
**Comparability:** *A smaller landholding situated in a comparable location. The subject would attract a lower land rate per square metre.*

**Address:** 65 (Lot 111) Hutton Street, Stirling  
**Sale Price:** \$2,000,000 inclusive of GST in May 2015  
**Land Area:** 4,047m<sup>2</sup>  
**Zoning:** "Residential R40"  
**Improvements:** The property is improved with a 1940s built two bedroom, one bathroom fibro and tile residence which adds minimal to no value.  
**Analysis:** The sale price reflects an improved land rate of **\$494.00/m<sup>2</sup>** inclusive of GST or **\$111,111/unit** site.  
**Comments:** The property comprises an 18 unit development site situated on a busy thoroughfare within the suburb of Stirling. Hutton Street is considered to be a busy thoroughfare.  
The property represents an infill development site located within an established residential suburb.  
**Comparability:** *A smaller landholding situated in a comparable location. The subject would attract a lower land rate per square metre.*



**Address:** **Lots 300 & 301 Clontarf Road, Hamilton Hill**  
**Sale Price:** \$1,964,000 (combined) inclusive of GST in March 2015  
**Land Area:** 3,102m<sup>2</sup>  
**Zoning:** "Residential R30"  
**Improvements:** Vacant land  
**Analysis:** The sale price reflects a land rate of **\$633.00/m<sup>2</sup>** inclusive of GST or **\$196,400/unit** site.  
**Comments:** The property comprises a regular shaped 10 unit development site with wide frontage to Clontarf Road.  
The property represents an infill development site and is surrounded by established residential development.  
**Comparability:** ***A smaller landholding situated in a slightly superior location. The subject would attract a lower land rate per square metre.***

**Address:** **57 (Lot 1) Edeline Street, Spearwood**  
**Sale Price:** \$1,080,000 inclusive of GST in February 2015  
**Land Area:** 1,761m<sup>2</sup>  
**Zoning:** "Residential R30"  
**Improvements:** The property is improved with a 1961 built three bedroom one bathroom brick and tile residence.  
**Analysis:** The sale price reflects an improved land rate of **\$613.00/m<sup>2</sup>** inclusive of GST or **\$216,000/unit** site.  
**Comments:** The property comprises a rectangular shaped, 5 unit site located within the heart of the suburb of Spearwood. The existing improvements add minimal to no value.  
**Comparability:** ***A smaller landholding situated in a comparable location. The subject would attract a lower land rate per square metre.***

**Address:** **12 (Lot 146) Lavinia Crescent, Coolbellup**  
**Sale Price:** \$3,250,000 inclusive of GST in October 2014  
**Land Area:** 7,277m<sup>2</sup>  
**Zoning:** "Residential R40"  
At the date of sale we are aware that the property was sold with a WAPC approval for a 32 lot subdivision. The subdivision approval was reflective of an "R60" density.  
**Improvements:** Vacant land.  
**Analysis:** The sale price reflects a land rate of **\$447.00/m<sup>2</sup>** inclusive of GST.  
**Comments:** The property comprises a residential infill development site that enjoys four street frontage to Benedick Road, Lavinia Crescent, Rinaldo Crescent and Rinaldo Place.  
The development site is also situated directly opposite two attractive public open space areas.  
The cleared site is considered to have a north to south crossfall. A slightly dated sale.  
**Comparability:** ***A larger landholding situated in a comparable location. The subject would attract a lower land rate per square metre.***

**Address:** **32 (Lot 2057) Congenial Loop, Atwell**  
**Sale Price:** \$1,850,000 inclusive of GST in December 2014  
**Land Area:** 4,585m<sup>2</sup>  
**Zoning:** "Residential R50"  
**Improvements:** Vacant land.  
**Analysis:** The sale price reflects a land rate of **\$403.00/m<sup>2</sup>** inclusive of GST.  
**Comments:** The property comprises a residential infill development site located within LandCorp's 'Harvest Lakes' subdivision.  
The site which was purchased by prominent developer – Niche Developments – enjoys four street frontage to Flourish Loop, Congenial Loop, Hygera Bend and Borage Lane.

The irregular shaped lot is bounded to the west by the Kwinana Freeway and may experience potential noise issues.

Despite the above, the residential development site benefits from being located approximately 200m from the future Aubin Grove train station and in close proximity to the Harvest Lakes Shopping Centre. A slightly dated sale.

**Comparability:** *A slightly smaller landholding situated in a comparable location. The subject would attract a lower land rate per square metre.*

**Address:** **Lot 702 Bellier Place & Lot 65 Erpingham Road, Hamilton Hill**  
**Contract Price:** \$2,535,000 inclusive of GST in November 2014  
**Land Area:** 4,860m<sup>2</sup>  
**Zoning:** "Residential R40"  
**Improvements:** Lot 702 is improved with a 1980's built brick and tile residence.  
**Analysis:** The contract price reflects an improved land rate of **\$521.00/m<sup>2</sup>** inclusive of GST or **\$115,000/unit** site.  
**Comments:** The property comprises an irregular shaped 22 unit development site situated within an area known as "Southwell". The site rises steadily from its Bellier Place frontage and will require significant site works to develop. Despite the above, the site has the potential to attractive valley views. We were advised by the City of Cockburn that the property was likely to settle in November 2015. A slightly dated sale contract.

**Comparability:** *A slightly smaller landholding situated in a comparable location. The subject would attract a lower land rate per square metre.*

**Address:** **25 (Lot 432) Stanyford Place, Hamilton Hill**  
**Sale Price:** \$2,640,000 inclusive of GST in October 2014  
**Land Area:** 4,504m<sup>2</sup> (R30 developable portion)  
**Zoning:** "Residential R30"  
**Improvements:** Vacant land.  
**Analysis:** The sale price reflects a land rate of **\$586.00/m<sup>2</sup>** inclusive of GST or **\$176,000/unit** site.  
**Comments:** The property comprises a 15 unit development site situated within an area known as "Southwell". Lot 432 comprised a larger 7,639m<sup>2</sup> site and we are aware that the contract was conditional upon 3,135m<sup>2</sup> of the site being ceded by the purchaser free of cost to the City of Cockburn as "Parks and Recreation". The lot has narrow street frontage to Rodd Place and has a relatively steady north to south crossfall. The development site will adjoin public open space and have attractive valley and Cockburn Sound views. A slightly dated sale.

**Comparability:** *A slightly smaller landholding situated in a comparable location. The subject would attract a lower land rate per square metre.*

**Address:** **Lot 56 Juliet Road, Coolbellup**  
**Sale Price:** \$2,425,000 inclusive of GST in June 2014  
**Land Area:** 4,000m<sup>2</sup>  
**Zoning:** "Residential R50"  
**Improvements:** Vacant land.  
**Analysis:** The sale price reflects a land rate of **\$606.00/m<sup>2</sup>** inclusive of GST or **\$53,889/unit** site.  
**Comments:** The property comprises a 45 unit development site situated to the corner of Juliet Road and Montague Way within LandCorp's 'The Playground Estate'.



**Comparability:** The development site enjoys wide frontage to Juliet Road and is located opposite proposed Public Open Space. A slightly dated sale. **A smaller landholding situated in a comparable location. The subject would attract a lower land rate per square metre.**

**Address:** **Lots 1 and 25 Linkage Avenue, Cockburn Central**  
**Sale Price:** \$5,049,000 inclusive of GST in March 2014  
**Land Area:** 8,415m<sup>2</sup> (2 lots)  
**Zoning:** "Regional Centre"  
**Analysis:** The sale price reflects a land rate of **\$600.00/m<sup>2</sup>** inclusive of GST.  
**Comments:** The property comprises two development sites zoned "Regional Centre" located within the Cockburn Central town centre. The two lots were sold in one deal by LandCorp to the same purchaser. A slightly dated sale.

**Comparability:** **A larger landholding situated in a slightly superior location. The subject would attract a lower land rate per square metre.**

**Address:** **219 (Lot 196) Berrigan Drive, Jandakot**  
**Sale Price:** \$875,000 exclusive of GST in May 2014  
**Land Area:** 1,956m<sup>2</sup>  
**Zoning:** "Local Centre/R60"  
**Improvements:** Vacant land  
**Analysis:** The sale price reflects a land rate of **\$447.00/m<sup>2</sup>** exclusive of GST.  
**Comments:** The property comprises a vacant local centre lot situated on a busy road which backs onto a golf course. A slightly dated sale.

**Comparability:** **A smaller landholding situated in a comparable location. The subject would attract a lower land rate per square metre.**

**Address:** **23 (Lot 2180) Gibbs Road, Atwell**  
**Sale Price:** \$1,200,000 exclusive of GST in May 2014  
**Land Area:** 2,566m<sup>2</sup>  
**Zoning:** "Local Centre"  
**Improvements:** Vacant land  
**Analysis:** The sale price reflects a land rate of **\$468.00/m<sup>2</sup>** exclusive of GST.  
**Comments:** The property is situated in close proximity to a new residential estate. A slightly dated sale.

**Comparability:** **A smaller landholding situated in a comparable location. The subject would attract a lower land rate per square metre.**

**Address:** **28 (Lot 11) Signal Terrace, Cockburn Central**  
**Sale Price:** \$2,500,000 inclusive of GST in December 2014  
**Land Area:** 2,991m<sup>2</sup>  
**Zoning:** "Regional Centre"  
**Analysis:** The sale price reflects a land rate of **\$836.00/m<sup>2</sup>** inclusive of GST.  
**Comments:** The property comprises a development site zoned "Regional Centre" that is situated on the corner of Signal Terrace and Points Way in the heart of the Cockburn Central town centre. A slightly dated sale.

**Comparability:** **A smaller landholding situated in a slightly superior location. The subject would attract a lower land rate per square metre.**

**Address:** **Lot 2 Fettle Lane, Cockburn Central**  
**Sale Price:** \$1,980,000 inclusive of GST in June 2014  
**Land Area:** 3,006m<sup>2</sup>  
**Zoning:** "Regional Centre"  
**Analysis:** The sale price reflects a land rate of **\$659.00/m<sup>2</sup>** inclusive of GST.  
**Comments:** The property comprises a vacant development site within the Cockburn Central town centre. A slightly dated sale.

**Comparability:** **A smaller landholding situated in a slightly superior location. The subject would attract a lower land rate per square metre.**



**Address:** **55 (Lots 2166 and 2167)  
cnr Flourish Loop and Esteem Lane, Atwell**

Sale Price: \$3,439,000 inclusive of GST in January 2014  
 Land Area: 5,675m<sup>2</sup> (two lots) comprising:  
 Lot 2166: 3,835m<sup>2</sup>  
 Lot 2167: 1,840m<sup>2</sup>

Zoning: "Residential R80"  
 Analysis: The sale price reflects a land rate of **\$606.00/m<sup>2</sup>** inclusive of GST.  
 Comments: Two separate development sites located in close proximity to each other within the Harvest Lakes development.  
 Lot 2166 has frontage to both Flourish Loop and Justice Link, whilst Lot 2167 has frontage to Justice Link, Lyon Road and Esteem Lane. The two properties were purchased by Niche Developments. The lots are located opposite the Kwinana Freeway reserve and as such are impacted by traffic noise. Notwithstanding this, the sites will benefit from completion of the Aubin Grove train station, expected late 2016.  
 We understand that although the lots were transacted as a multi-lot transfer, Lot 2166 was negotiated at a price of \$2,324,000, and Lot 2167 at \$1,115,000.  
 Lot 2166 is intended for development as a 48 unit apartment complex over three levels, with the sale price reflecting **\$48,417/unit** site.  
 Lot 2167 is intended for development as a 20 unit apartment complex over two levels, with the sale price reflecting **\$55,750/unit** site. A slightly dated sale.

**Comparability:** ***A larger landholding situated in a comparable location. The subject would attract a lower land rate per square metre.***

**Address:** **60 (Lot 2177) Flourish Loop, Atwell**

Sale Price: \$3,000,000 inclusive of GST in December 2014  
 Land Area: 3,986m<sup>2</sup>  
 Zoning: "Local Centre/R80"  
 Analysis: The sale price reflects a land rate of **\$753.00/m<sup>2</sup>** inclusive of GST.  
 Comments: A vacant development site with wide frontage to Flourish Loop, together with western street frontage, and rear adjacency to a right of way. The site's multiple street access is considered conducive for apartment development.  
 We are aware that the property was purchased by BGC Developments who plan to construct 60 units on the site.  
 Based on the above-mentioned purchase price, the sale reflects a rate of **\$50,000/unit** site. A slightly dated sale.

**Comparability:** ***A larger landholding situated in a comparable location. The subject would attract a lower land rate per square metre.***

Based on the above comments and the identified sales evidence, we have adopted the following value:

➤ Proposed Lot 805      5,205m<sup>2</sup> @ \$400.00/m<sup>2</sup> = \$2,082,000

Adopt **\$2,080,000** inclusive of GST

**16.0 VALUATION**

After consideration of the factors outlined above and the analysis of relevant market evidence, we are of the opinion the market value of the subject property applying as at 19 November 2015 and subject to an unencumbered fee simple title is an amount of **Two Million and Eighty Thousand Dollars** (\$2,080,000).

The value stated above is inclusive of a Goods and Services Tax and assumes the proposed lot will be issued with an encumbrance free Certificate of Title.

**17.0 LIMITATIONS**

This valuation is current as at the date of valuation only. The value assessed herein may change significantly and unexpectedly over a relatively short period of time (including as a result of general market movements or factors specific to the particular property). Liability for losses arising from such subsequent changes in value is excluded as is liability where the valuation is relied upon after the expiration of 3 months from the date of valuation or such earlier date if you become aware of any factors that have an effect on the valuation.

Neither the whole nor any part of this report or any reference thereto may be included in any document, circular or statement without our written approval of the form and context in which it will appear.

In accordance with the Code of Conduct laid down under the provisions of the Land Valuers Licensing Act 1978, we are required to hold this valuation confidential unless directed by our client in writing or required by law to disclose the valuation; and we are not permitted to allow the use of confidential information contained in the valuation for the benefit of any party other than our client. Therefore, use of confidential information contained in this report by an unauthorised third party is not permitted unless express permission in writing is provided.

This valuation is for the use only of the party to whom it is addressed and for no other purpose. No responsibility is accepted to any other party who may rely on the whole or any part of the content of this valuation.

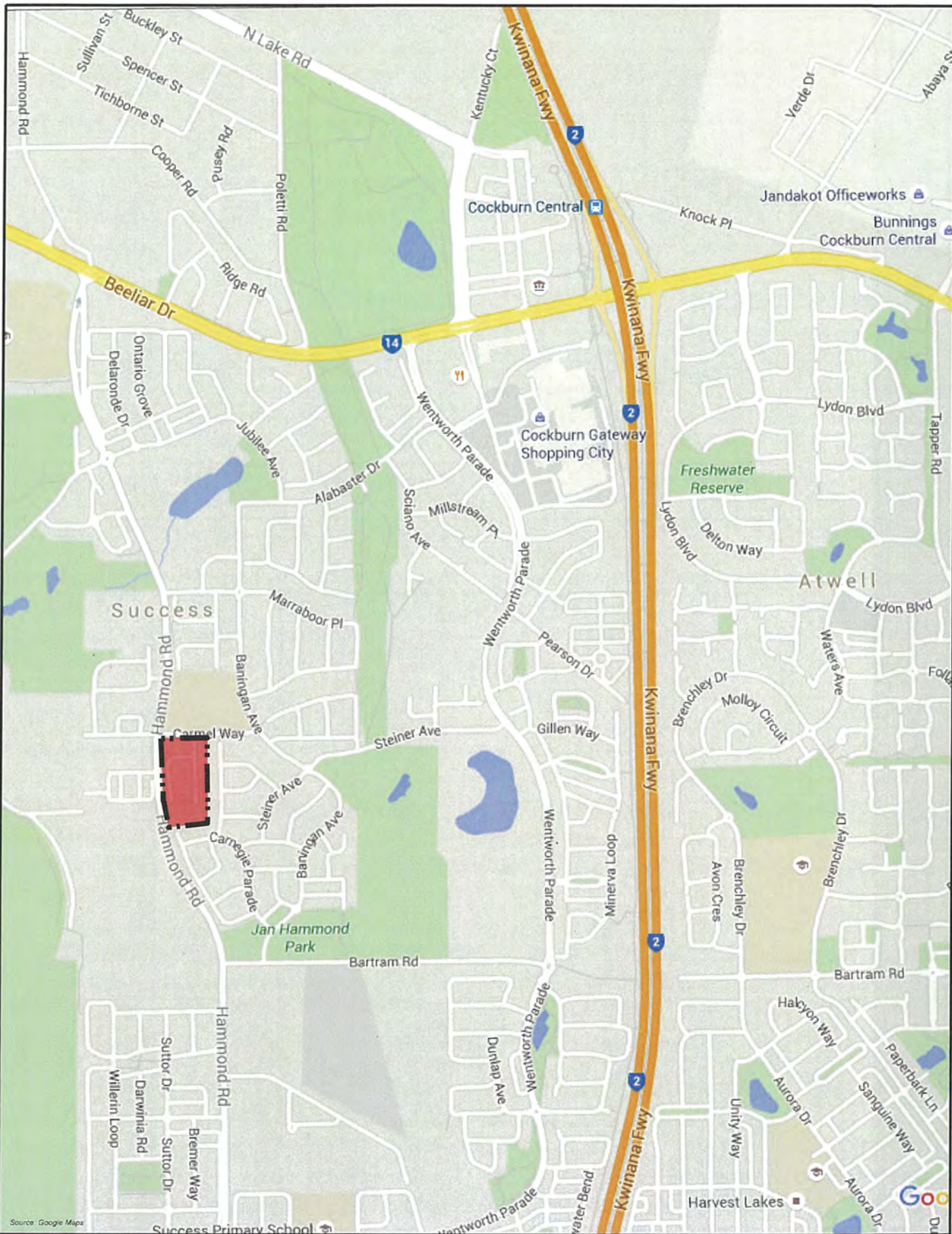
*Liability limited by a scheme approved under Professional Standards Legislation.*

Yours faithfully  
**McGees Property**



**Wayne Srhoy** AAPI, Masters (Property)  
Certified Practising Valuer  
Licensed Valuer No. 44175  
Western Australia





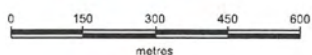
**PLAN 3: LOCATION PLAN**

Lot 100 Joindre Road, Success

CLIENT : EA & GA Martinovich  
 SCALE : 1:15,000 @ A4  
 DATE : 26 November 2015  
 PLAN No : P3 LOCN  
 REVISION : A  
 PLANNER : SLB  
 DRAWN : BL

**LEGEND**

 STRUCTURE PLAN AREA



A. 15/4 Martinovich Terrace Dunsborough WA 8261 E. admin@lbplanning.com.au  
 P. 081 9751 8225 F. ABN 55 115 374 128





**NOTE**  
 NO FURTHER DEVELOPMENT CONTRIBUTION WILL APPLY, PURSUANT TO THE SCHEME IN RESPECT OF LOT 100 AND ITS FURTHER SUBDIVISION

**LEGEND**

	STRUCTURE PLAN BOUNDARY
	RESIDENTIAL R20
	RESIDENTIAL R40
	PUBLIC OPEN SPACE
	OTHER REGIONAL ROADS

**PLAN - 1**

**NOTES**  
 Base data supplied by WaterCorp / NearMaps  
 Areas and dimensions shown are subject to final survey calculations.  
 All cartlegeways are shown for illustrative purposes only and are subject to detailed engineering design.  
 The concepts presented in this plan remain the copyright of LB Planning.  
 No copies in whole or in part may be made without LB Planning's permission.

CLIENT : EA & GA Marinovich  
 SCALE : 1:1,000 @ A3  
 DATE : 26 November 2015  
 PLAN No : P1 RSP  
 REVISION : A  
 PLANNER : SLB  
 DRAWN : BL

**MODIFIED STRUCTURE PLAN**  
 Lot 100 Joindre Road, Success

TOWN PLANNING | URBAN DESIGN | LAND DEVELOPMENT CONSULTING

A 12/4 Natukles Terrace, Dandenong VIC 3201 E 4814122@lbplanning.com.au  
 P 032 8730 5125 ABN 25 110 274 128

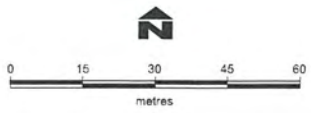


**ENDORSED STRUCTURE PLAN**  
 This Structure Plan was adopted by Council on 17/11/2004  
 Signed *J. Neway*  
 for DIRECTOR OF PLANNING & DEVELOPMENT  
 File No: 9656A  
 This Structure Plan was endorsed by the Western Australian Planning Commission on 8/2/2008  
 PLANNING & DEVELOPMENT

**PLAN 2: ENDORSED STRUCTURE PLAN**

Lot 100 Joindre Road, Success

CLIENT : EA & GA Martinovich  
 SCALE : 1:1,500 @ A4  
 DATE : 26 November 2015  
 PLAN No : P2 ASP  
 REVISION : A  
 PLANNER : SLB  
 DRAWN : BL



15/7 Northshore Terrace Dunstonsburgh WA 6051 E aash@lbplanning.com.au  
 P 081 9750 5525 F 081 15 274 126



**SCHEDULE OF SUBMISSIONS**  
**PROPOSED STRUCTURE PLAN – LOT 14 & 15 HAMMOND ROAD (LOT 100 JOINDRE WAY) SUCCESS**

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
1	Landowner	<p><b>I object</b>            Too many dwellings crammed into a small space on an established road not in keeping with current dwellings and layout.</p>	<p><b>Objection Noted – Not Supported</b></p> <p>The proposed density is in line with the City's strategic planning for the frame area of the Cockburn Central Activity Centre area.</p> <p>The likely number of dwellings will not place an undue impact on the existing services in the area, particularly the road network. Further to this end the location is highly accessible to high quality public transport. The site also has dual road frontages which further distributed future traffic.</p> <p>To address design issues, the recommendation includes the requirement to prepare a Local Development Plan in order to address the following as a minimum:</p> <ul style="list-style-type: none"> <li>i. a minimum front setback of 5m to both roads as part of all development;</li> <li>ii. car parking being internalised on the site as part of all development;</li> <li>iii. single residential dwellings or grouped dwellings only interfacing along Carnegie Parade;</li> <li>iv. grouped or multiple dwellings only interfacing along Joindre Way.</li> </ul>
2	Water Corporation PO Box 100 LEEDERVILLE WA 6902	Please note that we have assessed the amendment and found no implications for the delivery of water or wastewater services. Consequently we have no concerns with the proposal.	<b>Noted.</b>
3	Department of Fire and Emergency Services	Further to your recent correspondence regarding the above matter, I wish to advise that the Department of Fire and Emergency Services have no	<b>Noted.</b>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
	(DFES) GPO Box P1174 PERTH WA 6844	comment regarding this matter.	
4	Heritage Council of Western Australia PO Box 7479, Cloisters Square PERTH WA 6850	I wish to advise that we have no comment in relation to the proposal as it does not appear to impact upon any place of cultural heritage significance.	<b>Noted.</b>
5	Department of Water PO Box 332 MANDURAH WA 6210	The Department of Water (DoW) has reviewed the proposal and has no comment to offer at this time	<b>Noted.</b>
6	Landowner	<b>I Support</b> Success now has so many facilities and this proposal will allow more families into the area.	<b>Support Noted.</b>
7	Landowner	<b>I Support</b> Success is a growing area with so many opportunities for families I think this is a great idea.	<b>Support Noted.</b>
8	Landowner	<b>I support</b> Living in this street it will be great for new residents to enjoy the same facilities that we now enjoy.	<b>Support Noted.</b>
9	Landowner	<b>I support</b> yes this will be perfect I am a young person trying to get into the area and this could open up opportunities and it is consistent with other higher density developments nearby	<b>Support Noted.</b>
10	Landowner	<b>I support</b> With other high density developments occurring in success this will also enable the use of Cockburn Councils facilities. Great for younger or older people who enjoy modern living.	<b>Support Noted.</b>
11	Landowner	<b>I support</b> Yes we want this change for future families to enjoy the Cockburn area and success like we have for over 40 years. New developments in this area are consistent with this plan.	<b>Support Noted.</b>
12	Department of Environment Regulation Locked Bag 33, Cloisters Square PERTH WA 6850	DER has no comment on the application in reference to regulatory responsibilities under the <i>Environmental Protection Act 1986</i> and the <i>Contaminated Sites Act 2003</i> .	<b>Noted.</b>
13	Department of Education	The Department has reviewed the document and wishes to advise that it	<b>Noted.</b>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
	151 Royal Street EAST PERTH WA 6004	has no objection to this proposal.	
14	Department of Aboriginal Affairs PO Box 3153 EAST PERTH WA 6892	<p>The activity of rezoning land, in itself, does not pose a risk to an infringement under the <i>Aboriginal Heritage Act 1972</i> (AHA).</p> <p>However, the activities which may be permitted as a result of the amended land zoning may pose a risk to the impact or damage of a place to which the AHA applies. All Aboriginal heritage sites, to which the AHA applies, are protected in Western Australia. Some Aboriginal heritage sites may not have been reported to the Department of Aboriginal Affairs (DAA).</p> <p>The DAA has undertaken a review of this location and confirms there are no Aboriginal heritage sites or places on the DAA heritage database at this location. It is noted that the land of Lot 100 Joindre Way, Success, has an existing dwelling constructed at this location. As such, it is unlikely that further residential construction at this place will impact on Aboriginal heritage.</p> <p>It is recommended that developers undertaking activities within Lot 100 Joindre Way, Success, are familiar with the State's Cultural Heritage Due Diligence Guidelines.</p> <p>These have been developed to assist proponents to identify any risks to Aboriginal heritage and to mitigate risk where heritage sites may be present. The guidelines are available at: <a href="http://www.daa.wa.gov.au/globalassets/pdf-files/ddg">http://www.daa.wa.gov.au/globalassets/pdf-files/ddg</a>. If, after reviewing these guidelines, the developer has any queries regarding their responsibilities regarding the AHA, they should contact the DAA in the first instance.</p>	<b>Noted.</b>
15	Michael & Kylie Calabro 41 Carnegie Parade SUCCESS WA 6164	<b>I support</b>	<b>Support Noted.</b>
16	Department of Environment Regulation Locked Bag 33, Cloisters Square PERTH WA 6850	<p>1. Water and Sewerage</p> <p>The DOH has no objection to the proposed variation to the Structure Plan and recoding of the subject lot provided all developments connect to reticulated sewerage and scheme water in order to comply with the Government Sewerage Policy – Perth Metropolitan Region.</p>	<b>Noted.</b>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>2. Public Health Impact</p> <p>The City of Cockburn should use this opportunity to minimise potential negative impacts of increased density development such as noise, odour, light and other lifestyle activities. Public health impacts draw attention to those issues and they should be appropriately and adequately addressed at this stage.</p>	
17	<p>Main Roads WA PO Box 6202 EAST PERTH WA 6892</p>	<p>The proposed structure plan amendment will not have an adverse impact on the surrounding road networks under Main Roads control. Therefore, Main Roads has no comment.</p>	<b>Noted.</b>
18	<p>Department of Education 151 Royal Street EAST PERTH WA 6004</p>	<p>The Department has reviewed the document and wishes to advise that it has no objection to this proposal.</p>	<b>Noted.</b>
19	<p>Department of Transport GPO Box C102 PERTH WA 6839</p>	<p>The Department of Transport has no comment to provide for the proposal.</p>	<b>Noted.</b>

FORMS AND PROFORMAS

Form 4  
Local Government Act 1995  
Local Government (Functions and General) Regulations 1996 [reg. 33(1)]

OBJECTION UNDER SECTION 9.5 OF THE ACT

City of Cockburn - Council  
Christian Randolph Warner  
3711 The Cree Pass Cannary Vale WA 6155  
My application to keep 50 Racing  
Person been denied.

The grounds of my objection are as follows:

(1) Two of the 3 property owners of which two  
agreed and one did not agree. The location  
of the left can be changed and the size  
can be changed to a small size. eg. 6m x 10m.

In support of my objection I attach the following:

(1) Code of Practice for person keeping and  
Racing in Western Australia published by the  
Department of Local Government and Regional  
Development Western Australia March  
2003 ISBN 730763307

Person objecting

- Name of local government
- Name of person objecting
- Street address of person objecting
- Postal address of person objecting
- Telephone number of person objecting
- Date of objection
- Date of receipt of objection
- Name of person objecting
- Signature of person objecting

City of Cockburn  
CHRISTIAN RANDOLPH WARNER  
3711 THE CREE PASS CANNARY VALE 6155  
REF ECM 4653112

21/1/2016



**City Council of Cockburn Ref ECM 4653112**

**RE: Appeal to apply for registration to keep 50 pigeons at 51  
Barrington Street Munster WA 6166**

We have just purchased the above property as our first home in Australia as part of our retirement planning. With retirement it is recommended to continue and engage with our hobbies due to the many benefits it have: like helping us deal with every day events, offer us positive challenges, help us meet new people, promote positive stress and the definite mental, emotional and physical health benefits.

For over 30 years, my hobby has been racing and raising homing pigeons. I am a registered member of the Pigeon Racing Federation of WA (Inc). I am a passionate racing pigeon fancier that in the broadest definition refers to anyone who truly appreciates the pigeon. For the most part this title goes to pigeon breeders, those who own pigeons to enter in shows or races. Often within the social circles of pigeon fanciers, there is a distinction between a pigeon pet owner and a fancier. Pigeon fanciers generally have more than just one or two pigeons and are heavily dedicated to creating the absolutely best possible environment and lifestyle around their pigeons. Those who choose to breed their pigeons for fun rather than profit fit the purest definition of pigeon fanciers. I always had and maintained an excellent reputation for my dedication to my pigeons, the sport and the immaculate keeping of the loft and the health condition of every pigeon.

I would like to continue with my hobby in the same way, and seek your sincere consideration to allow me to do so.

Please accept my response to the letter Lorraine Kingsley received for Ray and Jodie Yukich of 49 Barrington street Munster, our new neighbours on the 24<sup>th</sup> December 2015 voicing their opinion regarding Pigeons as well as the Council's concerns regarding the location of the proposed loft.

- 1. As a family, we enjoy being outside and the clean environment we have created. With the application of this external influence, for us it unwelcomely impinges on what private space we currently within our own property.***

Many people mistakenly believe that registered racing pigeons are the same birds as the wild pigeons, which overpopulate town squares, public buildings and parks; they are not. Registered racing pigeons and their handlers take their appropriate and rightful place next to others who keep birds for companionship and recreation and have no intentions to impose on anyone privacy.

**2. We have a small child who likes to play outside; we have serious health concerns over the increased level of excrement that will cover our property and her outside toys**

**And**

**3. Our clothes line is located near the adjoining fence line and we are concerned with freshly laundered clothes being soiled**

Registered racing pigeons are admired by fanciers for their superb athleticism, determination, and loyalty to their home lofts and owners. Because they are trained to race home from distances up to 600 miles in a day, racing pigeons must be in perfect health, well fed and cared for daily. Many races are won or lost at the 4<sup>th</sup> decimal of a second resulting that your pigeons enter your lofts as quickly as they can and on empty stomachs there are no droppings.

Being in the sport for more than 30 years, both my children experienced my passion for pigeons, and grew up from baby to adulthood without any side effects or illness related to racing pigeons. My wife is a Registered Clinical Nurse Manager, and has an extensive knowledge of infection Control and Diseases, paramount in the health Industry. Her knowledge and expectations enhances and supports me to maintain the highest standards in Loft Hygiene. This is all in line with the Ethical standards, practices and Regulations of the City of Cockburn and our guidelines on The Code of Practice for pigeon keeping and racing in Western Australia ISBN 7307 63307 Published by the Department of Local Government and Regional Development WA. March 2003

This Code is based on the current knowledge and technology and takes account of advances in the understanding of animal physiology and behavior, technological changes in animals and their relationship to the welfare of animals.

Are humans at risk for disease from racing pigeons? Are the neighbours of a pigeon fancier in any danger from the birds kept in the loft next door? Experts have exhaustively researched these questions. Their finding is that neither show nor racing pigeons pose any health risk to humans greater than the risk of keeping dogs, cats, turtles, hamsters, exotic birds or any other living pet.

ZOONOSE's is the term for animal diseases that can be transmitted to humans. Rabies, salmonella, toxoplasmosis and streptococcus are a few of the diseases man can get from animals. Rabies comes from raccoons, skunks, foxes, bats and dogs. Salmonella can come from chicken eggs and turtles. Toxoplasmosis is found in cat faeces and Streptococcus can be carried in a dog's throat.

In addition, roundworms are transmitted to humans by contact with dog, horse, cow and cat faeces. Ticks can cause Lyme disease and Rocky Mountain Fever.

None of these diseases are caused by pigeons. This is because pigeons have no common vector with humans. Parasites are vectors. Pigeon parasites cannot and do not live on or in humans, and vice versa. One reason is that pigeons have a body temperature of 107 degrees. Their parasites cannot live at our cool 98.6 degrees. Dogs and cats, on the other hand, have temperatures of 101.5 to 102. This is within the range of human temperature and each can, to some degree, accommodate the vectors of the other.

The keeping of domestic racing pigeons, is occasionally challenged because of false and misleading information related to the common

feral pigeon which populates nearly every city park. Common or feral pigeons bear the same relationship to domestic racing pigeons as wild mustangs bear to the thoroughbred racehorses. The serious breeders of racing pigeons also consider feral pigeons a nuisance. Humans are more allergic to dog, cat and rabbit “dander” than to pigeons and if the racing pigeons are kept in a loft, the chances of a neighbour suffering an allergic reaction are nil.

In conclusion, pigeons are no more likely to transmit disease to humans than any other animals, wild or domestic, and much less likely than most. Other pets, like dogs and cats, are a far greater public health risk than the pigeon. One can be bitten, scratched, knocked down, frightened or mauled by dogs and cats.

As with all pets, if cleanliness and common sense are used, the slight danger from infection from pets, including pigeons, is greatly outweighed by the proven psychological benefits and advantages of keeping and caring for them.

Registered racing pigeons are kept in specially built and equipped lofts. Racing pigeons are kept inside their lofts by fanciers except when they are on training flights or competing in races. In either case, they are on a strict routine. They do not “laze” about on buildings or neighbour’s homes, as the common, unbanded feral pigeon is wont to do. Currently the wild birds returning to the park opposite 49 Barrington Street could be of greater concern for droppings, as they are returning to sleep in the trees in the park with random and uncontrolled feeding through the day.

As a Duty of Care to pigeons 1 ref: 1:2 from the code of practice for keeping pigeons I quote “Free flight exercise is to be on a planned bases with a duration time typically from 30 to 90 minutes and



performed to a maximum of twice daily. Free flight from daylight and concludes by 0900 hours and between 1530 hours and 1900 hours with adjustment according to the available daylight.

The pigeons are not fed for several hours before being let out to fly food is used to encourage them to return. This is part of encouragement to improved racing times. Some of the pigeons will also periodically be taken out of the area for longer flights back to the loft as part of the exercising regime

***4. We feel that this will adversely effects the future sale of our property and deter potential buyers***

It is very difficult to predict what the housing market is going to do, there are too many factors out our control to know what happens around the Financial world currently the housing prices are still over-stated and needs to correct itself. The pigeon loft is just a very neat wooden shed that should have no bearing on any other house's true value.

***5. In addition the increased level of noise and foul odours associated with keeping pigeons is also an unappealing prospect.***

Almost everyone is familiar with the cooing sound made by doves. Pigeons make similar sounds. The flapping of wings is usually the loudest heard in a loft. When birds are in flight, they are silent, except for the sound of the wind through their wings.

The AU commissioned a NOISE SURVEY of pigeon lofts and proximal areas. Terracon Environmental, Inc., of Kansas City, MO., performed the tests on four lofts in the vicinity of Oklahoma City, OK. The results of the tests were calculated in decibels (dB.) using the

“A-scale” weighting network. A-scale weighting makes the monitoring instruments less sensitive to certain high and low frequency sounds in much the same way that the human ear is less sensitive to these same sounds.

To help understand the results of noise tests and for comparison, the soft rustle of leaves is 10 dB. The noise level at night in an ordinary bedroom is approximately 15 dB. This is about the same noise level one encounters on a walk in the woods. A quiet street in the evening with no traffic is 30 dB.

A library’s noise level is 35 dB, while conversational speech is 60-70 dB at a distance of three feet. This is why the librarian always shushes you. A business office with computers, copy machines and movement of people makes around 65 dB of sound. Average street traffic is 85 dB, while a rock band howls at 110 dB, more than Niagara falls at 80-90 dB, but still less than a jet aircraft at take off which generates 125 dB at 100 meters distance.

Where do pigeons fit into the scheme? At the Terracon test sites, noise was measured in lofts 2,000, 600, 200, and 100 birds.

Surprisingly, the 600 bird loft was louder than the 2,000 bird loft, but just barely. These sites recorded 59.2 dB and 61.1 dB respectively. The 200 bird loft made 54.7 dB of noise while the 100 bird loft, probably the most common size for American fanciers at the peak of population, recorded 52.9 dB. These readings were taken **INSIDE THE LOFTS.**

Therefore, **INSIDE** a 100 pigeon loft, it is about as noisy as people speaking in conversational tones. Actually a bit less, because normal speech is about 60-70 dB. Common sense dictates that at 20, 30 or 40 feet distance, the noise levels would be commensurately less. It would seem that the noise level of site, then, would not be at a level

that could be considered a nuisance, since it is at a lower level than normal conversation.

This conclusion was supported by Terracon in a study of the 100 pigeon loft. A monitoring device was put on a fence line approximately 25 feet from the loft. Tests revealed a noise level of 57.4 dB during the day and 55.4 dB at night. The pigeons were then REMOVED from the loft and the noise level tested again. The daytime average was 49.1 dB while the nighttime average was 44.6 dB.

The source of noise with the pigeons REMOVED was attributed to street traffic from two thoroughfares, one approximately 300 feet from the loft and the other approximately 100 feet away. Additionally a slight “whistling” was caused by wind passing between slats in the fence and a “squeak” came from a ventilator on the fancier’s house. There is no such thing as “absolute silence”. Life is full of noises from uncontrolled sources. Wind, rain, thunderstorms, birds, traffic, construction noises and the like are part of modern life. Although the perception of “loudness” is a subjective phenomena, it is considered doubtful that any of the average sound levels recorded during the noise survey of the pigeon lofts would be perceived as “loud” by the average individual.

Like loudness, annoyance by noise is highly subjective and is difficult to relate to the sound, which causes it. Noise becomes more annoying as it gets louder than the background noise on which it is superimposed. Unsteady noises or those that contain tones (such as train whistles, sirens and car horns) tend to be the most annoying. In the Terracon tests, at 25 feet, the pigeons in the 100 bird loft only contributed between 8 to 10 dB of additional sound to the existing background noise. This is equivalent to the soft rustle of leaves.

Although the keeping of pigeons is an unappealing prospect to some, there are famous fanciers who found pigeons very appealing and interesting. Walt Disney began releasing a flock of white Homing Pigeons as part of daily ceremonies at Disneyland and Disney World. The tradition continues today. Terry Bradshaw, Ray Price (country Singer), actors Yul Brynner and Roy Rogers enjoy/ed breeding racing pigeons. Pablo Picasso loved homing pigeons so much he named his daughter “Paloma”, Spanish for Dove. Boxing Champions George Foreman and Mike Tyson maintains a loft and breeds homing pigeons.

The British Royal Family has raised racing pigeons for centuries, and have a active racing loft yet today. Every time a Royal pigeon wins a race, Mr Farrow (The Loft Keeper) has the pleasure of informing the Queen. The Queen has been enthusiastic about pigeon racing throughout her 63-year reign. Her birds have numbers not names, though each of their leg rings is specially marked with the insignia ER.

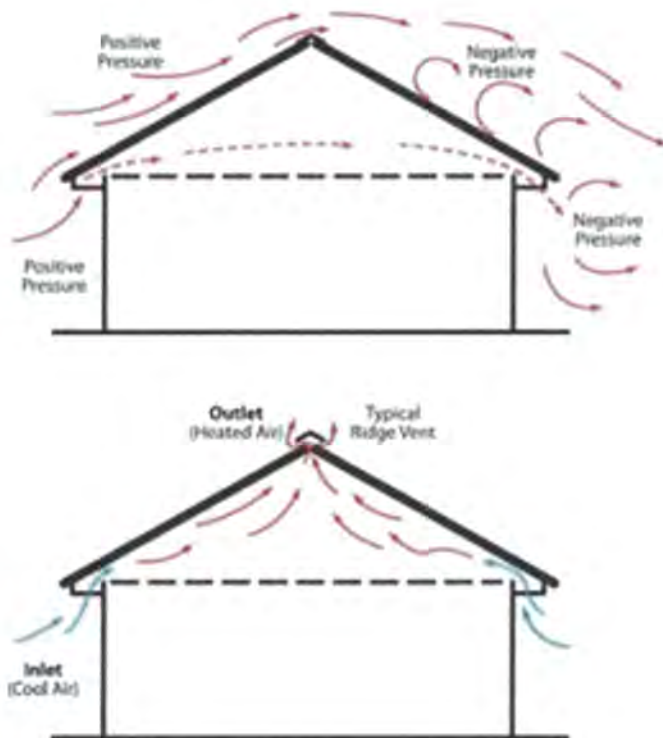
The Royal pigeons compete regularly during the April to September racing season and the Queen’s birds have won national and regional competitions. In June, one of them, number 1258, came first in a Kings’ Lynn club race, taking five hours 55 minutes to fly 254 miles from Carentan, near Cherbourg, France.

There are two million racing pigeons and 26,000 pigeon fanciers in Britain. The sport has been a Royal hobby since 1886, when King Leopold II of Belgium gave some racing pigeons to the Royal Family.

## ***Foul Odours***

### Loft Ventilation

Pigeons breathe out carbon dioxide just like humans. They need oxygen to be healthy and filled with energy. They also have their droppings land on the lofts floor. These droppings contain ammonia that could causes smells thus the lofts are cleaned daily and once a week before cleaning the floor is sprinkled with diluted solution of a pine scented disinfectant this help kill the germs and give the loft a sweet aroma. Avoid dampness and have loads of sunlight.





***6. Council Concern: Entertainment areas of other properties  
within close proximity to proposed loft***

We happy to move a smaller Loft to further down the South side of our land

House 49 eight meters from boundary (which is far greater then the required 9 meters from a house)

House 53 six and a half meters from boundary

Changing the loft size to 6.5 meters long and 2.5 meters wide.

All the distances are more than the required by The City of Cockburn.

We trust that this will offer guidance to those who do not know the various activities of keeping Racing pigeons .

*Your Sincerely*

*Chris and Riana Warner*

*3 Mc Crae Pass*

*Canning Vale*

*WA 6155*

*0458 476 933*

*affordacar1852@gmail.com*





**Attachment 1:** Location Plan - Proposed Amendment to the Coolbellup Town Centre Structure Plan for Lots 1, 2, 3 and 101 Coolbellup Avenue; portion of Lot 301 Waverley Road; and portion of Lot 300 and Lots 500 and 501 Cordelia Avenue, Coolbellup.

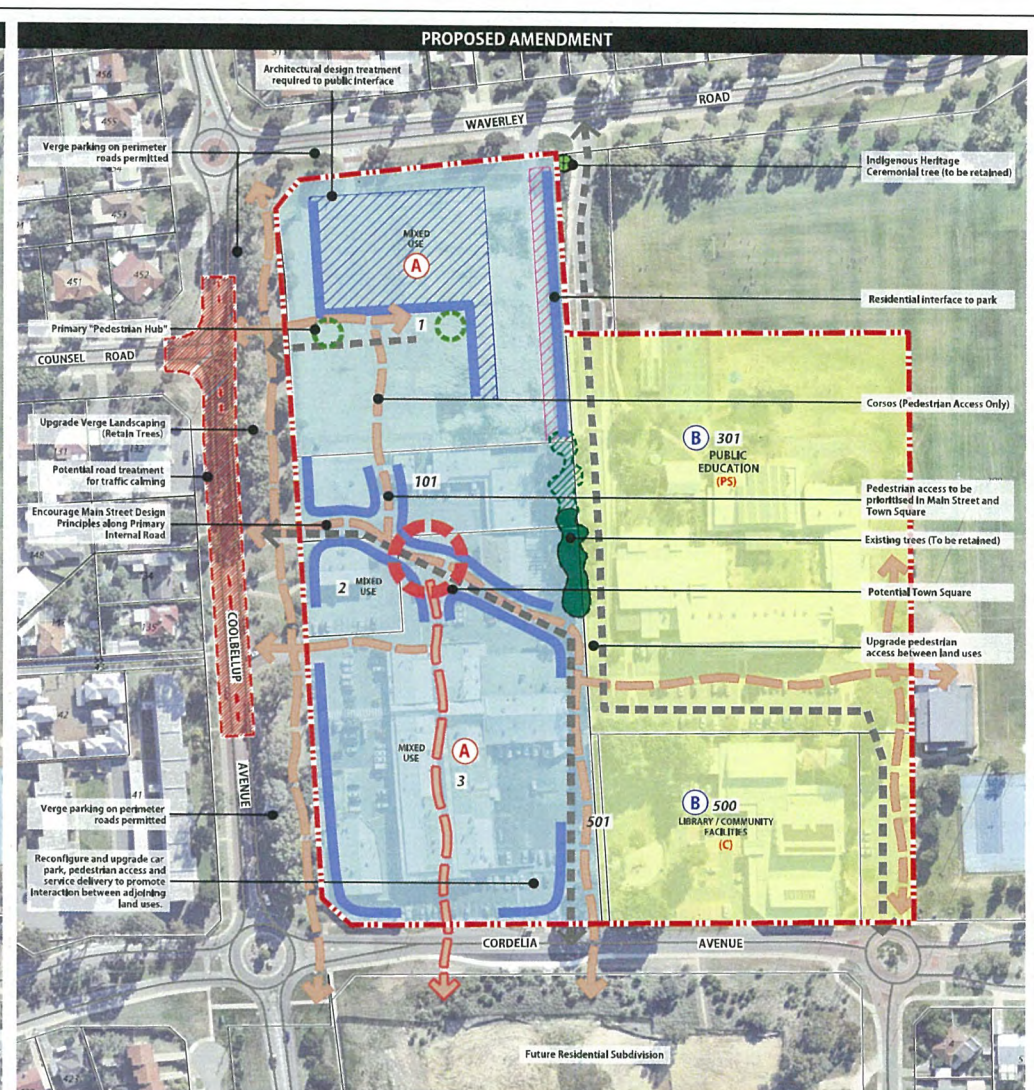
PRINTED ON:  
22/01/2016

SCALE = 1:2500

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**LEGEND**

<b>LOCAL PLANNING SCHEME PREFIXES</b>	<b>OTHER</b>	<b>LOCAL PLANNING SCHEME ZONES</b>	<b>LOCAL PLANNING SCHEME PREFIXES</b>
Public Purpose Precinct	Structure Plan Boundary	Local Centre (Residential 80)	Mixed Use Precinct
Primary School (PS)	Important Interface	Public Purpose Precinct	Central Mixed Use Precinct
Other (O)	Primary Internal Access Way (Vehicles)		Core Shop (Retail) Precinct
	Traffic calming measures aligned with existing footpath network		
	Pedestrian Link		
	Pedestrian Link (Business Hours)		
	Fading Trees (Subject to Removal)		
	Existing Trees (To be Retained)		
	Pedestrian Hub		
	Potential Town Square		

**LEGEND**

<b>LOCAL PLANNING SCHEME PREFIXES</b>	<b>OTHER</b>	<b>LOCAL PLANNING SCHEME ZONES</b>	<b>LOCAL PLANNING SCHEME PREFIXES</b>
Public Purpose Precinct	Structure Plan Boundary	Local Centre (Residential 80)	Mixed Use Precinct
Primary School (PS)	Important Interface	Public Purpose Precinct	Central Mixed Use Precinct
Other (O)	Primary Internal Access Way (Vehicles)		Core Shop (Retail) Precinct
	Traffic calming measures aligned with existing footpath network		
	Pedestrian Link		
	Pedestrian Link (Business Hours)		
	Fading Trees (Subject to Removal)		
	Existing Trees (To be Retained)		
	Pedestrian Hub		
	Potential Town Square		
	Indicative Commercial Building Envelope		
	Indicative Residential Building Footprint		
	Local Development Plan required for Woods variation		

# COOLBELLUP TOWN CENTRE STRUCTURE PLAN (PLAN 1)

Lots 1, 2, 3 and 101 Coolbellup Avenue, Portion of Lot 300 Waverley Road, Portion of Lot 301 and Lots 500 and 501 Cordelia Avenue, COOLBELLUP  
for: Coolbellup Hotel Pty. Ltd.

NORTH

Scale 1:2000 @ A3

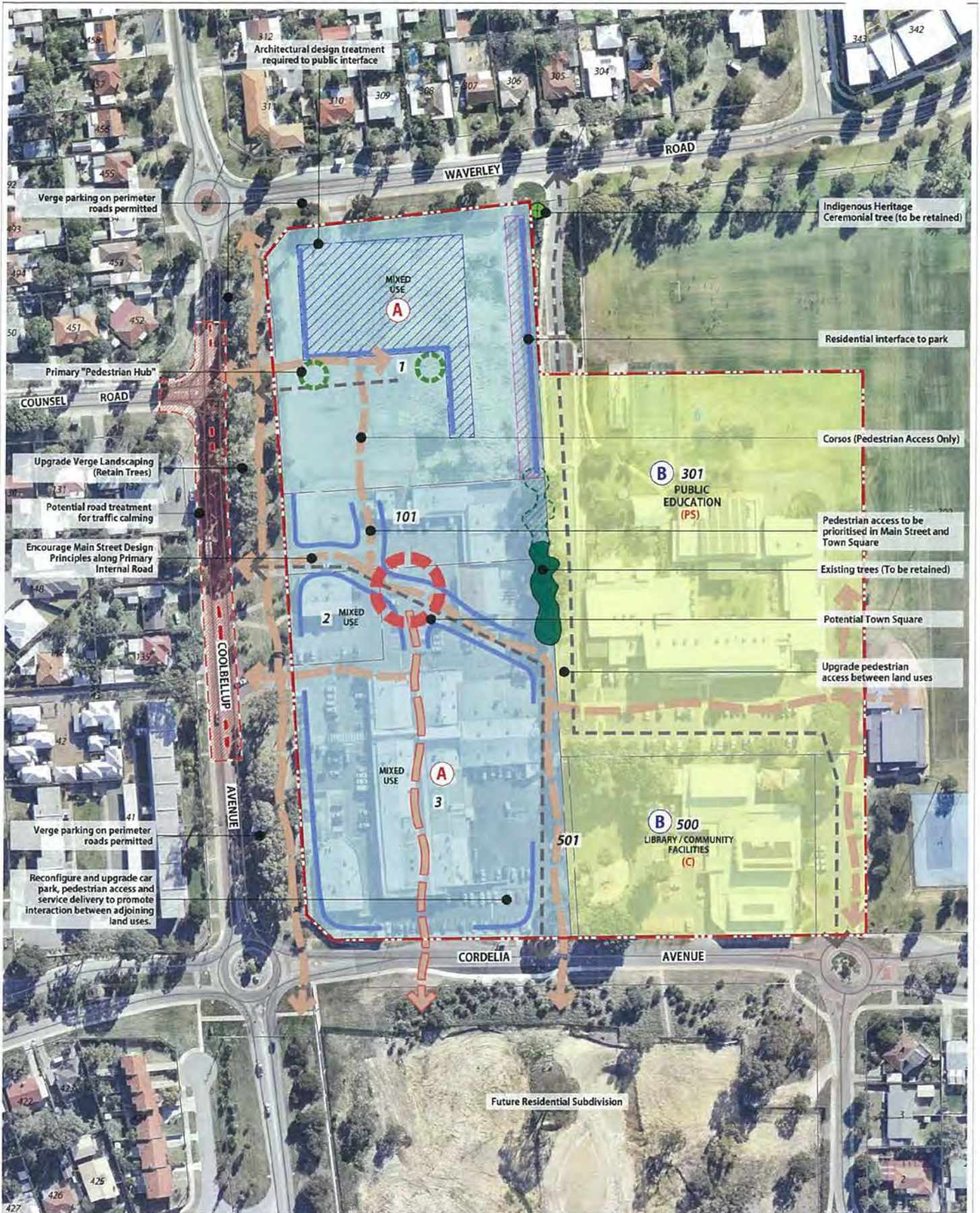
0 20 40 60 80 100m

DATE:	12/11/2015	DRAFTER:	RF
REVISED:	-	PLANNER:	JH
PROJECTION:	MGA 50	CHECK:	JH
DATUM:	AHD	PLAN NUMBER:	CHOCO-2-002

A 28 Brown St, East Perth WA 6004  
P (08) 9325 0200  
E [Info@creativedp.com.au](mailto:Info@creativedp.com.au)  
W [creativedp.com.au](http://creativedp.com.au)

Attach 2





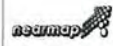
**LEGEND:**  
 LOCAL PLANNING SCHEME RESERVES  
 Public Purposes  
 Devoted as:  
 (PS) Primary School  
 (C) Civic  
 LOCAL PLANNING SCHEME ZONES  
 Local Centre (Residential 80)

**OTHER**  
 Structure Plan Boundary  
 Important Interface  
 Primary Internal Access Way (Vehicles)  
 Traffic calming devices aligned with existing footpath network  
 Pedestrian Link

Pedestrian Link (Business Hours)  
 Existing Trees (Subject to Removal)  
 Existing Trees (To be Retained)  
 Pedestrian Hub  
 Potential Town Square

(A) Mixed Use Precinct  
 Indicative Commercial Building Envelope  
 Indicative Residential Building Envelope  
 Local Development Plan required for RCodes variation  
 (B) Public Purpose Precinct

NOTE: The north south corsi, Main Street and Town Square will be subject to an assessment. In grass required to be attached to any future Strata Plans to ensure the general public has legal access to these spaces at all times.



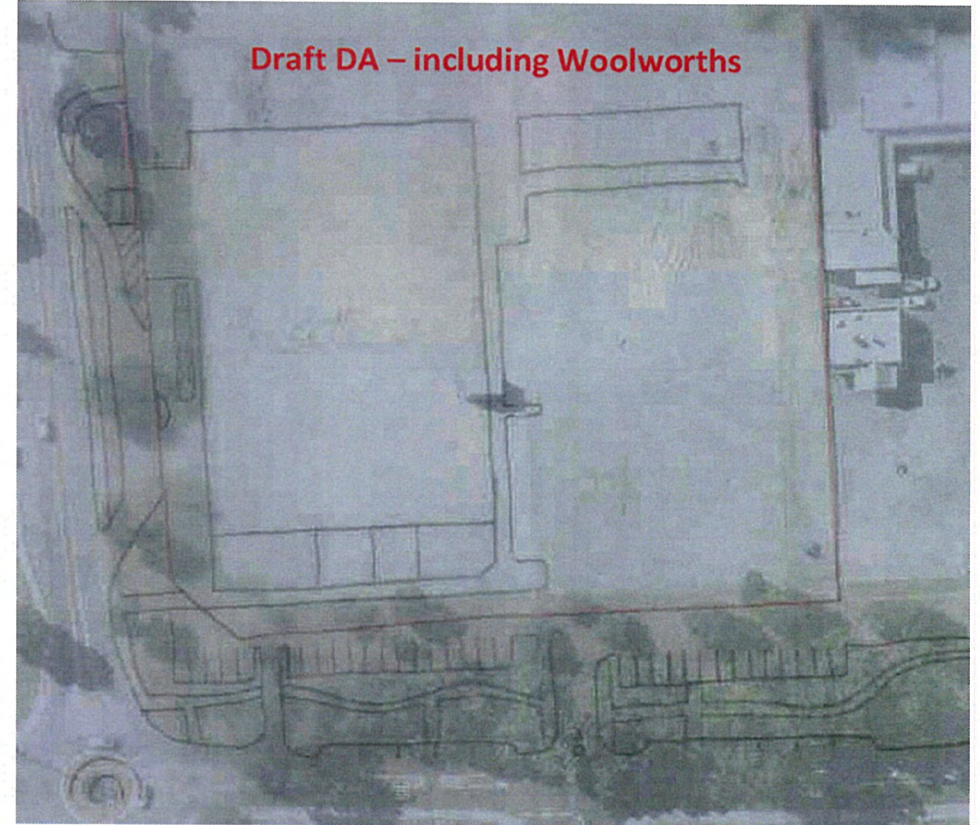
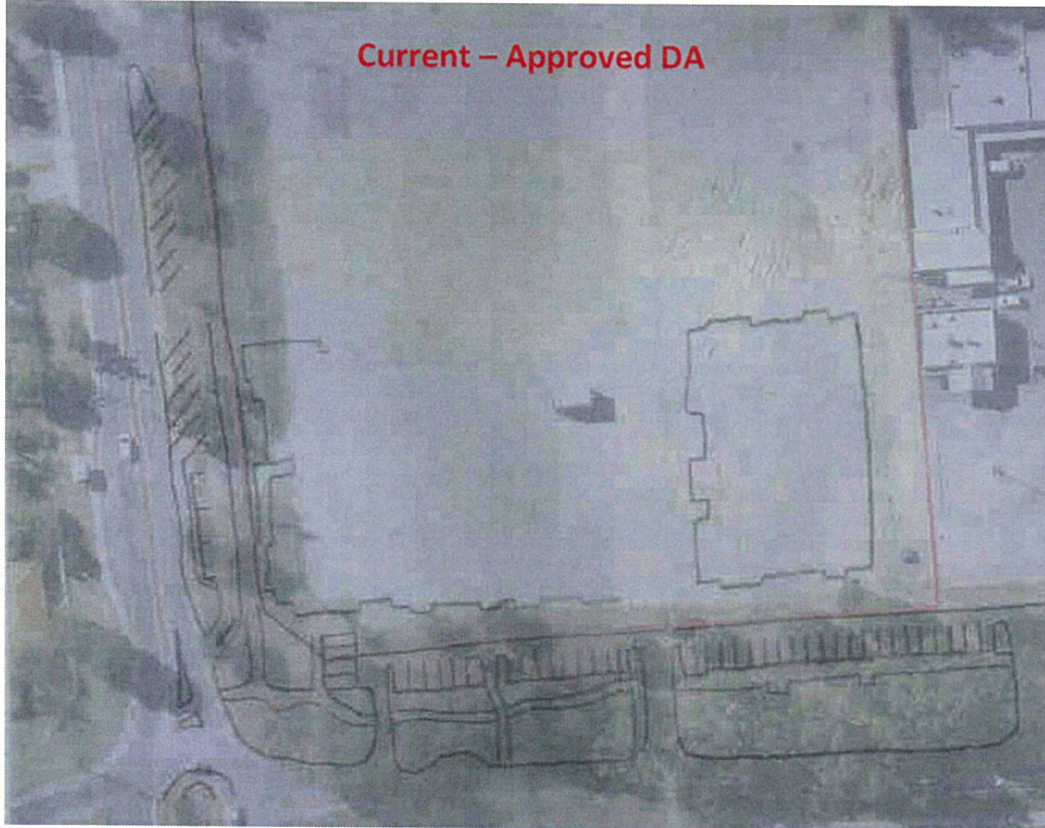
**COOLBELLUP TOWN CENTRE STRUCTURE PLAN (PLAN 1)**

Lots 1, 2, 3 and 101 Coolbellup Avenue, Portion of Lot 301 Waverley Road, Portion of Lot 300 and Lots 500 and 501 Cordelia Avenue, COOLBELLUP for: Coolbellup Hotel Pty. Ltd.

Scale 1:1,000 @ A3   1:1.5 @ A2			
0	10	20	30
40	50	60	70
80	90	100	110
120	130	140	150
160	170	180	190
200	210	220	230
240	250	260	270
280	290	300	310
320	330	340	350
360	370	380	390
400	410	420	430
440	450	460	470
480	490	500	510
520	530	540	550
560	570	580	590
600	610	620	630
640	650	660	670
680	690	700	710
720	730	740	750
760	770	780	790
800	810	820	830
840	850	860	870
880	890	900	910
920	930	940	950
960	970	980	990
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1040	1050	1060	1070
1080	1090	1100	1110
1120	1130	1140	1150
1160	1170	1180	1190
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1880	1890	1900	1910
1920	1930	1940	1950
1960	1970	1980	1990
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2080	2090	2100	2110
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2160	2170	2180	2190
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2280	2290	2300	2310
2320	2330	2340	2350
2360	2370	2380	2390
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2440	2450	2460	2470
2480	2490	2500	2510
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9320	9330	9340	9350
9360	9370	9380	9390
9400	9410	9420	9430
9440	9450	9460	9470
9480	9490	9500	9510
9520	9530	9540	9550
9560			



This attachment provides the current Development Application approval (L) in comparison to the draft without prejudice (not yet lodged) Development Application (R). These images are overlaid a recent aerial photograph of the site and aim to demonstrate that the street trees are not proposed to be cleared in addition to what is already approved.





**SCHEDULE OF SUBMISSIONS**  
**PROPOSED AMENDMENT TO THE COOLBELLUP TOWN CENTRE STRUCTURE PLAN FOR**  
**LOTS 1, 2, 3 AND 101 COOLBELLUP AVENUE; PORTION OF LOT 301 WAVERLEY ROAD; AND**  
**PORTION OF LOT 300 AND LOTS 500 AND 501 CORDELIA AVENUE,**  
**COOLBELLUP.**

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
1	Public Transport Authority PO Box 8125 Perth Business Centre PERTH WA 6849	<p><b>SUPPORT</b></p> <p>Bus services operate on Cordelia Avenue, Coolbellup Avenue and Waverley Road adjoining the Coolbellup Town Centre. Therefore, Transperth requests careful consideration when using traffic calming devices on these streets to ensure the manoeuvrability of buses on their current alignments is not affected.</p> <p>We would not want to see a lack of suitable streets for bus services which can impede our ability to provide a service to Coolbellup Town Centre and the surrounding local area. Further, excessive traffic slowing devices would increase bus trip times due to slower speeds and affect passenger comfort. This can reduce the attractiveness of a bus service to residents and increase the cost of the service.</p>	<p>Noted. The proposed Structure Plan amendment before Council does not make mention, at this stage, that the developer seeks any form of long term traffic calming within the local streets.</p> <p>The City of Cockburn has not considered any options, as part of this proposal, to implement any long term traffic calming devices on these streets. On this basis the manoeuvrability of the bus network is unlikely to be impacted by the proposed Structure Plan amendment. The future development application will consider any potential road or intersection upgrades as part of that process. It is unlikely that the City's road engineers would allow any such traffic calming devices on these streets.</p> <p>This proposal applies specifically only to the structure planning zone which excludes the current local street network. The applicant has been made aware of the PTA's comments.</p>
2	Environment Protection Authority, Environmental Planning Division  Locked Bag 10 EAST PERTH WA 6892	<p><b>SUPPORT</b></p> <p>The EPA does not generally provide comment on planning applications and believes this is a matter for planning authorities.</p> <p>If you believe that this development will have a significant impact on the environment it can be formally referred to the EPA under section 38 of the Environmental Protection Act 1986.</p>	Noted.
3	Department of Transport GPO Box C102 PERTH WA 6839	<p><b>SUPPORT</b></p> <p>The Department of Transport has no comment to provide.</p> <p>Please note that we will forward a copy of the letter to Main Roads so please be aware that they may respond directly to you with any comments.</p>	Noted.

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
4	<p>Local Resident: Margaret Rudkin of</p> <p>6 Waverley Road COOLBELLUP WA 6163</p>	<p><b>SUPPORT</b></p> <p>I am concerned about the amount of traffic these commercial buildings are going to bring to Waverley Road, which is already very busy. It is a bus route, it is used by parents dropping children off at the school and many trucks servicing the shopping centre. Verge parking on the surrounding verges will present a problem. Are trucks going to be backing on the Waverley road, which is already busy? I'm hoping you won't be cutting down any more trees between this venture and Waverley Road. At the moment the whole area is a fire hazard.</p>	<p>Noted. The Proposed Structure Plan amendment includes Appendix 3 – 'GTA Consultants Structure Plan Transport Assessment'. The assessment provides a comprehensive traffic analysis of the future commercial tenancies and residential apartments in the context of the existing road network. Section 8 of the Transport Assessment includes 8 concluding points, of which the last point specifies that <i>the surrounding road network is expected to have adequate capacity to accommodate proposal-generated traffic to the 2028 design year.</i></p> <p>Based on empirical parking demand data from surveys of similar land uses, GTA recommends that a minimum of 234 car parking spaces would be adequate.</p> <p>The structure plan proposal indicates that the parking demand for the future development application is able to be met with a total provision of 254 spaces, with a small overflow visitor parking demand able to be accommodated within retail parking provision and/or on street car parking provision.</p> <p>The draft preliminary development application car parking layout is generally compliant with the City of Cockburn's car parking requirements and Australian Standard design requirements (yet to be formally lodged with the City for formal assessment).</p> <p>The draft preliminary development application loading facilities is considered adequate to service the anticipated needs of the proposal. The indicative draft without prejudice development application provides a one way formal internal slip lane off Waverly Road. This slip lane is designed to be partially sunken below the existing adjacent road level and intended to be provided purely for service vehicles. The design maintains a footpath along Waverly Road with line making crosswalks at vehicle entry and exit points. This area is drafted to be completely separated from the existing road network which will provide for an optimal vehicular safety and amenity outcome for the required service vehicles.</p> <p>The design appears to result in minimal impact to the bus route, school drop off areas and the pedestrian environment. The design is drafted as a one way vehicle system which does not allow for vehicles to reverse onto Waverly Road. Service vehicles are</p>

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			<p>drafted only to move in a forward motion on the public road network.</p> <p>The draft proposed building footprint fits exactly within the previously approved development application footprint for the site, inclusive of the approved car parking and vehicle paths. On this basis there will be no more trees proposed to be removed under the proposed application.</p> <p>The major trees on the site and council verge are proposed to be retained. Notwithstanding the above, these issues inclusive of the specific parking requirements, retail floor-space and vehicle paths will be assessed formally and in more detail at development application stage should the structure plan amendment proposal be supported by the Western Australian Planning Commission.</p>
5	Landowner	<p><b>OBJECTION</b></p> <p>I Object. No further comments were provided by this landowner/ resident.</p>	Noted.
6	Water Corporation PO Box 100 LEEDERVILLE WA 6902	<p><b>SUPPORT</b></p> <p>Reticulated water and sewerage is currently available throughout the subject area, and is currently available to the subject land. Refer to attached plan. However, due to the increase in development density upgrading of the current system may be required to prevent existing customers being affected by the proposed development.</p> <p>Water mains in the vicinity is a 220mm in Coolbellup Avenue, a 150mm in Waverley Road, and a 100mm in Cordella Avenue. The 760mm Trunk Main is not available for connection.</p> <p>Sewer mains in the vicinity are a 150mm in Cordella Avenue and Coolbellup Avenue. These feed into a 225mm at the intersection of Coolbellup Avenue and Stephano Way.</p> <p>The principle followed by the Water Corporation for the funding of subdivision or development is one of user pays. The developer is expected to provide all water and sewerage reticulation (pipes under 300mm), by funding new works or the upgrading of existing works and protection of all works. A contribution for Water, Sewerage and Drainage headworks may also be required. Any temporary works</p>	Noted. These comments are considered to be more closely related to the future development application stage of the project. The City has provided these comments to the applicant for their information and prior planning. The responsibilities, as identified by the Water Corporation, will be the addressed by the applicant.

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		<p>needed are required to be fully funded by the developer. The Water Corporation may also require land being ceded free of cost for works. <b>(Map attached)</b></p>	
7	<p>Department of Education 151 Royal Street EAST PERTH WA 6004</p>	<p><b>SUPPORT</b></p> <p>The Department has reviewed the document and wishes to advise that it has no objection to this residential or the mixed use development.</p> <p>However, within the mixed use development the Department prefers that there are no liquor outlets within the vicinity of the primary school site.</p> <p>The pedestrian and vehicle access way remain in alignment with those in existence and are satisfactory to the Department.</p>	<p>Noted. Any future development application for a 'Liquor Store' would be subject to a separate development application which would be assessed under the both the City's town planning scheme and the requirements of the Department of Liquor and gaming WA. The applicant has been made aware of these comments.</p>
8	<p>Department of Water PO Box 332 MANDURAH WA 6210</p>	<p><b>SUPPORT</b></p> <p>The Department of Water (DoW) has reviewed the proposal and has no comment to offer at this time.</p>	<p>Noted.</p>
9	<p>Telstra, Forecasting &amp; Area Planning  Locked Bag 2525 PERTH 6001</p>	<p><b>SUPPORT</b></p> <p>At present, Telstra Corporation Limited has no objection.</p>	<p>Noted.</p>
10	<p>Landowner/tenant</p>	<p><b>OBJECTION</b></p> <p>I object to the above proposal in the strongest terms for a number of reasons outlined below.</p> <ol style="list-style-type: none"> <li>1. As a small business owner of the local Hair and Beauty Salon, employing 4 people, any proposal to allow further retail/commercial use, under mixed use will ultimately lead to the degradation of many existing businesses through increased approvals allowing duplication of services already existing.</li> <li>2. The concept of having another full-line supermarket in the northern portion of Precinct A will require a dedicated service/delivery area which will be to the standards outlined by statutory bodies such as Work safe etc, who require areas for delivery to be completely insulated with any form of pedestrian use, which is contrary to this proposal.</li> </ol>	<p>Noted. The City of Cockburn through the Coolbellup Revitalisation Strategy and its associated Scheme Amendment has recently implemented higher density codes to the suburb of Coolbellup. The resultant progressive intensification of residential development through various strata developments and multiple dwellings, as a result of these density changes, may result in an increase in population within Coolbellup. The subsequent additional Coolbellup residents are likely to increase demand on the existing and future retail/ commercial uses.</p> <p>The service/ delivery component of the future development application will be assessed at development application stage should the WAPC approved the structure plan amendment proposal. The DA service/ delivery component will be assessed</p>

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		<p>3. The Coolbellup Shopping Centre has recently upgraded the service areas to facilitate managed and well controlled pedestrian traffic within the centre, with the intent of attracting more clientele to use the existing services provided by the proprietors.</p> <p>4. Extensive improvements have been made to the interior of the Coolbellup Shopping Centre, by way of shop front replacements, refurbished public toilets etc, all of which has been a financial burden to the present owners, however were precipitated again with the intent of improving their businesses by increased clientele.</p> <p>5. These improvements are still ongoing and not only include the interior, but also the exterior of the Shopping Centre.</p> <p>6. Importantly, the decision made by the owners of the Coolbellup Shopping Centre, to improve the appearance, structure and vibrancy of their properties was determined on the original and agreed proposal, without objection, to the concept of predominately residential development with a small proportion of mixed use, on the proposed site previously occupied by the Coolbellup Hotel.</p> <p>7. The proposed amendment which is probably fuelled by intimidation of multinational interests, being the proposed supermarket, is seen as a complete back flip by the City of Cockburn, without any real consideration for the present owners of the Coolbellup Shopping Centre. As such, if this amendment is considered for approval, existing retail occupancies will suffer and may even default.</p> <p>In essence, if approved, this proposal will allow for another shopping centre to be built in an area which already has services which cater for the demands of the local population, and I believe that is not the way this area should be developed.</p>	<p>from a planning perspective, an engineering perspective and a traffic perspective. The applicant will also be required to comply with 'work-safe' practices which are separate considerations and do not fall within the bounds of the City's statutory controls. The drafted service access area is shown as a separate access to that of the existing commercial/ retail spaces, off Waverly Road. This is unlikely to impact the existing commercial/ retail sites.</p> <p>The application before Council relates specifically to an amendment to a Structure Plan and not that of the development application. The previously approved development application was lodged with the City for formal assessment and approved by the independent Development Assessment Panel. The applicant does not wish to proceed with the development of the approved DA plans. The City has no statutory mechanism to mandate that the applicant undertakes construction in accordance with the approved DA plans. The Structure Plan amendment does not alter the underlying zone of the site, which is 'Local Centre'. Under this zone both 'shop' and the 'residential' suite of uses are permissible land uses. This amendment does not alter the permissibility of the uses. The City reiterates through the Coolbellup Revitalisation Strategy and its associated Scheme Amendment the City considers an increased Coolbellup residential population to be a positive contribution to the existing economic viability of the existing centre. The ultimate decision maker is the Western Australian Planning Commission, who will determine this application. Council provides a recommendation on the assessment of the application under the existing planning framework.</p> <p>The mere possibility of increased competition is not a relevant planning consideration. This is highlighted in the principle laid down in the decision of the High Court in <i>Kentucky Fried Chicken Pty Ltd and Gantidis</i>. This provided that:</p> <p><i>"If the shopping facilities presently enjoyed by the community or planning for in the future are put in jeopardy by some proposed development, whether that jeopardy be due to physical or financial causes, and if the resultant community detriment would not be made good by the proposed development itself, that appears to me to be a consideration proper to be taken into account as a matter of town planning. It does not cease to be so because the profitability of individual existing businesses are at one in the same time also threatened by the new competition afforded by</i></p>



NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
			<p><i>that new development."</i></p> <p>The decision also states that:</p> <p><i>"The mere threat of competition to existing business if not accompanied by a prospect of a resultant overall adverse effect upon the extent and adequacy of facilities available to the local community if a development be proceeded with, will not be a relevant planning consideration"</i></p> <p>The centre is identified as a 'Neighbourhood Centre' under the LCACS. Under the LCACS the centre is classified as performing in the 'poor' category for 'intensity' and 'employment'; 'average' for 'diversity' and 'urban form'; and 'below average' for 'economic activation'. On this basis there is considered to be the need for increased commercial/retail growth, economic activation and employment options. This also appeared to be supported as part of the public consultation undertaken through the 2013 Coolbellup Revitalisation Strategy.</p>
11	Landowner	<p><b>OBJECTION</b></p> <p>I object to the proposal at Coolbellup town centre as I believe that it will affect smaller business in that area.</p>	<p>Noted. See comments in relation to item '10' above, which provides comments in relation to the perceived impact on existing smaller businesses.</p>
12	<p>Cotrell Pty Ltd C/- JLL 152-158 St Georges Tce PERTH WA 6000</p>	<p><b>OBJECTION</b></p> <p>I object. Cotrell Pty Ltd is the major stakeholder of Strata Plan 21160 otherwise known as the Coolbellup Shopping Centre. This new proposal on the old hotel site is significantly different to the original proposal submitted.</p> <p>As a result of reviewing these new plans, the Director of Cotrell Pty Ltd objects strongly to the new proposal which is under consideration at the City of Cockburn. Over the last couple of years, the Owners of SP21160 through their strata manager Smithwick Strata Services have actively engaged with the local council on a number of fronts with the aim to upgrade the current Coolbellup Shopping Centre.</p> <p>The Cockburn council has repeatedly advised they would work with the Owners and provide any support and guidance regarding an upgrade or redevelopment proposals. On this basis, the Owners have spent</p>	<p>Noted. The application before Council relates specifically to an amendment to a Structure Plan and not that of the development application. The previously approved development application was lodged with the City for formal assessment and approved by the independent Development Assessment Panel. The applicant does not wish to proceed with the development of the approved DA plans. The City has no statutory mechanism to mandate that the applicant undertakes construction in accordance with the approved DA plans. The Structure Plan amendment does not alter the underlying zone of the site, which is 'Local Centre'. Under this zone both 'shop' and the 'residential' suite of uses are permissible land uses. This amendment does not alter the permissibility of the uses.</p> <p>The City of Cockburn through the Coolbellup Revitalisation</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>considerable time and funds on the first stage of the upgrade (I think in the last 12 months we have spent over \$100k). Works include and are not limited to</p> <ul style="list-style-type: none"> <li>• Roof replacement,</li> <li>• new shop front windows,</li> <li>• re-bitumising parts of the car park, and</li> <li>• making compliant the delivery areas at the back of the centre.</li> </ul> <p>Cotrell Pty Ltd is also considering purchasing more land off the Strata to increase the supermarket area (currently tenanted by IGA) to a larger size - possibly 3,000sqm with the option to attract a Super IGA, Woolworths, Coles, Aldi or Spud Shed store.</p> <p>This proves that the owners of the Coolbellup Shopping Centre are committed and eager to lift the profile of the centre to attract the increasing population within the immediate vicinity.</p> <p>This new proposal significantly changes the original proposal which was to allow only small specialty shops with a large residential development.</p> <p>The new plan almost reverses this concept and so Cotrell Pty Ltd objects as strongly as possible. Having a large retail presence as proposed will negatively impact the current Coolbellup Shopping Centre (and all owners of the 31 individual lots) and so strong consideration for these Owners welfare must be provided by the Cockburn council. Cotrell Pty Ltd has no interest in the Coolbellup Shopping Centre area being rezoned from retail to mix used or residential as proposed. We expect that the council will allow the Owners of the current shopping centre to continue on with its plans to upgrade the centre and have the full support of the council with this process.</p> <p>For clarity, Cotrell Pty Ltd is formally objecting strongly to this proposal.</p> <p>Regards Jamie Tassicker from JLL as Property Manager on behalf of Cotrell Pty Ltd.</p>	<p>Strategy and its associated Scheme Amendment has recently implemented higher density codes to the suburb of Coolbellup. The resultant progressive intensification of residential development through various strata developments and multiple dwellings, as a result of these density changes, may result in an increase in population within Coolbellup. The subsequent additional Coolbellup residents are likely to increase demand on the existing and future retail/ commercial uses.</p> <p>The City considers an increased Coolbellup residential population to be a positive contribution to the existing economic viability of the existing centre. The ultimate decision maker is the Western Australian Planning Commission, who will determine this application. Council role is to provide a recommendation on the assessment of the application under the existing planning framework which includes the requirement to provide recommendation to the WAPC within a statutory timeframe. Included in the City's Statutory requirements is the requirement to advertise. Advertising comments within this table will be provided to the WAPC to assist in their decision making processes.</p> <p>The mere possibility of increased competition is not a relevant planning consideration. This is highlighted in the principle laid down in the decision of the High Court in <i>Kentucky Fried Chicken Pty Ltd and Gantidis</i>. This provided that:</p> <p><i>"If the shopping facilities presently enjoyed by the community or planning for in the future are put in jeopardy by some proposed development, whether that jeopardy be due to physical or financial causes, and if the resultant community detriment would not be made good by the proposed development itself, that appears to me to be a consideration proper to be taken into account as a matter of town planning. It does not cease to be so because the profitability of individual existing businesses are at one in the same time also threatened by the new competition afforded by that new development."</i></p> <p>The decision also states that:</p> <p><i>"The mere threat of competition to existing business if not accompanied by a prospect of a resultant overall adverse effect upon the extent and adequacy of facilities available to the local community if a development be proceeded with, will not be a relevant planning consideration"</i></p>

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			<p>The centre is identified as a 'Neighbourhood Centre' under the LCACS. Under the LCACS the centre is classified as performing in the 'poor' category for 'intensity' and 'employment'; 'average' for 'diversity' and 'urban form'; and 'below average' for 'economic activation'. On this basis there is considered to be the need for increased commercial/retail growth, economic activation and employment options. This also appeared to be supported as part of the public consultation undertaken through the 2013 Coolbellup Revitalisation Strategy.</p>
13	Trait Nominees PO Box 2022 PALMYRA WA 6157	<p><b>OBJECTION</b></p> <p>I object. There is already a supermarket, bakery, pharmacy, Newsagent, Butcher and various other shops in the area. Why would we need another supermarket? What Coolbellup doesn't have is a petrol station! What would happen to the existing shopping centre? We are attempting to make improvements.</p>	<p>Noted. The application before Council relates specifically to an amendment to the Structure Plan and not that of the development application. The Structure Plan amendment does not alter the underlying zone of the site, which is 'Local Centre'. This amendment does not alter the permissibility of the uses in any way.</p> <p>'Petrol Filling Station' is an 'A' use under the City's Town Planning Scheme for land zoned Local Centre. An 'A' use is defined as a use that is not permitted unless the local government has exercised its discretion and has granted planning approval after giving special notice in accordance with Clause 9.4. On this basis a 'Petrol Filling Station' is potentially permissible on site, subject to a formal application which complies with the City's requirements and is advertised pursuant to Clause 9.4. The application before council does not make mention of such a use. The City has limited influence over the lodgement of applications, rather the City's role is to assess development applications in accordance with the existing state and local government planning framework. In this instance the City is not the decision maker on the structure plan amendment proposal. The City's role is to make recommendation to the WAPC.</p> <p>The City of Cockburn through the Coolbellup Revitalisation Strategy and its associated Scheme Amendment has recently implemented higher density codes to the suburb of Coolbellup. The resultant progressive intensification of residential development through various strata developments and multiple dwellings, as a result of these density changes, may result in an increase in population within Coolbellup. The subsequent</p>

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			<p>additional Coolbellup residents are likely to increase demand on the existing and future retail/ commercial uses.</p> <p>The City considers an increased Coolbellup residential population to be a positive contribution to the existing economic viability of the existing centre.</p> <p>The mere possibility of increased competition is not a relevant planning consideration. This is highlighted in the principle laid down in the decision of the High Court in <i>Kentucky Fried Chicken Pty Ltd and Gantidis</i>. This provided that:</p> <p><i>"If the shopping facilities presently enjoyed by the community or planning for in the future are put in jeopardy by some proposed development, whether that jeopardy be due to physical or financial causes, and if the resultant community detriment would not be made good by the proposed development itself, that appears to me to be a consideration proper to be taken into account as a matter of town planning. It does not cease to be so because the profitability of individual existing businesses are at one in the same time also threatened by the new competition afforded by that new development."</i></p> <p>The decision also states that:</p> <p><i>"The mere threat of competition to existing business if not accompanied by a prospect of a resultant overall adverse effect upon the extent and adequacy of facilities available to the local community if a development be proceeded with, will not be a relevant planning consideration"</i></p> <p>The centre is identified as a 'Neighbourhood Centre' under the LCACS. Under the LCACS the centre is classified as performing in the 'poor' category for 'intensity' and 'employment'; 'average' for 'diversity' and 'urban form'; and 'below average' for 'economic activation'. On this basis there is considered to be the need for increased commercial/retail growth, economic activation and employment options. This also appeared to be supported as part of the public consultation undertaken through the 2013 Coolbellup Revitalisation Strategy.</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
14	Martin & Lidia Dawkins 16/78 Coolbellup Avenue COOLBELLUP WA 6163	<p><b>OBJECTION</b></p> <p>We acknowledge your advice of 13 November, 2015 informing of the proposed Amendment of the Coolbellup Town Centre Structure Plan. We have been the proprietors of the above news agency since 1996, prior to which the Dawkins family conducted the post office and newsagency back to 1986. Martin has been associated with the Agency from that date, and is also the Chairman of the Strata Company representing 31 strata titles within the Coolbellup Shopping Centre. He has a full knowledge of the Centre as it stands today and the lead up to the existing Structure Plan. Strata owners will however make their own submissions.</p> <p>We are strongly opposed to the amendment of the Structure Plan. Having studied the voluminous proposal, we find its primary objective is to locate a major full-line National Woolworths Supermarket on the vacant land previously occupied by the Coolbellup Hotel. It is also of great concern to note under Cl.5 .1.1 - Land Use Intent -the words, <b>"With the introduction of a full-line supermarket in the northern portion of Precinct A , the southern portion may ultimately attract a Mixed Use/Residential component as the I Shop/Retail focus shifts north overtime."</b></p> <p>We present the following grounds for our objection, and request the following facts be considered by the City of Cockburn and WA Planning Commission.</p> <p><b>Heritage:</b> The history of the suburb of Coolbellup and its shopping centre has a bearing on the matter at hand. Briefly, this large parcel of vacant land was acquired in the 1950s by the State Housing Commission for a social housing estate. With tenants taking up occupation, the need of a shopping centre was met by the Commission erecting a group of shops on the site now occupied by the Centre. The question is, should this Centre as one of the first to be established in the now great City of Cockburn, be allowed to continue its service, or be 'swallowed up' by the proposal now before the City.</p> <p><b>Background to the Centre:</b> The property was subsequently transferred to a private holder who operated the Centre with tenancies until carrying out a facelift in 1990, expanding the anchor IGA store, modernising the external structure and upgrading shop fronts. The premises were then divided into strata lots, to be sold to shop keepers investing funds to provide core services to the then population of Coolbellup. It needs to be mentioned, its people were not well off, many on social service pensions</p>	<p>Noted. The application before Council relates specifically to an amendment to the Structure Plan and not that of the development application. The Structure Plan amendment does not alter the underlying zone of the site, which is 'Local Centre'. This amendment does not alter the permissibility of the uses in any way.</p> <p>The City has limited influence over the lodgement of applications, rather the City's role is to assess development applications in accordance with the existing state and local government planning framework, as you have pointed out. As you are aware in this instance the City is not the decision maker on the structure plan amendment proposal. The City's role is to make recommendation to the WAPC.</p> <p>The City of Cockburn through the Coolbellup Revitalisation Strategy and its associated Scheme Amendment has recently implemented higher density codes to the suburb of Coolbellup. The resultant progressive intensification of residential development through various strata developments and multiple dwellings, as a result of these density changes, may result in an increase in population within Coolbellup. The subsequent additional Coolbellup residents are likely to increase demand on the existing and future retail/ commercial uses.</p> <p>The City considers an increased Coolbellup residential population to be a positive contribution to the existing economic viability of the existing centre.</p> <p>The City notes your comment regarding the perceived view that <i>the centre may be 'swallowed up' by the proposal now before the City</i>. It is noted that the centre is identified as a 'Neighbourhood Centre' under the City's <i>Local Commercial and Activity Centres Strategy</i>. The review of the Centre under this document (pg 173 of 351) provides for a comprehensive analysis of the site. In comparison to the WAPC's <i>State Planning Policy 4.2 Activity Centres for Perth and Peel</i>, the site is considered to have the potential for further growth. Table 3 of SPP 4.2 specifies that more than one supermarket is acceptable for a Neighbourhood Centre. Notwithstanding the above it is noted that the population forecast as identified within the City's <i>Local Commercial and Activity Centres Strategy</i> is potentially outdated in that it does not</p>



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		<p>in houses under tenancy to the Commission. The shopkeepers did their utmost to maintain a service, but under difficult circumstances. The Dawkins family, who took over the post office and news agency in 1986 can vouch for the lifestyle of Coolbellup during these times.</p> <p>We now bring to notice, all 31 Strata Title Shops are occupied, with parking and facilities upgraded. Additional improvements are to be done in keeping with an expected population growth as school site projects proceed in the near future. We draw this past service and planned improvements to the attention of the City, to suggest this deserves recognition in times when better trading prospects are predicted.</p> <p><b>Revitalisation:</b> In September, 2003, Martin was invited by the City to attend a study of Coolbellup Enquiry by Design, the outcome of which established the redevelopment of school sites and recreation and community facilities on Len Packham reserve. It also considered different scenarios of the Coolbellup neighbourhood centre. The proprietors and tenants of the shopping centre took immediate action to request the Strata Company to engage consultants, in liaison with the City to prepare a Structure Plan. Liaison continued with City into 2008, with the City producing a report on Town Centre Redevelopment Options. A December 2008 meeting of Strata Title Owners resolved to explore Option 2 - retain existing shopping centre with design modifications.</p> <p>Martin addressed a letter, as Chairman of Centre Owners, to the City of Cockburn on 15 October, 2009 outlining the agreement of the AGM of Owners, for the Coolbellup Shopping Centre to remain at its present site with retail combined with facilities for medical and associated services. An architect was engaged to advise on design concept options for renovations and remodelling of the present building. It included a request to the City to continue its study of the Coolbellup Town Centre, and involve Owners toward achieving a Structure Plan. The Owners proposed the redesign and structural improvements be programmed over a period of five years, in line with the Coolbellup 'New Living Program' and redevelopment of surplus school sites and potential increase of population</p> <p>The letter included a report of a joint meeting with representatives of the Coolbellup Hotel stating, the Company was open minded on the redevelopment of its land and premises as will achieve the potential of the site. It was prepared to be included in a Structure Plan for a Local Centre and combine with other property owners to achieve this. At this stage, the preferred use of the land is a mix of residential codes and</p>	<p>take into account the City's Coolbellup Revitalisation Strategy and its associated residential up-coding scheme amendment. On this basis the economic viability of the existing centre should be impacted in the positive sense, with additional customers living locally within the catchment area.</p> <p>The City acknowledges the improvements to the existing centre and supports the centres growth and improvement initiatives, as outlined within this objection.</p> <p>The City is unable to provide comment on the Strata Title Owners meeting as the assessing officer was not present at the meeting. Notwithstanding these comments are noted.</p> <p>The previously approved development application was lodged with the City for formal assessment and approved by the independent <i>Development Assessment Panel</i>. The applicant does not wish to proceed with the development of the approved DA plans. The City has no statutory mechanism to mandate that the applicant undertakes construction in accordance with the approved DA plans. The Structure Plan amendment does not alter the underlying zone of the site, which is 'Local Centre'. Under this zone both 'shop' and the 'residential' suite of uses are permissible land uses. This amendment does not alter the permissibility of the uses.</p> <p>The Proposed Structure Plan amendment includes Appendix 3 – '<i>GTA Consultants Structure Plan Transport Assessment</i>'. The assessment provides a comprehensive traffic analysis of the future commercial tenancies and residential apartments in the context of the existing road network. Section 8 of the Transport Assessment includes 8 concluding points, of which the last point specifies that <i>the surrounding road network is expected to have adequate capacity to accommodate proposal-generated traffic to the 2028 design year.</i></p> <p>Based on empirical parking demand data from surveys of similar land uses, GTA recommends that a minimum of 234 car parking spaces would be adequate.</p> <p>The structure plan proposal indicates that the parking demand for the future development application is able to be met with a total provision of 254 spaces, with a small overflow visitor parking demand able to be accommodated within retail parking provision</p>

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		<p>possible commercial units (excluding retail) designed to suit the location. The Company was holding the license for the existing hotel premises, but investigating the possible relocation of this facility.</p> <p>Concluding this section, Martin attended a meeting convened by the City on 20th March, 2012 at which the Mayor, councillors and Manager of Strategic Planning indicated the Cockburn Council viewed the Coolbellup Hotel redevelopment site to be an important residential development for the area, highlighting the need for support infrastructure of a far superior grade than currently offered. The Council was, working extensively with the owners of the Hotel and as a consequence Council received preliminary plans for the redevelopment with structural drawings expected. The redevelopment would consist of a multi-storey residential apartment complex, together with a small commercial offering of 4 x 25m<sup>2</sup> offices or retail shops on the Coolbellup Avenue frontage and the retention of the Drive Through Bottle Shop facility. Other information was presented on the Old Korilla School Site, Aged Care Facility and Local Commercial &amp; Activity Centres Strategy.</p> <p><b>Town Centre Structure Plan:</b> The proposed amendment makes a substantial change of land use, deleting the retail component of the existing shopping centre, changing it to a 'Mixed Use' (residential/commercial), reclassifying the northern portion on property previously occupied by the Coolbellup Hotel, from residential use to 'mixed', to facilitate a Woolworths Supermarket. The amended Structure Plan Report purports to justify the amendment seeking the approval of the City and Planning Commission. We herewith submit our view on the proposal and grounds for our objection.</p> <p>i. It needs to be remembered, the current Town Centre plan was initiated by the City in 2001 Enquiry by Design to incorporate the school site, community facility, shopping centre and hotel, involving years of a co-ordinated effort to produce a modern school, library and hall, upgrading of the shopping centre and replacement of the hotel by residential and mixed commercial use. We have outlined above the actions taken by the Strata Company and Hotel Proprietors in keeping with the Plan. We submit, the proposed amendment as presented does not show reason why the Plan should be altered, other than to allow a national company to install a major supermarket on now vacant land, giving it a competitive location for its brand. But in doing so</p>	<p>and/or on street car parking provision.</p> <p>The draft preliminary development application car parking layout is generally compliant with the City of Cockburn's car parking requirements and Australian Standard design requirements (yet to be formally lodged with the City for formal assessment).</p> <p>The draft preliminary development application loading facilities is considered adequate to service the anticipated needs of the proposal. Notwithstanding these issues relate to the development application and are not strictly structure plan considerations.</p> <p>The comment regarding the 'potential town square' as identified on the Structure Plan map is noted. The specifics and location of the town square are not proposed to be amended under this proposal. The town square details however are provided within the table under section 4.7 of part 2 of the structure plan report. Point 3 (4.1) of the table provides the details of the implementation of the town square. The report provides further details under section 4.7.2.1 of the report. The details within 5.1.2 of the report are indicative objectives only. These issues will be explored in detail at development application stage.</p> <p>The mere possibility of increased competition is not a relevant planning consideration. This is highlighted in the principle laid down in the decision of the High Court in <i>Kentucky Fried Chicken Pty Ltd and Gantidis</i>. This provided that:</p> <p><i>"If the shopping facilities presently enjoyed by the community or planning for in the future are put in jeopardy by some proposed development, whether that jeopardy be due to physical or financial causes, and if the resultant community detriment would not be made good by the proposed development itself, that appears to me to be a consideration proper to be taken into account as a matter of town planning. It does not cease to be so because the profitability of individual existing businesses are at one in the same time also threatened by the new competition afforded by that new development."</i></p> <p>The decision also states that:</p> <p><i>"The mere threat of competition to existing business if not accompanied by a prospect of a resultant overall adverse effect upon the extent and adequacy of facilities available to the local</i></p>

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		<p>withdrawing trade from the existing shopping centre to the detriment of its strata shop keepers who have served the community in past years.</p> <p>ii. We understand, the State Planning Policy and City of Cockburn Strategy designates the Coolbellup Town Site as a 'Neighbourhood Centre, meaning such centres provide for daily and weekly household shopping needs, community facilities and a small range of other convenience services.' Ever since the suburb of Coolbellup was established, the Shopping Centre has provided this service, within the scope of the community, encompassed by major and arterial roads of Forrest Road, Stock Road, Winterfold Road and North Lake Road. It appears, the market analysis for the Woolworths Supermarket adds parts of suburbs extending well outside these boundaries to be its main trading area, and makes reference to the nearest Woolworths Supermarket being located more than 4 km away at Phoenix Road and Melville. Both of which are major District Centres. How this style of supermarket fits into a restricted Neighbourhood Centre is not fully explained, other than 'vacant land was available'.</p> <p>iii. We note under 'Development Objectives' the market analysis identifies the population of the 'main trading area' is projected to increase to around 25,933 persons by 2026, and the amended Structure Plan will allow for additional shop/retail floor space throughout the Precinct A (hotel site). It is here, consideration should be given to the extension of the Roe Freeway - Forrest Road - and upgrading Stock Road for heavy traffic in the near future, creating a restriction on traffic movement into and from Coolbellup, and the effect this may have on customers of the supermarket let alone local traffic. We are unable to find reference to the additional traffic generated by the supermarket trade and the means of local roads to cater for increased movement in residential streets and nuisance to householders.</p> <p>iv. The amending Report draws attention to the proposed Town</p>	<p><i>community if a development be proceeded with, will not be a relevant planning consideration"</i></p> <p>The centre is identified as a 'Neighbourhood Centre' under the LCACS. Under the LCACS the centre is classified as performing in the 'poor' category for 'intensity' and 'employment'; 'average' for 'diversity' and 'urban form'; and 'below average' for 'economic activation'. On this basis there is considered to be the need for increased commercial/retail growth, economic activation and employment options. This also appeared to be supported as part of the public consultation undertaken through the 2013 Coolbellup Revitalisation Strategy.</p>

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		<p>Square and gives advice on how this facility could proceed, without offering a practical solution. The question arises, how is this feature to be implemented within the Structure Plan, given the City has withdrawn an involvement because of possible compensation and the passage way facilities crossing private property. We suggest, the illustration of the Waterford Plaza, Karawara is misleading. On inspection, it is a central way separating the Karawara shopping complex and Waterford Plaza within a District Shopping Centre serving an extensive urban area, with no comparison to Coolbellup.</p> <p><b>Amendment of Plan TP Scheme No.3</b> We note the requirement of a Structure Plan is governed by Clause 6.2.4 of the Town Planning Scheme No 3 for the preparation of Plans, requiring the details to contain 'existing and <b>future land use</b>'. This to be, in the opinion of the local government, consistent with orderly and proper planning (6.2.6.4). The adopted Structure Plan clearly delineates the land use for the existing shopping centre and that of the hotel site.</p> <p>Cl. 6.2.14.1 is also relevant in as much as the local government may <b>vary</b> a structure plan <b>by resolution</b> if in the opinion of the local government, the variation <b>does not materially alter</b> the intent of the structure plan.</p> <p>We have expressed our concern that the proposed amendment of the adopted Structure Plan presents a significant alteration of the current Plan by deleting 'Retail' land use from the site of the existing shopping centre, and changing 'Residential' land use to 'Mixed' land use to facilitate the development of a Woolworths supermarket. Such amendment will have a detrimental effect on the equity of our Strata Title and economic conduct of our business. We suggest this will be the result for other strata owners of the existing shopping centre, the consequence of which could lead to a substantial financial loss.</p>	
15	Landowner	<p><b>OBJECTION</b></p> <p>I object. Our objections are based on what our strata will be submitting. Our strata is from : 78 Coolbellup Ave, Shopping Centre</p>	<p>Noted. The specific comments as provided by the strata company are addressed in detail under section 12 of this table.</p>

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16	Landowner	<p><b>OBJECTION</b></p> <p>I object.</p>	Noted.
17	<p>Kwan M Santosa 41 Arnold Crescent</p> <p>KARDINYA WA 6163</p>	<p><b>OBJECTION</b></p> <p>Please refer to strata submission</p>	Noted. The specific comments in relation to the strata company are addressed in detail under section 12 of this table.
18	<p>MW Urban PO Box 214 NORTH FREMANTLE WA 6159</p>	<p><b>OBJECTION</b></p> <p>MW Urban has been engaged by The Owners of Coolbellup Shopping Complex to review the above and make this submission on their behalf.</p> <p><b>Background</b></p> <p>The Coolbellup Town Centre Structure Plan was adopted by the City of Cockburn 14 February 2013 and endorsed by the Western Planning Commission (WAPC) 10 April 2013. Subsequent to this a significant mixed-use development comprising nine (9) commercial tenancies and 150 multiple dwellings was approved for Lot 1 (the northern part of the Structure Plan area). The application was approved by the Metro South-West Joint Development Assessment Panel (13 November 2015). The proposal presented a outwardly engaging, street fronting development with activation of both Coolbellup Avenue and Waverley Road.</p> <p><b>New Supermarket</b></p> <p>The changes proposed to the current Structure Plan relate primarily to Lot 1 in the northern part of the Local Centre Zone. As stated in the Structure Plan document on the City's website, <i>the landowners of Lot 1 have been approached by a major supermarket operator who has identified that this site is ideally located to accommodate a future 'full line' supermarket.</i></p> <p>The document proceeds to state <i>This 'Variation 1' version of the Structure Plan amends the originally adopted Structure Plan to provide flexibility to enable the delivery of a major supermarket on Lot 1 and offer further diversification of the central and southern portion of the site, without prejudicing the remaining landowners.</i></p> <p>The above statement is considered to represent an assumption, most</p>	<p>Noted. The City acknowledges the perception that the potential Woolworths Development threatens the viability of the existing shopping centre. It is understood that the owners are of the opinion that the increased competition is likely to result in a situation whereby the survival of the existing centre is 'unlikely'. The City provides the following comments in regards to the concerns.</p> <p>It is noted that the centre is identified as a 'Neighbourhood Centre' under the City's <i>Local Commercial and Activity Centres Strategy</i>. The review of the Centre under this document (pg 173 of 351) provides for a comprehensive analysis of the site. In comparison to the WAPC's <i>State Planning Policy 4.2 Activity Centres for Perth and Peel</i>, the site is considered to have the potential for further growth. Table 3 of SPP 4.2 specifies that more than one supermarket is acceptable for a Neighbourhood Centre. Notwithstanding the above it is noted that the population forecast as identified within the City's <i>Local Commercial and Activity Centres Strategy</i> is potentially out-dated in that it does not take into account the City's Coolbellup Revitalisation Strategy and its associated residential up-coding scheme amendment. On this basis the economic viability of the existing centre should be impacted in the positive sense, with additional customers living locally within the catchment area.</p> <p>The objection raises the concern that a <i>retail needs assessment and/or retail sustainability assessment</i> was not, and should be provided in support of this application. It is noted under the City's <i>Local Commercial and Activity Centre Strategy</i> such requirements are referenced to the requirements as specified by <i>State Planning Policy 4.2 - Activity Centres for Perth and Peel</i>. Under SPP 4.2</p>



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		<p>notably the proposed changes to accommodate a full-line supermarket on Lot 1 will not prejudice remaining landowners. This submission highlights several areas where the development of a full-line supermarket on Lot 1 stands to materially affect other landowners within the Structure Plan area.</p> <p>The reality is, the development of a full-line supermarket on Lot 1 will have significant ramifications for the existing Coolbellup shopping centre. A full-line supermarket will seriously impact the viability of the existing shopping centre to the extent its survival is unlikely.</p> <p>Where the changes proposed in support of the development of a full-line supermarket are concerned, the following is noted:-</p> <ul style="list-style-type: none"> <li>• The Structure Plan does not respond to the requirements of the City of Cockburn's Local Commercial Activity Centre Strategy (LCACS) to the extent the LCACS <i>represents a shift towards evidence and performance based planning and centre planning is to be focused on the centre's user rather than subjective population catchments;</i></li> <li>• With respect to LCACS representing a <i>shift towards evidence and performance based planning</i>, the same document refers to the requirement for a 'Retail Sustainability Assessment'. This has not been provided, the included retail report talking about the prospects of a future full-line supermarket. No reference to the potential effects of a large retail expansion from a local community perspective, specifically the potential loss of existing services and/or associated disadvantages arising for the envisioned future development appear to have been investigated nor presented. The existing Coolbellup shopping centre despite perceptions that might exist, is occupied by several long-standing businesses that offer the local community services – the success of which is based on a commitment to the local community. An obvious example in this regard is the local medical practice, established in 2005 and serving the Coolbellup community for over 10 years. As the medical practice is within the shopping centre itself, the impact of a new full-line supermarket on the existing shopping centre and all tenants within is bona-fide concern. The loss of the local medical</li> </ul>	<p>there is no such requirement for a <i>retail needs assessment and/or retail sustainability assessment</i>. SPP 4.2 does not require the assessment at Local Structure Plan Stage nor does it specifically require an assessment for a 'Neighbourhood Centre'.</p> <p>The concern that the potential supermarket may impact the existing medical centre is noted. The Structure Plan amendment does not alter the underlying zone of the site, which is 'Local Centre'. This amendment does not propose any alterations to the permissibility of the uses. On this basis the City does not have the statutory control to select land uses for the site. The City's role is to assess applications as they are lodged under the planning framework.</p> <p>The application before Council relates specifically to an amendment to a Structure Plan and not that of the development application. The previously approved development application was lodged with the City for formal assessment and approved by the independent Development Assessment Panel. The applicant does not wish to proceed with the development of the approved DA plans. The City has no statutory mechanism to mandate that the applicant undertakes construction in accordance with the approved DA plans.</p> <p>The car parking requirements, commercial floor area, access and egress details, potential reciprocal access agreements, the service areas and land uses are all matters that will be addressed at development application stage. The detailed objections relating to these issues are noted. The purpose of a structure plan as defined by the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> is to <i>'provide for the coordination of future subdivision and zoning of an area of land'</i>. The proposal does not make mention of the applicants' wants or needs to subdivide and the underlying zone 'Local Centre – R80' remains unchanged. The Structure Plan amendment provides the big picture details regarding the future planning for the site. The issues raised in relation to the DA will be considered at the next stage of the process. These comments unfortunately are premature to the application at hand.</p> <p>The Proposed Structure Plan amendment includes Appendix 3 – <i>'GTA Consultants Structure Plan Transport Assessment'</i>. The assessment provides a comprehensive traffic analysis of the future commercial tenancies and residential apartments in the</p>

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		<p>practice is just one existing service that could be lost to the location. As referred to above, to what extent is the centre's planning focussed on the centre's user rather than subjective population catchments ... ;</p> <ul style="list-style-type: none"> <li>The included retail report focuses on population catchments, referring to an increase in population across the 'main trade area' of 1,800 people in 11 years' time i.e. by 2026. The population increase does not seem significant whilst the two (2) largest secondary sectors within the main trade area appear to be well served by existing shopping centres. Both the Structure Plan and the retail report do, however, make reference to the closest Woolworths being more than 4km away. From a planning perspective this not a valid consideration and considered entirely irrelevant; and</li> <li>The Structure Plan report also relies on data in excess of three (3) years old, including the amount of vacant floor space in the Structure Plan area. Where Coobellup shopping centre is concerned, vacancy rates are currently very low, in part a reflection of investment in the centre over the last 2-3 years. It is unclear whether this information has been considered by, or is relevant to the proponent.</li> </ul> <p><b>WAPC: State Planning Policy 4.2-Activity Centres for Perth and Peel</b></p> <p>The Structure Plan refers to vertical integration of compatible land uses. Lot 1 is currently the subject of an approval for a mixed commercial-residential development with built form up to five (5) storeys in height. The likelihood of vertically integrated mixed-use development is considered remote should a full-line supermarket development take place on the subject land. This would amount to an under-development of the land viz a viz the current development approval.</p> <p><b>Liveable Neighbourhoods</b></p> <p>The Structure Plan states the proposed development is consistent with the following objectives of Liveable Neighbourhoods:-</p>	<p>context of the existing road network. Section 8 of the Transport Assessment includes 8 concluding points, of which the last point specifies that <i>the surrounding road network is expected to have adequate capacity to accommodate proposal-generated traffic to the 2028 design year.</i></p> <p>Based on empirical parking demand data from surveys of similar land uses, GTA recommends that a minimum of 234 car parking spaces would be adequate.</p> <p>The structure plan proposal indicates that the parking demand for the future development application is able to be met with a total provision of 254 spaces, with a small overflow visitor parking demand able to be accommodated within retail parking provision and/or on street car parking provision.</p> <p>The draft preliminary development application car parking layout is generally compliant with the City of Cockburn's car parking requirements and Australian Standard design requirements (yet to be formally lodged with the City for formal assessment).</p> <p>The draft preliminary development application loading facilities is considered adequate to service the anticipated needs of the proposal. The indicative draft without prejudice development application provides a one way formal internal slip lane off Waverly Road. This slip lane is designed to be partially sunken below the existing adjacent road level and intended to be provided purely for service vehicles. The design maintains a footpath along Waverly Road with line making crosswalks at vehicle entry and exit points. This area is drafted to be completely separated from the existing road network which will provide for an optimal vehicular safety and amenity outcome for the required service vehicles.</p> <p>The Proposed Structure Plan amendment includes Appendix 3 – 'GTA Consultants Structure Plan Transport Assessment'. The assessment provides a comprehensive traffic analysis of the future commercial tenancies and residential apartments in the context of the existing road network. Section 8 of the Transport Assessment includes 8 concluding points, of which the last point specifies that <i>the surrounding road network is expected to have adequate capacity to accommodate proposal-generated traffic to the 2028 design year.</i></p>

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		<ul style="list-style-type: none"> <li>• <i>To ensure a site responsive approach to urban development that supports and enhances the context within which it is located, strengthens local character and identity, integrates with its context and promotes a sense of community; and</i></li> <li>• <i>To promote the upgrading of the quality and function of existing centres to support mixed uses, public transport, walkability, intensification, sense of community, amenity, and reduced car travel.</i></li> </ul> <p>The development of a full-line supermarket on Lot 1 informed by the building footprint depicted on the amended Structure plan will amount to (generally speaking) a typical supermarket building served by an expanse of parking. It is unclear how this will strengthen local character and/or identity. Furthermore, it is anticipated a development along the lines intended will not fully integrate with its context. Supermarkets usually have two (2), and sometimes three (3) benign and/or blank frontages. In this regard, particular concern is expressed in relation to Waverley Road. The same principles espoused in the current development approval should equally apply to this frontage as part of any supermarket development.</p> <p>Where reduced car travel is concerned, it is likely the case a full-line supermarket on Lot 1 will become a significant destination, noting the main trade area is supposedly lacking in this regard. This will result in a significant increase in traffic movements into and out of Coolbellup. This is a genuine concern and counter to the objective of reduced car travel.</p> <p><b>Structure Plan Design Principles</b></p> <p><b>Development Objectives</b></p> <p>The Structure Plan report refers to numerous objectives to guide development towards a quality land use and built form outcome. The following objectives are included in the list:-</p> <ul style="list-style-type: none"> <li>• Encourage overlapping of land uses in the third dimension through combining more than one use in buildings;</li> <li>• Encourage various intensity of uses along streets; and</li> <li>• Encourage a strong synergy between the Town Centre and</li> </ul>	<p>Based on empirical parking demand data from surveys of similar land uses, GTA recommends that a minimum of 234 car parking spaces would be adequate.</p> <p>The structure plan proposal indicates that the parking demand for the future development application is able to be met with a total provision of 254 spaces, with a small overflow visitor parking demand able to be accommodated within retail parking provision and/or on street car parking provision.</p> <p>The draft preliminary development application car parking layout is generally compliant with the City of Cockburn's car parking requirements and Australian Standard design requirements (yet to be formally lodged with the City for formal assessment).</p> <p>The draft preliminary development application loading facilities is considered adequate to service the anticipated needs of the proposal. The indicative draft without prejudice development application provides a one way formal internal slip lane off Waverley Road. This slip lane is designed to be partially sunken below the existing adjacent road level and intended to be provided purely for service vehicles. The design maintains a footpath along Waverley Road with line making crosswalks at vehicle entry and exit points. This area is drafted to be completely separated from the existing road network which will provide for an optimal vehicular safety and amenity outcome for the required service vehicles.</p> <p>The design appears to result in minimal impact to the bus route, school drop off areas and the pedestrian environment. The design is drafted as a one way vehicle system which does not allow for vehicles to reverse onto Waverley Road. Service vehicles are drafted only to move in a forward motion on the public road network.</p> <p>The mere possibility of increased competition is not a relevant planning consideration. This is highlighted in the principle laid down in the decision of the High Court in <i>Kentucky Fried Chicken Pty Ltd and Gantidis</i>. This provided that:</p> <p><i>"If the shopping facilities presently enjoyed by the community or planning for in the future are put in jeopardy by some proposed development, whether that jeopardy be due to physical or financial causes, and if the resultant community detriment would not be</i></p>

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		<p>adjoining residential, community and recreational places.</p> <p><i>Responses:-</i></p> <ul style="list-style-type: none"> <li>• The vertical integration of a compatible mix of land uses is considered highly unlikely should a major super market chain establish a presence on Lot 1;</li> <li>• A full-line supermarket on the subject land informed by the building footprint depicted on the amended Structure Plan will not deliver intensity of use along local streets; and</li> <li>• The building footprint as presented will not encourage a strong synergy between the town centre and adjoining places, most notably adjacent residential.</li> </ul> <p>The Structure Plan report states the report and accompanying plan will ensure that:-</p> <ul style="list-style-type: none"> <li>• The built form and public realm complement one another;</li> <li>• There is a considered outline for the overall role, function and character of the Town Centre;</li> <li>• There is strong integration with the local site characteristics and community aspirations and needs; and</li> <li>• Land uses are carefully considered and located to create strong relationships.</li> </ul> <p><i>Responses:-</i></p> <ul style="list-style-type: none"> <li>• The building footprint on the Structure Plan shows built form set off the street separated from the public realm by car parking and a loading dock adjacent to Coolbellup Avenue and Waverley Streets respectively. This is confirmed by a plan showing proposed vehicle access locations in Appendix 3 of the document;</li> <li>• Future development on Lot 1 along the lines described in the</li> </ul>	<p><i>made good by the proposed development itself, that appears to me to be a consideration proper to be taken into account as a matter of town planning. It does not cease to be so because the profitability of individual existing businesses are at one in the same time also threatened by the new competition afforded by that new development."</i></p> <p>The decision also states that:</p> <p><i>"The mere threat of competition to existing business if not accompanied by a prospect of a resultant overall adverse effect upon the extent and adequacy of facilities available to the local community if a development be proceeded with, will not be a relevant planning consideration"</i></p> <p>The centre is identified as a 'Neighbourhood Centre' under the LCACS. Under the LCACS the centre is classified as performing in the 'poor' category for 'intensity' and 'employment'; 'average' for 'diversity' and 'urban form'; and 'below average' for 'economic activation'. On this basis there is considered to be the need for increased commercial/retail growth, economic activation and employment options. This also appeared to be supported as part of the public consultation undertaken through the 2013 Coolbellup Revitalisation Strategy.</p>

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		<p>Structure Plan and depicted on plan provides no indication as to what the outline for character of the town centre is;</p> <ul style="list-style-type: none"> <li>• Community aspirations are increasingly informed by references elsewhere within the Perth metropolitan area. The Structure Plan report refers to an excellent example of what's possible where local centres are concerned (Waterford Plaza, Karawara). The City of Cockburn has also worked extensively with the owners of Gateways Shopping Centre to achieve a unique experience. It is unclear whether the Structure Plan will ensure a like experience via the amendments proposed; and</li> <li>• The land uses proposed for Lot 1 are presented in isolation to each other. Mixed-use development as approved is not proposed, the strong relationships between (including the public realm) eroded.</li> </ul> <p><b>General Built Form and Development Principles</b></p> <p>The Structure Plan report refers ... <i>The built form and development principles included within this report provide a framework to achieve both short term 'aesthetic' upgrades as well as ultimate building form across the Structure Plan area. The design principles have been influenced by the WAPC's Multi-Unit Housing Code and other meritorious built-form design guidelines case studies found throughout the Perth Metropolitan Area.</i></p> <p>The foremost area of concern with the list of key design principles is that dealing with Frontage and Articulation (Non-Residential Development). It states non-residential uses shall generally provide building frontage to either the majority of the lot boundary facing the street or the nominated 'Important Interface'. The plan showing vehicle access in Appendix 3 depicts the loading dock and associated entry/egress points on Waverley Street.</p> <p>Waverley Street is the eastern entry way to the town centre and a primary frontage. The positioning of the loading dock adjacent to Waverley Street has no regard for the significance of this street as a major gateway to the town centre. It also presents the supermarket 'back-of-house' to adjacent dwellings on the north side of Waverley Street.</p>	



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		<p>Lot 1 is considered sufficient in size to ensure both primary frontages (Coolbellup Avenue and Waverley Street) are designed as such. Where town centres and public streets are in question, the principles of engagement, activation and interest are considered fundamental. To this end, the same expectations for 'Residential Development' should be applied to non-residential development.</p> <p><b>Building Height</b></p> <p>The Structure Plan refers to bulk and scale promoting a new desired character for the town centre. This is unlikely to happen on the basis of what's described for development on Lot 1. The intensification of land uses in the third dimension is also unlikely (where previously this has been approved with prospects the character of the town centre and the sense of place of the location would change as result).</p> <p><b>Building Setbacks</b></p> <p>The Structure Plan refers to buildings with minimal setbacks from street boundaries for the purpose of promoting new character and functionality. The building footprint on the Structure Plan shows approximately 45 metres of built-form on Lot 1 adjacent to the Coolbellup Avenue frontage, albeit with vehicular access and parking in front of it. This amounts to just over 20% of the total lot frontage (210.7 metres), a significant underperformance when considered in conjunction with the flagged response to Waverley Street.</p> <p><b>Public Realm Design</b></p> <p>This section of the Structure Plan makes reference to the important principles of activation, physical and visual connections, and to provide suitable activation, buildings should address the street. On the basis of the concerns expressed thus far, the development described for Lot 1, to be informed by the building footprint on the Structure Plan, fails these often referred principles. Whilst there are several areas of concern, the most significant in this regard is the intended response to Waverley Road provided in Appendix 3. On the basis of this, it is suspected the amended Structure Plan has been notated with the comment 'Architectural design treatment required to public interface'.</p> <p>Disguising the 'back of house' loading zone on Waverley Road with an architectural treatment fails the well-founded principles of street activation and connection that should be aspired to in a location like Coolbellup town centre. Additionally, Waverley Road is as mentioned,</p>	

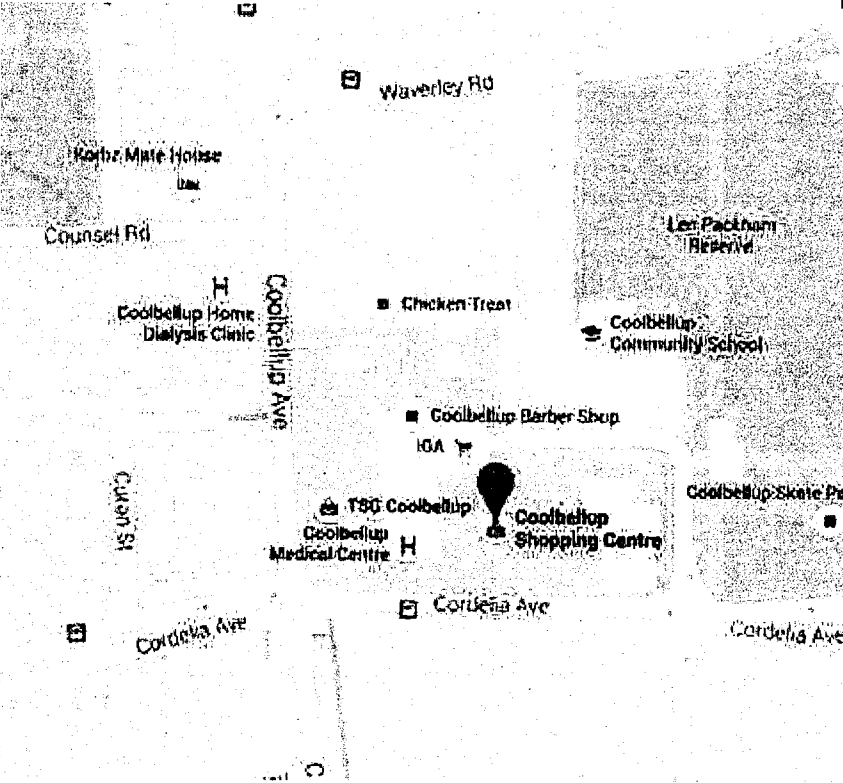
NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>the eastern gateway to the town centre. To dedicate the majority of the northern frontage of the Structure Plan area to a supermarket loading dock will materially impact the location for the worse, failing any opportunities in this regard. Given the size of Lot 1, the supermarket loading dock should be internalised.</p> <p><b>Car Parking</b></p> <p>The Structure Plan states the Redevelopment of the Coobellup Hotel site (Lot 1) is anticipated to be the first project to proceed on the site. Development as described will be a full-line supermarket. The Structure Plan also indicates that conceptual drawings for the proposed development have been prepared. Whilst this is considered premature prior to the approval of the amended Structure Plan by the WAPC, it makes some assumptions around the key technical consideration of car parking.</p> <p>Four primary concerns exist in relation to car parking:-</p> <ul style="list-style-type: none"> <li>• The supermarket and specialty retail proposed for Lot 1 on the basis of the Traffic Assessment in the Structure Plan require 304 parking spaces. In total, just 136 onsite parking bays are proposed. This amounts to a significant shortfall of 168 parking bays. In percentage terms, just 44.7% of parking required in accordance with the City's Town Planning Scheme No.3 will be provided on-site. Such a significant shortfall is alarming and represents a serious non-compliance;</li> <li>• In addition to the 136 on-site bays proposed, 34 bays are referred to as being provided for the proposed development of Lot 1 within the Coolbellup Avenue road reserve. Identified for use in conjunction with the current mixed-use approval, it is believed the acceptability of such was on the basis the approved development sleeved Coolbellup Avenue with an active ground/street level frontage. The principle supporting such was the immediate nexus between street edging development and parking bays in the road reserve. The building footprint depicted for Lot 1 does not show street edging development;</li> <li>• The visitor parking requirement for residential development on</li> </ul>	

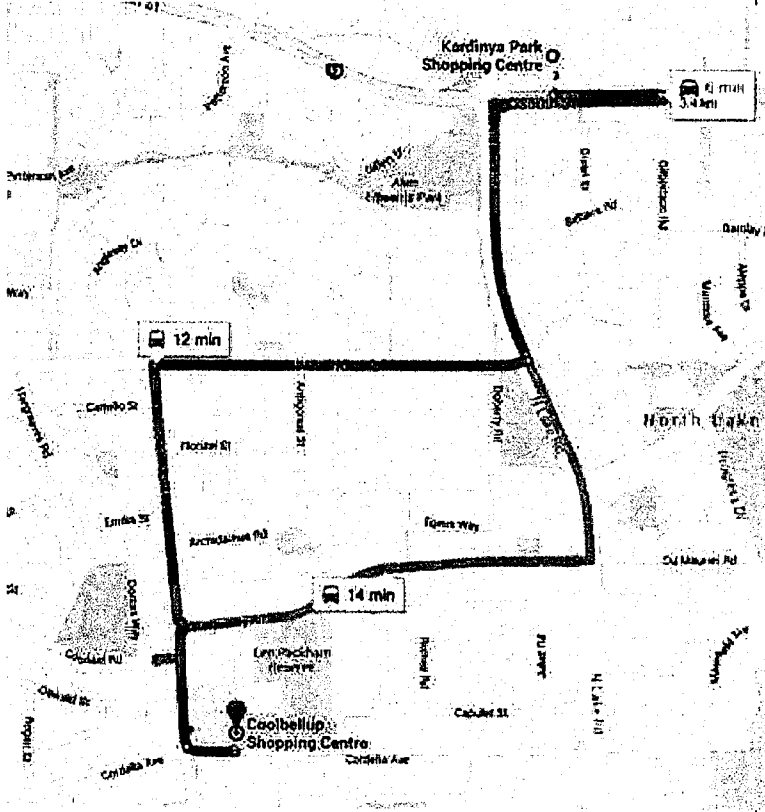
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		<p>Lot 1 will be short 12 bays, the suggestion being visitor demand can be addressed via the retail parking. This approach, however, is considered inappropriate given the retail parking shortfall referred to above; and</p> <ul style="list-style-type: none"> <li>The Structure Plan refers to there being <i>reciprocal access and car parking between all shop/retail sites, consistent with current arrangements. The level of reciprocal parking and access available will be influenced by the ultimate built form and car parking and access configuration, and may require amendment to Certificate of Titles at the Development Application Stage.</i></li> </ul> <p>Whilst there is an understanding in relation to reciprocal access arrangements across the Structure Plan area, reference to reciprocal sharing of parking seems to be an assumption. Bearing this in mind, the sharing of parking across the Structure Plan area cannot be relied upon where a shortfall in parking on Lot 1 is concerned.</p> <p>Furthermore, if such were to be the case and development on Lot 1 where approved on this basis, the future development of other sites within the town centre would potentially be prejudiced, a major concern should the amended Structure Plan be approved on this basis.</p> <p><b>Conclusion</b></p> <p>Multiple concerns exist in relation to the amended Structure Plan presented for the Coolbellup town centre. They include:- the manner in which the proposed changes will affect the centre's users and any potential loss of existing service/s, the need for a Retail Sustainability Assessment, the intended form and design of development on Lot 1 in particular (and numerous short-comings in this regard), the lack of a suitable response to Waverley Road - the eastern gateway to the town centre and, the very significant parking shortfall associated with Lot 1 on the basis of the information provided in the Traffic Assessment in the Structure Plan.</p> <p>On the basis of the above, the City is asked to recommend the amended Structure Plan be refused by the WAPC. If the City does not recommend refusal, a recommendation the Structure Plan be deferred to enable the significant areas of concern to be addressed is recommended.</p>	

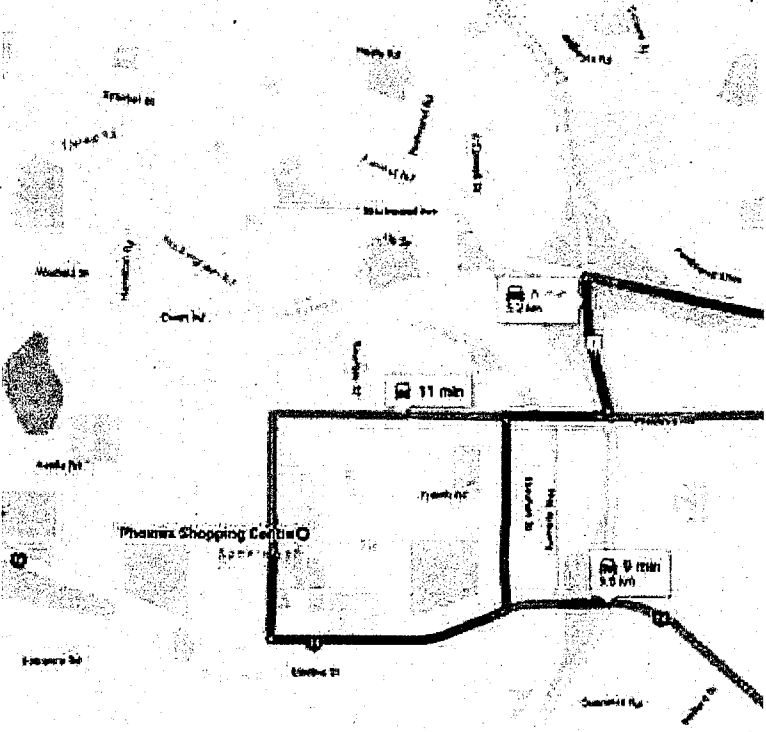
NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
19	Alyce Cassettai Murfett Legal 7 Tully Road, East Perth WA 604	<p><b>OBJECTION</b></p> <p>These submissions are lodged in <b>OBJECTION</b> to the Coolbellup Town Centre - Structure Plan Amendment.</p> <p>A. The proposal seeks the establishment of a new shopping precinct to be located adjacent to the existing Coolbellup Shopping Centre.</p> <p>B. The proposed shopping precinct, which according to the applicant, seeks to introduce a full-line supermarket, cafes, restaurants, real estate agent, accountant will result in the duplication of a number of retail and commercial services already available at the existing Coolbellup Shopping Centre.</p> <p>C. The establishment of a new supermarket (proposed Woolworths) on the adjoining lot to the existing Coolbellup Shopping Centre will more than likely mean the current IGA supermarket will struggle financially and may result in the closure of the IGA supermarket.</p> <p>D. The effect of the new shopping precinct is likely to cause a downturn in customer numbers through the existing Coolbellup Shopping Centre as the catchment area of Coolbellup is not large enough to support two supermarkets and a number of speciality retailers.</p> <p>E. The state suburb of Coolbellup is home to only 4,917 people, including 1,180 children under the age of 19 years (ABS Census Data). Given the close proximity of other Shopping Centres in the area, offering a wider variety of shops and services, the catchment area for Coolbellup is relatively small and insufficient to support duplication of services.</p> <p>F. In January 2015, the owners and operators of the Coolbellup Shopping Centre commenced its plan to renovate and upgrade the complex. The introduction of a new shopping precinct is likely to jeopardise those plans and the redevelopment may not go ahead if the Structure Plan Amendment is adopted.</p>	<p>Noted. The City acknowledges the perception that the potential Woolworths development may result in the duplication of a number of retail and commercial services which have been stated, in the objection, to be already available at the existing Coolbellup Shopping Centre. It is understood that the owners are of the opinion that the increased competition is likely to result in a situation whereby the current IGA supermarket will struggle financially and the perception that the development of a Woolworths on this site may result in the closure of the IGA supermarket. The City provides the following comments in regards to these concerns.</p> <p>The concern, <i>a new shopping precinct is likely to cause a downturn in customer numbers through the existing Coolbellup Shopping Centre as the catchment area of Coolbellup is not large enough to support two supermarkets and a number of speciality retailers</i>, and the comments in point R of the objection are unsubstantiated. It is noted that the centre is identified as a 'Neighbourhood Centre' under the City's <i>Local Commercial and Activity Centres Strategy</i>. The review of the Centre under this document (pg 173 of 351) provides for a comprehensive analysis of the site. In comparison to the WAPC's <i>State Planning Policy 4.2 Activity Centres for Perth and Peel</i>, the site is considered to have the potential for further growth. Table 3 of SPP 4.2 specifies that more than one supermarket is acceptable for a Neighbourhood Centre. Notwithstanding the above it is noted that the population forecast as identified within the City's <i>Local Commercial and Activity Centres Strategy</i> is potentially outdated in that it does not take into account the City's Coolbellup Revitalisation Strategy and its associated residential up-coding scheme amendment. On this basis the economic viability of the existing centre should be impacted in the positive sense, with additional customers living locally within the catchment area.</p> <p>The City acknowledges the already undertaken improvements to the existing centre and supports the centres desire to renovate and upgrade the existing centre as outlined in point F of the objection. The comments in point G of the objection are considered to be beyond the scope of the City's control or statutory influence. These points (F/G) are not strictly planning considerations therefore the City's comment on these issues are limited.</p>

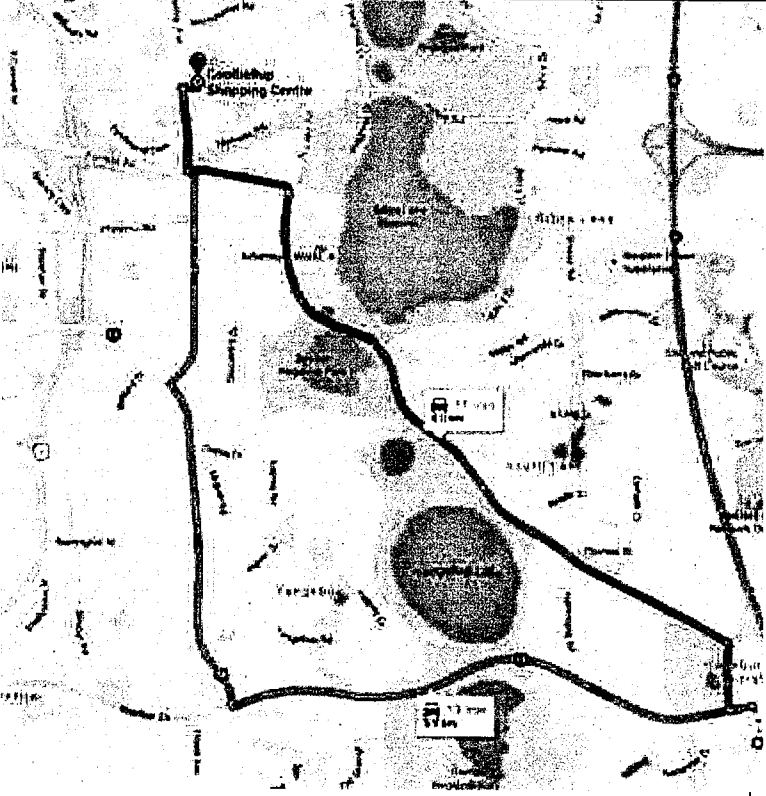
NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>G. The current tenancy of the IGA supermarket in the Coolbellup Shopping Centre has the ability to increase in size and change its trading name to Supa IGA. However, in the event that the proposal is adopted, this change would not be financially viable for IGA.</p> <p>H. Currently IGA carries over 10,000 grocery lines and is approximately 1,100m<sup>2</sup> premises, has two full-time butchers on site, a full service deli, large dairy/freezer department and bakery which caters to all the needs of the local community. A number of local residents are employed at the IGA and the supermarket is a hub for the local community.</p> <p>I. The proposal put forward by the applicant includes a preliminary assessment by Woolworths (nearly three years old) which is limited and seems to pander to the request from the developer for an expression of interest. The report prepared on behalf of Woolworths by an external Eastern states company has generalised its very basic findings.</p> <p>J. The location of IGA and the proposed supermarket is not conducive to attract more passers-by from surrounding suburbs into Coolbellup. The Coolbellup Shopping Centre is not on a major arterial road and the roads leading into the Coolbellup Town Centre currently have issues with car speed. This area is heavily used by the community school adjacent to the site as well as the Coolbellup Public Library and Coolbellup Skate Park, as shown in the map below:</p>	<p>The City acknowledges that the existing centre employs local residents. The City does not have direct control over the employment practices of Woolworths, however should a Woolworths store be constructed on the subject site it is assumed that the store will be serviced by local employment. Additional local employment is considered to be in keeping with the City's economic strategies and in keeping with the objectives of SPP 4.2. The hub to which is referred to in point H is coupled with the Potential Town Square concept which is considered to be enhanced by additional development with an open car park/meeting space. These objectives, as explained more in the SP report, are components which are intended to enhance community interaction and result in a more community engagement than what is currently available.</p> <p>The objection raises the concern that the applicant included a <i>preliminary assessment by Woolworths (nearly three years old) which is limited and seems to pander to the request from the developer for an expression of interest.</i> It is noted under the City's <i>Local Commercial and Activity Centre Strategy</i> such requirements are referenced to the requirements as specified by <i>State Planning Policy 4.2 - Activity Centres for Perth and Peel</i>. Under SPP 4.2 there is no such requirement for a <i>retail needs assessment and/or retail sustainability assessment</i>. SPP 4.2 does not require the assessment at Local Structure Plan Stage nor does it specifically require an assessment for a 'Neighbourhood Centre'.</p> <p>Comments K and L are not supported by the City. The issues relating to noise associated with semi-trailer trucks or refrigeration systems and general site activity are considered by the City to be development application issues in this context. In this instance the City is confident that the potential noise issues can be addressed at DA stage pursuant to the requirements as specified by the <i>Environmental Protection (Noise) Regulations 1997</i>. This legislation is separate to the <i>Planning and Development Act 2005</i> notwithstanding the Local Planning Scheme makes mention of amenity being a DA consideration. These issues will be resolved at the next planning stage and thereafter in perpetuity under the legal requirements as specified by the noise regulations.</p> <p>Under Liveable Neighbourhoods, a neighbourhood centre can vary in size and should be designed within a 400-500m walk of most residents. The design principles of Neighbourhood centres,</p>

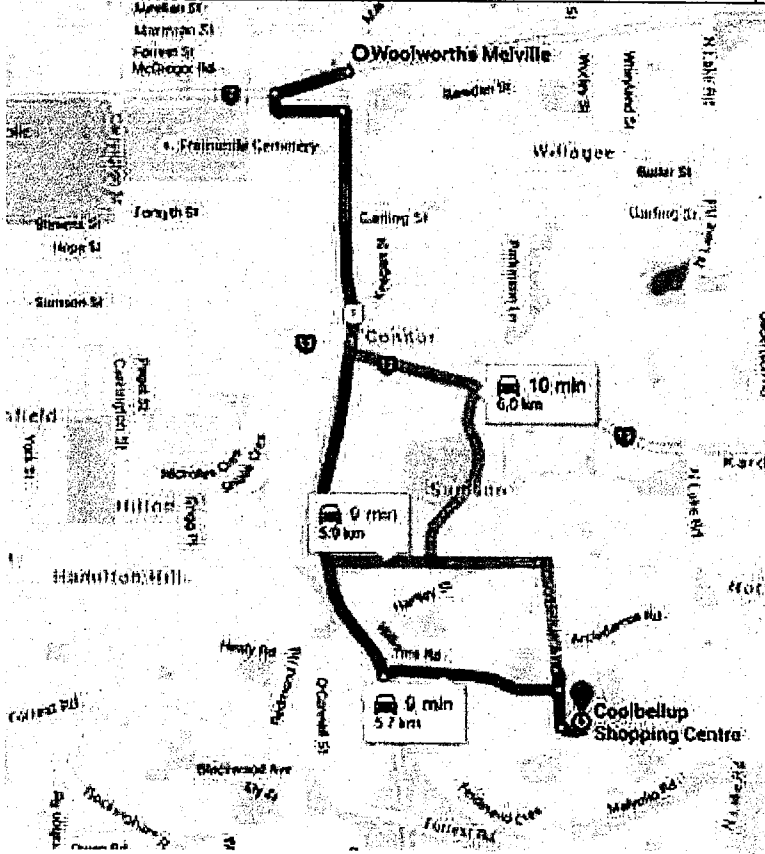


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		 <p data-bbox="533 1114 1317 1407">           K. A Woolworths supermarket uses large 24 pallet semi-trailer trucks at least twice daily and at all times of the day and night (seven days a week). It is submitted that such use will disturb residents and endanger the children using these smaller roads and nearby child friendly facilities.         </p> <p data-bbox="533 1289 1317 1407">           L. Further, the plant and equipment that a Woolworths supermarket of this size uses include large refrigeration systems and fans which run 24 hours a day. Such operations will disturb the local residents and the amenity of the surrounding area.         </p>	<p data-bbox="1339 164 2096 544">           as specified by LN are that these areas are to be designed to facilitate and encourage walking, cycling and public transport access, and not just car access. On this basis points R, S and T of the objection are not supported. The notion that <i>such destination shopping centres located in close proximity to Coolbellup negates any requirement for an additional supermarket and shopping precinct in Coolbellup</i>, is not reflective of the underlying principles of LN. The objective is to ensure residents not only catch public transport but that local resident's walk to their local centres. The fact that there are existing centres in proximity (short bus trip) to the subject site is not considered to be a valid reason not to support this proposal, particularly as this proposal complies with the said objectives of LN.         </p> <p data-bbox="1339 576 2096 1222">           The application before Council relates specifically to an amendment to a Structure Plan and not that of the development application. The previously approved development application was lodged with the City for formal assessment and approved by the independent Development Assessment Panel. The applicant does not wish to proceed with the development of the approved DA plans. The City has no statutory mechanism to mandate that the applicant undertakes construction in accordance with the approved DA plans. The Structure Plan amendment does not alter the underlying zone of the site, which is 'Local Centre'. Under this zone both 'shop' and the 'residential' suite of uses are permissible land uses. This amendment does not alter the permissibility of the uses. The City reiterates through the Coolbellup Revitalisation Strategy and its associated Scheme Amendment the City considers an increased Coolbellup residential population to be a positive contribution to the existing economic viability of the existing centre. The ultimate decision maker is the Western Australian Planning Commission, who will determine this application. Council provides a recommendation on the assessment of the application under the existing planning framework. On this basis objection notes T are not supported by the City.         </p> <p data-bbox="1339 1254 2096 1374">           The mere possibility of increased competition is not a relevant planning consideration. This is highlighted in the principle laid down in the decision of the High Court in <i>Kentucky Fried Chicken Pty Ltd and Gantidis</i>. This provided that:         </p> <p data-bbox="1339 1406 2096 1461"> <i>"If the shopping facilities presently enjoyed by the community or planning for in the future are put in jeopardy by some proposed</i> </p>

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		<p>M. The proposal by the applicant seeks to create a destination shopping centre for the Coolbellup area. However, there are a number of destination shopping centres in close proximity to Coolbellup which already offer a variety of shops and services for residents.</p> <p>N. Kardinya Park Shopping Centre is approximately 3 kilometres or 6 minutes (by car) from the proposed site. Kardinya Park Shopping Centre is a major shopping centre anchored by Coles and Kmart and has an additional 38 retailers as well as major banks such as ANZ, Commonwealth and Westpac.</p>  <p>O. Phoenix Shopping Centre is approximately 5 kilometres or 8 minutes (by car) from the proposed site and has both Coles and Woolworths in addition to Big W and fifty speciality stores as well</p>	<p><i>development, whether that jeopardy be due to physical or financial causes, and if the resultant community detriment would not be made good by the proposed development itself, that appears to me to be a consideration proper to be taken into account as a matter of town planning. It does not cease to be so because the profitability of individual existing businesses are at one in the same time also threatened by the new competition afforded by that new development."</i></p> <p>The decision also states that:</p> <p><i>"The mere threat of competition to existing business if not accompanied by a prospect of a resultant overall adverse effect upon the extent and adequacy of facilities available to the local community if a development be proceeded with, will not be a relevant planning consideration"</i></p> <p>The centre is identified as a 'Neighbourhood Centre' under the LCACS. Under the LCACS the centre is classified as performing in the 'poor' category for 'intensity' and 'employment'; 'average' for 'diversity' and 'urban form'; and 'below average' for 'economic activation'. On this basis there is considered to be the need for increased commercial/retail growth, economic activation and employment options. This also appeared to be supported as part of the public consultation undertaken through the 2013 Coolbellup Revitalisation Strategy.</p>

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		<p>as McDonalds.</p>  <p>P. Cockburn Gateway Shopping Centre is approximately 8 kilometres or 11 minutes (by car) from the proposed site and has Coles, Woolworths, Target, Big W plus over 100 specialty shops such as JB HiFi and Red Dot.</p>	

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		 <p data-bbox="526 981 1310 1045">Q. Woolworths Melville is approximately 6 kilometres or 9 minutes (by car) from the proposed site.</p>	

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		 <p>The map displays the area around Melville and Coolbellup. Key locations include Woolworths Melville at the top, Coolbellup Shopping Centre at the bottom right, and the Coolbellup Centre in the middle. A route is highlighted with callouts: 10 min / 6.0 km from Woolworths Melville to Coolbellup Centre, 9 min / 5.0 km from Coolbellup Centre to Coolbellup Shopping Centre, and 9 min / 5.7 km from Coolbellup Shopping Centre to another location. Numerous streets are labeled, including Main St, Wallagee, and various residential streets.</p>	<p>R. All of these Shopping Centres are accessible quickly and comfortably by public transport as well as providing ample parking for customers. It is submitted that such destination shopping centres located in close proximity to Coolbellup negates any requirement for an additional supermarket and shopping precinct in Coolbellup.</p> <p>S. There are already 3 large shopping centres with 6 full line supermarkets less than 10 minutes' drive from Coolbellup. Taking this into account and the fact that the Coolbellup Shopping Centre is planning to expand, there is no good strategic planning argument for another full line supermarket at Coolbellup.</p>





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		<p>Centre fund and direct its own future, stability and growth. By allowing the proposed site to contain a major supermarket and duplication of retail shops, there is a real risk that the small community of Coolbellup will not be able to sustain two distinct shopping precincts in close proximity. The result is likely to significantly impact on the owners and operators of the Coolbellup Shopping Centre and stifle any development of the existing shops and facilities due to the increased competition. There is a real risk that the existing Coolbellup Shopping Centre will deteriorate and lessen the amenity of the once vibrant Coolbellup Town Centre.</p> <p>W. The Development Application for proposed Mixed Use (Commercial/Retail) development at the proposed site was approved by the Metro South-West Joint Development Assessment Panel (JDAP) at its meeting 13 November 2013. A subsequent application to amend the approval to include 'Dual-Key' dwelling product was granted by the JDAP at its meeting 9th April 2015. The current approval (as amended) for Lot 1 incorporates a Mixed Use development of 150 Multiple Dwellings and 9 Commercial Units. Despite the above approvals, the applicant seeks to further vary the Structure Plan, in what can only be seen as being for financial motives, as opposed to a genuine community requirement.</p> <p>X. Nothing has changed since the initial development application to warrant a change in the Structure Plan for the Coolbellup Town Centre.</p> <p>The applicant has failed to provide sufficient evidence to establish any strategic advantages of a new full line supermarket commencing operations in the Coolbellup Town Centre.</p>	
20	<p>WA Gas Networks (ATCO Australia) Locked Bag 2507, Perth Business Centre PERTH WA 6849</p>	<p><b>SUPPORT</b></p> <p>We wish to advise that ATCO Gas Australia has Medium Pressure gas mains and gas infrastructure in the vicinity of the abovementioned Lots within the surrounding road reserves and commercial gas supply lines connecting to established businesses within the Coobellup Town Centre. ATCO Gas Australia has no objection to the submitted structure plan amendment, please see the attached Figure for your record.</p> <p>Although not indicated in detail on the attached plan it should also be</p>	<p>Noted. The applicant has been made aware of these comments.</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>noted that the adjacent properties may have an individual gas service installed that may need to be proved and protected prior to any future ground disturbance commencing.</p> <p>Should any ground disturbance in this immediate area be planned, ATCO Gas Australia will need to be contacted prior to any works commencing (<b>map attached</b>).</p>	
21	Ze Pu Luo Lot 32/78 Coolbellup Ave COOLBELLUP WA 6163	<p><b>OBJECTION</b></p> <p>Please refer to Strata submission.</p>	Noted. The specific comments as provided by the strata company are addressed in detail under section 12 of this table.
22	Nam Nguyem Lot 15/78 Coolbellup Ave COOLBELLUP WA 6163	<p><b>OBJECTION</b></p> <p>Please refer to Strata submission.</p>	Noted. The specific comments as provided by the strata company are addressed in detail under section 12 of this table.
23	Landowner	<p><b>OBJECTION</b></p> <p>Please refer to Strata company submission.</p>	Noted. The specific comments as provided by the strata company are addressed in detail under section 12 of this table.
24	Landowner	<p><b>OBJECTION</b></p> <p>Please refer to Tony Watson's report.</p>	Noted. The specific comments as provided by Tony Watson MW Urban are addressed in detail under section 18 of this table.
25	Landowner	<p><b>OBJECTION</b></p> <p>Please refer to Tony Watson's report.</p>	Noted. The specific comments as provided by Tony Watson MW Urban are addressed in detail under section 18 of this table.
26	Landowner	<p><b>OBJECTION</b></p> <p>Please refer to Strata submission.</p>	Noted. The specific comments as provided by the strata company are addressed in detail under section 12 of this table.
27	Main Roads Western Australia PO Box 6202, East	<p><b>SUPPORT</b></p> <p>Main Roads has no objection to the proposed Structure Plan</p>	Noted.

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
	Perth WA 6892	<p>modification.</p> <p>However, as Council is aware, current planning for Perth Freight Link - Sections 1 and 2 (Roe 8 and Stock Road) will affect connectivity with the surrounding road network. Main Roads therefore provides the following advice:</p> <p><b>Roe 8 (Section 1 ):</b></p> <ul style="list-style-type: none"> <li>As noted on page 5 of the "Coolbellup Tavern Redevelopment Proposed Mixed Use Development Structure Plan Transport Assessment' dated 4 November 2015, the current connection to Forrest Road at Coolbellup Avenue will be terminated at the time of construction of Roe 8.</li> </ul> <p>The Coolbellup Avenue flyover is planned to connect with Sudlow Road to the south, thereby maintaining a north-south connection from the Structure Plan area to the south of Roe 8.</p> <ul style="list-style-type: none"> <li>The Roe 8 section will terminate in a grade separated interchange at Stock Road which will impact on connectivity along Stock Road in the vicinity of the interchange.</li> </ul> <p>Current planning shows that there will be no connection from Counsel Road to Stock Road at the time of construction of this interchange.</p> <ul style="list-style-type: none"> <li>Council will be aware that the Western Australian Supreme Court in a decision on 16 December found that the previously obtained environmental approval for Roe 8 is invalid. The project is therefore subject to further review with timing for construction to be confirmed.</li> </ul> <p>Further information on Roe 8 can be found at:</p> <p><a href="https://project.mainroads.wa.gov.au/roe8/Pages/default.aspx">https://project.mainroads.wa.gov.au/roe8/Pages/default.aspx</a> and a map of the location can be found at <a href="https://project.mainroads.wa.gov.au/roe8/NewsInfo/Pages/location.aspx">https://project.mainroads.wa.gov.au/roe8/NewsInfo/Pages/location.aspx</a>.</p>	

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p><b>Stock Road (Perth Freight Link Section 2):</b></p> <ul style="list-style-type: none"> <li>Section 2 of Perth Freight Link is planned to involve the upgrade of Stock Road through O'Connor and Willagee.</li> </ul> <p>At the time of this upgrade, access to Stock Road in the vicinity of Coolbellup will be restricted to Winterfeld Road to the north and Spearwood Road to the south.</p> <ul style="list-style-type: none"> <li>The construction schedule for Perth Freight Link Section 2 will be confirmed following a route decision by the State Government.</li> </ul> <p>Further information on the Perth Freight Link project can be found at:</p> <p><a href="https://www.mainroads.wa.gov.au/BuildingRoads/Projects/UrbanProjects/Pages/PerthFreight-Link.aspx">https://www.mainroads.wa.gov.au/BuildingRoads/Projects/UrbanProjects/Pages/PerthFreight-Link.aspx</a></p>	



**SCHEDULE OF SUBMISSIONS AND MODIFICATION TABLE**  
**DRAFT COCKBURN CENTRAL ACTIVITY CENTRE STRATEGY**  
 February 2016

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION	MODIFICATION RECOMMENDATION
1	Greg Bowering 14 Pavonia Heights SOUTH LAKE WA 6164	<p><b>Support</b></p> <p>The proposed Northlake road connection and Armadale Road realignment will significantly improve the operation of the Cockburn Central activity centre by taking regional traffic around the activity centre while providing direct transport linkage via Beeliam Drive into the centre. The current congested experience in Cockburn Central is working against the improvement of the centre due to the widely held view that the centre is just too difficult to access at times due to the congestion. Beeliam drive west of the Freeway should be narrowed back to 2 lanes on a narrow cross section.</p> <p>The road reserve should be reduced to facilitate close development either side of Beeliam drive in the current verge and carriageway areas to bring the road cross section back to a main street town centre scale. This will reduce the desirability of this road as a through road and make it a destination, like Beaufort street has recently become. The current massive road reserve alienates the pedestrian and emphasises the superiority of the vehicle in the urban context which is contrary to the objectives of the Structure Plan.</p> <p>Setting a long term vision in the Structure Plan to narrow Beeliam Drive in order to facilitate development of active street frontage buildings reflects the objectives established in the structure plan. The nature of the location can be improved significantly from a transport corridor to a town centre tree lined main street with low speeds, short term street parking and pedestrian priority. This would enable a seamless integration of the Town Centre precinct with the Gateway shopping centre precinct without significantly compromising car accessibility but massively improving pedestrian access without terrible pedestrian underpasses or overpasses which only facilitate car dominance. The Structure plans indicates a rethink of Beeliam road as being a transport corridor which is a good start. However we should think what is the best outcome for the operation of the centre and from there determine how Beeliam road should function to facilitate that outcome.</p> <p>With the proposed realignment of Armadale road through to North Lake Road this outcome could be achieved and Beeliam Road could resemble Albany Highway in Vic Park in time rather than Albany in Canning as it does now.</p>	<p><b>Noted</b></p> <p>It is agreed Beeliam Drive in the Core Area should transition to a typology appropriate for a Strategic Metropolitan Centre. That being a more pedestrianised environment and increased amenity of the public domain.</p> <p>The Activity centre plan supports this approach within recommendation #8 of which details the requirement to undertake detailed design investigations for the Beeliam Drive Corridor Enhancement Project. This project as stated will need to be costed with an implementation action plan and reported back to Council by the Engineering and Parks Teams.</p> <p>It is envisaged that the project scope will encompass the objectives discussed.</p>	None
2	Planning Solutions acting on behalf of: Primewest Group	<p><b>Support with modification</b></p> <p>We note the draft CCACSP provides a high level strategic planning</p>	<p><b>Noted and response</b></p> <p>Reducing vehicle access restrictions to/from private lots</p>	1. Add a new recommendation to the action plan on page 41:

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION	MODIFICATION RECOMMENDATION
	Lot 403 (87) Armadale Road, Jandakot	<p>framework for the Cockburn Central Activity Centre. We are pleased to advise our client broadly supports the draft CCACSP's vision for the future direction of the area and the City's intent to address strategic road network issues. We provide the following specific comments on the road network and land use matters for your consideration.</p> <p><b>Road network changes and traffic issues</b> We note the City has sought to engage Main Roads WA (MRWA) and the Department of Planning to provide an alternate strategic road network plan for the area. The City's preferred option contemplates a more direct deviation of Armadale Road following the existing alignment of Knock Place toward Kwinana Freeway. Verde Drive is expected to form a key north-south road linkage, but no will longer form part of the ultimate strategic road deviation around the town centre.</p> <p>We understand Armadale Road will continue to form a key strategic road link, carrying significant traffic volumes to/from the Cockburn Central activity centre and Kwinana freeway, ensuring a high level of trade exposure for the subject site. Verde Drive is not expected to serve the same strategic movement function as previously contemplated, and therefore, lower volumes of strategic traffic movements can be anticipated along this road which passes directly through the subject site.</p> <p>Should Verde Drive be downgraded in status and no longer form part of the strategic road network, we would recommend a relaxation in vehicle access restrictions to/from Verde Drive in the future.</p> <p>We broadly support the proposed road network concept and the City's efforts to resolve strategic traffic issues for the area. We also request to continue to be informed of the progress of these plans.</p> <p><b>Land use and development control</b> The subject site is located within the Core and Frame areas east of the Kwinana Freeway and identified within Precinct 6 of the CCACSP, which contemplates the following for the Precinct:</p> <ul style="list-style-type: none"> <li>• Opportunities to investigate the permissibility of additional business/office land uses within this area, to complement nearby businesses.</li> <li>• Support for the provision of bulky goods type uses at the edge of the activity centre, given their large building footprints and vehicle servicing requirements.</li> <li>• Preparation of new or revised statutory planning controls to facilitate new strategic road alignments (subject to agreement of final alignments with MRWA and other stakeholders), and improve land use planning controls in Precinct 6.</li> </ul> <p>We welcome the future changes contemplated for this area and opportunities to review statutory land use and development controls. In this regard, we offer the following specific comments and recommendations:</p> <ol style="list-style-type: none"> <li>1. A new Model Scheme Text (MST) and set of model land use definitions has recently been published as a result of State-led planning reforms.</li> </ol>	<p><u>and Verde Drive</u></p> <p>It is agreed that should Verde Drive be downgraded as a result of the adoption and delivery of the alternative road alignment, then the current provision for vehicle access as identified within the City's policy LPP 5.6 (Previously APD 62) should be reviewed.</p> <p>The City will undertake a review of LPP 5.6 alongside the review and relevant modifications to the Solomon Road Local Structure Plan (LSP). The LSP will be reviewed following further detailed work by MRWA and the finalisation of the subject Activity Centre Structure Plan. At this time the City will further consider the relevant submissions made by landowners within this stage of the planning process and will directly involve stakeholders with its formulation.</p> <p><u>Modification to the City's TPS 3 showroom definition</u></p> <p>The City has commenced the first stages of a review of TPS3 to address the requirements of the 2015 Planning and Development Regulations. In future stages the City intends to undertake a review of definitions in a holistic manner rather than a piecemeal approach. When this stage of review is undertaken, the showroom definition will be reviewed.</p> <p>With regard to the submissioners request to be involved in <i>any future reviews and changes to statutory land use and development controls within Precinct 6</i>, the City will undertake this and involve the applicant when the Solomon Road LSP is under review.</p>	<p><i>Undertake a review of the Solomon Road Local Structure Plan. The review will be informed by, as a minimum, the submissions received during the advertising of the Cockburn central Activity Centre Plan and further involvement with stakeholders including landowners.</i></p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION	MODIFICATION RECOMMENDATION
		<p>2. The City's current 'Showroom' definition, under TPS3, is consistent with the old MST definition and states:  <i>Showroom means premises used to display, sell by wholesale or retail, or hire, automotive parts and accessories, camping equipment, electrical light fittings, equestrian supplies, floor coverings, furnishings, furniture, household appliances, party supplies, swimming pools or goods of a bulky nature.</i></p> <p>3. Schedule 1 of the Planning and Development (Local Planning Schemes) Regulations 2015 (<b>New Regulations</b>) provides the following updated definition</p> <p><b>Bulky goods showroom</b> means premises —</p> <ol style="list-style-type: none"> <li>1. used to sell by retail any of the goods and accessories of the following types that are principally used for domestic purposes — <ol style="list-style-type: none"> <li>i. automotive parts and accessories;</li> <li>ii. camping, outdoor and recreation goods;</li> <li>iii. electric light fittings;</li> <li>iv. animal supplies including equestrian and pet goods;</li> <li>v. floor and window coverings;</li> <li>vi. furniture, bedding, furnishings, fabrics, manchester and homewares;</li> <li>vii. household appliances, electrical goods and home entertainment goods;</li> <li>viii. party supplies;</li> <li>ix. office equipment and supplies;</li> <li>x. babies' and childrens' goods, including play equipment and accessories;</li> <li>xi. sporting, cycling, leisure, fitness goods and accessories;</li> <li>xii. swimming pools;</li> </ol> </li> </ol> <p>or</p> <ol style="list-style-type: none"> <li>2. used to sell by retail goods and accessories by retail if — <ol style="list-style-type: none"> <li>i. a large area is required for the handling, display or storage of the goods; or</li> <li>ii. vehicular access is required to the premises for the purpose of collection of purchased goods;</li> </ol> </li> </ol> <p>4. Given the City's support for the provision of bulky goods type uses within this Precinct, we recommend the City amend its 'Showroom' definition as a priority matter, to reflect contemporary large format retailing practices and maximise commercial productivity in the area.</p> <p>We consider the City should undertake this proactively as a 'Basic Scheme Amendment', noting:</p> <ul style="list-style-type: none"> <li>• The new definition reflects contemporary large format retailing, practices and will benefit the ongoing operation of businesses within Precinct 6 and the City more widely.</li> <li>• The definition provides both a list of activities and describes intended functions, which are consistent with our client's experience with large format retailing.</li> <li>• The new MST land use definition of 'Bulky Goods Showroom' has also been strongly welcomed by the Large Format Retail Association, which would like to see this new definition rolled out across the state.</li> <li>• Such an amendment is consistent with the meaning of 'basic amendment' under Part 5 of the New Regulations, being:</li> </ul>		

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION	MODIFICATION RECOMMENDATION
		<p>3. an amendment to the scheme so that it is consistent with the model provisions in Schedule 1 or with another provision of the local planning scheme.</p> <p>In light of the above, we request to be consulted as a key stakeholder with regard to any future reviews and changes to statutory land use and development controls within Precinct 6.</p> <p><b>CONCLUSION</b> We thank the City for the opportunity to provide comments in relation to its proposed CCACSP.</p> <p>We look forward to your confirmation of receipt of this submission and request the following:</p> <ol style="list-style-type: none"> <li>1. To be informed about the progress of the City's Cockburn Central Activity Centre Structure Plan.</li> <li>2. The City review and update its definition of the 'Showroom' land use, via a Basic Scheme Amendment.</li> <li>3. To be consulted as a key stakeholder with regard to any future contemplated statutory land use development controls responding to the CCACSP.</li> </ol>		
3	Landowner	<p><b>Support</b></p> <p>Thank you for referring the Cockburn Central Activity Centre Structure Plan for our comment and I wish to advise you that the ----- supports the proposal. The ----- is the owner of a number of properties affected by the Structure Plan Core area and the immediate surrounding Frame areas. Generally, the Structure Plan is heading in the right direction in setting out to plan for Cockburn Central, which is expected to become an important centre in the short to long term. As a new emerging and important centre in the South West Metropolitan Sub-region, it should be planned, developed and marketed in that manner, rather than the current perception and impression as an extension of the suburban growth along the railway line. There are huge opportunities to plan and deliver a unique urban centre, which should capitalise on assets that go beyond the City of Cockburn. It is suggested in the introduction that Cockburn Central aspires to be elevated to similar status as the likes of Joondalup. One must remember that Joondalup's identity was created from the beginning in the 1970's and has been evolving ever since. Cockburn is in a much better position and has many opportunities to become a centre of preferred choice for living, working and entertainment. What will make Cockburn stand out (and be elevated to a Strategic Metropolitan Centre) from the other centres is to be able to find its niche &amp; identity, market itself as Cockburn City Central and demonstrate:</p> <ul style="list-style-type: none"> <li>• Its unique location position, almost halfway between seaside Rockingham and Perth CBD and being surrounded by major and varied high order employment centres, such as the industry at Western Trade Coast and Bibra Lake, Jandakot Airport and related industries and specialised health and education Murdoch Centre.</li> <li>• Synergy with the Murdoch Specialised Centre related to health, tertiary education and related research and commercial opportunities and services.</li> </ul>	Noted	

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION	MODIFICATION RECOMMENDATION
		<ul style="list-style-type: none"> <li>• Creation of a Centre at its earliest to start to shape the identity for Cockburn City.</li> <li>• Master planned urban developments, including planning for cultural, arts, entertainment, recreation and iconic land mark buildings and objects.</li> <li>• High level local Government civic and administration presence.</li> <li>• Sustainable approaches to planning and development.</li> <li>• Smart city themes being considered and incorporated.</li> <li>• Ongoing growth and development of the Centre.</li> </ul> <p>For your consideration.</p>		
4	Dorothy & Leonard Sinton PO Box 10 COTTESLOE WA 6911	<p><b>Support with modification</b></p> <p>Following our second meeting on 6 October and your suggestion that I submit a brief report on points of interest which might concern us or assist you regarding the new road proposal for North Lake Road:-</p> <ol style="list-style-type: none"> <li>1. Would like to see the MRD network plan regarding traffic pressures and their solution to any problems before spending a lot of time on this matter.</li> <li>2. Move, as per your suggestion, the road between Monash and the proposed NLR to the west onto land already held by WAPe. There may be another problem associated with the roundabout regarding access to existing Lot 903 (43 Cutler Road). It would also create a wedge of land between Monash and Verde.</li> <li>3. Sight a licensed survey's precal of the area to see the shape and size of lots created to assess valuations. This may also disclose possible ingress and egress problems.</li> <li>4. Also a civil engineer's plan as to the new levels created by the proposed road pattern. There may be such a variance that is could create extra fill and costs and injurious affection in valuation parlence to the newly created lots.</li> <li>5. Lot 904 to be reduced in size to create a normal road reserve width, 20.00m. The balance of land to be reinstated in Lot 903(43 Cutler Road). Associated costs to be borne by the Shire including the withdrawal of caveats.</li> <li>6. The installation of transformer costs approximately \$250K to be either reimbursed or taken into account when and if Shire costs are reimbursed.</li> <li>7. Land taken to create this new design to be distributed as per Item 6 above.</li> <li>8. Most lots created have some idiocyncratic problems, ego Lot 903, approximately 14,000m2 and can only be divided into two lots, Lots 1 and 2 have no access to new NLR (<i>see attached plan</i>).</li> <li>9. If a buyer were to appear what could we say to them regarding the approval of development plans.</li> <li>10. I do not know whether I am dreaming or not, but to reduce the number of cars in the area and to get workers to commute by train, would the TPA supply a CAT bus to take workers around the industrial area and even to the</li> </ol>	<p><b>Response</b></p> <ol style="list-style-type: none"> <li>1. <b>Noted:</b> As discussed within the CCACP the City is working with MRWA and DoP to investigate the Armadale extension and road realignment options. An initial step in the process is to understand the traffic benefits at a regional connectivity level. To address this MRWA prepared the Cockburn Regional Analysis Report (Urbis, December 2015) of which compared the current (option 1) alignment as identified within the Solomon Road LSP against the proposed Armadale Road extension (option 2). The report identified that in terms of traffic that is focused on regional connections and with regard to journey times for key routes at peak times, option 2 was the preferred route. Overall option 2 was found to provide the best performance in light of the network objectives.</li> <li>2. <b>Agree:</b> The City agrees that where possible government land should be utilised for the new road alignment and should also promote parcel sizes that facilitate optimal development options, this includes ensuring all lots have suitable access to the local road network. As detailed investigations progress these principles will inform alignment and network design decision making.</li> <li>3. <b>Noted:</b> See point 2 response.</li> <li>4. <b>Noted:</b> The following stages will involve understanding level changes and the impact of the road alignment on individual lots including the provision of access and street frontage. This information will be considered as the project progresses and will also be considered along side the principles discussed under point 2 (above). The road design will be informed by the expertise of a civil engineer throughout the project.</li> </ol>	



NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION	MODIFICATION RECOMMENDATION
		<p>shopping centre? It is a long walk north to Cutler Road and east to the light industrial areas. Maybe Stan Perrin could assist.</p> <p>11. A proposed zoning structure would be of great assistance for valuation purposes.</p> <p>12. I have not addressed other structural matters such as sewerage, drainage and the redesign of the overpass. <b>Attachment</b></p>	<p>5. <b>Noted:</b> Requirements for lot amalgamations and realignment will be considered at detailed design stage and discussed with landowners.</p> <p>6. <b>Noted:</b> Costs and impacts of development will be further understood when detailed design work is undertaken.</p> <p>7. As above</p> <p>8. <b>Noted:</b> See point 2 (above).</p> <p>9. <b>Noted:</b> The City would encourage any stakeholder, including a perspective purchaser to contact the City to obtain the latest update on the project.</p> <p>10. <b>Noted:</b> The intent to "reduce the number of cars in the area" is to remove the unnecessary regional through traffic from the core of the activity centre. It is acknowledged a proportion of workers in the locality will still be required to drive however the aim is to promote train travel. The City seeks to do this through a review of the provision of PTA car parking (recommendation 4) and lobby for improved bus services. Provision of pedestrian permeability within the precinct, to and from the train station shall be considered when the Solomon Road LSP is under review.</p> <p>11. <b>Noted:</b> Changes to current zones will be undertaken at such time as a review of the Solomon Road LSP. The LSP will be reviewed following further detailed work by MRWA and the finalisation of the subject Activity Centre Structure Plan.</p> <p>12. <b>Noted:</b> Infrastructure requirements will be addressed as the project evolves.</p> <p>Mostly the issues raised here are important considerations that require addressing however several of the points are relevant considerations for future stages as the project progresses. The City will continue to involve stakeholders/landowners in the process to ensure we address the relevant issues, including the points raised here.</p>	
5	West OzAqua Pty Ltd Unit 4 / 176 Bannister Road	<p><b>Support not stated - request modifications</b></p> <p>As land owners of Lot 85 Verde Dr (cnr Solomon Rd) we would like to offer the</p>	<p><b>Not supported</b></p> <p>1. The City recognises the importance of ensuring</p>	<p>9. Add a new recommendation to the</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION	MODIFICATION RECOMMENDATION
	Canning Vale WA 6155	<p>following detailed support for the original planned route of North Lake Rd as part of the Draft Cockburn Activity Centre Structure Plan:</p> <ol style="list-style-type: none"> <li>1. Current land holders along previous proposed route of North Lake Rd over Verde Dr are already prepared for the new road - we have ourselves already invested substantial funds to purchase a block along the initial proposed North Lake Rd route with intentions to relocate our successful retail store to the area. The new plans will make the area more of an industrial area rather than a retail strip as in the original proposal, therefore reducing the value of the land in the area and reducing Verde Dr to an industrial back street - Meaning we will have to release our land holding on Verde Dr to someone who needs an industrial lot.</li> <li>2. Current retail Lessee/Lessor holders in South Central Complex already accept and are aware of the North Lake Rd extension - the round-about will be sufficient to enable a degree of accessibility from one half of South Central to the other.</li> <li>3. Current retail lease holders in South Central Complex would greatly benefit from the additional traffic travelling past their businesses.</li> <li>4. South Central for pedestrians considered to be split by North Lake Rd? - then build an under/overpass if you must... If you watch the South Central Complex as it is at the moment, hardly anyone walks across, they almost always take their car across to the other side... it's human nature.</li> <li>5. Further businesses will grow along the North Lake Rd extension - the longer it is, the more businesses will be able to enjoy the passing clientele. And the more businesses, the more job availability for the people living in Cockburn Central and surrounding residential areas.</li> <li>6. Similar roads south of Perth that have successful retail businesses for example would be Albany Hwy, Stirling Hwy, Great Eastern Hwy among many others - without these main roads, these businesses would not have either started or succeeded. Small Business is the backbone of this country - it should be encouraged, not pushed to back streets.</li> <li>7. Currently Solomon Rd is very busy, bringing vehicles from Armadale Rd to Jandakot Rd/Berrigan Dr in order to self-cope with the concentrated traffic over the Beeliar/Armadale Freeway overpass. If Northlake Rd is to intersect with Armadale &amp; Solomon, it will cause a blockage of greater proportions than is current with 3 busy roads intersecting at the same point.</li> <li>8. The Previous plan for North Lake Rd to go around and follow the follow the contour of Verde Dr allows for the traffic to move away from the intersections of Solomon &amp; Armadale Rds and further away from traffic banking up on Armadale Rd to and from the Freeway. Bringing North Lake Rd closer to the Freeway onto Armadale Rd will cause a greater</li> </ol>	<p>businesses located within the precinct, including those along Verde Drive, are provided with good visibility for passing trade and are accessible. The City continues to progress plans for the upgrade and extension of Verde Drive and disagrees it will become an "industrial back street", rather the City envisages the road to be built to a standard to accommodate functional requirements for businesses and land owners including the need for trucks to access. The upgrade will also improve the legibility and accessibility for vehicles. While the proposal does provide the advantage of removing unnecessary through traffic of which will reduce congestion, however it is also recognised that the removal of through traffic can reduce the potential for passing trade. In response it is proposed the issue of advertising and visibility can be addressed through an overarching signage strategy for the precinct. This strategy should be undertaken alongside the review of the Solomon Road LSP. This may include significant gateway signage along Armadale Road identifying the precinct and its businesses. Therefore a new recommendation shall be included within the CCACP to address this point.</p> <ol style="list-style-type: none"> <li>2. The removal of regional traffic is expected to improve accessibility for customers accessing both sides of South Central.</li> <li>3. Direct access is, and will continue to be, provided from the traffic lights on the corner of Armadale Road and Verde Drive. Furthermore South Central has a frontage to Armadale Road and therefore an additional opportunity to promote its business to regional traffic.</li> <li>4. The City expects that permeability can only be improved for pedestrians within the precinct by removing traffic with a regional connectivity purpose.</li> <li>5. The upgrade of Verde Drive and the review of the Solomon Road LSP will seek to promote land use options and road accessibility that will promote business opportunities that will strengthen the precinct. It is important that traffic is managed in the locality. If traffic is not managed effectively then customers will choose</li> </ol>	<p>action plan on page 41:</p> <p><i>Prepare a signage strategy for Cockburn Central East in conjunction with the review of the Solomon Road LSP.</i></p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION	MODIFICATION RECOMMENDATION
		<p>build-up of traffic during peak hours.</p> <p>9. The new course for North Lake Rd will reduce the possible parking availability for vehicles accessing the Train Station. The old path will open up more area for parking – which can be charged for per day as a possible revenue source for the Cockburn City to allow for maintenance of the parking area and other requirements.... ;)</p>	<p>an alternative that can be easily accessed and therefore avoid the area.</p> <p>6. Verde Drive is considerably narrower than the stated examples (Albany Hwy, Stirling Hwy etc) and does not have the same capacity. As stated plans for Verde Drive continue to be developed and delivered to ensure the road meets the needs of adjacent businesses. The planning and design stages for the Armadale Road extension will importantly consider access to the precinct for both customers and delivery trucks and as stated a signage strategy has been recommended to promote business location.</p> <p>7. The Armadale Road extension proposes a second entry onto the Freeway and is expected to reduce congestion around Cockburn Central, including access on and off the freeway along Armadale Road. Given the improved access arrangements, this is also expected to reduce traffic along Solomon Road given the route will not be taken to avoid traffic in the area.</p> <p>8. Carparking and accessibility to the train station is currently problematic with extreme wait times particularly along Knock Place. As plans are developed for the new alignment a key consideration will be car parking and the City, MRWA and DoP planning will work closely with the PTA to address car parking and access needs.</p>	
6	<p>Water Corporation PO Box 100 LEEDERVILLE WA 6902</p>	<p><b>Support</b></p> <p>The Water Corporation has adopted water, wastewater and drainage infrastructure planning covering most of the Structure Plan area. In general terms, the development yield assumptions underlying this infrastructure planning has been based on the land use classifications/zonings and density codes in the City's current local planning scheme, adopted local structure plans and related planning instruments. As these assumptions change, the Corporation will undertake periodic reviews of its planning to address the changes.</p> <p>The structure plan area is covered by the Corporation's wastewater conveyance planning. Wastewater generated in the area is collected and conveyed to the Woodman Point WWTP for treatment and disposal. The northern half of the structure plan area is covered by Corporation's Jandakot Sewer District. A small portion of the outer 'Frame Area' (south of Jandakot Rd, west of Solomon Rd) grades northwards into the Jandakot Airport Sewer</p>	<p><b>Noted</b></p> <p>Relevant planning considerations regarding water, waste water and drainage have been addressed within adopted structure plans. This activity centre plan does not seek to further intensify development, therefore there is no requirement to address any related requirements at this stage.</p> <p>The exception is that development is expected to intensify to the East of the Kwinana Freeway in the medium term. Infrastructure requirements will be addressed through the review of the Solomon Road LSP.</p>	

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		<p>District. The southern half of the structure plan area generally south of Beeliam Dr/Armadale Rd falls southwards into the Corporation's Thompson's Lake Sewer District.</p> <p>The Corporation will review the long-term wastewater infrastructure planning for the Jandakot and Thompson's Lake sewer districts as the City implements the structure plan over time through incremental amendments to, or a review of, the City's local planning scheme.</p> <p>The entire structure plan area falls within the Corporation's Thompson's Gravity Water Supply Zone, which is supplied with water from the Thompson's Lake Reservoir. The Corporation will consider incorporating water demand changes into its water planning when a full review of the Thompsons Gravity Scheme is conducted in 2016/17.</p> <p>Most of the structure plan area falls within the Thompson's Lake Non-Standard Drainage Infrastructure Contribution Area (NSICA). Developers of residential and commercial properties within the NSICA are required to pay a non-standard, higher drainage infrastructure contribution at the building or subdivision stage. The purpose of the NSICA is to offset the cost to the Corporation of operating and maintaining the urban main drainage system through the area.</p> <p>The areas marked 'Future Town Centre Expansion East' and 'Future Town Centre Expansion West' on the Structure Plan are likely to necessitate reviews of the Corporation's planning to determine if any parts of the existing water and wastewater networks in or adjoining these areas need to be upgraded. Any headworks upgrades required will be funded through the Corporation's capital program. Any upgrades required to the smaller, reticulation sized pipes (generally &lt;300mm diameter) will need to be met by developers.</p>		
7.	Department of Education 151 Royal Street EAST PERTH WA 6004	<p><b>Support</b></p> <p>It is noted that within the Structure Plan document it proposes that investigation takes place regarding the Department's future needs within the Core of the study area.</p> <p>The Department advises that there are two government schools located within the Activity Centre Structure Plan Frame Area being South Lake Primary School and Lakeland Senior High School. These schools have sufficient capacity for the immediate future to accommodate students. There are no current plans for changes to the infrastructure at these schools.</p> <p>However, we understand that the proposed future yield is identified at approximately 6,000 dwellings within the Core Area. This scale of additional development may not be able to be accommodated at existing schools and a new school facility could be required. The traditional school model requires 4 ha of land but should additional facilities be required then the Department may consider an early childhood facility located within the Core Area. This type of facility may have a more urban configuration to fit into the anticipated infrastructure design. However, there will need to be internal consultation on</p>	<p><b>Response</b></p> <p>The DoE in their submission identifies that the Core Area is currently within the South Lake Primary School catchment area. This school currently has spare accommodation capacity for students. The DoE further states other existing schools provide further opportunities to accommodate growth including Atwell and Jandakot schools.</p> <p>Nonetheless as stated within the draft Activity Centre Plan there is a desirable dwelling yield of 6,300 dwellings within the core area anticipated and given this significant forecast the City believes further discussions are required with DoE.</p> <p>The DoE further states the need for further</p>	<p><b>4.</b> Add a new recommendation to the action plan on page 41:</p> <p><i>The City of Cockburn to undertake further consultation with DoE regarding further analysis work to identify medium to long term requirements for early childhood and primary school needs in the Core Area.</i></p>

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		<p>the department's behalf prior to confirming this format of school.</p> <p>Regarding the improved connectivity for pedestrians and cyclists the Department is always willing to participate in dialogue with developers and local governments on surrounding infrastructure that may increase accessibility to the department's sites.</p> <p><i>Note the following further submission received by DoE on 21.01.15. This submission follows a phone conversation regarding the DoE submission above</i></p> <p>-</p> <p>Hi Rachel,</p> <p>Further to previous discussions regarding the Cockburn Central Activity Centre Structure Plan I wish to advise that the Department of Education has investigated further the proposed residential development and the potential impact it may have on its facilities. The Department advises the following;</p> <ul style="list-style-type: none"> <li>• The proposed development area is currently within the South Lake Primary School catchment area. This school currently has spare accommodation capacity for students.</li> <li>• It is noted that there is desirable dwelling yield of 6,300 within the core area.</li> <li>• The Department relies on dwelling type and yield information to calculate the potential student yield. As this time for the Muriel Court development Local Structure Plan only indicates R Codes. Currently the R Codes do not provide sufficient information to identify the number and type of dwellings to be built which therefore makes it difficult to anticipate the potential number of students that may live here.</li> <li>• The Department will discount single bedroom dwellings from its analysis once that number is identified.</li> <li>• Should the number of students from this development place accommodation pressure on the South Lake Primary School the Department has additional space on the southern portion of the Lakeland Senior High School site that it could utilise for a future facility.</li> <li>• The Department currently has sufficient educational facilities in the Atwell area to accommodate students. This area appears to have reached its peak of development.</li> <li>• The developable area in Success is catered for educationally by the Jandakot Primary School.</li> <li>• The area identified for development in the Jandakot/Banjup area will be serviced by the future Banjup primary school sites. Should further residential development be identified in the northern portion of Jandakot the Department will assess the student accommodation pressure in the local schools and consider its needs at that time.</li> </ul> <p>I trust that this information is satisfactory for your purposes. Please do not hesitate to</p>	<p>information to inform their analysis needs and therefore a further action is suggested in the draft Activity Centre Plan to provide this information and continue discussions with the DoE.</p>	



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		contact me should you require further assistance.		
8.	Mr & Mrs Antonio & Cona Mangano 8 Cypres Court, Coogee	<p><b>Support with modification</b></p> <p>After reviewing the above draft for the proposed structure plan above, we would like to voice out concerns in regards to our property in question which runs from 33 Cutler Road to 47 Knock Place Jandakot.</p> <p>At this point, we would like to mention that we have been proactive in seeking development in the area and have contributed to several structure plans in the past such as funding and design, with submission and approval by Council.</p> <p>We have also been affected by Council imposed DCA8 and DA20 which now we believe remains in question. We have also had caveats put on our property (now removed) when we believe proper consolations should be the proper process.</p> <p>During our brief meetings with Council, we have been advised that the funds currently paid by us and held by Council in regards to the DCA8 which was imposed on all us land owners would be reviewed and refunded as it is expected that the Main Roads, State and Federal Government Departments would fund the construction of the bridge overpass.</p> <p>It was also mentioned at the meeting that the current DA20 which has not yet been imposed on us or agreed to by us would be removed as State and Federal Government Departments would compensate land owners for any land requirements due to roads, verges, etc.</p> <p>We have attached <i>Extracts</i> from the existing proposal below and have submitted our concerns in a <b>Response</b> and <b>Conclusion</b> highlighted in red below.</p> <p><b>1. INTRODUCTION - DRIVERS OF CHANGE</b></p> <p><i>While a weakness and threat, the land required for such infrastructure delivery still sits largely undeveloped and underutilised within the Eastern portion of the core area. This is only by good luck. This new version of the Activity Centre Structure Plan provides two options for the State Government in respect of addressing the activity centre movement issues – these options have to be regarded as urgent, noting the opportunity to achieve the right movement network is quickly disappearing.</i></p> <p><b>RESPONSE</b></p> <p>It is mentioned that a large amount of land sits largely undeveloped and underutilized within the eastern portion of the core area by "good luck". I would strongly object as we have applied to develop the land over the past 20 years with Council objecting any development and subdivision plans we had submitted.</p> <p><b>5. GUIDING FUNCTIONAL ELEMENTS</b></p> <p><i>For it to proceed there needs to be a whole of government commitment to its</i></p>	<p><b>Response</b></p> <p>The City recognises the difficulties that have occurred over time regarding the coordination of development in the Solomon Road precinct. The fact that the precinct still remains unresolved is further justification that an alternative approach is required to unlock land parcels and find a road alignment that can be supported by all stakeholders.</p> <p>From the commencement of the Activity Centre Plan and preliminary investigations regarding the Armadale Road extension the City has met with affected landholders to ensure an open line of communication. The City will continue this, including as detail design work is further investigated. Importantly a PCA area is required over several lots to ensure the project can be delivered. Preliminary investigations were undertaken to ensure the PCA alignment is focused where it needs to be, leaving adjacent land to be developed.</p> <p>Following the adoption of the activity centre plan and adoption of detailed designs for the Armadale Road extension, the Solomon Road LSP will be reviewed with the input of landowners.</p> <p>Land that is subject to the PCA will as stated be protected while a Planning Control Area is in existence, by virtue of the right to seek a review by the State Administrative Tribunal of a decision made by the Western Australian Planning Commission. If a Planning Control Area materialises into a reservation under the Metropolitan Region Scheme, this opens up the normal provisions under the Planning and Development Act 2005 for landowners to pursue injurious affection proceedings for this land.</p> <p>With regard to the development of a car parking strategy, an additional recommendation will be included on page 41 requiring the development of a strategy. Please see the response to submission number 11 for details.</p> <p>The following provides a response to the points raised under the submission heading "conclusion":</p>	

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		<p><i>delivery, as well as adequate protection given to preserve the ability for the link to be provided. The City will need to seek the Western Australian Planning Commission to resolve to declare a Planning Control Area over the affected land (and the Minister to approve this) so as to secure some short term control of the land in question. This will enable adequate time in which the State Government can begin the detailed process of design, in conjunction with the City and other stakeholders, and ultimately proceed to changes under the Metropolitan Region Scheme and land acquisition if this design proves feasible. Land which is impacted by the Planning Control Area is subject to the determination by the Western Australian Planning Commission for all development, rather than the local government in a sense that if the Planning Control Area did not exist. The general approach being to protect the Planning Control Area from private development while the detailed design process takes place. Landowners are still protected while a Planning Control Area is in existence, by virtue of the right to seek a review by the State Administrative Tribunal of a decision made by the Western Australian Planning Commission. If a Planning Control Area materialises into a reservation under the Metropolitan Region Scheme, this opens up the normal provisions under the Planning and Development Act 2005 for landowners to pursue injurious affection proceedings for this land. This results normally in land being purchased by the State Government to enable a road to ultimately be provided.</i></p> <p><b>RESPONSE</b></p> <p>As detailed above, we understand this to be another approach by local government to secure holdings and control over our land and restricting us from development. This has been the case for many years which forces us to have no control or way of achieving a return for our investment yet still having to pay rising land taxes and council rates for years to come. This does not appear to be a proper consultation process as we have been lead to believe.</p> <p><b>PRECINCT 6 COCKBURN CENTRAL EAST - OPPORTUNITY FOR REVIEW</b></p> <p><i>This precinct requires intergovernmental and stakeholder collaboration to deliver the North Lake extension, bridge and Armadale Road deviation. This explains the need for the City to seek the Western Australian Planning Commission to resolve to declare a Planning Control Area over the affected land (and the Minister to approve this) so as to secure some short term control of the land in question. This will enable adequate time in which the State Government can begin the detailed process of design, in conjunction with the City and other stakeholders, and ultimately proceed to changes under the Metropolitan Region Scheme and land acquisition if this design proves feasible. Land which is impacted by the Planning Control Area is subject to the determination by the Western Australian Planning Commission for all development, rather than the local government in a sense that if the Planning Control Area did not exist. The general approach being to protect the Planning Control Area from private development which the detailed design process takes place.</i></p> <p><b>RESPONSE</b></p>	<p><u>Comment:</u> Closer consultation with land owners.</p> <p>Resp: The City will continue its close consultation with landowners, particularly in the Solomon Road precinct. This will include continued discussions during the detailed design work for the Armadale Road extension and the review of the Solomon Road LSP.</p> <p><u>Comment:</u> Funding by local, state and federal government departments in fair compensation to land owners.</p> <p>Resp: As stated the Planning and Development Act 2005 makes provision for landowners to pursue injurious affection proceedings to ensure required land can be purchased by the State Gvt.</p> <p><u>Comment:</u> Minimal disruption to local businesses in the existing development area.</p> <p>Resp: The City will endeavour to minimise disruption to businesses while progressing plans that seek to address an ultimate long term solution that seeks to address local land owner needs and overarching needs of the activity centre.</p> <p><u>Comment:</u> Removal of all Council rates and land taxes to help compensate affected land owners while delays are being experienced.</p> <p>Resp: Constraints and impacts on businesses during the construction of the Armadale Road Extension have not yet been identified. The City will consult closely with stakeholders to identify and address any conflicts appropriately.</p> <p><u>Comment:</u> Main roads, State and Federal Government to fund all new roads and freeway bridge overpass.</p> <p>Resp: The State Government will be responsible for costs associated with the North Lake Bride and Armadale Road extension. All lower order roads will be a local infrastructure item.</p> <p><u>Comment:</u> Re-establish access to properties affected by subdivision.</p> <p>Resp: It is envisaged that the new road alignment will facilitate greater opportunities for landowners, given the alignment will provide the long narrow land parcels with more than 1 road frontage. All newly created lots as a result of the alignment are expected to have a road frontage and access.</p> <p><u>Comment:</u> Make use of all existing land owned by local, State and Federal Government including Landcorp for use of all new roads, parks, public open spaces, etc.</p>	

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		<p>Again the local council is forcing the Western Australian Planning Commission to secure a control over our land for many years to come with no relief of taxes, or compensation which restricts us from any development and growth.</p> <p><b>APPENDIX 1 - ACTION PLAN</b></p> <p>4. Review the Cockburn Central Town Centre Car Parking Strategy to inform the transition of the two commuter car parking sites located within the Town centre to the east of the Kwinana Freeway. The review should widen the scope of the strategy and consider the Cockburn Central West precinct. Parking requirements for Gateways will be addressed within the next local structure plan.</p> <p><b>RESPONSE</b></p> <p>The above has not been fully explained within the document and leaves short of the placement of the proposed car parks. It appears to be favouring the Cockburn Central Western Precinct to the detriment of the privately owned eastern side land. Further clarification would be required.</p> <p><b>CONCLUSION</b></p> <p>We feel that the brief consultations we have had with the City of Cockburn leave many questions unanswered and we feel our best interest is being overlooked yet again. Some of the key points which we feel should be further addressed are as follows:</p> <ul style="list-style-type: none"> <li>• Closer consultation with land owners.</li> <li>• Funding by local, state and federal government departments in fair compensation to land owners.</li> <li>• Minimal disruption to local businesses in the existing development area.</li> <li>• Removal of all Council rates and land taxes to help compensate affected land owners while delays are being experienced.</li> <li>• Main roads, State and Federal Government to fund all new roads and freeway bridge overpass.</li> <li>• Re-establish access to properties affected by subdivision.</li> <li>• Make use of all existing land owned by local, State and Federal Government including Landcorp for use of all new roads, parks, public open spaces, etc.</li> <li>• As mentioned above, we do not object to the development of the area and would hope that the WAPC have consideration for the many private land owners and with a proper forum for negotiation.</li> <li>• Removal of any requirement from private land owners for existing and</li> <li>• future car parks which could be well serviced by existing Landcorp and Government owned land.</li> </ul>	<p><b>Resp:</b> Agreed, where possible government owned land should accommodate these infrastructure items in the first instance.</p> <p><b>Comment:</b> As mentioned above, we do not object to the development of the area and would hope that the WAPC have consideration for the many private land owners and with a proper forum for negotiation.</p> <p><b>Resp:</b> Agreed, the City will endeavour to facilitate a strong communication process.</p> <p><b>Comment:</b> Removal of any requirement from private land owners for existing and future car parks which could be well serviced by existing Landcorp and Government owned land.</p> <p><b>Resp:</b> A carparking strategy will be undertaken when detailed design is further understood. Landowners however are still required to deliver car parking associated with development proposals as per the requirement of the City's Town Planning Scheme 3.</p>	
9.	Armadale Road Pty Ltd PO Box 456	<p><b>Support with modification</b></p> <p>We wish to make a submission in support of the City of Cockburn (draft)</p>	<p><b>Response</b></p> <p>The City notes the supporting comments contained. In</p>	

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	Applecross WA 6953	<p>Cockburn Central Activity Centre Structure Plan ('ACSP').</p> <p>As the City is aware, through ongoing dialogue and discussions with Armadale Road Pty Ltd, we have been working with Main Roads to finalise the left in/ left out and slip lane design that will provide access to the subject site. This access is important to facilitate the development of Lot 1 to its highest and best use (i.e. commercial). The uncertainty regarding the future location of the North Lake Road extension and its linkage with Armadale Road in proximity to the subject site has, until recently, frustrated the design process.</p> <p>We refer to Part 5 of the ACSP which relates to the existing and proposed movement and access infrastructure of the structure plan area and its surrounds. The alternative design solution for the North Lake Road extension depicts a more contemporary, logical and consistent design response for the movement of vehicles to/from Armadale Road, North Lake Road and the Kwinana Freeway.</p> <p>Therefore, we are supportive of the alternative design solution depicted in Figure 14 of the ACSP for the following reasons:</p> <ul style="list-style-type: none"> <li>• It further supports the preferred access solution to and from the subject site from Armadale Road (given the alteration of the North Lake Road extension is not proposed where Verde Drive currently intersects with Armadale Road);</li> <li>• Removes regional traffic that would have moved through (and conflicted with existing businesses located within) the Cockburn South Central Precinct;</li> <li>• Enables a more natural deviation of Armadale Road; and</li> <li>• Will allow the City of Cockburn to modify the Beelihar Drive streetscape to create a proper boulevard road/entry gateway, which the Cockburn Central Activity Centre deserves.</li> </ul> <p>We respectfully request the ACSP contain the following additional information (by way of text and/or graphics) to confirm that access to/from the subject site is appropriate given the alternative design solution for the North Lake Road extension.</p> <ul style="list-style-type: none"> <li>• An update to the text of the ACSP confirming that access to Lot 1 can be achieved via a left in/left out configuration from Armadale Road;</li> <li>• Notation of left in/left out access from the eastern portion of the subject site in accordance with the attached plan (similar to the access points illustrated in Figure 15 of the ACSP); and</li> <li>• An acknowledgement that there is the potential for U-turn infrastructure/s to be installed at or near the subject site (along Armadale Road) to promote efficient east-west movement of vehicles.</li> </ul> <p>The above is justified and appropriate for the following reasons:</p> <ul style="list-style-type: none"> <li>• There has been ongoing dialogue with the City of Cockburn regarding access to/from the subject site via Armadale Road and we have all but completed the final design drawings in collaboration with Main Roads WA. Updating the ACSP to contain information regarding the proposed access to the subject site is consistent with these discussions and work to date; and</li> <li>• The proposed left in/left out access to the subject site (and possible U-turn</li> </ul>	<p>response to the request to amend the Activity Centre Plan to support road access onto Armadale Road: This is a MRWA issue that will be dealt with through the upgrade of Armadale Road. As such these discussions should be undertaken with MRWA.</p> <p>The City in principle agrees that access should be provided to facilitate development opportunities however details regarding how that access occurs is outside the scope of the activity centre plan.</p>	

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		<p>infrastructure on Armadale Road) can be incorporated into Main Roads WA's redesign works for the North Lake Road extension.</p> <p><b>Attachment</b></p>		
10.	<p>Urbis Pty Ltd on behalf of Shineton Australia Pty Ltd Level 1, 55 St Georges Terrace Perth WA 6000</p>	<p><b>Support with modifications</b></p> <p>Shineton Australia Pty Ltd is the landowner and proponent of Lots 15, 21, 100, 101 and 102 Muriel Court, Cockburn Central, and is currently undertaking a local structure plan modification over this land.</p> <p>As a major stakeholder in the locality, Shineton Australia understands the need to reinvigorate and adapt existing centres in line with State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP4.2), as well as respond to evolving trends and future growth within the Cockburn Central activity centre.</p> <p>Our client's landholdings are an integral component of the ACSP – it is identified within the 'Core Area' and Precincts 5, and 8 of the plan within 800m of the Cockburn Central Railway Station.</p> <p>Whilst Shineton Australia does not object to the ACSP, we consider there are significant issues created by the ACSP for land north of North Lake Road, in relation to pedestrian safety and movement, access and traffic in the context of Transit Oriented Design (TOD) principles.</p> <p>This is the fundamental premise of our submission, which highlights specific issues that must be appropriately addressed at the detailed design/implementation phases of the ACSP.</p> <p><b>Overview</b></p> <p>Muriel Court is identified as Precincts 5 and 8 within the ACSP. These precincts are guided by the Muriel Court Local Structure Plan and will have an important contribution in delivering the residential density thresholds for the activity centre. The key objective in relation to this submission for these Precincts is:</p> <p><input type="checkbox"/> '(ensuring) good permeability for pedestrians and cyclists to and from Cockburn Central West and the town centre'</p> <p>It is our view that the above-mentioned objective is critical to the success of our client's landholdings, including its performance as a TOD. In order to ensure this objective is satisfied, it is our view that the following matters must be addressed in the implementation phases, and that this should be enshrined in the ACSP itself:</p> <p>North Lake Road Extension – We note that the City has supported and received partial funding from the Federal and State Government for major road works including the widening of Armadale Road and the extension of North Lake Road, to incorporate a bridge overpass over the Kwinana Freeway.</p> <p>Further, we understand that the ACSP is a strategic document subject to</p>	<p><b>Response</b></p> <p>The City agrees that permeability across North Lake Road is an important element in ensuring Cockburn central is a highly accessible centre for a range of transport modes. This will include an understanding of how pedestrians and cyclist move North/South when the North Lake Road Bridge is delivered.</p> <p>As detailed in submission 11, the Activity Centre Plan will be updated to include an action relating to the development of a Pedestrian and Cyclist Strategy. This will be undertaken alongside detailed design stages for the Armadale Road extension and North Lake Bridge. It is agreed and recognised that North/South connectivity across North Lake Road is vital to the activity centres accessibility objectives.</p> <p>It is noted that when detailed design is undertaken for the North Lake Road and Bridge that this will require a review to the City's Local Planning Policy LPP5.6 (previously APD 68) of which identifies cross over locations. The Landowners will be consulted on this and associated stages.</p> <p>The City will be involved in the detailed design process and will advocate for good levels of amenity along across the project area.</p> <p>With regard to the joining of Kentucky Court and Muriel Court roads, the Muriel Court Structure plan already addresses this requirement of which is already planned to be DCA funded. This route is proposed to be a neighbourhood connector and will accommodate buses.</p> <p>It is understood now that it is unlikely that a primary school will be delivered on the triangular site adjacent to Muriel Court as depicted on page 33 of the draft activity centre plan given road alignment requirements associated with the North lake Bridge extension.</p>	<p>Amend precinct 5 &amp; 8 to include discussion on the design and functional objectives in terms of local permeability across North Lake Road. Amend the graphic on this page accordingly, including a reference to maintaining the shared principle path located along the freeway edge.</p>

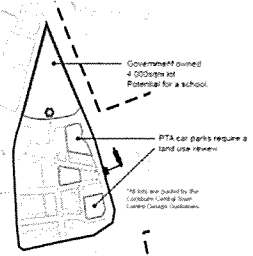


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		<p>detailed design and to this end includes an indicative road layout, included at Figure 1 below.</p> <p>However (and with respect to detailed design), we also note the existence of a plan titled 'Cockburn Central Traffic Redesign' (attached), which illustrates an alternate layout to the ASCP north of North Lake Road, including a modified western on-ramp from North Lake Road onto the Kwinana Freeway.</p> <p>Whilst we acknowledge the intended traffic improvements from the changes to the road network proposed by the ACSP, we are concerned by the implications of increased traffic on North Lake Road, which currently operates with 32,020 vehicles per day, according to Main Roads WA. This increase in traffic has the potential to significantly diminish the quality of the pedestrian environment, and the direct connections planned (and necessary) to link land north of North Lake Road to the rail station, district recreation facility and wider activity centre to the South. Such outcome would be contrary to precinct objectives.</p> <p>In response, it is vital that detailed design and implementation includes confirmation that the principal shared path that runs parallel to the freeway, to the station, won't be adversely affected. Indeed, it is critical that this path is appropriately upgraded. We consider that the most appropriate solution is to ensure the on-ramp is raised as a fly-over that allows the path to pass underneath.</p> <p>The principal shared path is integral to the pedestrian movement of the locality, providing the only direct connection to the rail station and acting as the primary pedestrian link.</p> <p>North Lake Road/Kentucky Court Intersection – Similar to the above, there is potential for the planned North lake Road/Kentucky Court intersection to become a significant barrier to pedestrian and cyclist movement on a north-south axis by virtue of the width of the intersection and the absence of pedestrian amenity. Such outcome would be inconsistent with the objective for the precinct previously outlined, and its function as a TOD. Improvements to the intersection (and along North Lake Road in general) are required to ensure an appropriate linkage including pedestrian safety, surveillance and shelter.</p> <p>An attractive/high amenity public realm is critical to avoid single-use vehicle through routes that disconnect areas from each other and act as barriers to pedestrian, and cycle movement. There are a multiplicity of landscape/urban design outcomes that can be utilised in combination with an appropriate built form interface to clearly define pedestrian/cycle routes and ensure comfortable/useable pathways and linkages. These include paving treatments, shade trees, public art, way-finding etc. The effect of these design elements is demonstrated in the figures attached (Figures 2 and 3).</p> <p>In summary, it is vital to ensure that the pedestrian/cycle connections across the ACSP area are not diminished by changes to the planned road network.</p> <p>Extension of Kentucky Court – Given the potential for increased traffic resulting in North Lake Road becoming a barrier to pedestrian movement, we consider it important that Kentucky Road is extended northwards to link with Muriel Court. This will allow for bus movements that albeit indirect, would offer a regular and safe passage to the district recreation facility, retail core and rail station, particularly for the young, elderly and disabled.</p>		

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		<p>The need for this road connection is crucial in the distribution of local traffic throughout the ACSP area and the facilitation of a connected road network. We see it as vital that this extension is specifically included within the scope of the proposed road works:</p> <p>It is counter-intuitive that the closest intersection to a freeway interchange would be associated with a dead-end;</p> <ul style="list-style-type: none"> <li>• The connection of the road is consistent with the road network plan included in the ACSP;</li> <li>• It would facilitate an even distribution of local traffic;</li> <li>• It would better enable bus routes to connect to the train station; and</li> <li>• It is preferable that provision is made for integrated and coordinated provision rather than piecemeal over time.</li> </ul> <p>It is our client's very strong position that the early connection of Kentucky Court to Muriel Court must be prioritised for early delivery.</p> <p>Provision of Primary School – a primary school has been identified on the portion of land bound by the Kwinana Freeway to the east, North Lake Road to the south and Kentucky Court to the west. It is our desire for this primary school designation to be formally nominated within the ACSP as a catalyst for community and population growth across the northern parts of the structure plan area. This will facilitate enhanced north-south pedestrian movement as well as foster increased amenity over the northern portion of the ACSP.</p> <p>As part of this outcome, it is considered that acoustic walls will be required in order to mitigate the potential noise of increased traffic movements onto the Kwinana Freeway. Acoustic walls should be extended to protect the Muriel Court landholdings, given the significant nature of the proposed residential development within the ACSP. This is critical in delivering a strong residential community within the ACSP area.</p> <p><b>Conclusion</b></p> <p>In this submission, Urbis/Shineton Australia has highlighted critical issues that have resulted from the planned upgrade/increased traffic relating to North Lake Road. Unless these issues are addressed, the performance and amenity of land north of North Lake Road, including Shineton Australia's landholdings, will be significantly compromised in the context of its status as a TOD.</p> <p>The need to deliver an attractive public realm with defined pedestrian routes, paving treatments, hard and soft landscaping and shading is considered critical in establishing a pedestrian interface as consistent with a TOD such as Cockburn Central.</p> <p>The importance of these issues being addressed in detailed design/implementation phases should be specifically enunciated in the ACSP to ensure such address occurs. It will necessitate further consideration of the exact nature of embellishments, improvements and road alignments as highlighted in this letter, and the distribution of costs associated with the same.</p> <p>As a minimum, works should include:</p> <ul style="list-style-type: none"> <li>• Potential upgrades for pedestrian and cycling infrastructure across North Lake Road and into Cockburn Central</li> </ul>		

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		<ul style="list-style-type: none"> <li>• Solutions to the isolation and lack of permeability of the North Lake Road/Kentucky Court intersection</li> <li>• Extension of Kentucky Court to link with Muriel Court</li> <li>• Formal identification in the ACSP, of the primary school site currently intersected by the western North Lake Road on-ramp to the Kwinana Freeway, including extension of any acoustic wall implemented to protect the Muriel Court landholdings.</li> </ul> <p>We trust that the information contained in this letter is sufficient to ensure your understanding of the issues and ensure changes to the ACSP to address them. We would welcome opportunity to discuss them further with you.</p> <p><b>Attachment</b></p>		
11.	Department of Transport 140 William Street PERTH WA 6000	<p><b>Support with modification</b></p> <p>As you would be aware, the Department of Transport previously provided advice on the Cockburn Central Activity Centre Plan and the Cockburn Central Activity Centre Plan - Discussion Paper in correspondence dated 24 September 2014 and 24 February 2014 (copies attached).</p> <p>The DoT reiterates its previous comments, in particular:</p> <p>At the Activity Centre Structure plan stage, the City shall provide a Pedestrian and Cyclist Access Strategy, Vehicle and Parking Management Strategy and Public Transport Movement and Access Strategy. These strategies should be provided to the Transport Portfolio (DoT, PTA and MRWA) for review and comment. Please note, the Western Australian Planning Commission operational policy Liveable Neighbourhoods (2009) requires a transport and traffic management report to be submitted with a structure plan. Further, the Transport Assessment Guidelines for Development Volume 2 - Structure Plans outlines the scale and content of the transport assessment that should be undertaken as part of the structure planning exercise.</p> <p>The DoT is keen to work closely with the City of Cockburn to resolve road network issues and address the transport requirements. These issues will require resolution prior to considering the Structure Plan.</p>	<p><b>Support with modification to submission</b></p> <p>In addition to the DoT points, it is recognised that the preliminary background report undertaken for the activity centre plan (Cockburn Central Activity Centre Plan, February 2015) recommends a Pedestrian and Cyclist Access Strategy, Vehicle and Parking Management Strategy and Public Transport Movement and Access Strategy accompany any future activity centre structure plan.</p> <p>However, there is little merit in undertaking these strategies until such time as detailed designs for the Armadale Road extension are understood. The Armadale Road extension will have an obvious impact on the wider network and therefore will impact on pedestrian and cyclist movements. In particular Beelihar Drive.</p> <p>In addition to the fact that the activity centre plan is strategic in nature and not your traditional structure plan that includes proposed subdivision and road design (with the exception of Armadale Road extension), the City is of the view that these Strategies should be prepared in conjunction with the detailed design process for the Armadale Road deviation / North Lake Road Bridge and extension project.</p>	<p>2. Add a new recommendation to the action plan on page 41:</p> <p><i>Alongside the detailed design of the Armadale Road extension, the City in conjunction with DoT, PTA and MRWA shall prepare a Pedestrian and Cyclist Access Strategy, Vehicle and Parking Management Strategy and Public Transport Movement and Access Strategy.</i></p>
12.	Sarah Osborne 20/20 Signal Terrace COCKBURN CENTRAL WA 6164	<p><b>Support with modification</b></p> <p>Firstly may I congratulate the City on the formulation of a sound- planning document that frames the unique nature of Cockburn Central and offers a range of implementation items that will assist in progressing the sustainable growth of the Activity Centre.</p> <p>I do however wish to elevate a number of matters of concern to your attention.</p>	<p><b>Response</b></p> <p>1. <u>Education needs</u></p> <p><b>Agree:</b> Discussions between the City and the Department of Education have identified the following:</p>	

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		<p><b>1. Education Needs</b></p> <p><b>Issue:</b> There is under the current planning and future planning no opportunities identified for the education needs of the Activity Centre residents, particularly primary and early childcare needs. The matter is not discussed in detail and no discussion of possible sites occurs.</p> <p><b>Concern:</b> The population of the core area on the conservative estimates within the Activity Centre Structure Plan notes that 5,662 dwellings are already developed or planned for. This could yield some 10,191 persons living within the Core Area. Planning of traditional suburban neighbourhoods allocates one primary school per 1,500 dwellings. A further 3,000 or so dwellings can be expected within the remainder of the Muriel Court LSP area.</p> <p><b>Comment:</b> The Activity Centre Plan is frightening quiet on the matter of the educational needs of the future residents of the Cockburn Central Activity Centre, specifically the Core Area. This appears to be in direct conflict with previous determinations of Council, as part of the Cockburn Central Activity Centre Plan, to require the City to investigate these needs with the Department of Education.</p> <p>Schools, particularly primary schools remain one of the most important building blocks within a community. Australia has recently experienced issues with the need to retrofit educational facilities into existing high density built up environments, such as inner city Sydney and Melbourne. Similar debates are beginning to be had for inner city Perth. These trends are still being understood, but appear to indicate that families are more than ever prepared to raise their children in apartments.</p> <p>The Activity Centre Structure Plan makes the following statement,  <i>"As residential development continues to emerge within the northern portion of the Core and Frame Areas, connectivity with a school in the local catchment becomes an important objective to pursue. The associated district structure planning taking place for the Banjup Precinct recognises this as a key issue to explore."</i></p> <p>The first point highlights the rationale behind my comment on this proposal. A school within the local catchment does become an important objective to pursue. However the Plan then appears to highlight that there is opportunities to explore the fulfilment of the Core areas educational needs from within the growing urban area of Banjup. This area shares limited communities of interest with the Core Area; moreover, it is separated from the Core Area via the Kwinana Freeway and an Industrial Area. Regardless of any local schools ability to address some of the intake needs of the Core Area, the point stands that, 'A school within the local catchment does become an important objective to pursue'.</p> <p><b>Actions/Opportunities:</b></p> <p>A. Explore with the WAPC, the community and the Department of Education the opportunities to utilize State Government owned land to plan in a future 'Urban' School Site;</p> <p>B. That the Appendix 1 – Action Plan be amended to include (1) above as an action.</p>	<p>Muriel Court falls within the South Lake catchment. The South Lake Primary school is low on numbers so the DoE is unlikely to provide another primary school in the short to medium term.</p> <p>Due to the housing types in Cockburn Central (smaller dwelling types) the DoE is finding it difficult to estimate child numbers into the future. DoE however have identified a need for an early childhood centre in Cockburn Central (like the one in Atwell). The DoE have stated that given the emerging infill development across Perth metro and the unlikely opportunity for new traditional school sites, the DoE is opting towards more urban type schools – typologies that are integrated into buildings with other uses. These building types would require access to shared open space areas. Cockburn Central West was suggested as a suitable option to consider.</p> <p>During the submission period the City encouraged the DoE to contact Landcorp regarding development opportunities in CCW.</p> <p>Further discussions with DoE also resulted in the need to undertake further discussions between the City and DoE. See submission 7 for full details and recommendation.</p> <p><b>2. Development Area 23</b></p> <p><b>Disagree:</b> The subject clause provides adequate opportunity for a small/medium sized supermarket to be located north of Beelias Drive, in DA 23. The Clause provides for 1,100sqm of NLA. The Clause essentially is to prevent a large big-box shopping centre/supermarket form being located in a precinct that is to support finer grain mixed use development. Should the 1,100sqm not be sufficient for a proposal then the applicant will be required to demonstrate to the City how the proposal meets the objectives of the precinct and undertake a</p>	

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		<p>C. A number of opportunities are highlighted on page 33 of the document.</p>  <p><b>2. Development Area 23 – Supermarket Size Provision.</b></p> <p>The City of Cockburn's town Planning Scheme No. 3 currently states the following:</p> <p><i>“Supermarkets will not be permitted within the Town Centre; for the purpose of this clause supermarkets are defined as self service retail stores or markets with a sales area of 1100 square metres (NLA) or greater, the main function of which is to sell a variety of ordinary fresh and/or packaged food and grocery items.”</i></p> <p>It would appear that the intent of the clause is to provide some level of preference to other precincts within the Activity Centre in terms of major level retail, namely supermarket land uses. Considering the level of development within the Town Centre, the level/scale of commercial development, and the significant residential population, such a clause would appear unnecessary in the modern planning framework. Controls such as these appear to be anti-competitive in their design and in the case of Cockburn Central restrict improvements in walkability and accessibility for the Town Centre. Importantly it should be noted that DA23 applies to both the 'Town Centre' and 'Cockburn Central West', this area is likely to be home to some 3,400 dwellings at final build out.</p> <p><b>Actions:</b></p> <p>A. That the Appendix 1 – Action Plan be amended recommend the City initiate a Scheme Amendment to remove this specific clause from Schedule 11 of the Scheme.</p> <p><b>3. Beelihar Drive – Future Options</b></p> <p>The City is to be commended regarding the discussion on the future 'calming'</p>	<p>scheme amendment.</p> <p>3. <b>Beelihar Drive: Future Options: Noted:</b> the "detailed design investigations" point covers a range of actions that while not listed in full will be undertaken. The Strategic Planning, Parks and engineering teams will undertake research to inform the design process.</p>	



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		<p>of Beelias Drive following the extension of North Lake Road. The document correctly identifies the severing role Beelias Drive plays in dividing the Core Area. The reduction in width and speed along Beelias Drive will allow the City to look at it in a different way, allow adjoining development to front it, and most importantly help make Beelias Drive somewhere to not only pass through but linger.</p> <p>All options to remove pedestrians from the street level, through either underpasses or over passes should be strongly opposed as anti-urban and pro vehicle.</p> <p><b>Actions:</b></p> <p>A. That the Appendix 1 – Action Plan include an additional point within item 8 that the Action include an analysis of comparable world examples where such projects were implemented. Importantly this research should study before and after traffic flows, and provide a clear explanation on the role of 'induced demand' on traffic volumes.</p>		
13	Landcorp Locked Bag 5 Perth Business Centre PERTH WA 6849	<p><b>Support</b></p> <p>I wish to provide the following feedback and overall support to the key elements raised within the document:</p> <p><b>Traffic and Transport Planning</b></p> <p>As noted within the draft Structure Plan, regional traffic has had a detrimental impact on accessibility between the four quadrants of the Activity Centre. In particular, the delay in the provision of the North Lake Road bridge to Armadale Road has resulted in the expansion of Midgegooroo Avenue, which has introduced a four lane road through the Core Area of the Activity Centre, resulting in the dissection of the town centre to Cockburn Central West.</p> <p>It should be noted that the City and LandCorp will be working on a joint proposal for a signalised pedestrian crossing on Midgegooroo Avenue to promote the east-west movement of pedestrian flow, which will assist in joining the town centre to the recreation attributes of Cockburn Central West. However, the longer term strategy should focus on the downgrading of Midgegooroo Avenue, following the introduction of the North Lake Road bridge, to reduce the separation distance within this Core Area.</p> <p>I encourage the City to undertake the necessary investigations to allow for the future downgrading of Midgegooroo Avenue in the future, should the North Lake Road bridge be implemented. The downgrading of the road will not only assist in alleviating congestion for people using the Activity Centre, it will also help introduce a pleasant environment to the residential frontage which currently exists along this section of Midgegooroo Avenue.</p> <p><b>Precinct 2 — Cockburn Central West</b></p> <p>It is acknowledged that the commercial land uses positively contribute to the day time activity and vitality of Activity Centre and should be encouraged</p>	<p><b>Response</b></p> <p>The delivery of the North Lake Road Bridge will facilitate direct East/West access through the activity centre thereby reducing the need for Midgegooroo Avenue to direct traffic to/from Beelias Drive. As suggested this should result in an opportunity to improve the function and amenity of Midgegooroo Avenue for pedestrians and cyclists moving between the town centre and CCW precincts. The right time however to consider such opportunities will be through the development of a Pedestrian and Cyclist Strategy for the Activity Centre. See submission response 11 for further details. This will be undertaken as detailed designs progress for the North Lake Road Bridge and Armadale Road extension.</p> <p>In response to comments regarding car parking, a car parking strategy is now an identified action. See also submission 11 for further details. Opportunities as suggested will be explored to remove/reduce at grad car parking within the activity centre core, including the PTA car parks.</p>	

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		<p>throughout all precincts of the Activity Centre, particularly those which are close to retail/food and beverage offerings. LandCorp will continue to encourage the attraction of quality commercial land uses to maximise the opportunities for employment self-sufficiency targets, however the location of these uses should be explored thoroughly to ensure the best outcome for the Activity Centre.</p> <p>The draft Structure Plan identifies two short term commuter car parking sites which need to be reviewed in terms of land use and the overall parking strategy for the Town Centre. These two sites are ideal locations for commercial land uses based on their proximity to regional transport infrastructure and public transport nodes. The potential to move the commuter parking to underutilised areas such as the transmission line easement should be explored, as the passing trade of commuters through Cockburn Central West could see the expansion of ground floor retail tenancies.</p> <p>Overall the suburban commercial office market is extremely challenging, particularly with office vacancies in the Perth CBD growing and highly competitive leasing deals being offered. However, LandCorp welcomes the opportunity to work closely with the City in identifying, attracting and/or establishing key relationships to attract strategic land uses such as education, healthcare and other strategic service industries, particularly those land uses which may have synergistic relationships to the Regional Aquatic and Recreation Facility.</p> <p><b>Precinct 6— Cockburn Central East</b></p> <p>Precinct 6 provides a significant opportunity for the Activity Centre over a medium to long term, but can only be realised if the North Lake Road bridge is progressed. This precinct could assist in providing further opportunities for commercial land uses, particularly when the demand for the suburban office market increases. It will also help supplement the day time population within the town centre, assisting in the attraction of further quality ground floor tenancies within the town centre.</p> <p><b>General Feedback</b></p> <p>LandCorp supports the overall key elements within the draft Structure Plan, and believes it provides the necessary framework from which the Activity Centre can grow and mature into the future. Given the importance of the Cockburn Central Activity Centre, the supporting Structure Plan should be reviewed regularly to ensure that the framework is facilitating the desired outcomes. We look forward to collaborating with the City in realising the vision for the Activity Centre.</p>		
14	Landowner	<p><b>Objection</b></p> <p>We welcome the opportunity to make a submission on the draft Activity Centre Plan released for public comment by the City. In summary, our submission will address the following key points:</p> <p>(i) The proposed changes to the movement network east of Kwinana Freeway reduces access to the subject site, and more broadly, to land south of the proposed deviation of Armadale Road, and it</p>	<p><b>Response</b></p> <p>In the first instance the City will ensure a copy of this submission, in addition to the relevant others, is provided to MRWA so as to inform detailed design work regarding the new alignment.</p>	<p>4. Add a new recommendation to the action plan on page 41:</p> <p><i>The City to investigate a suburb boundary change to include all areas of the Core Area into the suburb of Cockburn central.</i></p>

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		<p>represents a significant departure to the movement network which has been planned for the locality since 1997. This results in a serious lack of certainty for the development of land in the area to be progressed.</p> <p>(ii) A proposed local road through the subject site is not supported unless the road provides for right turn access from the Armadale Road deviation and from the Beeliar Drive extension.</p> <p>(iii) Limited information is provided in relation to the proposed on and off ramps at Kwinana Freeway and the deviated Armadale Road / North Lake Road and associated design, timing of construction and funding. There is a lack of certainty surrounding the final road alignments.</p> <p>(iv) While duplication of Armadale Road east of Verde Drive is funded, funding for the proposed North Lake Road extension and flyover is critical to the success of the Armadale Road duplication works.</p> <p>(v) The Activity Centre Plan should promote its Core Area, which includes land adjacent to Knock Place, to be included within the suburb of Cockburn Central.</p> <p><b>EXISTING PLANNING FRAMEWORK</b></p> <p><b>Strategic planning</b></p> <ol style="list-style-type: none"> <li>The North Lake Road deviation was originally contemplated in the Thomsons Lake Regional Centre Activity Centre Structure Plan (1997 Structure Plan) prepared in 1997. This Plan showed Armadale Road connecting to Beeliar Drive, and the extension of North Lake Road over Kwinana Freeway and connecting to Armadale Road at Tapper Road to divert through traffic around the periphery of the activity centre.</li> <li>The North Lake Road extension (now named Verde Drive) is also shown on the adopted Solomon Road Development Area Structure Plan (Solomon Road Structure Plan).</li> <li>In both the 1997 Structure Plan and the Solomon Road Structure Plan, the North Lake Road extension is articulated as a freeway flyover, with no on/off ramps connecting with Kwinana Freeway.</li> <li>The land required for the North Lake Road extension (Verde Drive) has been reserved for Other Regional Roads under the Metropolitan Region Scheme (MRS). The alignment is in accordance with the 1997 Structure Plan and the Solomon Road Structure Plan.</li> </ol> <p><b>Metropolitan Region Scheme</b></p> <ol style="list-style-type: none"> <li>The subject site is zoned 'Urban' under the MRS and fronts land reserved Primary Regional Roads (Armadale Road). The Verde Drive alignment and land required for the North Lake Road flyover is reserved for Other Regional Roads.</li> </ol> <p><b>Local Planning Framework</b></p> <ol style="list-style-type: none"> <li>The subject site is zoned 'Development' under the City of Cockburn (City) Town Planning Scheme No. 3 and is subject to the Solomon Road Structure Plan. The subject site is identified as Mixed Business – Precinct Two under the Solomon Road Structure Plan.</li> </ol>	<p><u>Proposal reduces the sites accessibility to the surrounding road network</u></p> <p><u>Disagree:</u> The proposed, alternative route is viewed to significantly reduce congestion across the activity centre, including the significant congestion resulting from the PTA car park of which occurs along Knock Place. While detailed design work is to be undertaken, it is envisaged at this stage that all lots will be given road access and given the improved road environment, access should be significantly improved. The City is committed to advancing detailed designs that will give landowners more certainty as at this stage the current alignment identified within the Solomon Road LSP is not supported by MRWA. This option is seen as a positive step towards a finalised design and approach for the precinct and the wider activity centre.</p> <p>An important consideration in the design process will be reinforcing Knock Place as an important street frontage that has direct access from the North Lake Bridge extension. Importantly this street will be the core focus of the southern portion of the precinct and will be the location for passing trade for the PTA car park. The City will continue to reinforce this point throughout the design process and through the review of the Solomon Road LSP.</p> <p>Comments made regarding reduced access for the entire precinct are also not supported. The improved regional access route will be further developed to ensure congestion levels are not a deterrent in attracting potential trade for the activity centre and its individual businesses.</p> <p><u>Proposed local road through the subject site</u></p> <p>Given the proximity of Lot 500 to 2 significant intersections, it is unlikely a right hand turn will be possible from the Lot onto Armadale Road. It is noted that the current LSP does not provide a right hand turn access either.</p> <p><u>Lack of information regarding detailed design</u></p>	<ol style="list-style-type: none"> <li>Add a new recommendation to the action plan on page 41:  <i>The City to provide a copy of all submissions relating to road design issues (including desired access arrangements and needs for individual lots) to MRWA so as to inform the detailed design process for the North Lake Bridge and Armadale Road extension.</i></li> <li>Add a new recommendation to the action plan on page 41:  <i>The City to advise MRWA of the need to provide opportunities for precinct signage to be provided at key locations. One such location likely to be appropriate is prior to the intersection of the northern entrance to the southern precinct (the northern entrance to Knock place off the North Lake Bridge extension).</i></li> </ol>

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		<p><b>DRAFT ACTIVITY CENTRE PLAN</b></p> <p>7. The draft Activity Centre Plan seeks to identify the necessary steps to guide the future growth of the activity centre towards a Strategic Metropolitan Centre in the wider activity centre hierarchy.</p> <p>8. In doing so, the draft Activity Centre Plan outlines the key infrastructure items required to support the growth of the centre, identifies urban related strategies appropriate for the centre, and provides an action plan to coordinate key tasks. The key infrastructure item identified in the draft Activity Centre Plan is the need for an improved movement network.</p> <p>9. The draft Activity Centre Plan identifies 10 precincts. The subject site is located within Precinct 6: Cockburn Central East – Opportunity for Review. It is noted that this precinct requires intergovernmental and stakeholder collaboration to deliver the North Lake Road extension, freeway flyover and Armadale Road deviation. The key priority is to solve the movement network through this precinct.</p> <p><b>Proposed movement and access arrangements</b></p> <p>10. The draft Activity Centre Plan proposes the following modifications to the existing planned movement and access arrangements:</p> <p>a) Diverting Armadale Road to connect directly with North Lake Road.</p> <p>b) North Lake Road extension modified to include an interchange with Kwinana Freeway, as opposed to the originally-planned freeway flyover with no interchange.</p> <p>c) The Beeliar Drive extension and Armadale Road deviation are identified as having primacy in the road network.</p> <p>d) An additional local link road through the subject site, connecting the Beeliar Drive extension with the Armadale Road deviation and Knock Place.</p> <p>11. The key difference between the existing planned movement network and that proposed in the draft Activity Centre Plan is the realignment of the North Lake Road extension. In addition, North Lake Road is proposed as a new freeway interchange.</p> <p>12. In addition, we anticipate the deviation of Armadale Road to link directly with North Lake Road will alter the purpose and designation of both North Lake Road and Armadale Road. Specifically, we submit the Armadale Road deviation is likely to be designated a main road or highway, being a road under the control of Main Roads Western Australia. On such roads, priority is given to regional through traffic, and access to adjoining lots and minor roads is typically restricted.</p> <p>13. The draft Activity Centre Plan includes little detail on the configuration of the proposed roads and their intersections. As such, it is not possible to determine if right-hand turns will be restricted at any of the intersections shown on Figure 14 of the Activity Centre Plan based on the information available to us.</p> <p><b>Access impacts on subject site</b></p> <p>14. We are concerned the changes to the planned movement network</p>	<p>Now that the relevant agencies are in support of the proposed option 2 alignment the detailed design stage can progress. This includes identifying access points for individual lots. MRWA will be undertaking this work and the City will continue to communicate with landowners as these plans progress.</p> <p><u>Funding</u></p> <p>It is agreed funding for the project is vital to the success of the Armadale East upgrade. Without the upgrade towards the west, congestion will continue in and around the activity centre. The City continues to lobby in support of funding the project.</p> <p><u>Suburb boundary change</u></p> <p>There is merit to wanting to reduce confusion within Cockburn Central by addressing the multiple suburbs located within the Core Area of the Activity Centre.</p> <p>Importantly, businesses should be able to clearly promote their location and the extent of the activity centre should be clear and logical.</p> <p>Accordingly a recommendation will be added to page 41 to investigate suburb boundary changes in the Core Area.</p> <p><u>Retention of existing on/off ramps</u></p> <p><u>Noted:</u> There is no intention to remove existing on/off ramps at Beeliar Drive and Armadale Road.</p> <p><u>Destination branding</u></p> <p><u>Agree:</u> Destination branding for the precinct will be a key issue therefore in addition to a review of the suburb boundary of Cockburn as stated above, a further recommendation is made in regards to signage for the precinct along the new key road alignments. MRWA will be advised of the need to provide signage opportunities at key sites.</p>	

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		<p>will have a significant detrimental effect on access to the subject site.</p> <p>15. Under the current planning framework (including the MRS and the Solomon Road Structure Plan) Armadale Road is maintained as the primary route between Kwinana Freeway and the localities to the east along Armadale Road, and home-bound afternoon traffic in many parts of the Perth metropolitan area will travel past the subject site. An existing left-in, left-out intersection provides direct access between Armadale Road and the subject site for home-bound traffic.</p> <p>16. The modified movement network diverts home-bound traffic from the north away from the existing Beelihar Drive / Armadale Road freeway interchange and instead to the more-direct North Lake Road / Armadale Road deviation freeway intersection. Under this scenario, the subject site will be located on the right-hand side of the Armadale Road deviation for east-bound traffic.</p> <p>17. Right-hand turns from the Armadale Road deviation and the Beelihar Drive extension are likely to be restricted. Access to the subject site by passing traffic will be limited to two left turn access points only. This restricts access to the subject site by home-bound traffic originating from the north.</p> <p>18. Figure 1 below illustrates the reduced and cumbersome access to the subject site as a result of the modified movement network.</p> <p>19. Not only does the proposed road network create access issues for the subject site, the Armadale Road extension creates access issues for the entire south sub-precinct.</p> <p>20. If the modified road network as proposed in the draft Activity Centre Plan is to be implemented, it is essential that access to the subject site be maintained by allowing right hand turns from the Beelihar Drive extension and the Armadale Road deviation.</p> <p>21. Additionally, the existing on/off ramps at the Kwinana Freeway / Beelihar Drive / Armadale Road intersection must be retained.</p> <p><b>Certainty</b></p> <p>22. The draft Activity Centre Plan results in a serious lack of certainty for land development in the area. Significant investments have been made on land purchases and development in the area based on the certainty of nearly 20 years of planning. The changes to the road network as proposed by the draft Activity Centre Plan have been foisted on our client without any notice or consultation and have significant detrimental impacts in terms of the potential development of the subject site and on other sites in the Solomon Road Structure Plan area.</p> <p>23. It is important to note that the final road alignment option and associated design is yet to be settled and agreed upon between the various government agencies involved. The final road alignment, and the configuration of intersections, will be subject to the approval of Main Roads Western Australia.</p> <p>24. Despite being flagged as a high status action in the draft Activity Centre Plan's Action Plan, the funding source for the delivery of the North Lake Road extension is not confirmed. Additionally, timing for</p>		



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		<p>the proposed works is not confirmed, further adding to the lack of certainty for land development and investment in the area.</p> <p><b>ENGAGEMENT</b></p> <p>25. We request to be involved in ongoing consultation as the draft Activity Centre Plan is progressed. It is suggested that a working group be established with key stakeholders (both private and government stakeholders) in the area to provide input and advice for the final Activity Centre Plan.</p> <p><b>DESTINATION BRANDING</b></p> <p>26. The subject site and Solomon Road Structure Plan area as a whole is currently located within the suburb of Jandakot. It is considered that the suburb of Jandakot is widely associated with the Jandakot Airport, which is not supporting of the branding and marketing of the area as a mixed business hub that forms an integral part of the Cockburn Central Activity Centre.</p> <p>27. The subject site and Solomon Road Structure Plan area has a greater relationship to Cockburn Central in terms of its location and land uses than it does to the Jandakot Airport. As such, we consider there is an opportunity to re-brand the area by extending the Cockburn Central suburb boundaries to include the Core Area of the Activity Centre Plan (including the Solomon Road Structure Plan).</p> <p>28. This should be included in the Activity Centre Plan as an immediate action, which will assist in improving location recognition, potentially bringing new business to the Cockburn Central Activity Centre.</p> <p><b>CONCLUSION</b></p> <p>In summary, we do not support the draft Activity Centre Plan in its current form. It is essential that the subject site gain improved and more direct access from the Beeliar Drive extension and Armadale Road deviation. We request the City give strong consideration to the points outlined in this submission relating to the proposed modified road network.</p> <p>We thank the City for the opportunity to provide comments in relation to the draft Activity Centre Plan. We urge the City to consider the comments outlined above in order to ensure landowners in the area have a level of certainty in relation to future road networks, allowing for investment and development in the area to progress.</p> <p><b>Attachment</b></p>		
15	Puma Energy 45 Armadale Road JANDAKOT WA 6164	<p><b>Support not stated, with modification</b></p> <p>Puma Atwell is a high volume, unmanned retail fuel facility located on the corner of Solomon Road and Knock Place, Jandakot. Puma Energy leases the property from Gull Properties Pty Ltd.</p> <p><b>Current access/egress</b></p>	<p><b>Response</b></p> <p>It is understood that the current access arrangements are vital to the ongoing viability of the site. Of particular importance is access to and from the site for petrol tankers. It is recognised that the new road alignment will result in changes to the intersection including where the</p>	

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		<ul style="list-style-type: none"> <li>• All movement crossover on Solomon Road.</li> <li>• All movement crossover on Knock Place. This is currently the most commonly used access and egress from the site. High-flow diesel dispensers are located on the southern-most positions under the canopy and are frequently used by trucks.</li> <li>• The majority of customers are travelling east-bound on Armadale Road. They may have originated from west of the freeway or have existed the freeway from the north or the south onto Armadale Road.</li> <li>• Public access easement over adjoining property to the east on Armadale Road allows access/egress via crossover to the east. The tanker currently enters the lot via the crossover at the eastern end of the easement and exits right onto Solomon Road. A copy of the instructions to drivers is attached.</li> <li>• The property is subject to a public access easement over South Eastern corner of lot which allows access/egress to adjoining properties to the east, via Knock Place, onto Solomon Road.</li> </ul> <p>Impacts of Proposed Realignment of Armadale and Solomon Roads</p> <ul style="list-style-type: none"> <li>• The closure of Knock place will make the easement over the lot redundant as it will not lead to any public road. There is no easement over the remaining land to allow direct access to Solomon Road. Existing improvements on the site and particularly the fuel tanker filling position will block access and cause traffic confusion if vehicles from the east (using the access easement) are looking to exit onto Solomon Road.</li> <li>• Any restriction on the Solomon Road crossover will impact tanker movements and restrict access for customers. This will need to remain an all movements crossover.</li> <li>• If both east and west-bound Armadale Road traffic, and north and south-bound Solomon Road traffic can only directly enter the site off Solomon Road, queuing of south-bound traffic at the lights on Solomon Road may cause a problem. To alleviate this we suggest that a crossover to Armadale Road replaces the current Knock Place crossover. This would be a left-in/left-out only crossover. This also addresses the issue of the current easement, allowing it to remain in place.</li> </ul> <p>This is currently a high volume site and it is likely that any restriction on the current access will impact performance of the current operation and value of the land. Retention of access and egress is essential for the safe and viable operation of the business.</p> <p><b>Attachment</b></p>	<p>current easement is located giving access to the southern portion of the site.</p> <p>As stated in previous submissions (above), all submissions relating to access needs for landowners in the Solomon Road precinct will be provided to MRWA so as to inform the detailed design process. Should any modification need to be made to the easement then the City will address this requirement when the Solomon Road LSP is reviewed.</p>	
16	FFI Holdings Limited 23 Knock Place JANDAKOT WA 6164	<p><b>Objection</b></p> <p>The "New Plan" has a major impact on our Company, FFI Holdings Ltd (FFI). The acquisition of land required for the new proposal to divert the North Lake Road extension further south than the current original 1997 structure plan ("Current 1997 Plan") will result in the closure of the FFI's business operations currently being undertaken at lot 64 and lot 65 Knock Place.</p> <p>The New Plan includes a number of incorrect assumptions, fails to adequately recognise a number of negative outcomes that will result from it being adopted and has not identified the significant benefits of the existing Current 1997 Plan.</p> <ul style="list-style-type: none"> <li>• The New Plan incorrectly defines the area of land required to divert the</li> </ul>	<p><b>Response</b></p> <p>Recognising concept plan indicate the alignment of the North Lake Road extends through the subject site, the City is committed to working with FFI Holdings to identify land use and business configuration opportunities arising from the new alignment. This includes discussions to address the important elements raised in this submission including:</p> <ul style="list-style-type: none"> <li>• How to accommodate car parking given the alignment will impact upon current provision.</li> </ul>	


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		<p>proposed North Lake Road extension further south as "underutilized land".</p> <ul style="list-style-type: none"> <li>The closure of the FFI business operations will likely result in financial hardship and negative social outcomes on the large number of stakeholders affected by the proposals.</li> <li>The New Plan will likely result in significant liability for compensation payments being incurred.</li> <li>While the New Plan identifies that: <ul style="list-style-type: none"> <li>(i) the timeframe for the future extension of the North Lake Road remains uncertain (due to the requirement for State Government expenditure commitment) and</li> <li>(ii) the proposed changes from the Current 1997 Plan have not been proven feasible, the adoption of the recommended changes at this stage would be contrary to notions of orderly and proper planning.</li> </ul> </li> <li>The proposal to create a Planning Control Area over the effected land in precinct 6 does not acknowledge the impact the uncertainty will create on employment opportunities and negative effects on the existing FFI and other land owner's business operations in the area. About FFI Holding Ltd FFI Holdings Ltd ("FFI") is an Australian Securities Exchange (ASX) listed food manufacturing, marketing and distribution Company, based in Jandakot W.A. FFI has a direct interest in 72,903 square meters of land with a building foot print of approximately 14,000 Square meters, in the area covered by Precinct 6 of The New Plan.</li> </ul> <p>Properties include -</p> <ul style="list-style-type: none"> <li>Lot 64 Knock Place – fully committed site of 22,582 sqm with a buildings of 5,760 sqm.</li> <li>Lot 65 Knock Place – fully developed site of 9,917 sqm with buildings of 3,600 sqm.</li> <li>Lot 63 Monash Gate – fully developed site of 18,226 sqm</li> <li>Lot 62 Verde Drive – undeveloped site of 12,777 being held in reserve pending the construction of Verde Drive.</li> <li>Lot 61 Verde Drive - undeveloped site of 9,401 being held in reserve pending the construction of Verde Drive.</li> <li>49 Cutler Road – a partially developed site of 9,088 sqm site with buildings of approximately 2,200 sqm (property currently held under contract by FFI). FFI's' food manufacturing, marketing and distribution operations are located at Lots 64 and 65 Knock Place.</li> </ul> <p>In addition to the specialty built food manufacturing buildings of approximately 9,500 square meters the sites also include substantial areas of hardstand, access roadways, light and heavy vehicles loading and unloading zones and waste water treatment infrastructure. FFI has been successfully operating from this location for over 25 years. During that time the Company has steadily expanded to become a significant supplier in the Australian food industry and a major employer in the Cockburn area. A major stakeholder and a successful operator in the Australian food industry for over 25 years, the FFI businesses have created a number of stakeholders-</p> <ul style="list-style-type: none"> <li>Employees – The Company currently employs approximately 122</li> </ul>	<ul style="list-style-type: none"> <li>Infrastructure needs including waste water</li> <li>Expansion and future business needs.</li> </ul> <p>As stated within prior submissions (above) the City will be forwarding all submissions to MRWA so as to inform the detailed design process. Importantly this stage will consider access arrangements. The City is committed to the facilitation of ongoing consultation with key landowners affected by this plan.</p> <p>While all efforts will be undertaken to seek a development outcome that is both a positive outcome for the wider activity centre, the regional transport network and local landowners, it is nonetheless recognised that in some circumstances this may not be possible. Should this occur then as stated within the draft activity centre plan, land (such as the FFI holdings land) that is subject to the PCA will as stated still be protected while a Planning Control Area is in existence, by virtue of the right to seek a review by the State Administrative Tribunal of a decision made by the Western Australian Planning Commission. If a Planning Control Area materialises into a reservation under the Metropolitan Region Scheme, this opens up the normal provisions under the Planning and Development Act 2005 for landowners to pursue injurious affection proceedings for this land. This includes any detrimental impacts on the current business and landholding that arise as a result of the new alignment.</p> <p><u>Response to submitted concept plan alternative:</u> The City notes the benefits of the submitted alternative alignment utilising Knock Place, resulting in reduced impacts on lots located to the North including FFI Holdings land. However an issue may relate to road geometry across the Freeway.</p> <p>The City notes that the North Lake Bridge will be designed as a full freeway interchange (similar to Beelihar Drive and Armadale Road Bridge) and not a "fly over" as is the case in South Perth and perhaps illustrated in this concept plan. Nonetheless the concept plan idea should be provided to MRWA for comment as it will require further detailed road design investigation to understand its feasibility. MRWA will be provided this plan along with the remaining relevant comments within this submission schedule.</p>	

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		<p>employees with wages and associated employee costs of over \$7.0 million per annum.</p> <ul style="list-style-type: none"> <li>• Customers – average annual sales of the Company's products is approximately \$30 million (excluding GST) per annum. Customers include all major Australian Supermarket retailers and major Australian food companies.</li> <li>• Suppliers and contractors – payments to suppliers and contractors for goods and services of approximately \$19.9 million per annum. A significant percentage of this is paid to businesses based in Western Australia and the Cockburn area.</li> <li>• Shareholders – FFI is a public company with an unbroken record of paying dividends for over 25 years to over 440 private and superannuation company shareholders.</li> <li>• Local, State and Federal Government – as a result of its successful growth and development since its incorporation FFI has continued to pay significant taxes and charges to governments at all levels.</li> </ul> <p>Impact of the New Plan on FFI, The City Of Cockburn's proposal under the New Plan to divert North Lake Road along Knock Place will make the existing FFI businesses operation on Lot 64 and 65 unviable and will result in their closure.</p> <p>Areas that have been incorrectly identified as "underutilized" under the New Plan include the following areas that are essential for FFI's normal business operations.</p> <p>The loss of land along Knock Place and the extension of Monash Gate recommended in the New Plan will result in the following –</p> <p>(i) <b>Loss of Car Parking Areas</b></p> <p>Loss of car parking for over 120 staff, plus contractors, customers and other visitors to the site. No suitable vacant land exists on the FFI operations site which could provide an option for alternative car parks. Loss of car parks would create a situation wherein FFI would be in contravention of Regulations to provide appropriate numbers of car parking bays to accommodate staff and visitor numbers on site.</p> <p>(ii) <b>Loss of Knock Place Entry and Exits</b></p> <p>Loss of Knock Place entry and exit points for multiple cars and heavy vehicles. High volume of cars, small and medium tonnage delivery trucks, large semi-trailers and shipping container truck transporters operate on the site daily and require large areas in which to enter the site, manoeuvre safely, load, unload and exit the site in a safe and controlled manner. Removal of Knock Place entry / exits would make the FFI site inoperable for current operations.</p> <p>(iii) <b>Loss of Waste Water Treatment Plant</b></p>		

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		<p>The proposed extension of Monash Gate westwards will necessitate the demolition of the company's waste water treatment plant. This is a valuable piece of infrastructure and is integral to the Company's food manufacturing activities. The loss of the waste water treatment plant would prevent the Company from meeting its environmental and waste water/ sewerage obligations and would necessitate the closure of FFI's operations. No suitable vacant land exists on the FFI operations site which could provide an option for an alternative waste water treatment area. In the event that land was available it is expected that it would not be economically viable to relocate the treatment plant.</p> <p><b>(iv) Loss of FFI Expansion Zone</b></p> <p>The land adjoining Knock Place on Lot 64 has been reserved for future expansion of the FFI manufacturing and distribution operations. Operations are currently running at 100% capacity and future development (and the planned construction of a "cash and carry" facility) will be necessary to meet customer's future requirements. Failure to provide the required addition capacity to satisfy customer's expectations will ultimately result in the failure of the business.</p> <p><b>(v) Financial implications</b></p> <p>The financial costs of relocating the Company's plant, equipment, buildings and waste water treatment plant, plus staff redundancies and other associated costs are currently unknown but would be very significant. The following is a summary of the key financial metrics that would be affected by the Plan –</p> <p>Sales revenue of approximately \$30 million per annum.</p> <ul style="list-style-type: none"> <li>• Gross profit contribution to fixed costs and profit, estimated to be \$ 10 million per year.</li> <li>• Plant and equipment with an historical cost of \$12.95 million dollars (replacement cost unknown at this time).</li> <li>• Building replacement costs and business relocation costs are unknown at present but are expected to exceed \$20 million.</li> <li>• Replacement cost of approximately 32,500 square meters of industrial land required for the operations. The financial entitlement to FFI for compensation for loss of future profits, business interruption costs, plant and building replacement costs, land and other factors is expected to be significant and likely to have implications for the successful delivery of the New Plan.</li> </ul> <p>Orderly and proper planning process The New Plan identifies that the timeframe for the future extension of North Lake Road remains uncertain due to the requirement for a State Government funding commitment for the freeway crossover.</p> <p>In addition the New Plan acknowledges that the proposed changes have not</p>		



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		<p>been subject to proper feasibility investigation or review. There is no current or indeed short term demand for the non –retail commercial uses and offices accommodation in the Solomon Road Industrial area.</p> <p>It would be contrary to notions of orderly and proper planning to adopt the proposed realignment of Lake Road at this stage.</p> <p>The New Plan is likely to lead to a perverse outcome whereby existing industrial development is undermined with no clear prospect for a feasible alternative development.</p> <p>Existing Current 1997 Plan The New Plan does not acknowledge or identify the many advantages that exist with the Current 1997 Plan.</p> <ul style="list-style-type: none"> <li>• The existing Current 1997 Plan has been in place for 18 years and has been the basis for all planning and development in the area to date. Significant planning and other costs have been incurred by the land owners in meeting the objectives of the Current 1997 Plan.</li> <li>• The land reserve required for the North Lake Road extension to Armadale Road under the Current 1997 Plan has already been reserved and is ready to proceed without major additional costs or delays.</li> <li>• The Current 1997 Plan, with a proper traffic management plan, will resolve the current traffic problems in the area and will provide adequate opportunity to deal with traffic flow separation issues.</li> <li>• The Current 1997 Plan has for many years provided a degree of certainty that is essential for the successful operation and growth of business and employment in the area. The New Plan removes that certainty and will likely create a long term uncertain business environment and deliver little benefit to the stakeholders.</li> </ul> <p>Planning Control Area The proposed creation of a Planning Control Area over the land will create an unacceptable level of planning uncertainty for FFI.</p> <p>In order to meet the many challenges that exists in the Australian manufacturing industry it is essential that the FFI food business operations can operate in a dynamic and flexible manner.</p> <p>The land affected by the Planning Control Area has been carefully planned for many years to meet the Company's future needs and is essential for the Company's operations.</p> <p>The City of Cockburn already has considerable powers under existing planning functions and policies.</p> <p>Any additional impediments to growth, such as the creation of a Planning Control Area, represent a significant risk and financial cost to our business.</p> <p><b>Conclusion</b></p>		

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		<p>In conclusion we reiterate that the realignment of the North Lake Road extension recommended in the New Plan will force the closure of the FFI business operations at the current location and will therefore result in significant social and economic costs to many stakeholders.</p> <p>The likely and unnecessary loss of 122 existing jobs from the Cockburn area will not assist in the objective of "Attracting Strategic Employment" – Section 3 of the proposed plan and probably result in considerable financial hardship for many of the employees affected.</p> <p>We urge the City of Cockburn to review the many advantages to be gained from the existing 1997 plan which has been the basis for current development in the area.</p> <p>The New Plan which creates a great deal of uncertainty in terms of timing and feasibility is likely to lead to a perverse outcome whereby existing industrial development is undermined with no clear prospect of alternative development.</p> <p><b>*Note:</b> Following receipt of this submission, FFI Holdings met with the City and provided the following concept plan for consideration.</p>  <p>FIGURE 3 : FFI HOLDINGS : NORTH LAKE RD DEVIATION - ALTERNATIVE ALIGNMENT</p>		
17	Fremantle Steel Group PO Box 3005 Success WA 6964	<p><b>Support</b></p> <p>Thank you for the opportunity to review and comment on the Cockburn Central Traffic Redesign which affects our property and business, Fremantle Steel Fabrication located at 115 Prinsep Road, Jandakot, which is in the Cockburn Central Precinct.</p> <p>As background information, our specific business at these premises is the fabrication of heavy structural steel, platework and piping, which includes very</p>	<p><b>Response</b></p> <p><u>Agree:</u> The proposed road alignment along Prinsep Road importantly provides strong links to the road network in a North/South direction with opportunities to connect to the Freeway. The City will continue to consult with affected landowners and will ensure the following is provided to MRWA so as to inform the detailed design process as requested:</p>	

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		<p>large weldments, modular construction, mechanical fitout and pre-assembly of the largest possible transportable components.</p> <p>This work is carried out for the Mining, Oil and Gas, Infrastructure and Commercial/Industrial sectors, mainly for Western Australia and overseas export but also includes the East Coast of Australia.</p> <p>The size of components we produce consist of conveyors, chutes, run of mine bins, stackers, reclaimers, shiploaders, modules and pre-assemblies which in size vary from 12 to 60 metres in length and can weigh up to 300 tonne in single components.</p> <p>The equipment at our workshops is state of the art, fully computerised, numerically controlled machines, which employ an average of 250 employees to 400 including subcontractors, depending on workload. We also have our own transport fleet located at these premises, under the banner of Interstate Crane and Transport Hire.</p> <p>It is imperative that our company continues to strengthen employment in today's commercial environment where we are providing future opportunities by enhancing our capabilities to transport large modules, which has become the favoured option within WA and overseas, to remove cost from extreme isolated locations and maintain competitiveness.</p> <p>We intend to not only maintain employment but to bring associated and diversified extensions to our current concepts and create further employment for future generations of employees.</p> <p>We have reviewed the draft document and the proposed transport infrastructure and it is our strongest preference that the City of Cockburn Concept - Annadale Road deviation   North Lake Road bridge and extension road design, as per figure 14 on page 23, be adopted.</p> <p>The current option, figure 13 on page 22, is not suitable to meet the current and future integration and balance of residential/business employment.</p> <p>We implore that the City of Cockburn proposal is definitely adopted as the safest and balanced approach which needs to be regarded as urgent to deliver the integration of employment growth so as to ensure the centre can function sustainably at an optimal performance in the future. The opportunity to achieve the right movement network is quickly disappearing because of the rapid growth and must be addressed in the short term.</p> <p>In developing Cockburn Central as a strategic regional centre, there is a clear opportunity to develop and establish an alternative balance which will relieve congestion in other suburbs and provide a safe work/life balance, which we believe should be encouraged.</p> <p>The City of Cockburn proposal provides this balance and will allow our business to grow in a safe manner whilst providing increased opportunity for employment, an ideal focus.</p>	<ul style="list-style-type: none"> <li>• Reduced verge obstructions such as light poles and vegetation.</li> <li>• Hard standing roundabouts with no obstructions.</li> <li>• Allowance for wide turns onto roads.</li> <li>• Removable traffic signage.</li> <li>• Higher power lines over crossovers.</li> </ul>	

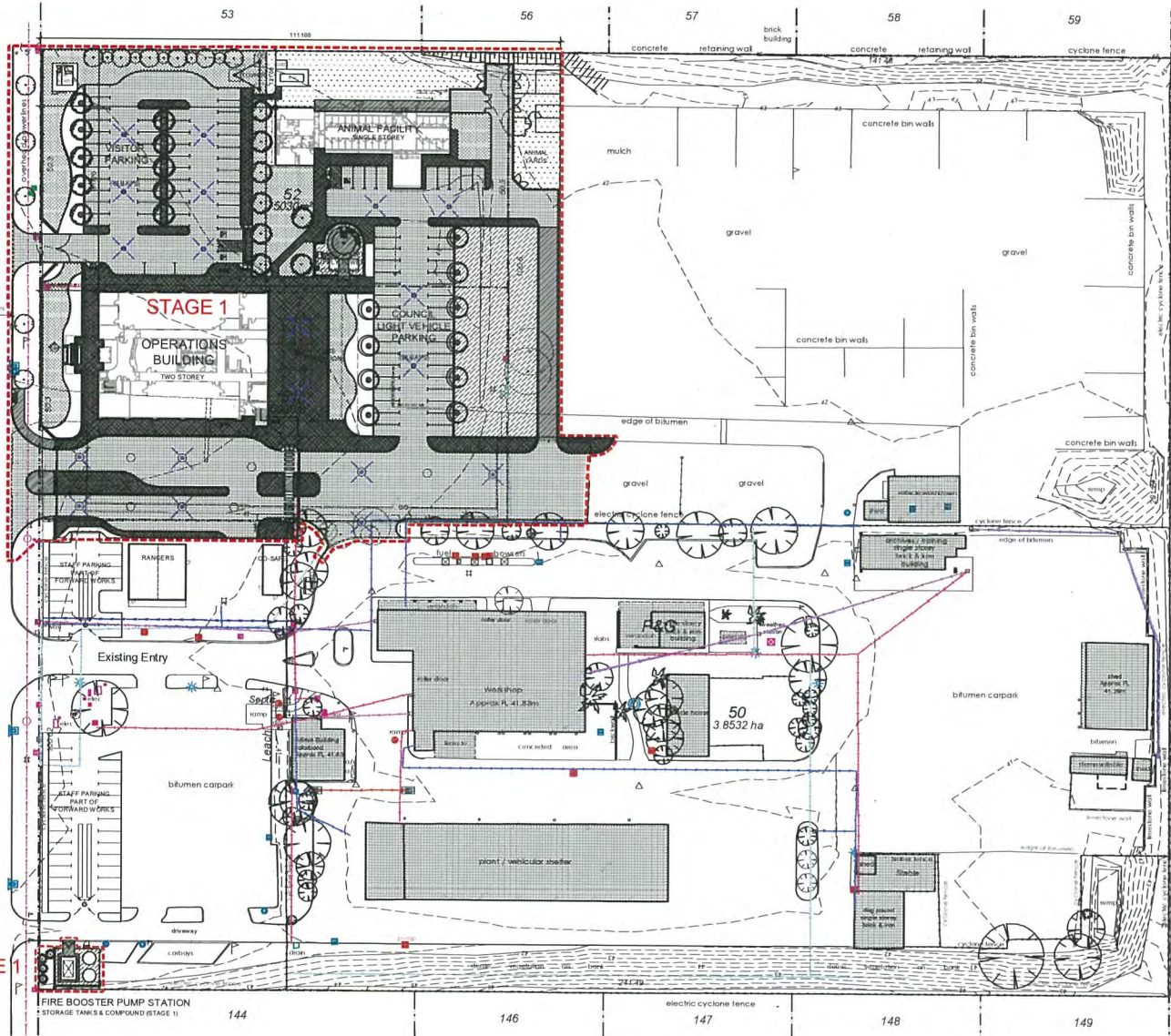
NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION	MODIFICATION RECOMMENDATION
		<p>The City of Cockburn proposal removes risk to business and general road users that provides a value which is a critical factor in the evolution of a vibrant place of choice to live and work which must be a key objective in the development of our state and decentralisation around future infrastructure.</p> <p>We also request consideration with the following points during the detailed planning of the future road infrastructure on Prinsep Road, Verde Drive, North Lake Road and Armadale Road.</p> <ul style="list-style-type: none"> <li>• Reduced verge obstructions such as light poles and vegetation.</li> <li>• Hard standing roundabouts with no obstructions.</li> <li>• Allowance for wide turns onto roads.</li> <li>• Removable traffic signage.</li> <li>• Higher power lines over crossovers.</li> </ul> <p>We trust the above comments are considered to be a helpful and truly reflective responsibility to provide a safe, balanced environment for general residents and key manufacturing industry in the Cockburn Central Precinct.</p>		







WELLARD STREET



### LEGEND

- EXISTING LOT BOUNDARIES
- EXTENT OF STAGE 1 WORKS
- EXISTING CONTOURS
- EXISTING LEVELS

### EXISTING SERVICES

- DRAINAGE
- WATER
- FIRE WATER
- BORE
- POWER MAIN
- ELECTRIC
- TELCOM

- EXISTING TREES TO BE RETAINED
- EXISTING TREES TO BE REMOVED

- 300x300mm PAVERS - N.T.S.
- CONCRETE PAVING
- BITUMEN
- METAL AGGREGATE
- MULCH

REV	DATE	BY	CHK	COMMENTS
0	15.09.15	ISSUED FOR TENDER		

Building measures are required to comply with all aspects of the appropriate Building Code of Australia (BCA), National Construction Code (NCC), Planning Instruments (C100/2010 and other relevant Australian Standards) incorporated within the BCA and NCC. Any discrepancy between the technical drawing and any aspects of the above code and standards should be immediately brought to the attention of the responsible party before proceeding with the attached works.

**HOLTON CONNOR**

ARCHITECTS



THIS PLAN AND ANY PART THEREOF SHALL BE TREATED AS PRELIMINARY AND NOT BE USED FOR CONSTRUCTION WITHOUT THE WRITTEN APPROVAL OF THE ARCHITECT.

**CITY OF COCKBURN OPERATIONS CENTRE REDEVELOPMENT STAGE 1**

**SITE & LOCATION PLAN**

REVISED	TH	DATE	BY	CHK	APP
01	14	09/2016			

SCALE: 1:500 @ A1

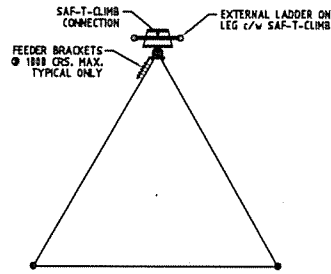
DATE: 14/09/2016

PROJECT: COCKBURN OPERATIONS CENTRE REDEVELOPMENT STAGE 1

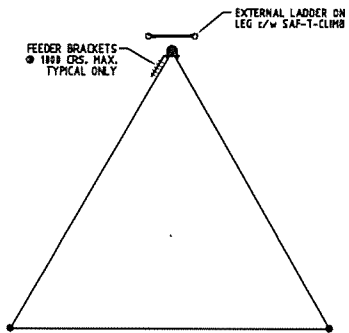
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Attach 2

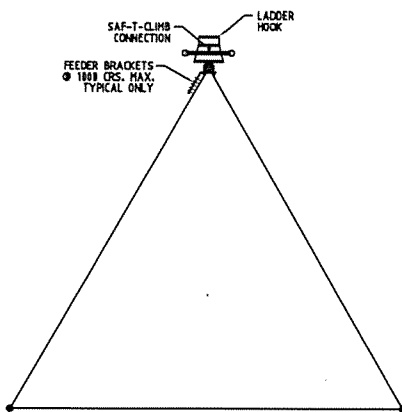
MODULE A05 A04 A03 B03 C01 D01 E02



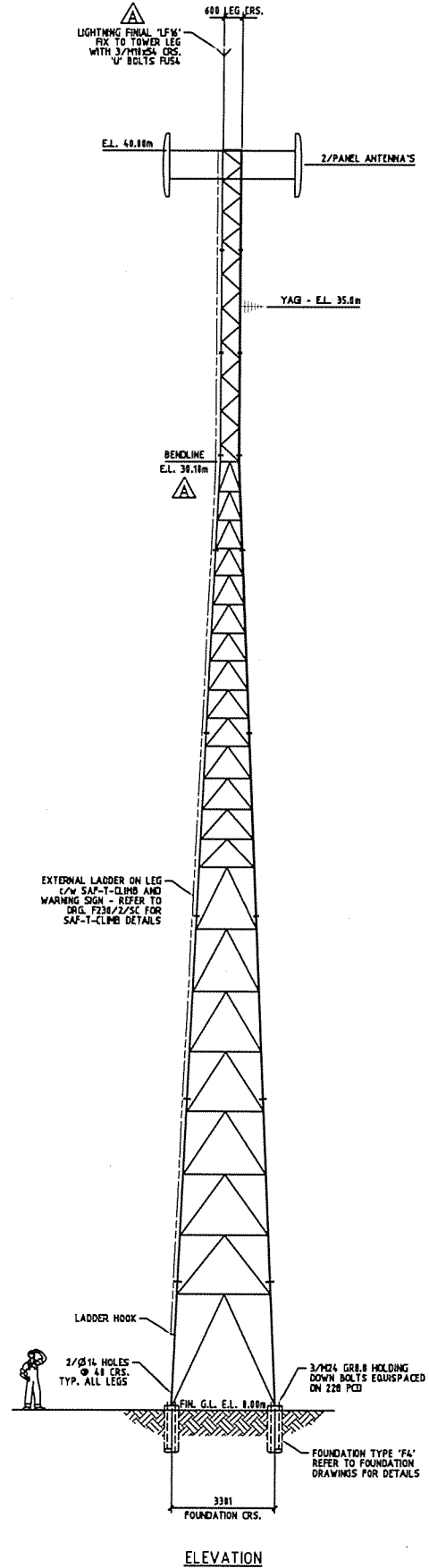
PLAN @ TOP



TYPICAL PLAN BELOW BENDLINE



PLAN @ BASE OF LADDER



ELEVATION

FOUNDATION DRAWINGS

FOUNDATION	DRAWING REF.
FOUNDATION SETOUT	F230/3/1
ROCK ANCHOR	F231/3/2
STRAIGHT PILE	F231/3/3
BELLED CLAY	F231/3/4
WEAK ROCK	F231/3/5
DEEP SLAB	F231/3/6
SHALLOW SLAB	F231/3/7
PAD & COLUMN	F231/3/8

GENERAL NOTES

1. REFER TO REC STANDARD NOTES F1/V/5/N.
2. U.O.M. ALL STEEL TO BE MIN. GRADE 250 MPa YIELD STRENGTH.
3. U.O.M. ALL STEEL TO BE HOT DIP GALVANIZED AFTER FABRICATION.
4. WELDING TO BE ACCORDANCE WITH W01 AND SPANG WASHBORO.
5. U.O.M. ALL BOLTS SHALL BE SINGL TIGHTENED.

NO.	DESCRIPTION	DATE	BY	CHKD.
1	ISSUED FOR PERMIT	2014-11-11	...	...
2	...	...	...	...

**40m TRIANGULAR S.S. TOWER GENERAL ARRANGEMENT DRAWING**

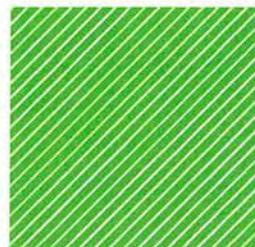
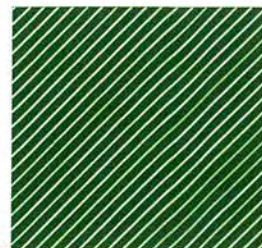
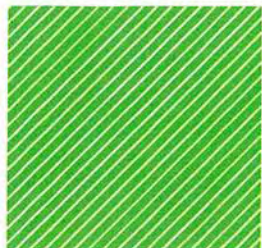
**FUTURE ENGINEERING & COMMUNICATION PTY. LTD.**  
 10 EDWARDS RD HERDSBURGH NSW 2148  
 TEL: (02) 9607 1000 FAX: (02) 9607 1001  
 E-MAIL: info@futureengineering.com

**DATE:** 14-11-14

**SCALE:** 1:100

**PROJECT:** F230/1/40

**REVISION:** A1



**aurecon**

**Wellard Street Depot  
Environmental Impact Assessment  
City of Cockburn**

20 November 2015  
Revision: 1  
Reference: Project No  
249939



# Document control record

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Name		Joel Gajic		Name		Raj Chhana	
Title		Planning Lead		Title		Project Manager	



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## Appendix A – Environmental EME Report

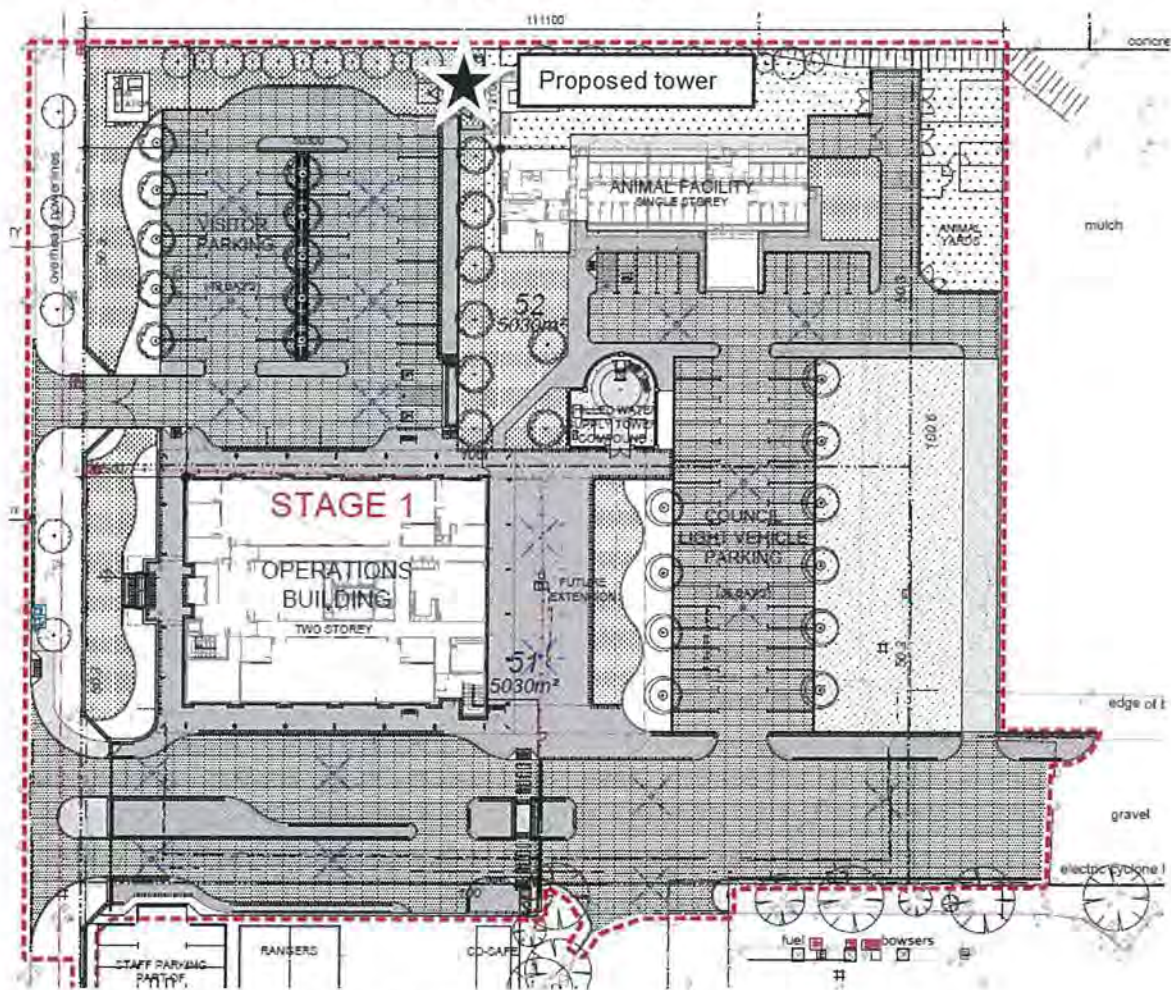


## 1 Purpose

The purpose of this Environmental Assessment Report is to provide an independent assessment of the likely environmental impacts associated with the establishment of a 40 metre lattice tower on land identified as Lot 50 Wellard Street, Bibra Lake.

The 40 metre lattice tower is proposed to be established in a location within the City of Cockburn Operations Centre Redevelopment Stage One area.

This Report has been prepared in support of an amendment the Development Application for Stage One of the redevelopment. An assessment of the planning policy framework and suitability of the use is outside the scope of this Report.



Operations Centre Redevelopment Stage One area



## 2 Site Context

Lot 52 Wellard Street, Bibra Lake is used for the purposes of Civic Use (Operations Depot). Telecommunications Infrastructure is considered a use ancillary to this purpose necessary to provide communications.

The Operations Depot is located in the Bibra Lake Industrial Area and is zoned Industry. The proposed telecommunications tower is ancillary to the approved use of the site and will not compromise the purpose of the zone that provides for land uses requiring separation from residential areas.



Local Context (source City of Cockburn)



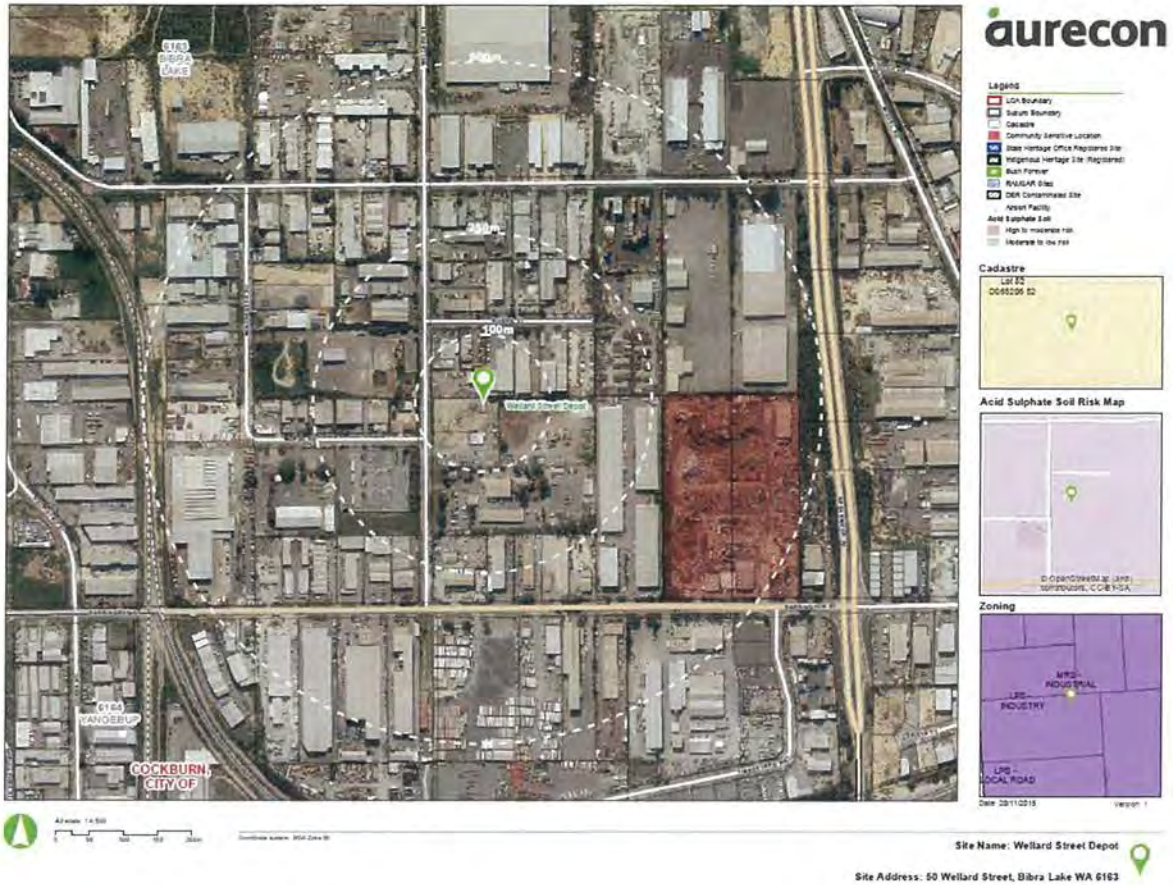
Broad Context (source Landgate)

## 2.1 Environmental Constraints Assessment

A desktop assessment was undertaken to identify potential environmental constraints including acid sulphate soils, contamination, Bush Forever and RMSAR sites, and indigenous heritage. No such constraints affect the subject or immediately abutting land.

The desktop assessment further mapped state heritage sites and sensitive land uses such as schools, hospitals and aged care facilities. No sensitive land uses are located nearby to the subject land.





Environmental constraints map (source Aurecon)

### 3 Visual Landscape Assessment



Overhead power lines emanating from a nearby substation dominate the streetscape (source Aurecon)



### 3.1 Assessment against the Visual Landscape Planning in Western Australia Manual

The Manual provides broad guidelines that should be read in conjunction with those specifically drafted for telecommunications infrastructure such as the State Telecommunications Infrastructure Policy. Part 3 of the Manual 'Guidelines for Location, Siting and Design' is essentially the reactive component prepared to assist development proponents to produce proposals that are compatible with visual landscape character.

The Manual refers to three broad, basic visual character objectives:

- a) Protection and maintenance of visual landscape character;
- b) restoration and enhancement of degraded visual landscape character, or opportunities for enhancement; and
- c) for other areas the broad objective is to undertake a combination of protection and enhancement where appropriate, and elsewhere to undertake best practice siting and design.

We consider that the Operations Centre site lease should be viewed as a degraded area in need of restoration and enhancement. The immediate environs are equally degraded and lack any identified conservation or aesthetic value.

The Manual provides for three specific visual management objectives to meet the fore-mentioned broad visual character objectives:

- a) Not evident: development may be hidden, screened or not visible from specified viewing locations;
- b) blending: development may be evident, but generally not prominent in that it borrows from the existing landscape setting;
- c) prominent: development may be a dominant feature in the landscape, drawing attention to itself.

The Manual states that *"where the broad objective is for a landscape to be enhanced or restored, any of the three specific objectives may apply. It is more likely to be acceptable for development to be prominent in the landscape, as a new feature will enhance a landscape that is currently lacking in visual interest."* The pragmatic broad objective for managing the visual impact of the proposed lattice tower is (b) blending, because it is not feasible to screen the tower from view, nor is the proposed tower designed to be prominent in the way that an iconic building or public art may be. Restoration and enhancement may also involve strategies to make existing development blend better. The Operations Centre redevelopment will introduce landscaping and, arguably, improves the amenity of the area.

The term blending is also described as 'harmonise with', 'compliment' or 'borrow from'. To ensure that a development blends with existing valued landscape character, it is necessary to identify the dominant visual components of the landscape. There were no locations in the vicinity of the proposed tower identified as having conservation or aesthetic value that one would readily seek to borrow from and replicate.

Prominent development is generally considered inappropriate in a highly valued natural landscape, the Operations Centre site and environs is not considered to be a highly valued

landscape. Although the lattice tower will be a prominent structure due to its height, the site is not located on an elevated natural feature such as a hilltop, ridgeline or escarpment so as to accentuate its height.

The Manual recognises that “colour does not appear to be a design option with the recently constructed towers.” The galvanised steel tower is not proposed to be colour-treated. The galvanised finish will be less visually intrusive than a darker shade, particularly against lighter backgrounds such as the sky. This finish also naturally ages and fades such that reflection is not considered to be problematic.

The selection of a lattice tower reduces the perception of bulk given it is visually permeable. The ancillary equipment such as antennas the structure will accommodate are also limited.

It is our opinion that Wellard Street does not constitute a locally or regionally significant view.



The locality is characterised by industrial structures and has no conservation values.



### 3.2 Western Australian Planning Commission Statement of Planning Policy No 5.2 – Telecommunications Infrastructure

The revised State Planning Policy was released in September 2015 following its release as a draft for public comment in 2014. The State Planning Policy has primarily sought to ensure a more consistent approach in the preparation, assessment and determination of planning decisions for telecommunications infrastructure.

The State Policy now provides the direction that telecommunication infrastructure should not be prohibited in any zone in the zoning table and that, subject to guidance within a planning scheme, be designated as a permitted use in some zones. *Furthermore*, buffer zones and/or setback distances are not to be included in planning schemes or local planning policies. There is a clear direction in the State Policy to facilitate the roll out of an efficient telecommunications network unless the location and siting unreasonably affects places of cultural or environmental significance, or the visual impact on balance has not been mitigated to outweigh the community benefit of the service it will provide the community. We are of the view that the location, siting and design of the proposed tower has been suitably considered and is acceptable when weighed against the planning policy framework.

Policy Measures for Visual Impact	Response
<p>Telecommunications infrastructure should be sited and designed to minimise visual impact and whenever possible:</p> <ul style="list-style-type: none"> <li>a) be located where it will not be prominently visible from significant viewing locations such as scenic routes, lookouts and recreation sites;</li> <li>b) be located to avoid detracting from a significant view of a heritage item or place, a landmark, a streetscape, vista or a panorama, whether viewed from public or private land;</li> <li>c) not be located on sites where environmental, cultural heritage, social and visual landscape values maybe compromised and</li> <li>d) display design features, including scale, materials, external colours and finishes that are sympathetic to the surrounding landscape.</li> </ul>	<p>The Operations Centre is a logical location to establish a new base station site. The location will not be prominent when viewed from Wellard Street due in part to the physical separation distance, and in part to proposed buildings and landscaping. We are unaware of any locally or regionally significant views given the area is relatively flat, not elevated, and not located within 2km from regional open space associated with Yangebup, Little Rush, South Lake or Bibra Lakes.</p> <p>There were no places of heritage significance that will be compromised by the development.</p> <p>The construction will not result in significant environmental disturbance.</p> <p>The selected lattice structure is modest in elevation and we understand is the least visually impactful available to provide the required number of antennas mounting points at the required elevation. Ground level infrastructure will be largely obscured by proposed buildings, and additionally screened by proposed landscaping when viewed from Wellard Street.</p>



### 3.3 Photo Montages

Wellard Street carries a moderate volume of traffic such that photo montages have been prepared to demonstrate the visual impact of the tower from a motorist's perspective travelling in both directions near to the Operations Centre.

A mobile measuring structure was brought to the site in order for Aurecon to proportionally project the extension onto a digital photographic image.

Aurecon has endeavoured to ensure accuracy in the production of the following photo montages. Individual view experiences may change due to factors not modelled; such as atmospheric conditions, the time of day, or the weathering of materials used in construction.



Looking north along Wellard Street (source Aurecon)



Looking south along Wellard Street (source Aurecon)



## 4 Noise Impact Assessment

Noise and vibration emissions associated with the proposed tower are expected to be limited to the construction phase. Noise generated during the construction phase is anticipated to be of short duration and accord with the standards outlined in the relevant EPA guidelines. Construction works are planned only to occur between the hours of 7.00am and 6.00pm.

During the construction phase, a truck will be used to deliver the equipment and a crane will be utilised to lift most of the equipment into place. Any traffic impacts associated with construction will be of a short-term duration and are not anticipated to adversely impact on the surrounding road network.

The tower once operation will not generate nuisance by way of noise, dust or odour.

## 5 Public Health

In relation to public safety and specifically Electromagnetic Emissions (EME) and public health, the facility must operate within the operational standards set by the Australian Communication and Media Authority (ACMA) and Australian Radiation Protection and Nuclear Safety Agency (ARPANSA). ARPANSA is a Federal Government agency incorporated under the Health and Ageing portfolio and is charged with the responsibility for protecting the health and safety of both people and the environment from the harmful effects of radiation (ionising and non-ionising).

The State Telecommunications Infrastructure Policy provides directions that telecommunications infrastructure should not be prohibited in any zone in the zoning table and that, subject to guidance within a planning scheme, be designated as a permitted use in some zones. Furthermore, the State Policy acknowledges that telecommunications carriers are required to comply with the Australian Radiation and Nuclear Protection Safety Agency (ARPANSA) Electromagnetic Radiation - Human Exposure Standard such that buffer zones and/or setback distances are not to be included in planning schemes or local planning policies.

The State Policy acknowledges recent planning tribunal rulings that *issues relating to EMR levels are not deemed to be valid planning considerations* and states:

*“Standards set by ARPANSA incorporate substantial safety margins to address human health and safety matters; therefore it is not within the scope of this Policy to address health and safety matters. Based on ARPANSA’s findings, setback distances for telecommunications infrastructure are not to be set out in local planning schemes or local planning policies to address health or safety standards for human exposure to electromagnetic emissions.”*

This facility is to be operated in compliance with the mandatory standard for human exposure to EME – currently the Radio communications (Electromagnetic Radiation Human Exposure) Standard 2003. The maximum EME level has been calculated at 0.032% of the maximum permissible level.

A copy of the EME Report is included as **Appendix A**.



## 6 Conclusion

Industrial (and rural) zoned land is deemed under State Planning Policy and its accompanying Siting and Design Guidelines to be the preferred location for telecommunications infrastructure.

There are no locally or regionally significant views that have been identified in the vicinity of the tower.

The ability of proposed buildings and landscaping forming part of the Stage One redevelopment works to screen ground level infrastructure, in addition to the substantive set back from Wellard Road, will further reduce any visual impact when viewed from Wellard Street.

Notwithstanding being a prominent structure, the visual impact is not considered to be unreasonable given the above.

The site is already disturbed and has no identified conservation values, the limited construction period, and limited soil disturbance to prepare footings the physical impact on the subject or surrounding land will be negligible and can be readily managed.

Additionally there are no sensitive land uses in the vicinity that could otherwise be impacted as a result of construction or the ongoing use of the tower.



# Appendix A

## Environmental EME Report





TOTAL RADIATION SOLUTIONS

## Environmental EME Report 50 Wellard Street BIBRA LAKE WA 6163

This report provides a summary of Calculated RF EME Levels around the proposed wireless base station

**Date 23/11/15**

### Introduction

The purpose of this report is to provide calculations of EME levels from the proposed facilities at the site.

This report provides a summary of levels of radiofrequency (RF) electromagnetic energy (EME) around the proposed wireless base station at 50 Wellard Street, BIBRA LAKE, WA, 6163. These levels have been calculated by Total Radiation Solutions using methodology developed by the Australian Radiation Protection and Nuclear Safety Agency (ARPANSA).

The maximum EME level calculated for the proposed systems at this site is 0.032% of the public exposure limit.

### The ARPANSA Standard

ARPANSA, an Australian Government agency in the Health and Ageing portfolio, has established a Radiation Protection Standard specifying limits for general public exposure to RF transmissions at frequencies used by wireless base stations. The Australian Communications and Media Authority (ACMA) mandates the exposure limits of the ARPANSA Standard.

### How the EME is calculated in this report

The procedure used for these calculations is documented in the ARPANSA Technical Report "Radio Frequency EME Exposure Levels - Prediction Methodologies" which is available at <http://www.arpansa.gov.au>.

RF EME values are calculated at 1.5m above ground at various distances from the base station, assuming level ground.

The estimate is based on worst-case scenario, including:

- wireless base station transmitters for mobile and broadband data operating at maximum power
- simultaneous telephone calls and data transmission
- an unobstructed line of sight view to the antennas.

In practice, exposures are usually lower because:

- the presence of buildings, trees and other features of the environment reduces signal strength
- the base station automatically adjusts transmit power to the minimum required.

Maximum EME levels are estimated in 360° circular bands out to 500m from the base station.

These levels are cumulative and take into account emissions from all mobile phone antennas at this site.

The EME levels are presented in three different units:

- volts per metre (V/m) – the electric field component of the RF wave
- milliwatts per square metre (mW/m<sup>2</sup>) – the power density (or rate of flow of RF energy per unit area)
- percentage (%) of the ARPANSA Standard public exposure limit (the public exposure limit = 100%).

### Results

The maximum EME level calculated for the proposed systems at this site is 0.019648 V/m; equivalent to 3.2 mW/m<sup>2</sup> or 0.032% of the public exposure limit.

## Radio Systems at the Site

This proposed base station will have equipment for transmitting the following services:

Carrier	Radio Systems
WiFi	Ubiquiti – PowerBridge M5 Antennas

## Calculated EME Levels

This table provides calculations of RF EME at different distances from the base station for emissions from existing equipment alone and for emissions from existing equipment and proposed equipment combined.

Distance from the antennas at origin of Fixed Point Radial in 360° circular bands	Maximum Cumulative EME Level – All carriers at this site					
	Proposed Equipment					
	Electric Field V/m	Power Density mW/m <sup>2</sup>	% ARPANSA exposure limits	Electric Field V/m	Power Density mW/m <sup>2</sup>	% ARPANSA exposure limits
0m to 50m 50m to 100m 100m to 200m 200m to 300m 300m to 400m 400m to 500m	Less Than 0.019648	Less Than 3.2	Less Than 0.032			
<b>Maximum EME level</b>	0.019648	3.2	0.032			
	15 m from the antennas					

## Calculated EME levels at other areas of interest

This table contains calculations of the maximum EME levels at selected areas of interest that have been identified through the consultation requirements of the Communications Alliance Ltd Deployment Code C564:2011 or via any other means. The calculations are performed over the indicated height range and include all existing and any proposed radio systems for this site.

Additional Locations	Height / Scan relative to location ground level	Maximum Cumulative EME Level All Carriers at this site Existing and Proposed Equipment		
		Electric Field V/m	Power Density mW/m <sup>2</sup>	% of ARPANSA exposure limits
No locations identified				



## RF EME Exposure Standard

The calculated EME levels in this report have been expressed as percentages of the ARPANSA RF Standard and this table shows the actual RF EME limits used for the frequency bands available. At frequencies below 2000 MHz the limits vary across the band and the limit has been determined at the Assessment Frequency indicated. The four exposure limit figures quoted are equivalent values expressed in different units – volts per metre (V/m), watts per square metre (W/m<sup>2</sup>), microwatts per square centimetre (µW/cm<sup>2</sup>) and milliwatts per square metre (mW/m<sup>2</sup>). Note: 1 W/m<sup>2</sup> = 100 µW/cm<sup>2</sup> = 1000 mW/m<sup>2</sup>.

Radio Systems	Frequency Band	Assessment Frequency	ARPANSA Exposure Limit (100% of Standard)
WiFi	WiFi 5.8 GHz	5.65 GHz	61.4 V/m = 10 W/m <sup>2</sup> = 1,000µW/cm <sup>2</sup> = 10,000 mW/m <sup>2</sup>

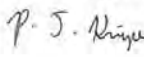
## Further Information

The Australian Radiation Protection and Nuclear Safety Agency (ARPANSA) is a Federal Government agency incorporated under the Health and Ageing portfolio. ARPANSA is charged with responsibility for protecting the health and safety of people, and the environment, from the harmful effects of radiation (ionising and non-ionising).

Information about RF EME can be accessed at the ARPANSA website, <http://www.arpansa.gov.au>, including:

- Further explanation of this report in the document "Understanding the ARPANSA Environmental EME Report"
- The procedure used for the calculations in this report is documented in the ARPANSA Technical Report; "Radio Frequency EME Exposure Levels - Prediction Methodologies"
- the current RF EME exposure standard  
Australian Radiation Protection and Nuclear Safety Agency (ARPANSA), 2002, 'Radiation Protection Standard: Maximum Exposure Levels to Radiofrequency Fields — 3 kHz to 300 GHz', Radiation Protection Series Publication No. 3, ARPANSA, Yallambie Australia.  
[Printed version: ISBN 0-642-79400-6 ISSN 1445-9760] [Web version: ISBN 0-642-79402-2 ISSN 1445-9760]

The Australian Communications and Media Authority (ACMA) is responsible for the regulation of broadcasting, radiocommunications, telecommunications and online content. Information on EME is available at <http://emr.acma.gov.au>

<p>Total Radiation Solutions PO Box 680 CLAREMONT WA 6910</p> <p>08 9381 7199 (telephone) 08 9381 7166 (facsimile) sites@t-r-s.com.au www.t-r-s.com.au</p>	Name:	Dr Phillip Knipe
	Signature:	
	Company:	Total Radiation Solutions Pty Ltd
	Designation:	Consultant Physicist
	Date:	23 November 2015
	Reference Number	3396-5116



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CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

**OCM 11/2/2016 - Agenda item 15.1**

<b>Cheque/ EFT</b>	<b>Account t No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
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EF091167	99996	<b>SIMON TAN &amp; ELIZABETH CHONG</b> PROPERTY REFUND	9/11/2015	50.00
EF091168	99996	<b>PAUL GEORGE</b> PROPERTY REFUND	9/11/2015	50.00
EF091169	99996	<b>BEVAN VANZWAM</b> PROPERTY REFUND	9/11/2015	50.00
EF091170	99996	<b>PETER ANDREW MILLER</b> PROPERTY REFUND	9/11/2015	50.00
EF091171	99996	<b>DEVDAIT LILADHAR CHAURE</b> PROPERTY REFUND	9/11/2015	50.00
EF091172	99996	<b>JULIE CANESTRARO</b> PROPERTY REFUND	9/11/2015	57.00
EF091173	99996	<b>LUKE HINCHLIFFE</b> PROPERTY REFUND	9/11/2015	57.00
EF091174	99996	<b>IAN J FISHER AND MARIANNA FISHER</b> PROPERTY REFUND	9/11/2015	57.00
EF091175	99996	<b>LEWIS HOWE</b> PROPERTY REFUND	9/11/2015	56.00
EF091176	99996	<b>JULIANG SHAO &amp; JING HE</b> PROPERTY REFUND	9/11/2015	50.00
EF091177	99996	<b>FIRST NATIONAL REAL ESTATE PEAK CENTRAL</b> PROPERTY REFUND	9/11/2015	50.00
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EF091180	99996	<b>BRADLEY BOCKING</b> PROPERTY REFUND	9/11/2015	64.00
EF091181	99996	<b>MRS F &amp; MR F MCGUNNIGLE</b> PROPERTY REFUND	9/11/2015	64.00
EF091182	99996	<b>ROBERT B. PIZZI</b> PROPERTY REFUND	9/11/2015	64.00
EF091183	99996	<b>P&amp;LP HANCOCK</b> PROPERTY REFUND	9/11/2015	64.00
EF091184	99996	<b>ALAN C DE SOUZA &amp; TELMA J M DE SOUZA</b> PROPERTY REFUND	9/11/2015	64.00
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EF091186	99996	<b>LIGHTMOON PTY LTD</b> PROPERTY REFUND	9/11/2015	64.00
EF091187	99996	<b>SUNGHEE BAE</b> PROPERTY REFUND	9/11/2015	57.00
EF091188	99996	<b>MICHAEL SCARR AND MICHELE A MOORE</b> PROPERTY REFUND	9/11/2015	64.00
EF091189	99996	<b>STUART TARRANT</b> PROPERTY REFUND	9/11/2015	64.00

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account t No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF091190	99996	<b>SREEPRIYA RAJAMANI</b> PROPERTY REFUND	9/11/2015	57.00
EF091191	99996	<b>DANIEL RICHARDSON</b> PROPERTY REFUND	9/11/2015	64.00
EF091192	99996	<b>AIK SM TAN, KIM NI TAN, SWEE LC TAN</b> PROPERTY REFUND	9/11/2015	57.00
EF091193	99996	<b>DOMINIQUE J HAREL &amp; RENEE NICE</b> PROPERTY REFUND	9/11/2015	57.00
EF091194	99996	<b>JOSHUA DE BUELLE</b> PROPERTY REFUND	9/11/2015	57.00
EF091195	99996	<b>MELANIE JANE SUTTON</b> PROPERTY REFUND	9/11/2015	57.00
EF091196	99996	<b>ALBERT C J &amp; SUSAN BELTMAN</b> PROPERTY REFUND	9/11/2015	91.00
EF091197	99996	<b>SIANG HIN CHUAH AND SAW BEE TAN</b> PROPERTY REFUND	9/11/2015	66.00
EF091198	99996	<b>TAMMY LEIGH SILICH</b> PROPERTY REFUND	9/11/2015	77.00
EF091199	99996	<b>CHIN HUI ALVIN LEO</b> PROPERTY REFUND	9/11/2015	71.00
EF091200	99996	<b>MATHEW AARON LARKIN</b> PROPERTY REFUND	9/11/2015	71.00
EF091201	99996	<b>PAOLO MIRCO</b> PROPERTY REFUND	9/11/2015	71.00
EF091202	99996	<b>CHRISTINE WATSON</b> PROPERTY REFUND	9/11/2015	91.00
EF091203	99996	<b>SALVATORE &amp; DEBBIE VICARIO</b> PROPERTY REFUND	9/11/2015	84.00
EF091204	99996	<b>LISBETH LINNEA SUNDQVIST</b> PROPERTY REFUND	9/11/2015	91.00
EF091205	99996	<b>CHRISTINE PALMIOTTI</b> PROPERTY REFUND	9/11/2015	71.00
EF091206	99996	<b>SANTINA BUCCA</b> PROPERTY REFUND	9/11/2015	77.00
EF091207	99996	<b>MARTIN BAVCEVIC &amp; BOZENKA BAVCEVIC</b> PROPERTY REFUND	9/11/2015	76.00
EF091208	99996	<b>GARRICK K CRABBE</b> PROPERTY REFUND	9/11/2015	90.00
EF091209	99996	<b>ALISON GATHONI JONES</b> PROPERTY REFUND	9/11/2015	77.00
EF091210	99996	<b>STEPHEN &amp; LINDA MCNAB</b> PROPERTY REFUND	9/11/2015	71.00
EF091211	99996	<b>REBECCA THOMAS</b> PROPERTY REFUND	9/11/2015	71.00
EF091212	99996	<b>GLENN ROBERT BOYLE</b> PROPERTY REFUND	9/11/2015	71.00
EF091213	99996	<b>MARK &amp; JOANNE SNOOKS</b> PROPERTY REFUND	9/11/2015	71.00

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account t No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF091214	99996	<b>MELISSA SUE GREENGRASS</b> PROPERTY REFUND	9/11/2015	84.00
EF091215	99996	<b>NICHOLAS NEAL</b> PROPERTY REFUND	9/11/2015	84.00
EF091216	99996	<b>AMANDA STOLK</b> PROPERTY REFUND	9/11/2015	84.00
EF091217	99996	<b>MR JOHN REYNOLDS</b> PROPERTY REFUND	9/11/2015	77.00
EF091218	99996	<b>MARK ELLIS</b> PROPERTY REFUND	9/11/2015	64.00
EF091219	99996	<b>JODIE LOUISE BERRY</b> PROPERTY REFUND	9/11/2015	84.00
EF091220	99996	<b>JOSEPH MICHAEL NEGULIC</b> PROPERTY REFUND	9/11/2015	84.00
EF091221	99996	<b>PAWANJIT SINGH GILL</b> PROPERTY REFUND	9/11/2015	71.00
EF091222	99996	<b>G.J.SUMMERS</b> PROPERTY REFUND	9/11/2015	71.00
EF091223	99996	<b>ASTRID M L'VERTY &amp; GHALATI I JAVANMARDI</b> PROPERTY REFUND	9/11/2015	77.00
EF091224	99996	<b>L.TORRICELLA</b> PROPERTY REFUND	9/11/2015	71.00
EF091225	99996	<b>NELSON AND BREE PESTANA</b> PROPERTY REFUND	9/11/2015	77.00
EF091226	99996	<b>CHRISTOPHER R WELLS &amp; ANN S MCDERMOTT</b> PROPERTY REFUND	9/11/2015	71.00
EF091227	99996	<b>CHRISTINE MARGARET MCLELLAN</b> PROPERTY REFUND	9/11/2015	69.00
EF091228	99996	<b>NEIL LAWRENCE DOWELL</b> PROPERTY REFUND	9/11/2015	105.00
EF091229	99996	<b>COLLEEN J PUTLAND</b> PROPERTY REFUND	9/11/2015	221.00
EF091230	99996	<b>JAMES RUHEN</b> PROPERTY REFUND	9/11/2015	125.00
EF091231	99996	<b>VICKI D PERICH &amp; STEPHEN M PERICH</b> PROPERTY REFUND	9/11/2015	166.00
EF091232	99996	<b>MELANIE SIEW</b> PROPERTY REFUND	9/11/2015	132.00
EF091233	99996	<b>MARIA M WEEKS</b> PROPERTY REFUND	9/11/2015	152.00
EF091234	99996	<b>ZVANKO SILJEG</b> PROPERTY REFUND	9/11/2015	91.00
EF091235	99996	<b>LIDA WARREN</b> PROPERTY REFUND	9/11/2015	193.00
EF091236	99996	<b>LUIS MACIEL</b> PROPERTY REFUND	9/11/2015	112.00



CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account t No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF091237	99996	<b>MRS PAQUITA GALINDO</b> PROPERTY REFUND	9/11/2015	221.00
EF091238	99996	<b>ADAM G COLLIS &amp; MELISSA A COLLIS</b> PROPERTY REFUND	9/11/2015	118.00
EF091239	99996	<b>JOHN E GANDOSSI &amp; HELEN M GANDOSSI</b> PROPERTY REFUND	9/11/2015	234.00
EF091240	99996	<b>RAELENE M FOSTER</b> PROPERTY REFUND	9/11/2015	370.00
EF091241	99996	<b>ROBERT CINQUINI</b> PROPERTY REFUND	9/11/2015	193.00
EF091242	99996	<b>DAVID MANSON</b> PROPERTY REFUND	9/11/2015	139.00
EF091243	99996	<b>MARIA DOLORES DA SILVA</b> PROPERTY REFUND	9/11/2015	112.00
EF091244	99996	<b>STEVEN L BLOM &amp; SIMONE L BLOM</b> PROPERTY REFUND	9/11/2015	207.00
EF091245	99996	<b>FRANCO RANALLO &amp; ADRIANA RANALLO</b> PROPERTY REFUND	9/11/2015	158.00
EF091246	99996	<b>ZDENKA PUPOVAC</b> PROPERTY REFUND	9/11/2015	166.00
EF091247	99996	<b>KAYLENE ANNE ESTIMOFF</b> PROPERTY REFUND	9/11/2015	91.00
EF091248	99996	<b>JAMES DICKSON &amp; JEAN A W DICKSON</b> PROPERTY REFUND	9/11/2015	152.00
EF091249	99996	<b>BRIAN J MILLER &amp; CATHY L MILLER</b> PROPERTY REFUND	9/11/2015	125.00
EF091250	99996	<b>VAUGHAN R WOOD</b> PROPERTY REFUND	9/11/2015	139.00
EF091251	99996	<b>DENISE MITCHELL</b> PROPERTY REFUND	9/11/2015	125.00
EF091252	99996	<b>KAROL HORTON</b> PROPERTY REFUND	9/11/2015	221.00
EF091253	99996	<b>MARIN MARINOVICH</b> PROPERTY REFUND	9/11/2015	117.00
EF091254	99996	<b>MS VICKERS &amp; MR JONSHAGEN</b> PROPERTY REFUND	9/11/2015	398.00
EF091255	99996	<b>JOAN E DAVIES &amp; DOUGLAS G DAVIES</b> PROPERTY REFUND	9/11/2015	275.00
EF091256	99996	<b>VINCENZINA M REALE &amp; FRANCESCO REALE</b> PROPERTY REFUND	9/11/2015	348.00
EF091257	99996	<b>BRETT ADAMS</b> PROPERTY REFUND	9/11/2015	112.00
EF091258	99996	<b>V &amp; C D'AMATO</b> PROPERTY REFUND	9/11/2015	112.00
EF091259	99996	<b>MEESHA S WATSON</b> PROPERTY REFUND	9/11/2015	186.27
EF091260	99996	<b>M.K. &amp; LP DOBSON</b> PROPERTY REFUND	9/11/2015	152.00

CITY OF COCKBURN  
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<b>Cheque/ EFT</b>	<b>Account t No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF091261	99996	<b>CLIFFORD AND DEBORAH LEMON</b> PROPERTY REFUND	9/11/2015	261.00
EF091262	99996	<b>JOSE JOEL CORREIA</b> PROPERTY REFUND	9/11/2015	105.00
EF091263	99996	<b>WAI LING TIFFANY SANDRA KHOO</b> PROPERTY REFUND	9/11/2015	330.00
EF091264	99996	<b>PERRY JAMES CHAMPION</b> PROPERTY REFUND	9/11/2015	166.00
EF091265	99996	<b>MOHAMAD KADIR</b> PROPERTY REFUND	9/11/2015	411.00
EF091266	99996	<b>KAREN WALKER</b> PROPERTY REFUND	9/11/2015	91.00
EF091267	99996	<b>DANIEL C BOWDEN</b> PROPERTY REFUND	9/11/2015	207.00
EF091268	99996	<b>EMMA MARSHALL</b> PROPERTY REFUND	9/11/2015	91.00
EF091269	99996	<b>STEPHEN ELLIOTT</b> PROPERTY REFUND	9/11/2015	118.00
EF091270	99996	<b>FRANCIS C LARDI</b> PROPERTY REFUND	9/11/2015	91.00
EF091271	99996	<b>NADIA M GOMES</b> PROPERTY REFUND	9/11/2015	234.00
EF091272	99996	<b>JUSTIN S BLOOMFIELD &amp; MICHELLE A BLOOMFI</b> PROPERTY REFUND	9/11/2015	105.00
EF091273	99996	<b>TABOR J W KELLY &amp; DENISE M KELLY</b> PROPERTY REFUND	9/11/2015	193.00
EF091274	99996	<b>RICHARD A LANG</b> PROPERTY REFUND	9/11/2015	132.00
EF091275	99996	<b>ADAM W MCROSTIE</b> PROPERTY REFUND	9/11/2015	221.00
EF091276	99996	<b>SIMON HUGH CAIN</b> PROPERTY REFUND	9/11/2015	452.00
EF091277	99996	<b>MW WILLIAMS</b> PROPERTY REFUND	9/11/2015	131.00
EF091278	99996	<b>CAROL G WILLIAMS &amp; GEOFFREY HOURN</b> PROPERTY REFUND	9/11/2015	357.00
EF091279	99996	<b>BRANKO KUZMANOVIC</b> PROPERTY REFUND	9/11/2015	384.00
EF091280	99996	<b>IVANKA BEROS</b> PROPERTY REFUND	9/11/2015	439.00
EF091281	99996	<b>ALAN G ROBINSON &amp; SYLVIA R ROBINSON</b> PROPERTY REFUND	9/11/2015	384.00
EF091282	99996	<b>SALLY MYERS</b> PROPERTY REFUND	9/11/2015	98.00
EF091283	99996	<b>MYOUNG SOON LEE</b> PROPERTY REFUND	9/11/2015	152.00
EF091284	99996	<b>DAVID LESTER</b> PROPERTY REFUND	9/11/2015	125.00

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account t No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF091285	99996	<b>MICA AND RANKO MARIN</b> PROPERTY REFUND	9/11/2015	152.00
EF091286	99996	<b>LUKE HOLYOAKE</b> PROPERTY REFUND	9/11/2015	91.00
EF091287	99996	<b>MICHAEL WALKER</b> PROPERTY REFUND	9/11/2015	261.00
EF091288	99996	<b>GARETH J AMBRIDGE &amp; KYM E BURGESS</b> PROPERTY REFUND	9/11/2015	139.00
EF091289	99996	<b>RAYLEE KAYE ARGAET</b> PROPERTY REFUND	9/11/2015	125.00
EF091290	99996	<b>JOHN AND VIVIANNE TYRRELL</b> PROPERTY REFUND	9/11/2015	120.00
EF091291	99996	<b>MRS PAQUITA GALINDO</b> PROPERTY REFUND	9/11/2015	166.00
EF091292	99996	<b>ABILIO SARDINHO</b> PROPERTY REFUND	9/11/2015	479.00
EF091293	99996	<b>ADELE S CARLES</b> PROPERTY REFUND	9/11/2015	507.00
EF091294	99996	<b>DAVID FITZGERALD</b> PROPERTY REFUND	9/11/2015	588.00
EF091295	99996	<b>DC &amp; SA FITZGERALD</b> PROPERTY REFUND	9/11/2015	616.00
EF091296	99996	<b>MARK D RYMER</b> PROPERTY REFUND	9/11/2015	561.00
EF091297	99996	<b>LUCY KARAFILAKIS &amp; ANTOINE KARAFELAKES</b> PROPERTY REFUND	9/11/2015	479.00
EF091298	99996	<b>MINT PROPERTY MANAGEMENT</b> PROPERTY REFUND	9/11/2015	520.00
EF091299	99996	<b>KEITH S. AND RITA F. PROCTOR</b> PROPERTY REFUND	9/11/2015	118.00
EF091300	99996	<b>LIDA WARREN</b> PROPERTY REFUND	9/11/2015	180.00
EF091301	99996	<b>CHRISTOS DONGALIS</b> PROPERTY REFUND	9/11/2015	575.00
EF091302	99996	<b>WESTERN AIRFREIGHT</b> PROPERTY REFUND	9/11/2015	50.00
EF091303	99996	<b>TERENCE M MEARS</b> PROPERTY REFUND	9/11/2015	50.00
EF091304	99996	<b>JACQUELINE S L WONG</b> PROPERTY REFUND	9/11/2015	50.00
EF091305	99996	<b>MICHAEL RAMSHAK</b> PROPERTY REFUND	9/11/2015	50.00
EF091306	99996	<b>K &amp; A JEWELL</b> PROPERTY REFUND	9/11/2015	50.00
EF091307	99996	<b>JAMES &amp; ANNA LAWTON</b> PROPERTY REFUND	9/11/2015	50.00
EF091308	99996	<b>STEVEN &amp; TANYA CLARK</b> PROPERTY REFUND	9/11/2015	57.00

CITY OF COCKBURN  
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<b>Cheque/ EFT</b>	<b>Account t No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF091309	99996	<b>ADAM COWIN</b> PROPERTY REFUND	9/11/2015	50.00
EF091310	99996	<b>ZENGFU XU</b> PROPERTY REFUND	9/11/2015	50.00
EF091311	99996	<b>E W WU</b> PROPERTY REFUND	9/11/2015	64.00
EF091312	99996	<b>CN &amp; E GRAHAM</b> PROPERTY REFUND	9/11/2015	64.00
EF091313	99996	<b>JESSICA RUSDEN AND AARON CHETWYND</b> PROPERTY REFUND	9/11/2015	50.00
EF091314	99996	<b>EMMA WADE GEDDES AND ANDREW GEDDES</b> PROPERTY REFUND	9/11/2015	50.00
EF091315	99996	<b>MARIA PASQUALE</b> PROPERTY REFUND	9/11/2015	57.00
EF091316	99996	<b>EDWARD EE</b> PROPERTY REFUND	9/11/2015	84.00
EF091317	99996	<b>G C &amp; N L BATHGATE</b> PROPERTY REFUND	9/11/2015	71.00
EF091318	99996	<b>OCEANVIEW CORPORATION</b> PROPERTY REFUND	9/11/2015	71.00
EF091319	99996	<b>G D HONSCHOOTEN</b> PROPERTY REFUND	9/11/2015	77.00
EF091320	99996	<b>MARIA BONI</b> PROPERTY REFUND	9/11/2015	83.00
EF091321	99996	<b>RW &amp; HJ RETALLACK</b> PROPERTY REFUND	9/11/2015	83.00
EF091322	99996	<b>GN &amp; JE THOMAS</b> PROPERTY REFUND	9/11/2015	77.00
EF091323	99996	<b>CA SCAFFIDI</b> PROPERTY REFUND	9/11/2015	77.00
EF091324	99996	<b>SHIAW LING LEE</b> PROPERTY REFUND	9/11/2015	84.00
EF091325	99996	<b>CHRIS MAGOMBEDZE</b> PROPERTY REFUND	9/11/2015	84.00
EF091326	99996	<b>YORMA THOMPSON</b> PROPERTY REFUND	9/11/2015	71.00
EF091327	99996	<b>P AND J GREAVES</b> PROPERTY REFUND	9/11/2015	71.00
EF091328	99996	<b>WALTER ERNEST HUGHES</b> PROPERTY REFUND	9/11/2015	84.00
EF091329	99996	<b>A SAUZIER</b> PROPERTY REFUND	9/11/2015	84.00
EF091330	99996	<b>N. L. BARNES</b> PROPERTY REFUND	9/11/2015	71.00
EF091331	99996	<b>SILVIA LORENA PEREZ</b> PROPERTY REFUND	9/11/2015	77.00
EF091332	99996	<b>H J MAUS</b> PROPERTY REFUND	9/11/2015	105.00

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<b>Cheque/ EFT</b>	<b>Account t No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF091333	99996	<b>YI YANG</b> PROPERTY REFUND	9/11/2015	234.00
EF091334	99996	<b>NK &amp; TL RICKMAN</b> PROPERTY REFUND	9/11/2015	152.00
EF091335	99996	<b>REGINA SCULLION</b> PROPERTY REFUND	9/11/2015	132.00
EF091336	99996	<b>G AND N MCROBB</b> PROPERTY REFUND	9/11/2015	132.00
EF091337	99996	<b>DR JOHN RICHARD HILTON &amp; MRS JANE HILTON</b> PROPERTY REFUND	9/11/2015	98.00
EF091338	99996	<b>MR MC &amp; MRS M DASGUPTA</b> PROPERTY REFUND	9/11/2015	124.00
EF091339	99996	<b>MICHAEL SIGNORILE</b> PROPERTY REFUND	9/11/2015	234.00
EF091340	99996	<b>ZIVKOVICH</b> <b>20 MARLOWE PLACE, MUNSTER, 6166</b> PROPERTY REFUND	9/11/2015	99.00
EF091341	99996	<b>TIMEER S PATEL</b> PROPERTY REFUND	9/11/2015	289.00
EF091342	99996	<b>TIMEER S PATEL</b> PROPERTY REFUND	9/11/2015	125.00
EF091343	99996	<b>MD AND JJ BUTCHER</b> PROPERTY REFUND	9/11/2015	248.00
EF091344	99996	<b>V &amp; AD STRAFELA</b> PROPERTY REFUND	9/11/2015	125.00
EF091345	99996	<b>PETAR&amp;ALENKA ROGOSIC</b> PROPERTY REFUND	9/11/2015	118.00
EF091346	99996	<b>KP &amp; JA ROBERTS</b> PROPERTY REFUND	9/11/2015	180.00
EF091347	99996	<b>ALDO AND SUZANNE FARDELLA</b> PROPERTY REFUND	9/11/2015	248.00
EF091348	99996	<b>MR D M &amp; MRS T D DALBY</b> PROPERTY REFUND	9/11/2015	139.00
EF091349	99996	<b>MARIA A FREITAS</b> PROPERTY REFUND	9/11/2015	145.00
EF091350	99996	<b>MARIE R RICCI</b> PROPERTY REFUND	9/11/2015	91.00
EF091351	99996	<b>MR CESARE CECCHI &amp; MRS MARIA CATERINA CE</b> PROPERTY REFUND	9/11/2015	152.00
EF091352	99996	<b>MG AND CE ROONEY</b> PROPERTY REFUND	9/11/2015	118.00
EF091353	99996	<b>A &amp; S FALLOWS</b> PROPERTY REFUND	9/11/2015	118.00
EF091354	99996	<b>WJ WJ HOLDINGS</b> PROPERTY REFUND	9/11/2015	118.00
EF091355	99996	<b>KAZUHIKO WATANABE</b> PROPERTY REFUND	9/11/2015	125.00



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<b>Cheque/ EFT</b>	<b>Account t No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF091356	99996	<b>TANIA A KNOWLER</b> PROPERTY REFUND	9/11/2015	118.00
EF091357	99996	<b>SD &amp; AC HARRIS</b> PROPERTY REFUND	9/11/2015	91.00
EF091358	99996	<b>CHU YONG CHENG AND JING ZENG</b> PROPERTY REFUND	9/11/2015	207.00
EF091359	99996	<b>JAMES GARDINER AND CARLY CRANE</b> PROPERTY REFUND	9/11/2015	139.00
EF091360	99996	<b>REGINA SCULLION</b> PROPERTY REFUND	9/11/2015	98.00
EF091361	99996	<b>SAMANTHA MEARS</b> PROPERTY REFUND	9/11/2015	118.00
EF091362	99996	<b>R &amp; J AUSTIN</b> PROPERTY REFUND	9/11/2015	91.00
EF091363	99996	<b>JAIDANO PTY LTD ATF ORRELL FAMILY TRUST</b>  PROPERTY REFUND	9/11/2015	132.00
EF091364	99996	<b>MJT AND DAS ACCOUNT</b> PROPERTY REFUND	9/11/2015	657.00
EF091365	99996	<b>FIXIT MAINTENANCE &amp; ROOFING CONTRACTORS</b> PROPERTY REFUND	9/11/2015	357.00
EF091366	99996	<b>MR D M &amp; MRS T D DALBY</b> PROPERTY REFUND	9/11/2015	302.00
EF091367	99996	<b>FRANK FONTANA</b> PROPERTY REFUND	9/11/2015	384.00
EF091368	99996	<b>ANDREA GAYE MCCALLUM</b> PROPERTY REFUND	9/11/2015	520.00
EF091369	99996	<b>DUNCAN AND DEBORAH BURROWS</b> PROPERTY REFUND	9/11/2015	493.00
EF091370	99996	<b>MAVIS EVES</b> PROPERTY REFUND	9/11/2015	62.00
EF091371	99996	<b>ANTON JUNG &amp; DELIA FLORES JUNG</b> PROPERTY REFUND	9/11/2015	69.00
EF091372	99996	<b>JOHANN VON ALTENSTADT</b> PROPERTY REFUND	9/11/2015	69.00
EF091373	99996	<b>KEITH SYDNEY PROCTOR</b> PROPERTY REFUND	9/11/2015	439.00
EF091374	99996	<b>SJ &amp; JJ ADAMS</b> PROPERTY REFUND	9/11/2015	103.00
EF091375	99996	<b>PF AND KD HOWE</b> PROPERTY REFUND	9/11/2015	239.00
EF091376	10152	<b>AUST SERVICES UNION</b> PAYROLL DEDUCTIONS	10/11/2015	1,705.60
EF091377	10154	<b>AUST TAXATION DEPT</b> PAYROLL DEDUCTIONS	10/11/2015	342,215.00
EF091378	10305	<b>CHILD SUPPORT AGENCY</b> PAYROLL DEDUCTIONS	10/11/2015	3,895.05

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account t No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF091379	10733	<b>HOSPITAL BENEFIT FUND</b> PAYROLL DEDUCTIONS	10/11/2015	283.05
EF091380	11001	<b>LOCAL GOVERNMENT RACING &amp; CEMETERIES E</b> PAYROLL DEDUCTIONS	10/11/2015	369.00
EF091381	11794	<b>SYNERGY</b> ELECTRICITY USAGE/SUPPLIES	10/11/2015	13,536.30
EF091382	11857	<b>CHAMPAGNE SOCIAL CLUB</b> PAYROLL DEDUCTIONS	10/11/2015	592.80
EF091383	11859	<b>STAFF SOCIAL CLUB</b> PAYROLL DEDUCTIONS	10/11/2015	22.00
EF091384	11860	<b>45S CLUB</b> PAYROLL DEDUCTIONS	10/11/2015	22.00
EF091385	18553	<b>SELECTUS PTY LTD</b> PAYROLL DEDUCTIONS	10/11/2015	10,209.20
EF091386	19726	<b>HEALTH INSURANCE FUND OF WA</b> PAYROLL DEDUCTIONS	10/11/2015	1,200.80
EF091387	25987	<b>TOYOTA FLEET MANAGEMENT</b> PAYROLL DEDUCTIONS - NOVATED LEASE	10/11/2015	567.62
EF091388	99996	<b>SUSAN MILES</b> PROPERTY REFUNDS	10/11/2015	455.00
EF091389	99996	<b>PIYUSHKUMAR N PATEL</b> PROPERTY REFUNDS	10/11/2015	57.00
EF091390	99996	<b>PHILLIP JACKA</b> PROPERTY REFUNDS	10/11/2015	64.00
EF091391	99996	<b>SANDRA GUIDOTTI</b> PROPERTY REFUNDS	10/11/2015	120.00
EF091392	99996	<b>FIONA FLEMATTI</b> PROPERTY REFUNDS	10/11/2015	98.00
EF091393	99996	<b>GEORGE O A OLUKOLU</b> PROPERTY REFUNDS	10/11/2015	84.00
EF091394	99996	<b>NICHOLAS ANDREW LEE</b> PROPERTY REFUNDS	10/11/2015	84.00
EF091395	99996	<b>BRADLEY HEATH</b> PROPERTY REFUNDS	10/11/2015	1,500.00
EF091396	99996	<b>G M ULLRICH</b> PROPERTY REFUNDS	10/11/2015	180.00
EF091397	99996	<b>MR RC FAUSER &amp; MRS PL TANG</b> PROPERTY REFUNDS	10/11/2015	207.00
EF091398	99996	<b>TONYS FORKLIFT SERVICE</b> PROPERTY REFUNDS	10/11/2015	152.00
EF091399	99996	<b>NICHOLAS ANDREW LEE</b> PROPERTY REFUNDS	10/11/2015	207.00
EF091400	99996	<b>DA &amp; NA ANDREW</b> PROPERTY EFT REFUNDS	10/11/2015	246.00
EF091401	99997	<b>ABIGAIL GRAHAM</b> BIBRA LAKE FUN RUN WINNER	10/11/2015	150.00
EF091402	99997	<b>NICHOLAS HOLMES</b> BIBRA LAKE FUN RUN WINNER	10/11/2015	100.00

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<b>Cheque/ EFT</b>	<b>Account t No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF091403	99997	<b>MELANY SMART</b> BIBRA LAKE FUN RUN WINNER	10/11/2015	150.00
EF091404	99997	<b>GABRIELLE TOTH</b> BIBRA LAKE FUN RUN WINNER	10/11/2015	100.00
EF091405	99997	<b>LUKE GRAVES</b> BIBRA LAKE FUN RUN WINNER	10/11/2015	150.00
EF091406	99997	<b>MITCHELL ALCO</b> BIBRA LAKE FUN RUN WINNER	10/11/2015	100.00
EF091407	99997	<b>DANIEL RAUS</b> BIBRA LAKE FUN RUN WINNER	10/11/2015	50.00
EF091408	99996	<b>WILLEM JAGERS</b> PROPERTY REFUNDS	13/11/2015	11,448.41
EF091409	99996	<b>PAUL &amp; SUSAN MARIE HICKMAN</b> PROPERTY REFUNDS	23/11/2015	37.00
EF091410	99996	<b>DONALD CHAI</b> PROPERTY REFUNDS	23/11/2015	270.00
EF091411	99996	<b>FIONA FLEMATTI</b> PROPERTY REFUNDS	23/11/2015	98.00
EF091412	99996	<b>ROBERT H CHOPPY</b> PROPERTY REFUNDS	23/11/2015	111.00
EF091413	99996	<b>JOSEPH JONES &amp; ROSE JONES</b> PROPERTY REFUNDS	23/11/2015	50.00
EF091414	99996	<b>SHANE LEONARD RICHARDS</b> PROPERTY REFUNDS	23/11/2015	50.00
EF091415	99996	<b>SIMON HODGSON</b> PROPERTY REFUNDS	23/11/2015	50.00
EF091416	99996	<b>MATTHEW ZEN</b> PROPERTY REFUNDS	23/11/2015	50.00
EF091417	99996	<b>ADAM VONK</b> PROPERTY REFUNDS	23/11/2015	50.00
EF091418	99996	<b>BAYAN EDWARD BRETNALL</b> PROPERTY REFUNDS	23/11/2015	50.00
EF091419	99996	<b>KATHRYN GRUBELICH</b> PROPERTY REFUNDS	23/11/2015	57.00
EF091420	99996	<b>SITEPHEN PAUL GRIGGS</b> PROPERTY REFUNDS	23/11/2015	57.00
EF091421	99996	<b>NEVILLE WILSON</b> PROPERTY REFUNDS	23/11/2015	57.00
EF091422	99996	<b>DR. JESSICA LYNNE SEEBAUER</b> PROPERTY REFUNDS	23/11/2015	50.00
EF091423	99996	<b>NEIL ARMSTRONG</b> PROPERTY REFUNDS	23/11/2015	50.00
EF091424	99996	<b>GAVAN JAMES WILLEM TRUSCHEL</b> PROPERTY REFUNDS	23/11/2015	50.00
EF091425	99996	<b>MATHEW JOHN</b> PROPERTY REFUNDS	23/11/2015	50.00
EF091426	99996	<b>JOSHUA VON LOEBEN</b> PROPERTY REFUNDS	23/11/2015	50.00

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<b>Cheque/ EFT</b>	<b>Account t No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF091427	99996	<b>FOO FOOK WONG</b> PROPERTY REFUNDS	23/11/2015	64.00
EF091428	99996	<b>DUSANKA DANICIC</b> PROPERTY REFUNDS	23/11/2015	62.00
EF091429	99996	<b>ERNEST J READING &amp; JANETTE E READING</b> PROPERTY REFUNDS	23/11/2015	64.00
EF091430	99996	<b>KAYLENE ANNE ZARETZKY</b> PROPERTY REFUNDS	23/11/2015	57.00
EF091431	99996	<b>MIEW LENG WONG</b> PROPERTY REFUNDS	23/11/2015	64.00
EF091432	99996	<b>MURRAY ROBERT GALE</b> PROPERTY REFUNDS	23/11/2015	57.00
EF091433	99996	<b>TIHOMIR MALECKI</b> PROPERTY REFUNDS	23/11/2015	57.00
EF091434	99996	<b>PAOLA JOANNA CACERES</b> PROPERTY REFUNDS	23/11/2015	57.00
EF091435	99996	<b>CHUNYUN FU</b> PROPERTY REFUNDS	23/11/2015	57.00
EF091436	99996	<b>RACHEL YATES</b> PROPERTY REFUNDS	23/11/2015	64.00
EF091437	99996	<b>KRISLYN RENEE MAINS</b> PROPERTY REFUNDS	23/11/2015	64.00
EF091438	99996	<b>JOHN ANTHONY MCCANN</b> PROPERTY REFUNDS	23/11/2015	64.00
EF091439	99996	<b>RUI MIGUEL QUEIROS MARTINS</b> PROPERTY REFUNDS	23/11/2015	64.00
EF091440	99996	<b>JULIE ANN PETERSSON23</b> PROPERTY REFUNDS	23/11/2015	57.00
EF091441	99996	<b>PAVEL YAKIMENKO</b> PROPERTY REFUNDS	23/11/2015	57.00
EF091442	99996	<b>KIRSTY GIBSON</b> PROPERTY REFUNDS	23/11/2015	64.00
EF091443	99996	<b>ROSEMARY MIDOLO</b> PROPERTY REFUNDS	23/11/2015	84.00
EF091444	99996	<b>SHARON M BENNETT</b> PROPERTY REFUNDS	23/11/2015	84.00
EF091445	99996	<b>SUZANNE JOY NESTER</b> PROPERTY REFUNDS	23/11/2015	91.00
EF091446	99996	<b>GARY LESLEY RUSSELL</b> PROPERTY REFUNDS	23/11/2015	98.00
EF091447	99996	<b>DAVID JOHN FREEMAN</b> PROPERTY REFUNDS	23/11/2015	71.00
EF091448	99996	<b>FAYANNE OELOFSE</b> PROPERTY REFUNDS	23/11/2015	98.00
EF091449	99996	<b>DAVID JOHN IRVINE</b> PROPERTY REFUNDS	23/11/2015	71.00
EF091450	99996	<b>GARY &amp; GAIL AULSEBROOK</b> PROPERTY REFUNDS	23/11/2015	84.00

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<b>Cheque/ EFT</b>	<b>Account t No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF091451	99996	<b>ARIS ZHENG</b> PROPERTY REFUNDS	23/11/2015	98.00
EF091452	99996	<b>RICHARD &amp; KIM MULLIGAN</b> PROPERTY REFUNDS	23/11/2015	98.00
EF091453	99996	<b>KAI NALDER</b> PROPERTY REFUNDS	23/11/2015	84.00
EF091454	99996	<b>VANESSA AND MARK CLAYDEN</b> PROPERTY REFUNDS	23/11/2015	65.00
EF091455	99996	<b>PAULA F V EDWARDS &amp; SYDNEY S MORETE</b> PROPERTY REFUNDS	23/11/2015	84.00
EF091456	99996	<b>CARLO DIPANE</b> PROPERTY REFUNDS	23/11/2015	77.00
EF091457	99996	<b>GUY CHARLES BLACK</b> PROPERTY REFUNDS	23/11/2015	105.00
EF091458	99996	<b>SEVERINA POLETTI</b> PROPERTY REFUNDS	23/11/2015	71.00
EF091459	99996	<b>VALERIE E GROWDEN</b> PROPERTY REFUNDS	23/11/2015	83.00
EF091460	99996	<b>LUIS DE OLIVEIRA</b> PROPERTY REFUNDS	23/11/2015	84.00
EF091461	99996	<b>WENDY MARIE NEVILE</b> PROPERTY REFUNDS	23/11/2015	105.00
EF091462	99996	<b>GAIL DOROTHY BAKER</b> PROPERTY REFUNDS	23/11/2015	71.00
EF091463	99996	<b>CATHERINE ANN SCAFFIDI</b> PROPERTY REFUNDS	23/11/2015	77.00
EF091464	99996	<b>JOANNA PESCU</b> PROPERTY REFUNDS	23/11/2015	71.00
EF091465	99996	<b>STACEY LOUISE DIBB</b> PROPERTY REFUNDS	23/11/2015	98.00
EF091466	99996	<b>COLIN HAO TRAN</b> PROPERTY REFUNDS	23/11/2015	77.00
EF091467	99996	<b>JASON EAGLE</b> PROPERTY REFUNDS	23/11/2015	71.00
EF091468	99996	<b>SARA L MIAS</b> PROPERTY REFUNDS	23/11/2015	98.00
EF091469	99996	<b>THOMAS IAN CARLIN</b> PROPERTY REFUNDS	23/11/2015	84.00
EF091470	99996	<b>SANDY PASSMORE</b> PROPERTY REFUNDS	23/11/2015	71.00
EF091471	99996	<b>LORRAINE TAYLOR</b> PROPERTY REFUNDS	23/11/2015	77.00
EF091472	99996	<b>ERIN LAING</b> PROPERTY REFUNDS	23/11/2015	77.00
EF091473	99996	<b>ENZO JOHN PASSARELLI</b> PROPERTY REFUNDS	23/11/2015	77.00
EF091474	99996	<b>MARKO NADILO</b> PROPERTY REFUNDS	23/11/2015	77.00



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<b>Cheque/ EFT</b>	<b>Account t No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF091475	99996	<b>DAVID OLSEN</b> PROPERTY REFUNDS	23/11/2015	1,657.18
EF091476	99996	<b>SUSAN MILES</b> PROPERTY REFUNDS	23/11/2015	455.00
EF091477	99996	<b>DE FREITAS &amp; RYAN PROPERTY CONSULTANTS</b> PROPERTY REFUNDS	23/11/2015	473.00
EF091478	99996	<b>RONALD GEORGE LARKIN</b> PROPERTY REFUNDS	23/11/2015	112.00
EF091479	99996	<b>LINDSAY ARCUS</b> PROPERTY REFUNDS	23/11/2015	118.00
EF091480	99996	<b>RANJITH KOTUWEGEDARA</b> PROPERTY REFUNDS	23/11/2015	125.00
EF091481	99996	<b>CYBER REAL ESTATE</b> PROPERTY REFUNDS	23/11/2015	429.00
EF091482	99996	<b>LETTY TANCHUA</b> PROPERTY REFUNDS	23/11/2015	152.00
EF091483	99996	<b>J PANG &amp; B SIA</b> PROPERTY REFUNDS	23/11/2015	418.00
EF091484	99996	<b>SANDRA RIZVAN</b> PROPERTY REFUNDS	23/11/2015	184.00
EF091485	99996	<b>HENAN XIE</b> PROPERTY REFUNDS	23/11/2015	152.00
EF091486	99996	<b>DENIS KEVIN KEEFFE</b> PROPERTY REFUNDS	23/11/2015	132.00
EF091487	99996	<b>CA AND S ALBERTI</b> PROPERTY REFUNDS	23/11/2015	275.00
EF091488	99996	<b>JOEL PEACOCK</b> PROPERTY REFUNDS	23/11/2015	166.00
EF091489	99996	<b>CHRISTOPHER HARRY MAWSON</b> PROPERTY REFUNDS	23/11/2015	112.00
EF091490	99996	<b>MARTIN O`LOUGHLIN</b> PROPERTY REFUNDS	23/11/2015	166.00
EF091491	99996	<b>DINH H H DO</b> PROPERTY REFUNDS	23/11/2015	207.00
EF091492	99996	<b>NEDA KARABATIC</b> PROPERTY REFUNDS	23/11/2015	166.00
EF091493	99996	<b>STELA KUSEVIC</b> PROPERTY REFUNDS	23/11/2015	111.00
EF091494	99996	<b>TRISTAN LYNN</b> PROPERTY REFUNDS	23/11/2015	166.00
EF091495	99996	<b>JOEL ALEXANDER COOPER</b> PROPERTY REFUNDS	23/11/2015	193.00
EF091496	99996	<b>JONEG PTY LTD</b> PROPERTY REFUNDS	23/11/2015	711.00
EF091497	99996	<b>TRACY L BAXTER &amp; CLAY R BAXTER</b> PROPERTY REFUNDS	23/11/2015	152.00
EF091498	99996	<b>DAVID BERLINGIERI</b> PROPERTY REFUNDS	23/11/2015	180.00

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EF091499	99996	<b>PETER OLIVER</b> PROPERTY REFUNDS	23/11/2015	1,241.10
EF091500	99996	<b>RICHARD CLARENCE KING</b> PROPERTY REFUNDS	23/11/2015	193.00
EF091501	99996	<b>MALCOLM SIDNEY COLE</b> PROPERTY REFUNDS	23/11/2015	166.00
EF091502	99996	<b>MAGDALENA PIECHOCKI</b> PROPERTY REFUNDS	23/11/2015	114.00
EF091503	99996	<b>SETTLEMENT GROUP PTY LTD</b> PROPERTY REFUNDS	23/11/2015	267.00
EF091504	99996	<b>BLAZE CONVEYANCING</b> PROPERTY REFUNDS	23/11/2015	429.00
EF091505	99996	<b>CLAYTON JW BIRD</b> PROPERTY REFUNDS	23/11/2015	669.47
EF091506	99996	<b>RHIANNON THOMSON</b> PROPERTY REFUNDS	23/11/2015	105.00
EF091507	99996	<b>PAUL &amp; JASMIN SNELL</b> PROPERTY REFUNDS	23/11/2015	434.68
EF091508	99996	<b>MICHAEL LEON GRIDA</b> PROPERTY REFUNDS	23/11/2015	118.00
EF091509	99996	<b>EDMONDO MONACO</b> PROPERTY REFUNDS	23/11/2015	112.00
EF091510	99996	<b>REALMARK COMMERCIAL P/L</b> PROPERTY REFUNDS	23/11/2015	421.00
EF091511	99996	<b>JODIE LEE WILLIAMS</b> PROPERTY REFUNDS	23/11/2015	131.30
EF091512	99996	<b>ROHAN ADELEY &amp; STEPHANIE M RIGHTON</b> PROPERTY REFUNDS	23/11/2015	1,669.46
EF091513	99996	<b>FEDERICA LORUSSO</b> PROPERTY REFUNDS	23/11/2015	520.00
EF091514	99996	<b>ADAM M FALLOWS</b> PROPERTY REFUNDS	23/11/2015	425.00
EF091515	99996	<b>RICHARD BALSTON</b> PROPERTY REFUNDS	23/11/2015	520.00
EF091516	99996	<b>LEANNE SKEWES</b> PROPERTY REFUNDS	23/11/2015	452.00
EF091517	99996	<b>CA BLOGNA</b> PROPERTY REFUNDS	23/11/2015	561.02
EF091518	99996	<b>PAMELA ROSE WARTHOLD</b> PROPERTY REFUNDS	23/11/2015	316.00
EF091519	99996	<b>MARGARET JILL BIRD</b> PROPERTY REFUNDS	23/11/2015	166.00
EF091520	99996	<b>LINDA MICHELLE GOUVEIA</b> PROPERTY REFUNDS	23/11/2015	105.00
EF091521	99996	<b>BENJAMIN D WILDY</b> PROPERTY REFUNDS	23/11/2015	836.26
EF091522	99996	<b>AVELING PROPERTIES PTY LTD</b> PROPERTY REFUNDS	23/11/2015	424.45

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EF091523	99996	<b>ERIC MARTIN</b> PROPERTY REFUNDS	23/11/2015	112.00
EF091524	99996	<b>REX LILLEYMAN</b> PROPERTY REFUNDS	23/11/2015	152.00
EF091525	99996	<b>FIRST NATIONAL REAL ESTATE PEAK CENTRAL</b> PROPERTY REFUNDS	23/11/2015	388.89
EF091526	99996	<b>FIRST NATIONAL REAL ESTATE PEAK CENTRAL</b> PROPERTY EFT REFUNDS	23/11/2015	816.77
EF091527	10152	<b>AUST SERVICES UNION</b> PAYROLL DEDUCTIONS	20/11/2015	1,623.04
EF091528	10154	<b>AUST TAXATION DEPT</b> PAYROLL DEDUCTIONS	20/11/2015	349,676.00
EF091529	10305	<b>CHILD SUPPORT AGENCY</b> PAYROLL DEDUCTIONS	20/11/2015	9,929.34
EF091530	10733	<b>HOSPITAL BENEFIT FUND</b> PAYROLL DEDUCTIONS	20/11/2015	283.05
EF091531	11001	<b>LOCAL GOVERNMENT RACING &amp; CEMETERIES E</b> PAYROLL DEDUCTIONS	20/11/2015	369.00
EF091532	11857	<b>CHAMPAGNE SOCIAL CLUB</b> PAYROLL DEDUCTIONS	20/11/2015	604.80
EF091533	11860	<b>45S CLUB</b> PAYROLL DEDUCTIONS	20/11/2015	22.00
EF091534	18553	<b>SELECTUS PTY LTD</b> PAYROLL DEDUCTIONS	20/11/2015	10,837.20
EF091535	19726	<b>HEALTH INSURANCE FUND OF WA</b> PAYROLL DEDUCTIONS	20/11/2015	1,200.80
EF091536	25987	<b>TOYOTA FLEET MANAGEMENT</b> PAYROLL DEDUCTIONS - NOVATED LEASE	20/11/2015	567.62
EF091537	26046	<b>KNOWLEDGE</b> ONLINE SURVEY SERVICES	20/11/2015	880.00
EF091538	99997	<b>EMMA ZAPPIA</b> INSURANCE CLAIM 0650	20/11/2015	99.00
EF091539	99997	<b>SINTA NG</b> STUDY FEES CONTRIBUTION	20/11/2015	1,718.75
EF091540	99997	<b>UNIVERSITY OF SOUTHERN QUEENSLAND</b> <b>WILMARI NEL</b> STUDY FEES CONTRIBUTION	20/11/2015	4,700.00
EF091541	99997	<b>AUSWORK BRICKLAYING SERVICES PTY LTD</b> INFRINGEMENT OVERPAYMENT REFUND	20/11/2015	114.65
EF091542	10011	<b>ABACUS CALCULATORS WA PTY LTD</b> OFFICE EQUIPMENT	30/11/2015	1,147.00
EF091543	10032	<b>ADVANCED TRAFFIC MANAGEMENT (WA) PTY LT</b> CONTROLLERS AND SIGNS	30/11/2015	48,328.84
EF091544	10035	<b>ADVENTURE WORLD WA PTY LTD</b> ENTERTAINMENT SERVICES	30/11/2015	810.00
EF091545	10058	<b>ALSCO PTY LTD</b> HYGIENE SERVICES/SUPPLIES	30/11/2015	5,810.35

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EF091546	10071	<b>AUSTRALASIAN PERFORMING RIGHT ASSOC. LTD</b> LICENCE - PERFORMING RIGHTS	30/11/2015	180.75
EF091547	10091	<b>ASLAB PTY LTD</b> ASPHALTING SERVICES/SUPPLIES	30/11/2015	1,020.10
EF091548	10110	<b>AUSRECORD</b> STATIONERY SUPPLIES	30/11/2015	302.50
EF091549	10160	<b>DORMA AUSTRALIA PTY LTD</b> AUTOMATIC DOOR SERVICES	30/11/2015	743.60
EF091550	10207	<b>BOC GASES</b> GAS SUPPLIES	30/11/2015	428.02
EF091551	10221	<b>BP AUSTRALIA LIMITED</b> DIESEL/PETROL SUPPLIES	30/11/2015	9,754.97
EF091552	10226	<b>BRIDGESTONE AUSTRALIA LTD</b> TYRE SERVICES	30/11/2015	22,418.76
EF091553	10239	<b>BUDGET RENT A CAR - PERTH</b> MOTOR VEHICLE HIRE	30/11/2015	790.86
EF091554	10244	<b>BUILDING &amp; CONST INDUSTRY TRAINING FUND</b> LEVY PAYMENT	30/11/2015	206,404.68
EF091555	10246	<b>BUNNINGS BUILDING SUPPLIES PTY LTD</b> HARDWARE SUPPLIES	30/11/2015	1,772.12
EF091556	10247	<b>BUNZL AUSTRALIA LTD</b> PAPER/PLASTIC/CLEANING SUPPLIES	30/11/2015	1,049.00
EF091557	10292	<b>CHADSON ENGINEERING PTY LTD</b> MEDICAL SUPPLIES	30/11/2015	286.00
EF091558	10333	<b>CJD EQUIPMENT PTY LTD</b> HARDWARE SUPPLIES	30/11/2015	1,550.49
EF091559	10346	<b>COATES HIRE OPERATIONS PTY LTD</b> EQUIPMENT HIRING SERVICES	30/11/2015	233.42
EF091560	10348	<b>COCA COLA AMATIL</b> SOFT DRINK SUPPLIES	30/11/2015	1,476.79
EF091561	10353	<b>COCKBURN CEMENT LTD</b> RATES REFUND	30/11/2015	662.64
EF091562	10358	<b>COCKBURN LIQUOR CENTRE</b> LIQUOR SUPPLIES	30/11/2015	405.10
EF091563	10360	<b>COCKBURN PARTY HIRE</b> HIRE OF PARTY EQUIPMENT	30/11/2015	14,329.00
EF091564	10368	<b>COCKBURN WETLANDS EDUCATION CENTRE</b> COMMUNITY GRANT	30/11/2015	361.00
EF091565	10375	<b>VEOLIA ENVIRONMENTAL SERVICES</b> WASTE SERVICES	30/11/2015	7,506.53
EF091566	10384	<b>PROGILITY PTY LTD COMMUNICATIONS AUSTRALIA</b> COMMUNICATION SERVICES	30/11/2015	4,059.33
EF091567	10386	<b>COMMUNITY NEWSPAPER GROUP</b> ADVERTISING SERVICES	30/11/2015	4,955.39
EF091568	10394	<b>CD'S CONFECTIONERY WHOLESALERS</b> CONFECTIONERY	30/11/2015	1,787.18
EF091569	10456	<b>DATANET PTY LTD</b> SOFTWARE MODIFICATIONS	30/11/2015	9,009.09

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EF091570	10459	<b>DAVID GRAY &amp; CO</b> MOBILE GARBAGE BINS	30/11/2015	1,192.31
EF091571	10483	<b>LANDGATE</b> MAPPING/LAND TITLE SEARCHES	30/11/2015	18,961.65
EF091572	10498	<b>DIGITAL MAPPING SOLUTIONS</b> COMPUTER SOFTWARE	30/11/2015	35,596.00
EF091573	10526	<b>E &amp; MJ ROSHER PTY LTD</b> MOWER PARTS	30/11/2015	3,476.55
EF091574	10528	<b>EASIFLEET MANAGEMENT</b> VEHICLE LEASE	30/11/2015	1,555.06
EF091575	10535	<b>WORKPOWER INCORPORATED</b> EMPLOYMENT SERVICES - PLANTING	30/11/2015	4,811.40
EF091576	10580	<b>FC COURIERS</b> COURIER SERVICES	30/11/2015	2,104.67
EF091577	10603	<b>FLOORING SOLUTIONS</b> FLOOR COVERINGS	30/11/2015	11,980.00
EF091578	10611	<b>FORPARK AUSTRALIA</b> PLAYGROUND EQUIPMENT	30/11/2015	38,798.10
EF091579	10626	<b>FREMANTLE PRISON TOURS DEPARTMENT OF F</b> FREMANTLE PRISON DAY TOURS	30/11/2015	542.00
EF091580	10641	<b>GALVINS PLUMBING SUPPLIES</b> PLUMBING SERVICES	30/11/2015	8,388.74
EF091581	10648	<b>GEOFABRICS AUSTRALASIA PTY LTD</b> GEOSYNTHETIC PRODUCTS	30/11/2015	2,190.21
EF091582	10655	<b>GHD PTY LTD</b> CONSULTANCY SERVICES	30/11/2015	39,458.98
EF091583	10692	<b>AECOM AUSTRALIA PTY LTD</b> CONSULTANCY SERVICES	30/11/2015	10,428.00
EF091584	10709	<b>HECS FIRE</b> FIRE SYSTEM MAINTENANCE	30/11/2015	14,030.72
EF091585	10711	<b>HERALD PUBLISHING COMPANY PTY LTD</b> ADVERTISING SERVICES	30/11/2015	1,502.60
EF091586	10726	<b>HOLTON CONNOR ARCHITECTS &amp; PLANNERS</b> ARCHITECTURAL SERVICES	30/11/2015	23,881.00
EF091587	10771	<b>INTERLEC PTY LTD</b> STREET LIGHT INSTALLATION & RELOCATION	30/11/2015	133,098.38
EF091588	10774	<b>IT VISION</b> ANNUAL SOFTWARE SUPPORT FEE	30/11/2015	7,073.00
EF091589	10779	<b>J F COVICH &amp; CO PTY LTD</b> ELECTRICAL SERVICES	30/11/2015	22,865.49
EF091590	10781	<b>JANDAKOT EARTHMOVING &amp; RURAL CONTRACT</b> FIREBREAK CONSTRUCTION	30/11/2015	1,430.00
EF091591	10783	<b>JANDAKOT METAL INDUSTRIES</b> METAL SUPPLIES	30/11/2015	3,549.25
EF091592	10787	<b>JANDAKOT ACCIDENT REPAIR CENTRE</b> PANEL BEATING SERVICES	30/11/2015	1,000.00
EF091593	10791	<b>JASMAN ENTERPRISES PTY LTD</b> HIGH PRESSURE CLEANING	30/11/2015	148.50



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EF091594	10794	<b>JASON SIGNMAKERS</b> SIGNS	30/11/2015	1,380.50
EF091595	10814	<b>JR &amp; A HERSEY PTY LTD</b> SAFETY CLOTHING SUPPLIES	30/11/2015	473.00
EF091596	10862	<b>LAKESIDE MOWERS AND MOTORCYCLES</b> REPAIRS/MAINTENANCE SERVICES	30/11/2015	375.00
EF091597	10879	<b>LES MILLS AEROBICS</b> INSTRUCTION/TRAINING SERVICES	30/11/2015	1,115.38
EF091598	10884	<b>WSP BUILDINGS PTY LTD</b> CONSULTANCY SERVICES	30/11/2015	10,300.00
EF091599	10888	<b>LJ CATERERS</b> CATERING SERVICES	30/11/2015	2,928.99
EF091600	10892	<b>LOCAL GOVT MANAGERS AUSTRALIA</b> SUBSCRIPTION	30/11/2015	1,500.00
EF091601	10912	<b>M2 TECHNOLOGY PTY LTD</b> MESSAGING SERVICES	30/11/2015	154.00
EF091602	10913	<b>BUCHER MUNICIPAL PTY LTD</b> PURCHASE OF NEW PLANT / REPAIR SERVICES	30/11/2015	31,167.12
EF091603	10923	<b>MAJOR MOTORS PTY LTD</b> REPAIRS/MAINTENANCE SERVICES	30/11/2015	123.70
EF091604	10939	<b>LINFOX ARMAGUARD</b> BANKING SECURITY SERVICES	30/11/2015	1,391.46
EF091605	10942	<b>MCGEES PROPERTY</b> PROPERTY CONSULTANCY SERVICES	30/11/2015	3,300.00
EF091606	10944	<b>MCLEODS</b> LEGAL SERVICES	30/11/2015	42,173.35
EF091607	10960	<b>METRO FILTERS</b> FILTER SUPPLIES	30/11/2015	26.40
EF091608	10968	<b>MINIQUIP</b> HIRING SERVICES	30/11/2015	12,630.20
EF091609	10981	<b>MOBILE MASTERS</b> COMMUNICATIONS EQUIPMENT/SERVICES	30/11/2015	385.00
EF091610	10990	<b>MOWER CITY SALES &amp; SERVICES PTY LTD PLEA</b> LAWN MOWING EQUIPMENT	30/11/2015	1,500.50
EF091611	10991	<b>BEACON EQUIPMENT</b> MOWING EQUIPMENT	30/11/2015	3,976.00
EF091612	11022	<b>NATIVE ARC</b> GRANTS & DONATIONS	30/11/2015	500.00
EF091613	11026	<b>NESTLE FOOD SERVICES</b> CATERING SUPPLIES	30/11/2015	400.20
EF091614	11028	<b>NEVERFAIL SPRINGWATER LTD</b> BOTTLED WATER SUPPLIES	30/11/2015	1,061.31
EF091615	11036	<b>NORTHLAKE ELECTRICAL</b> ELECTRICAL SERVICES	30/11/2015	20,163.77
EF091616	11039	<b>NOVUS AUTO GLASS</b> WINDSCREEN REPAIR SERVICES	30/11/2015	395.00
EF091617	11068	<b>VODAFONE HUTCHISON AUSTRALIA PTY LTD</b> PAGING SERVICES	30/11/2015	4,022.94

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EF091618	11077	<b>P &amp; G BODY BUILDERS PTY LTD</b> PLANT BODY BUILDING SERVICES	30/11/2015	9,323.60
EF091619	11093	<b>PARKLAND MAZDA</b> REPAIRS/MAINTENANCE SERVICES	30/11/2015	57,929.99
EF091620	11136	<b>DONEGAN ENTERPRISES</b> FENCING REPAIRS/MAINTENANCE	30/11/2015	3,685.00
EF091621	11182	<b>PREMIUM BRAKE &amp; CLUTCH SERVICE</b> BRAKE SERVICES	30/11/2015	806.08
EF091622	11205	<b>QUALITY TRAFFIC MANAGEMENT PTY LTD</b> TRAFFIC CONTROL SERVICES	30/11/2015	24,492.32
EF091623	11208	<b>QUICK CORPORATE AUSTRALIA PTY LTD</b> STATIONERY/CONSUMABLES	30/11/2015	6,333.56
EF091624	11214	<b>RAECO INTERNATIONAL PTY LTD</b> STATIONERY SUPPLIES	30/11/2015	145.45
EF091625	11235	<b>REINFORCED CONCRETE PIPES PTY LTD</b> CONCRETE PIPE SUPPLIES	30/11/2015	1,732.50
EF091626	11244	<b>RESEARCH SOLUTIONS PTY LTD</b> RESEARCH SERVICES	30/11/2015	29,312.80
EF091627	11264	<b>ROCLA PIPELINE PRODUCTS</b> CONCRETE LINER SUPPLIES	30/11/2015	28,672.05
EF091628	11294	<b>SAFEMAN (WA) PTY LTD</b> PROTECTIVE CLOTHING/EQUIPMENT	30/11/2015	865.13
EF091629	11304	<b>SANAX MEDICAL &amp; FIRST AID SUPPLIES</b> MEDICAL SUPPLIES	30/11/2015	160.93
EF091630	11307	<b>SATELLITE SECURITY SERVICES PTY LTD</b> SECURITY SERVICES	30/11/2015	4,518.10
EF091631	11308	<b>SBA SUPPLIES</b> HARDWARE SUPPLIES	30/11/2015	2,474.26
EF091632	11329	<b>SHADE &amp; SAIL INNOVATIONS</b> SHADE STRUCTURES	30/11/2015	15,477.00
EF091633	11331	<b>SHAWMAC PTY LTD</b> CONSULTANCY SERVICES - CIVIL	30/11/2015	1,650.00
EF091634	11361	<b>SIGMA CHEMICALS PTY LTD</b> CHEMICAL SUPPLIES	30/11/2015	3,898.37
EF091635	11373	<b>SKIPPER TRUCK PARTS</b> SPARE PARTS & MAINTENANCE SERVICES	30/11/2015	585.86
EF091636	11425	<b>SOUTHERN METROPOLITAN REGIONAL COUNCIL</b> WASTE DISPOSAL GATE FEES	30/11/2015	709,754.63
EF091637	11453	<b>SPEARWOOD NEWSROUND</b> NEWSPAPER SUPPLIES	30/11/2015	688.12
EF091638	11459	<b>SPEARWOOD VETERINARY HOSPITAL</b> VETERINARY SERVICES	30/11/2015	2,518.00
EF091639	11463	<b>SPECTRUM CABINETS</b> CABINET SUPPLIES	30/11/2015	77.00
EF091640	11470	<b>SPORTSWORLD OF WA</b> SPORT SUPPLIES	30/11/2015	1,640.10
EF091641	11483	<b>ST JOHN AMBULANCE AUST WA OPERATIONS</b> FIRST AID COURSES	30/11/2015	480.65

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EF091642	11496	<b>STANLEE WA LTD</b> CATERING EQUIPMENT/SUPPLIES	30/11/2015	255.20
EF091643	11502	<b>STATE LAW PUBLISHER</b> ADVERTISING SERVICES	30/11/2015	114.00
EF091644	11505	<b>STATE LIBRARY OF WESTERN AUSTRALIA</b> BOOK SUPPLIES	30/11/2015	1,969.00
EF091645	11520	<b>STOP &amp; COPY PRINT CENTRE PTY LTD</b> COPYING SERVICES	30/11/2015	813.00
EF091646	11557	<b>TECHNOLOGY ONE LTD</b> IT CONSULTANCY SERVICES	30/11/2015	6,072.00
EF091647	11609	<b>THOMSON REUTERS (PROFESSIONAL) AUSTRALIA</b> SOFTWARE SUPPORT/LICENCE FEES	30/11/2015	1,911.59
EF091648	11619	<b>TITAN FORD</b> PURCHASE OF VEHICLES & SERVICING	30/11/2015	3,300.00
EF091649	11625	<b>TOTAL EDEN PTY LTD</b> RETICULATION SUPPLIES	30/11/2015	13,382.49
EF091650	11642	<b>TRAILER PARTS PTY LTD</b> TRAILER PARTS	30/11/2015	541.53
EF091651	11651	<b>TREE WATERING SERVICES</b> TREE WATERING SERVICES	30/11/2015	9,344.00
EF091652	11657	<b>TRUCKLINE PARTS CENTRES</b> AUTOMOTIVE SPARE PARTS	30/11/2015	2,308.48
EF091653	11667	<b>TURFMASTER FACILITY MANAGEMENT</b> TURFING SERVICES	30/11/2015	32,426.43
EF091654	11697	<b>VAT MAN-FAT FILTERING SYSTEMS</b> FILTER CLEANING SERVICES	30/11/2015	879.20
EF091655	11699	<b>VERNON DESIGN GROUP</b> ARCHITECTURAL SERVICES	30/11/2015	1,441.00
EF091656	11701	<b>VIBRA INDUSTRIA</b> FILTER SUPPLIES	30/11/2015	411.40
EF091657	11715	<b>WA BLUEMETAL</b> ROADBASE SUPPLIES	30/11/2015	32,339.79
EF091658	11749	<b>WARRENS EARTHMOVING CONTRACTORS</b> EARTHMOVING SERVICES	30/11/2015	3,091.00
EF091659	11781	<b>WEST COAST LINING SYSTEMS</b> WELDING SERVICES	30/11/2015	20,790.00
EF091660	11787	<b>DEPT OF TRANSPORT</b> WA GOVT DEPARTMENT	30/11/2015	207.30
EF091661	11793	<b>WESTERN IRRIGATION PTY LTD</b> IRRIGATION SERVICES/SUPPLIES	30/11/2015	21,947.75
EF091662	11795	<b>WESTERN POWER</b> ELECTRICAL SERVICES	30/11/2015	14,809.49
EF091663	11841	<b>YANGEBUP FAMILY CENTRE INC</b> VENUE HIRE / GRANTS & DONATIONS	30/11/2015	2,213.00
EF091664	11854	<b>ZIPFORM</b> PRINTING SERVICES	30/11/2015	3,168.19
EF091665	11972	<b>COBEY MAINTENANCE SERVICES</b> TURF MANAGEMENT	30/11/2015	3,960.00

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EF091666	11987	<b>SAFETY ZONE AUSTRALIA PTY LTD</b> SAFETY EQUIPMENT	30/11/2015	434.56
EF091667	12007	<b>SHANE MCMASTER SURVEYS</b> SURVEYING SERVICES	30/11/2015	1,650.00
EF091668	12014	<b>TUTT BRYANT EQUIPMENT BT EQUIPMENT PTY LTD</b> EXCAVATING/EARTHMOVING EQUIPMENT	30/11/2015	6,429.76
EF091669	12018	<b>O'CONNOR LAWNMOWER &amp; CHAINSAW CENTRE</b> MOWING EQUIPMENT/PARTS/SERVICES	30/11/2015	272.40
EF091670	12127	<b>ABLE WESTCHEM</b> CHEMICAL/CLEANING SUPPLIES	30/11/2015	7.76
EF091671	12153	<b>HAYS PERSONNEL SERVICES PTY LTD</b> EMPLOYMENT SERVICES	30/11/2015	2,299.00
EF091672	12355	<b>FREMANTLE WOMENS HEALTH CENTRE</b> COMMUNITY GRANT	30/11/2015	90.20
EF091673	12394	<b>MP ROGERS &amp; ASSOCIATES PTY LTD</b> CONSULTANCY SERVICES - MARINE	30/11/2015	7,017.03
EF091674	12497	<b>TROPHY CHOICE</b> TROPHY SUPPLIES	30/11/2015	187.00
EF091675	12499	<b>PLAYMASTER PTY LTD</b> PLAYGROUND EQUIPMENT	30/11/2015	61,600.00
EF091676	12542	<b>SEALIN GARLETT</b> CEREMONIAL SERVICES	30/11/2015	800.00
EF091677	12560	<b>AUSTSWIM LTD</b> TRAINING SERVICES	30/11/2015	220.00
EF091678	12589	<b>AUSTRALIAN INSTITUTE OF MANAGEMENT</b> TRAINING SERVICES	30/11/2015	2,700.00
EF091679	12656	<b>COOGEE BEACH SURF LIFESAVING CLUB INC</b> POOR GROVE SLSC DEVELOPMENT COSTS	30/11/2015	600.00
EF091680	12796	<b>ISENTIA PTY LIMITED</b> MEDIA MONITORING SERVICES	30/11/2015	1,582.96
EF091681	12811	<b>SPORTS CIRCUIT LINEMARKING</b> SPORTS LINE MARKING SERVICES	30/11/2015	6,688.00
EF091682	12882	<b>ALLFLOW INDUSTRIAL</b> WASTE DISPOSAL SERVICES	30/11/2015	2,371.55
EF091683	13111	<b>OCE-AUSTRALIA LIMITED</b> COPIERS/PRINTERS	30/11/2015	1,948.76
EF091684	13325	<b>MARTINS ENVIRONMENTAL SERVICES</b> WEED SPRAYING SERVICES	30/11/2015	13,541.00
EF091685	13409	<b>KLEENIT</b> CLEANING SERVICES	30/11/2015	23,735.00
EF091686	13563	<b>GREEN SKILLS INC</b> EMPLOYMENT SERVICES	30/11/2015	24,121.35
EF091687	13582	<b>DBS FENCING</b> FENCING SERVICES	30/11/2015	5,467.00
EF091688	13670	<b>HISCO PTY LTD</b> HOSPITALITY SUPPLIES	30/11/2015	438.77
EF091689	13767	<b>ELLIOTTS IRRIGATION PTY LTD</b> IRRIGATION SERVICES	30/11/2015	4,349.40

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EF091690	13779	<b>PORTER CONSULTING ENGINEERS</b> ENGINEERING CONSULTANCY SERVICES	30/11/2015	21,042.18
EF091691	13825	<b>JACKSON MCDONALD</b> LEGAL SERVICES	30/11/2015	725.59
EF091692	13832	<b>INSIGHT CALL CENTRE SERVICES</b> COMMUNICATION SERVICES	30/11/2015	6,081.63
EF091693	13860	<b>KRS CONTRACTING</b> WASTE COLLECTION SERVICES	30/11/2015	3,407.80
EF091694	14258	<b>WARP GROUP PTY LTD</b> ROAD CONSTRUCTION MATERIALS	30/11/2015	116.05
EF091695	14350	<b>BAILEYS FERTILISERS</b> FERTILISER SUPPLIES	30/11/2015	18,455.00
EF091696	14459	<b>BIDVEST (WA)</b> FOOD/CATERING SUPPLIES	30/11/2015	956.85
EF091697	14593	<b>AUSTREND INTERNATIONAL PTY LTD</b> ALUMINIUM SUPPLIES	30/11/2015	3,819.20
EF091698	14821	<b>TRAFFIC SAFETY CONSULTANTS</b> ROAD SAFETY CONSULTANCY SERVICES	30/11/2015	1,650.00
EF091699	14981	<b>CARDILE INTERNATIONAL FIREWORKS</b> FIREWORKS SERVICES	30/11/2015	6,380.00
EF091700	15134	<b>DMD SHELVING SYSTEMS</b> SHELVING/STORAGE SYSTEMS	30/11/2015	629.97
EF091701	15267	<b>CHEMSEARCH AUSTRALIA</b> CHEMICAL SUPPLIES	30/11/2015	3,502.51
EF091702	15283	<b>LASER CORPS WA</b> AMUSEMENT PARK/CENTRE	30/11/2015	1,040.00
EF091703	15393	<b>GREENWAY ENTERPRISES</b> HARDWARE SUPPLIES	30/11/2015	1,309.26
EF091704	15416	<b>FIRE ENGINE FUN - INGLEWOOD</b> ENTERTAINMENT SERVICES	30/11/2015	660.00
EF091705	15455	<b>PHOENIX PARK LITTLE ATHLETICS CLUB</b> SPORTS FEES	30/11/2015	2,000.00
EF091706	15501	<b>PANOS SAFETY</b> SAFETY CLOTHING/EQUIPMENT	30/11/2015	973.50
EF091707	15541	<b>JANDAKOT NEWS</b> NEWSPAPER SUPPLIERS	30/11/2015	213.40
EF091708	15571	<b>ADASOUND PUBLIC ADDRESS</b> PA REPAIRS	30/11/2015	7,206.50
EF091709	15678	<b>A2Z PEST CONTROL THE TRUSTEE FOR CALDOW</b> PEST CONTROL	30/11/2015	7,522.00
EF091710	15759	<b>JANDAKOT LITTLE ATHLETICS CLUB</b> SPORTS SERVICES	30/11/2015	795.00
EF091711	15850	<b>ECOSCAPE</b> ENVIRONMENTAL CONSULTANCY	30/11/2015	1,650.00
EF091712	16064	<b>CMS ENGINEERING PTY LTD</b> AIRCONDITIONING SERVICES	30/11/2015	12,161.38
EF091713	16079	<b>SUEZ ENVIRONMENT RECYCLING &amp; WASTE REC</b> RECYCLING SERVICES	30/11/2015	288.75



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EF091714	16257	<b>THE FINISHING TOUCH GALLERY</b> FRAMING SERVICES	30/11/2015	923.00
EF091715	16291	<b>WA PROFILING</b> ROAD PROFILING SERVICES	30/11/2015	35,087.69
EF091716	16396	<b>MAYDAY EARTHMOVING</b> ROAD CONSTRUCTION MACHINE HIRE	30/11/2015	58,334.21
EF091717	16574	<b>JONATHON DE HADLEIGH</b> ENTERTAINMENT SERVICES	30/11/2015	1,550.00
EF091718	16704	<b>ACCIDENTAL FIRST AID SUPPLIES - PERTH SOUTH</b> MEDICAL SUPPLIES	30/11/2015	843.74
EF091719	16985	<b>WA PREMIX</b> CONCRETE SUPPLIES	30/11/2015	21,846.22
EF091720	16997	<b>AUS SECURE</b> SECURITY SERVICES/PRODUCTS	30/11/2015	740.00
EF091721	17035	<b>WESTERN HEARING SERVICES</b> MEDICAL SERVICES	30/11/2015	3,672.00
EF091722	17121	<b>UNDERGROUND POWER DEVELOPMENT PTY LTD</b> ELECTRICAL SERVICES	30/11/2015	15,488.00
EF091723	17279	<b>AUSSIE COOL SHADES</b> SHADE SAILS & AWNINGS	30/11/2015	37,472.60
EF091724	17362	<b>JOHN EARLEY</b> TRAINING	30/11/2015	250.00
EF091725	17395	<b>JOHN COLES NURSERY</b> PLANTS	30/11/2015	192.79
EF091726	17471	<b>PIRTEK (FREMANTLE) PTY LTD</b> HOSES & FITTINGS	30/11/2015	3,443.99
EF091727	17587	<b>WEST COAST SHADE</b> SHADE STRUCTURES	30/11/2015	12,826.00
EF091728	17604	<b>WRITING WA</b> MEMBERSHIP	30/11/2015	135.00
EF091729	17608	<b>NU-TRAC RURAL CONTRACTING</b> BEACH CLEANING/FIREBREAK CONST.	30/11/2015	1,725.00
EF091730	17624	<b>ALLSPORTS LINEMARKING</b> LINEMARKING SERVICES	30/11/2015	1,584.00
EF091731	17798	<b>WESTERN DIAGNOSTIC PATHOLOGY</b> ANALYTICAL SERVICES	30/11/2015	121.66
EF091732	17887	<b>RED SAND SUPPLIES PTY LTD</b> MACHINERY HIRE	30/11/2015	471.90
EF091733	17942	<b>MRS MAC'S</b> FOOD SUPPLIES	30/11/2015	789.25
EF091734	17966	<b>GC SALES (WA)</b> WASTE DISPOSAL EQUIPMENT	30/11/2015	2,851.20
EF091735	18008	<b>MANDURAH SAFETY &amp; TRAINING SERV PTY LTD</b> TRAINING SERVICES	30/11/2015	715.00
EF091736	18017	<b>INSTANT PRODUCTS GROUP</b> HIRE OF PORTABLE TOILETS	30/11/2015	4,266.13
EF091737	18122	<b>SIGNMAN</b> SIGNAGE	30/11/2015	1,364.00

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<b>Cheque/ EFT</b>	<b>Account t No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF091738	18126	<b>DELL AUSTRALIA PTY LTD</b> COMPUTER HARDWARE	30/11/2015	21,839.40
EF091739	18147	<b>AURECON AUSTRALASIA PTY LTD</b> CONSULTANCY - CIVIL ENGINEERING	30/11/2015	25,162.70
EF091740	18203	<b>NATSYNC ENVIRONMENTAL</b> PEST CONTROL	30/11/2015	632.00
EF091741	18217	<b>METROPOLITAN OMNIBUS COMPANY</b> BUS HIRE	30/11/2015	2,552.00
EF091742	18272	<b>AUSTRACLEAR LIMITED</b> INVESTMENT SERVICES	30/11/2015	66.75
EF091743	18313	<b>CITY OF WHITTLESEA</b> SEMINAR	30/11/2015	275.00
EF091744	18343	<b>HEYDER &amp; SHEARS EXCLUSIVE CATERERS</b> CATERING SERVICES	30/11/2015	7,671.88
EF091745	18508	<b>JOHN TURNER</b> BRICK LAYING SERVICES	30/11/2015	5,413.00
EF091746	18533	<b>FRIENDS OF THE COMMUNITY INC.</b> DONATION	30/11/2015	3,535.00
EF091747	18559	<b>LORRAINE'S PARTY PONIES</b> PARTY HIRE	30/11/2015	520.00
EF091748	18628	<b>UNILEVER AUSTRALIA LTD</b> BEVERAGES	30/11/2015	478.48
EF091749	18639	<b>HAMILTON HILL DELIVERY ROUND</b> NEWSPAPER DELIVERY SERVICE	30/11/2015	51.80
EF091750	18695	<b>MYAREE CRANE HIRE</b> CRANE HIRE	30/11/2015	660.00
EF091751	18734	<b>P &amp; R EDWARDS</b> ENTERTAINMENT SERVICES	30/11/2015	625.00
EF091752	18763	<b>LOCAL COMMUNITY INSURANCE SERVICES</b> COMMUNITY INSURANCE POLICIES	30/11/2015	445.28
EF091753	18764	<b>AFFIRMATIVE GROUP</b> BRICK PAVING SERVICES	30/11/2015	6,661.38
EF091754	18799	<b>DOWN TO EARTH TRAINING &amp; ASSESSING</b> TRAINING SERVICES	30/11/2015	1,588.00
EF091755	18801	<b>FREMANTLE BIN HIRE</b> BIN HIRE - SKIP BINS	30/11/2015	550.00
EF091756	18962	<b>SEALANES (1985) P/L</b> CATERING SUPPLIES	30/11/2015	2,172.96
EF091757	19395	<b>PICTON PRESS</b> PRINTING SERVICES	30/11/2015	30,007.99
EF091758	19436	<b>WHITCHURCH REFRIGERATION &amp; AIRCONDITIONING</b> AIR CONDITIONING SERVICES	30/11/2015	7,731.90
EF091759	19446	<b>ENVISIONWARE PTY LTD</b> SOFTWARE	30/11/2015	3,300.00
EF091760	19533	<b>WOOLWORTHS LTD</b> GROCERIES	30/11/2015	2,455.38
EF091761	19541	<b>TURF CARE WA PTY LTD</b> TURF SERVICES	30/11/2015	3,613.50

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EF091762	19546	<b>THE BIG PICTURE FACTORY</b> PRINTING SERVICES	30/11/2015	4,693.70
EF091763	19657	<b>BIGMATE MONITORING SERVICES PTY LTD</b> COMPUTER HARDWARE/SOFTWARE	30/11/2015	6,011.50
EF091764	19718	<b>SIFTING SANDS</b> CLEANING SERVICES - SAND	30/11/2015	2,914.50
EF091765	19747	<b>ALLERDING &amp; ASSOCIATES</b> CPLANNING CONSULTANCY SERVICES	30/11/2015	7,266.84
EF091766	19798	<b>BANYAN CREATIVE</b> TRAINING SERVICES	30/11/2015	1,694.00
EF091767	19821	<b>STRUCTERRE CONSULTING GROUP</b> STRUCTURAL DESIGN CONSULTANCY SERV.	30/11/2015	1,410.20
EF091768	19847	<b>PFD FOOD SERVICES PTY LTD</b> CATERING SERVICES	30/11/2015	1,694.10
EF091769	19856	<b>WESTERN TREE RECYCLERS</b> SHREDDING SERVICES	30/11/2015	42,558.93
EF091770	19967	<b>FINGER FOOD CATERING</b> CATERING SERVICES	30/11/2015	480.00
EF091771	20000	<b>AUST WEST AUTO ELECTRICAL P/L</b> AUTO ELECTRICAL SERVICES	30/11/2015	23,218.56
EF091772	20068	<b>CLARITY COMMUNICATIONS</b> PUBLIC RELATIONS CONSULTANCY SERVICES	30/11/2015	1,089.00
EF091773	20146	<b>DATA#3 LIMITED</b> CONTRACT IT PERSONNEL & SOFTWARE	30/11/2015	176.76
EF091774	20215	<b>POWERVAC</b> CLEANING EQUIPMENT	30/11/2015	1,185.20
EF091775	20321	<b>RIVERJET P/L</b> EDUCTING-CLEANING SERVICES	30/11/2015	29,625.75
EF091776	20457	<b>IAN PERCY</b> NARRATIVE THERAPY	30/11/2015	187.00
EF091777	20833	<b>BOOMERS PLUMBING &amp; GAS</b> PLUMBING SERVICES	30/11/2015	113.80
EF091778	20882	<b>BELL-VISTA FRUIT &amp; VEGETABLE</b> FRUIT & VEGETABLE	30/11/2015	1,588.06
EF091779	20934	<b>GREENLINE AG P/L</b> AGRICULTURAL EQUIPMENT	30/11/2015	890.03
EF091780	20940	<b>ROBERT HALF AUSTRALIA PTY LTD</b> EMPLOYMENT SERVICES	30/11/2015	1,938.75
EF091781	21005	<b>BRAIN TEASERS OZ PTY LTD</b> EDUCATIONAL PRODUCTS	30/11/2015	66.00
EF091782	21120	<b>SHOREWATER MARINE PTY LTD</b> MARINE CONSTRUCTION SERVICES	30/11/2015	4,422.00
EF091783	21127	<b>JOANNA AYCKBOURN</b> INSTRUCTION - SINGING	30/11/2015	600.00
EF091784	21139	<b>AUSTRAFFIC WA PTY LTD</b> TRAFFIC SURVEYS	30/11/2015	4,312.00
EF091785	21177	<b>DESERT SHADOW</b> ARTISTIC SERVICES	30/11/2015	1,350.00

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EF091786	21290	<b>ONSITE RENTALS</b> EQUIPMENT HIRE /TOILETS ETCE	30/11/2015	7,636.26
EF091787	21294	<b>CAT HAVEN</b> ANIMAL SERVICES	30/11/2015	3,501.00
EF091788	21363	<b>TENDERLINK.COM PTY LTD</b> COMPUTER SOFTWARE	30/11/2015	330.00
EF091789	21371	<b>LD TOTAL SANPOINT PTY LTD</b> LANDSCAPING WORKS/SERVICES	30/11/2015	50,922.26
EF091790	21627	<b>MANHEIM PTY LTD</b> IMPOUNDED VEHICLES	30/11/2015	7,131.85
EF091791	21666	<b>ENVIROLAB SERVICES (WA) PTY LTD</b> ANALYTICAL SERVICES	30/11/2015	4,165.70
EF091792	21796	<b>GREEN LEAF GARDENS</b> LANDSCAPING SERVICES	30/11/2015	3,650.00
EF091793	21879	<b>SPOTLESS SERVICES AUSTRALIA LTD (CLEANING)</b> CLEANING SERVICES	30/11/2015	55,679.48
EF091794	21915	<b>ECOWATER SERVICES PTY LTD</b> MAINTENANCE SERVICES - WASTE SYSTEMS	30/11/2015	673.85
EF091795	21922	<b>DIGGA-WEST</b> EARTHMOVING EQUIPMENT	30/11/2015	1,277.76
EF091796	21946	<b>RYAN'S QUALITY MEATS</b> MEAT SUPPLIES	30/11/2015	2,462.32
EF091797	21997	<b>MELVILLE KIA</b> MOTOR CARS	30/11/2015	14,415.74
EF091798	22119	<b>BINDI BINDI DREAMING MARISSA VERMA</b> CONSULT - ABORIGINAL EDUCATION/ENT	30/11/2015	1,100.00
EF091799	22133	<b>AIR BORN AMUSEMENTS</b> AMUSEMENT SERVICES	30/11/2015	4,494.00
EF091800	22242	<b>ASPHALT SURFACES PTY LTD</b> ASPHALTING SERVICES	30/11/2015	278,032.85
EF091801	22258	<b>WATERLOGIC AUSTRALIA PTY LTD COOL CLEAR</b> WATER SUPPLY EQUIPMENT	30/11/2015	653.40
EF091802	22332	<b>MACQUARIE EQUIPMENT RENTALS PTY LTD</b> LEASE RENTAL	30/11/2015	5,642.25
EF091803	22337	<b>SEGAFREDO ZANETTI AUSTRALIA PTY LTD</b> COFFEE & COFFEE MACHINES	30/11/2015	503.40
EF091804	22343	<b>COMMUNITYWEST INCORPORATED</b> TRAINING SERVICES	30/11/2015	1,232.00
EF091805	22376	<b>BCI SALES PTY LTD</b> BUS SALES, REPAIRS, MAINTENANCE	30/11/2015	899.54
EF091806	22448	<b>CAKES WEST PTY LTD</b> CATERING	30/11/2015	199.56
EF091807	22553	<b>BROWNES FOOD OPERATIONS</b> CATERING SUPPLIES	30/11/2015	1,434.29
EF091808	22569	<b>SONIC HEALTH PLUS PTY LTD</b> MEDICAL SERVICES	30/11/2015	1,842.50
EF091809	22613	<b>VICKI ROYANS</b> ARTISTIC SERVICES	30/11/2015	400.00

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EF091810	22619	<b>KSC TRAINING</b> TRAINING SERVICES	30/11/2015	1,980.00
EF091811	22624	<b>AUSSIE EARTHWORKS PTY LTD</b> EARTHWORKS	30/11/2015	33,528.44
EF091812	22653	<b>PCYC FREMANTLE</b> SPONSORSHIP	30/11/2015	270.00
EF091813	22682	<b>BEAVER TREE SERVICES PTY LTD</b> TREE PRUNING SERVICES	30/11/2015	32,352.14
EF091814	22805	<b>COVS PARTS PTY LTD</b> MOTOR PARTS	30/11/2015	1,705.53
EF091815	22806	<b>PUMA ENERGY (AUSTRALIA) FUELS PTY LTD</b> FUEL SUPPLIES	30/11/2015	67,162.01
EF091816	22854	<b>LGISWA</b> INSURANCE PREMIUMS	30/11/2015	13,843.40
EF091817	22879	<b>REMIDA PERTH INC</b> ARTISTIC SERVICES	30/11/2015	1,592.00
EF091818	22903	<b>UNIQUE INTERNATIONAL RECOVERIES LLC</b> DEBT COLLECTORS	30/11/2015	640.00
EF091819	22914	<b>LADY LATTE</b> CATERING SERVICES	30/11/2015	132.00
EF091820	22949	<b>TASHANA LEE TWEDDLE HEAVENSTRINGS</b> ENTERTAINMENT SERVICES - MUSIC	30/11/2015	1,685.00
EF091821	23253	<b>KOTT GUNNING</b> LEGAL SERVICES	30/11/2015	15,405.74
EF091822	23288	<b>ARIANE ROEMMELE</b> AMUSEMENT - CHILDREN'S ACTIVITIES	30/11/2015	1,615.00
EF091823	23298	<b>THERAPY FOCUS</b> ENTERTAINMENT SERVICES	30/11/2015	200.00
EF091824	23302	<b>BUILDING SERVIC</b> BUILDING SERVICES LEVIES	30/11/2015	187,643.69
EF091825	23309	<b>FUN IN TRAINING AUSTRALIA PTY LTD</b> FITNESS CLASSES-INSTRUCTIONS	30/11/2015	1,149.50
EF091826	23348	<b>ZUMBA WITH HONEY</b> FITNESS CLASSES	30/11/2015	2,607.00
EF091827	23351	<b>COCKBURN GP SUPER CLINIC LIMITED T/A COC</b> LEASING FEES	30/11/2015	886.69
EF091828	23457	<b>TOTALLY WORK WEAR FREMANTLE</b> CLOTHING - UNIFORMS	30/11/2015	737.75
EF091829	23511	<b>TWIST ENGINEERING</b> IRRIGATION DESIGN & SPECIFICATIONS	30/11/2015	10,791.00
EF091830	23516	<b>BOS SURVEYING PTY LTD SURVEY RESULTS</b> SURVEYING SERVICES	30/11/2015	1,386.00
EF091831	23550	<b>HENRICKS CONSULTING PTY LTD</b> CONSULTANCY SERV. - HUMAN RESOURCES	30/11/2015	2,035.00
EF091832	23570	<b>A PROUD LANDMARK PTY LTD</b> LANDSCAPE CONTRUCTION SERVICES	30/11/2015	6,572.50
EF091833	23579	<b>DAIMLER TRUCKS PERTH</b> PURCHASE OF NEW TRUCK	30/11/2015	517.36



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EF091834	23685	<b>ASTRO SYNTHETIC TURF PTY LTD</b> SITE INSPECTIONS	30/11/2015	6,110.50
EF091835	23694	<b>TIGER FITNESS (WA) PTY LTD</b> GYM EQUIPMENT/SERVICE	30/11/2015	131.95
EF091836	23696	<b>JULIE REIDY</b> DRAFTING SERVICES	30/11/2015	4,785.00
EF091837	23818	<b>AM &amp; IE MUTCH ENGINEERING CONSULTANTS</b> CONSULTANCY SERVICES	30/11/2015	242.00
EF091838	23849	<b>JCB CONSTRUCTION EQUIPMENT AUSTRALIA</b> PLANT/MACHINERY	30/11/2015	1,158.40
EF091839	23858	<b>SPECIALISED SECURITY SHREDDING</b> DOCUMENT DESTRUCTION SERVICES	30/11/2015	45.98
EF091840	23971	<b>FIND WISE LOCATION SERVICES</b> LOCATING SERVICES - UNDERGROUND	30/11/2015	2,360.05
EF091841	24128	<b>BANG THE TABLE PTY LTD</b> WEBSITE DESIGN	30/11/2015	12,100.00
EF091842	24183	<b>WELLARD GLASS</b> GLASS REPAIR SERVICES	30/11/2015	1,420.07
EF091843	24186	<b>ELAN ENERGY MANAGEMENT PTY LTD</b> RECYCLING SERVICES - TYRES	30/11/2015	910.38
EF091844	24195	<b>PAYNE'S WINDOW CLEANING AND SERVICES</b> WINDOW CLEANING SERVICES	30/11/2015	7,733.86
EF091845	24198	<b>RICOCHET CIRCUS</b> ENTERTAINMENT SERVICES	30/11/2015	2,057.00
EF091846	24281	<b>ECO LOGICAL AUSTRALIA PTY LTD</b> MAPPING SERVICES	30/11/2015	8,188.73
EF091847	24383	<b>PALMYRA-BICTON LITTLE ATHLETIC CLUB</b> SPORTS SERVICES	30/11/2015	400.00
EF091848	24385	<b>MINERAL TRANSPORT PTY LTD</b> TRANSPORT SERVICES	30/11/2015	10,560.00
EF091849	24386	<b>BLUE PRINT SCREEN ART</b> PRINTING SERVICES	30/11/2015	488.40
EF091850	24506	<b>AMARANTI'S PERSONAL TRAINING</b> PERSONAL TRAINING SERVICES	30/11/2015	300.00
EF091851	24524	<b>CALO HEALTH</b> HEARTMOVE CLASSES	30/11/2015	1,360.00
EF091852	24557	<b>AVELING</b> CONSULTANCY SERVICES	30/11/2015	900.00
EF091853	24595	<b>CONTEMPORARY IMAGE PHOTOGRAPHY PTY LT</b> PHOTOGRAPHY SERVICES	30/11/2015	1,685.20
EF091854	24599	<b>POOLWERX SPEARWOOD</b> ANALYTICAL SERVICES	30/11/2015	1,701.90
EF091855	24655	<b>AUTOMASTERS SPEARWOOD</b> VEHICLE SERVICING	30/11/2015	435.00
EF091856	24736	<b>ZENIEN</b> CCTV CAMERA LICENCES	30/11/2015	1,637.90
EF091857	24748	<b>PEARMANS ELECTRICAL &amp; MECHANICAL SERVICE</b> ELECTRICAL SERVICES	30/11/2015	10,247.63

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EF091858	24800	<b>DZOLV PRODUCTS</b> CATERING SUPPLIES	30/11/2015	7,902.40
EF091859	24886	<b>A NATURAL SELF</b> ENTERTAINMENT SUPPLIES	30/11/2015	816.00
EF091860	24945	<b>NS PROJECTS PTY LTD</b> PROJECT MANAGEMENT SERVICES	30/11/2015	28,600.00
EF091861	24946	<b>WT PARTNERSHIP</b> QUANTITY SURVEYING SERVICES	30/11/2015	4,950.00
EF091862	24949	<b>BITUMEN SURFACING THE TRUSTEE FOR COMPI</b> BITUMEN SUPPLIES	30/11/2015	14,463.35
EF091863	24959	<b>PERTH TEMPORARY AIRBRUSH TATTOOS</b> ENTERTAINMENT SERVICES	30/11/2015	600.00
EF091864	24974	<b>SCOTT PRINT</b> PRINTING SERVICES	30/11/2015	17,798.00
EF091865	24976	<b>SNAP PRINTING - COCKBURN CENTRAL</b> PRINTING SERVICES	30/11/2015	1,373.30
EF091866	24981	<b>DALMATINAC NETBALL CLUB</b> REGISTRATION FEES	30/11/2015	440.00
EF091867	25060	<b>DFP RECRUTIMENT SERVICES</b> EMPLOYMENT SERVICES	30/11/2015	19,410.80
EF091868	25063	<b>SUPERIOR PAK PTY LTD</b> VEHICLE MAINTENANCE	30/11/2015	763.00
EF091869	25092	<b>LINKS MODULAR SOLUTIONS PTY LTD</b> COMPUTER SOFTWARE	30/11/2015	935.00
EF091870	25102	<b>FREMANTLE MOBILE WELDING</b> WELDING SERVICES	30/11/2015	3,432.00
EF091871	25121	<b>IMAGESOURCE DIGITAL SOLUTIONS</b> BILLBOARDS	30/11/2015	6,811.20
EF091872	25128	<b>HORIZON WEST LANDSCAPE &amp; IRRIGATION P/L</b> LANDSCAPING SERVICES	30/11/2015	8,195.86
EF091873	25158	<b>MPIRE SECURITY</b> SECURITY SERVICES	30/11/2015	5,919.19
EF091874	25262	<b>SANDOVER PINDER ARCHITECTS</b> ARCHITECTURAL SERVICES	30/11/2015	129,654.50
EF091875	25264	<b>ACURIX NETWORKS PTY LTD</b> WIFI ACCESS SERVICE	30/11/2015	2,483.80
EF091876	25418	<b>CS LEGAL</b> LEGAL SERVICES	30/11/2015	3,653.87
EF091877	25539	<b>CALIBRE CONSULTING (MELB) PTY LTD</b> CONSULTANCY SERVICES	30/11/2015	5,170.00
EF091878	25540	<b>JOHN MASSEY GROUP PTY LTD</b> BUILDING SURVEYING SERVICES	30/11/2015	2,970.00
EF091879	25586	<b>ENVIROVAP PTY LTD</b> HIRE OF LEACHATE UNITS	30/11/2015	5,665.00
EF091880	25644	<b>DYMOCKS GARDEN CITY</b> PURCHASE OF BOOKS	30/11/2015	2,313.94
EF091881	25645	<b>YELAKITJ MOORT NYUNGAR ASSOCIATION INC</b> WELCOME TO THE COUNTRY PERFORMANCES	30/11/2015	400.00

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EF091882	25648	<b>NANKIVELL, MATTHEW LEE MN CREATIVE</b> PHOTOGRAPHY SERVICES	30/11/2015	1,064.00
EF091883	25713	<b>DISCUS ON DEMAND THE TRUSTEE FOR DISCUS</b> PRINTING SERVICES	30/11/2015	1,010.63
EF091884	25733	<b>MIRACLE RECREATION EQUIPMENT</b> PLAYGROUND INSTALLATION / REPAIRS	30/11/2015	4,064.50
EF091885	25832	<b>EXTERIA</b> ENGINEERING & DESIGN SERVICES	30/11/2015	762.30
EF091886	25875	<b>COOGEE PLUMBING SERVICES</b> PLUMBING SERVICES	30/11/2015	15,603.82
EF091887	25955	<b>ADECCO INDUSTRIAL PTY LTD</b> EMPLOYMENT SERVICES	30/11/2015	161,287.69
EF091888	25962	<b>ALL LINES</b> LINEMARKING SERVICES	30/11/2015	2,420.00
EF091889	26029	<b>AUTOSWEEP WA</b> SWEEPING SERVICES	30/11/2015	1,155.00
EF091890	26067	<b>SPRAYKING WA PTY LTD</b> CHEMICAL WEED CONTROL SERVICES	30/11/2015	5,028.11
EF091891	26090	<b>FREMANTLE MILK DISTRIBUTORS</b> MILK DISTRIBUTORS	30/11/2015	209.80
EF091892	26114	<b>GRACE RECORDS MANAGEMENT</b> RECORDS MANAGEMENT SERVICES	30/11/2015	1,225.81
EF091893	26116	<b>CAMPBELLS CASH AND CARRY</b> CATERING SUPPLIES	30/11/2015	559.59
EF091894	26173	<b>SOUTHSIDE PLUMBING</b> PLUMBING SERVICES	30/11/2015	5,161.20
EF091895	26195	<b>PLAY CHECK</b> CONSULTING SERVICES	30/11/2015	1,320.00
EF091896	26211	<b>AMCOM PTY LTD</b> INTERNET/DATA SERVICES	30/11/2015	15,300.17
EF091897	26253	<b>CREATE IT</b> TIME LAPSE CAMERA	30/11/2015	913.00
EF091898	26257	<b>PAPERBARK TECHNOLOGIES</b> ARBORICULTURAL CONSULTANCY SERVICES	30/11/2015	415.00
EF091899	26303	<b>GECKO CONTRACTING TURF &amp; LANDSCAPE MAINT</b> TURF & LANDSCAPE MAINTENANCE	30/11/2015	45,358.50
EF091900	26314	<b>CPE GROUP</b> TEMPORARY EMPLOYMENT SERVICES	30/11/2015	2,193.73
EF091901	26321	<b>SKATEBOARDING WA</b> SKATEBOARDING CLINICS	30/11/2015	14,965.00
EF091902	26323	<b>AT THE KITCHEN</b> CATERING SERVICES	30/11/2015	3,070.00
EF091903	26330	<b>KENNARDS HIRE - BIBRA LAKE</b> EQUIPMENT HIRE	30/11/2015	4,616.95
EF091904	26359	<b>WILSON SECURITY</b> SECURITY SERVICES	30/11/2015	186,331.84
EF091905	26386	<b>AIRMASTER AUSTRALIA PTY LTD</b> AIRCONDITIONING MAINTENANCE SERVICES	30/11/2015	1,781.80

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EF091906	26399	<b>PAPERSCOUT THE TRUSTEE FOR PETERS MORRIS</b> GRAPHIC DESIGN SERVICES	30/11/2015	3,168.00
EF091907	26403	<b>CHES POWER GROUP</b> ENGG. SOLUTIONS/BACK UP GENERATOR	30/11/2015	44,825.00
EF091908	26415	<b>SHAWSETT TRAINING &amp; SAFETY THE SHAWSETT</b> DRIVER, FIRST AID & SAFETY TRAINING	30/11/2015	334.00
EF091909	26418	<b>INTEGRANET TECHNOLOGY GROUP PTY LTD</b> ICT CONSULTANCY SERVICES	30/11/2015	12,012.00
EF091910	26442	<b>BULLANT SECURITY PTY LTD KEY WEST LOCK S</b> LOCKSMITH & SECURITY SERVICES	30/11/2015	3,296.27
EF091911	26449	<b>ECO SHARK BARRIER PTY LTD</b> LEASING FEE FOR SHARK BARRIER	30/11/2015	21,250.00
EF091912	26461	<b>777 MAINTENANCE PTY LTD</b> MAINTENANCE SERVICES	30/11/2015	9,359.98
EF091913	26469	<b>MURFETT LEGAL PTY LTD</b> LEGAL SERVICES	30/11/2015	2,363.24
EF091914	26470	<b>SCP CONSERVATION AND LAND MANAGEMENT</b> FENCING SERVICES	30/11/2015	3,350.00
EF091915	26480	<b>MATTRESS REMOVAL WA</b> MATTRESS REMOVAL SERVICES	30/11/2015	6,657.50
EF091916	26486	<b>BIBRA LAKE FABRICATORS PTY LTD</b> FABRICATION SERVICES	30/11/2015	2,420.00
EF091917	26500	<b>MINERAL HAULAGE &amp; EARTHMOVING</b> EARTHMOVING SERVICES	30/11/2015	8,855.00
EF091918	26516	<b>ULTIMATE LIMESTONE</b> CONSTRUCTION SERVICES	30/11/2015	9,048.60
EF091919	26525	<b>ENVIRO CONTRACTING PTY LTD</b> BUILDING MAINTENANCE SERVICES	30/11/2015	17,393.64
EF091920	26531	<b>ROND DRILLING</b> BORE PUMP REPLACEMENT SERVICES	30/11/2015	107,060.78
EF091921	26536	<b>SKYLINE LANDSCAPE SERVICES (WA)</b> LANDSCAPING SERVICES	30/11/2015	73,048.63
EF091922	26561	<b>MOSS AND FERN</b> FLORIST	30/11/2015	100.00
EF091923	26568	<b>UNITED DIAMOND TOOLS</b> DIAMOND CUTTING TOOLS	30/11/2015	1,750.00
EF091924	26574	<b>EVA BELLYDANCE</b> ENTERTAINMENT - BELLY DANCING	30/11/2015	300.00
EF091925	26576	<b>WIZARD TRAINING SOLUTIONS</b> TRAINING SERVICES	30/11/2015	1,650.00
EF091926	26577	<b>S-TECH HOLDINGS PTY LTD</b> SIGN MAKING SERVICES	30/11/2015	22,082.50
EF091927	26580	<b>ONYX FIT PTY LTD</b> PERSONAL TRAINING, MUAY THIA, BOXING	30/11/2015	500.00
EF091928	26596	<b>QUANTUM BUILDING SERVICES</b> BUILDING MAINTENANCE	30/11/2015	1,997.60
EF091929	26604	<b>SERLING CONSULTING (AUSTRALIA) PTY LTD</b> CIVIL ENGINEERING CONSULTANCY	30/11/2015	3,267.00

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EF091930	26606	<b>ENVIRO INFRASTRUCTURE PTY LTD</b> CONSTRUCTION& FABRICATION	30/11/2015	1,210.24
EF091931	26610	<b>TRACC CIVIL PTY LTD</b> CIVIL CONSTRUCTION	30/11/2015	112,059.55
EF091932	26611	<b>PETE'S CONCRETE CONSTRUCTION</b> CONCRETE SERVICES	30/11/2015	450.00
EF091933	26612	<b>PROFESSIONAL PUBLIC RELATIONS</b> PUBLIC RELATIONS	30/11/2015	5,242.23
EF091934	26613	<b>AVE BIN AND BBQ CLEANING PTY LTD</b> CLEANAING SERVICES (BBQ - BINS)	30/11/2015	5,895.00
EF091935	26614	<b>MARKETFORCE PTY LTD</b> ADVERTISING	30/11/2015	3,591.48
EF091936	26619	<b>SPEARWOOD NEWS DELIVERY</b> NEWSPAPER DELIVERY	30/11/2015	515.22
EF091937	26620	<b>GRA EVERINGHAM PTY LTD</b> CONSULTING/ADVISORY	30/11/2015	16,500.00
EF091938	26623	<b>TELFORD INDUSTRIES</b> CHEMICALS - POOL	30/11/2015	318.34
EF091939	26624	<b>SKIPPER TRUCKS</b> NEW & USED TRUCKS,BUSES & TRAILERS SAL	30/11/2015	1,021.05
EF091940	26625	<b>ANDOVER DETAILERS</b> CAR DETAILING SERVICES	30/11/2015	1,362.90
EF091941	26628	<b>THE ESCAPEHUNT EXPERIENCE (PERTH)</b> TEAM BUILDING ACTIVITIES	30/11/2015	870.00
EF091942	26629	<b>HIGHLAND RECORDS</b> RECORD LABEL	30/11/2015	500.00
EF091943	26630	<b>GREEN GURUS</b> EDUCATION AND CONSULTANCY	30/11/2015	1,485.00
EF091944	26639	<b>SAFEGUARD INDUSTRIES</b> SECURITY DOORS, SCREENS & ROLLER SHUTT	30/11/2015	1,980.00
EF091945	26645	<b>PROFESSIONAL TRAPPING SUPPLIES</b> ANIMAL TRAPPING PROD / WILDLIFE / SECURI	30/11/2015	4,796.00
EF091946	26647	<b>BROOKFIELD MULTIPLEX CONSTRUCTIONS</b> BUILDING - CONSTRUCTION	30/11/2015	2,885,428.55
EF091947	26650	<b>CARNIVAL AMUSEMENTS</b> RIDES AND AMUSEMENTS	30/11/2015	5,035.00
EF091948	26652	<b>YARAGUIA ENTERPRISES INCORPORATED</b> CULTURAL AND LAND MANAGEMENT	30/11/2015	8,250.00
EF091949	26653	<b>CADSULT</b> DESIGN SERVICES - IRRAGATION	30/11/2015	6,567.00
EF091950	26655	<b>WORLDWIDE PRINTING SOLUTIONS EAST PERTH</b> PRINTING SERVICES	30/11/2015	2,255.00
EF091951	26657	<b>STAMINA ETC</b> PERSONAL TRAINER	30/11/2015	720.00
EF091952	26661	<b>FREMANTLE DISTRICTS TOUCH ASSOCIATION</b> KIDS SPORT REGISTRATION FEES	30/11/2015	2,800.00
EF091953	26663	<b>PERTH KIDS PARTY HIRE</b> CHILDREN'S PARTY HIRE	30/11/2015	600.00



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EF091954	26671	<b>ASV SALES &amp; SERVICE (WA) PTY LTD</b> HIRE SERVICES - EARTHMOVING EQUIP	30/11/2015	2,420.00
EF091955	26672	<b>SPACETRIPRENEURS</b> EDUCATION & TRAINING	30/11/2015	680.00
EF091956	26674	<b>PERTH SWIMMING CLUB INC</b> KIDSPORT REGISTRATION FEES	30/11/2015	200.00
EF091957	26675	<b>THE KAZOOS TOURING</b> ENTERTAINMENT SERVICES	30/11/2015	2,909.50
EF091958	26677	<b>AUSTRALIA AND NEW ZEALAND RECYCLING PLA</b> NOT- FOR-PROFIT MEMBER SERVICES BODY	30/11/2015	4,078.80
EF091959	26678	<b>BATEMAN/BULLCREEK LITTLE ATHLETICS CLUB</b> REGISTRATION FEES	30/11/2015	570.00
EF091960	26681	<b>BEINIT FITNESS</b> FITNESS TRAINER	30/11/2015	792.00
EF091961	26682	<b>JODIE DAVIDSON</b> EVENTS MANAGEMENT	30/11/2015	800.00
EF091962	26683	<b>PERTH PARKOUR INC</b> TRAINING SERVICES	30/11/2015	680.00
EF091963	26686	<b>HEALTH SAFETY WORKS PTY LTD</b> ONLINE SOFTWARE	30/11/2015	1,089.00
EF091964	26689	<b>ARDROSS JUNIOR CRICKET CLUB</b> KIDS REGISTRATION FEES	30/11/2015	90.00
EF091965	26690	<b>COCKBURN ATHLETIC CLUB INC.</b> KIDS REGISTRATION FEES	30/11/2015	1,000.00
EF091966	26691	<b>BW SOLAR</b> SOLAR PUMPS	30/11/2015	36,138.19
EF091967	26692	<b>CANNING COUGARS TEE BALL CLUB INC.</b> KIDS SPORT REGISTRATION FEES	30/11/2015	165.00
EF091968	26697	<b>KOMBAT SPORTSWEAR</b> MANUFACTURER OF SPORTS APPAREL, CUSTOM C	30/11/2015	2,174.70
EF091969	26698	<b>MELVILLE MITSUBISHI</b> MOTOR VEHICLE SALES, SERVICE AND PARTS	30/11/2015	130.53
EF091970	26699	<b>FORTUS GROUP</b> SPARE PARTS - MECHANICAL	30/11/2015	2,447.57
EF091971	26701	<b>ARMADALE JUNIOR FOOTBALL CLUB</b> KIDS SPORT REGISTRATION FEES	30/11/2015	145.00
EF091972	26707	<b>A1</b> ENTERTAINMENT SERVICES	30/11/2015	880.00
EF091973	26709	<b>TALIS CONSULTANTS PTY LTD</b> WASTE CONSULTANCY	30/11/2015	10,103.50
EF091974	26719	<b>WOOLWORTHS LIMITED (WISH GIFT CARDS)</b> RETAIL - GIFT CARDS	30/11/2015	14,964.99
EF091975	23250	<b>DEPARTMENT OF PLANNING</b> DAP APPLICATIONS & DAP FEES	30/11/2015	450.00
EF091976	99997	<b>BIBRA LAKE RESIDENTS ASSOCIATION</b> NEWSLETTER PRINTING CONTRIBUTION	30/11/2015	106.70
EF091977	99997	<b>ZURICH AUSTRALIAN INSURANCE</b> INSURANCE CLAIM EXCESS	30/11/2015	1,000.00

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<b>Cheque/ EFT</b>	<b>Account t No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF091978	99997	<b>BANK OF CHINA</b> BANK FEE	30/11/2015	50.00
EF091979	99997	<b>LAKELANDS SENIOR HIGH SCHOOL</b> COUNCIL GRANT / DONATION	30/11/2015	500.00
EF091980	99997	<b>COOGEE BEACH PROGRESS ASSOCIATION</b> EXPENSES REIMBURSEMENT	30/11/2015	248.50
EF091981	99997	<b>PHOENIX PRIMARY SCHOOL</b> SCHOOL GRADUATION AWARD	30/11/2015	100.00
EF091982	99997	<b>AUBIN GROVE PRIMARY SCHOOL</b> SCHOOL GRADUATION AWARD	30/11/2015	50.00
EF091983	99997	<b>SPEARWOOD PRIMARY SCHOOL</b> SAND CONTRIBUTION	30/11/2015	240.00
EF091984	99997	<b>ERIN JUDD</b> SPONSORSHIP	30/11/2015	1,000.00
EF091985	99997	<b>LAKELAND SENIOR HIGH SCHOOL</b> COUNCIL GRANT / DONATION	30/11/2015	1,100.00
EF091986	99997	<b>CITY OF FREMANTLE</b> CONTRIBUTION - FIREWORKS	30/11/2015	27,500.00
EF091987	99997	<b>COCKBURN SENIOR CITIZENS ASS. INC</b> COUNCIL GRANT / DONATION	30/11/2015	9,341.98
EF091988	99997	<b>PINEVIEW COMMUNITY KINDERGARTEN</b> COUNCIL GRANT / DONATION	30/11/2015	7,618.18
EF091989	99997	<b>VOICE OF THE VOICELESS</b> COUNCIL GRANT / DONATION	30/11/2015	2,000.00
EF091990	99997	<b>INSPIRATIONAL TEENS INC.</b> COUNCIL GRANT / DONATION	30/11/2015	5,445.46
EF091991	99997	<b>COCKBURN TOY LIBRARY</b> COUNCIL GRANT / DONATION	30/11/2015	4,000.00
EF091992	99997	<b>ST VINCENT DE PAUL SOCIETY INC</b> COUNCIL GRANT / DONATION	30/11/2015	5,000.00
EF091993	99997	<b>COCKBURN COMM. &amp; CULTURAL COUNCIL</b> COUNCIL GRANT / DONATION	30/11/2015	9,000.00
EF091994	99997	<b>MEERILINGA YOUNG CHILDREN'S SERVICES</b> COUNCIL GRANT / DONATION	30/11/2015	10,000.00
EF091995	99997	<b>RETURNED &amp; SERV. LEAGUE - COCKBURN</b> COUNCIL GRANT / DONATION	30/11/2015	10,000.00
EF091996	99997	<b>YANGEBUP FAMILY CENTRE</b> COUNCIL GRANT / DONATION	30/11/2015	12,000.00
EF091997	99997	<b>THE CHURCHES' COMM. ON EDUCATION</b> COUNCIL GRANT / DONATION	30/11/2015	13,000.00
EF091998	99997	<b>COASTAL MOTORCYCLE CLUB WA</b> COUNCIL GRANT / DONATION	30/11/2015	20,000.00
EF091999	99997	<b>COCKBURN MASTERS SWIMMING CLUB INC</b> COUNCIL GRANT / DONATION	30/11/2015	10,000.00
EF092000	99997	<b>SOUTHERN LIONS RUGBY UNION FOOTBALL CLUB</b> COUNCIL GRANT / DONATION	30/11/2015	12,500.00
EF092001	99997	<b>COCKBURN CENTRAL TOWN CENTRE ASS.</b> COUNCIL GRANT / DONATION	30/11/2015	10,000.00

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EF092002	99997	<b>LEUKAEMIA FOUNDATION OF AUSTRALIA</b> COUNCIL GRANT / DONATION	30/11/2015	3,500.00
EF092003	99997	<b>JERVOISE BAY SAILING CLUB</b> COUNCIL GRANT / DONATION	30/11/2015	5,000.00
EF092004	99997	<b>SOUTH WEST CORRIDOR DEVELOPMENT FOUNDATION</b> COUNCIL GRANT / DONATION	30/11/2015	2,000.00
EF092005	99997	<b>ALPHAVILLE</b> COUNCIL GRANT / DONATION	30/11/2015	2,000.00
EF092006	99997	<b>JANDAKOT PRIMARY SCHOOL</b> SCHOOL GRADUATION AWARD	30/11/2015	100.00
EF092007	99997	<b>COCKBURN BASKETBALL ASSOCIATION</b> COUNCIL GRANT / DONATION	30/11/2015	500.00
EF092008	99997	<b>COCKBURN MASTERS SWIMMING CLUB INC.</b> COUNCIL GRANT / DONATION	30/11/2015	1,000.00
EF092009	99997	<b>ATWELL NETBALL CLUB</b> COUNCIL GRANT / DONATION	30/11/2015	1,000.00
EF092010	99997	<b>SUCCESS NETBALL ASSOCIATION</b> COUNCIL GRANT / DONATION	30/11/2015	4,000.00
EF092011	99997	<b>DANIELA BRETTO</b> COMPOST BIN REBATE	30/11/2015	49.50
EF092012	99997	<b>WENHUA HUANG</b> COMPOST BIN REBATE	30/11/2015	49.50
EF092013	99997	<b>JULIE ANNE BERTOLA</b> COMPOST BIN REBATE	30/11/2015	49.50
EF092014	99997	<b>MOIRA PEACOCK</b> COMPOST BIN REBATE	30/11/2015	49.50
EF092015	99997	<b>C &amp; D SWANN</b> COMPOST BIN REBATE	30/11/2015	49.50
EF092016	99997	<b>C &amp; D SWANN</b> COMPOST BIN REBATE	30/11/2015	49.50
EF092017	99997	<b>DANIEL G LAWRENCE</b> CROSSOVER CONTRIBUTION	30/11/2015	300.00
EF092018	99997	<b>GARY AND GENOVEVA CLARK</b> COMPOST BIN REBATE	30/11/2015	50.00
EF092019	99997	<b>PASCALE REMAJ</b> COMPOST BIN REBATE	30/11/2015	49.00
EF092020	99997	<b>CHOO SAN WEE</b> COMPOST BIN REBATE	30/11/2015	49.50
EF092021	99997	<b>DYLAN ANTHONY</b> CROSSOVER CONTRIBUTION	30/11/2015	20.95
EF092022	99997	<b>JULIAN AND EMMA THRUPP</b> CROSSOVER CONTRIBUTION	30/11/2015	300.00
EF092023	99997	<b>KAYL HOSKEN</b> CROSSOVER CONTRIBUTION	30/11/2015	300.00
EF092024	99997	<b>STEVEN QUAH</b> CROSSOVER CONTRIBUTION	30/11/2015	300.00
EF092025	99997	<b>BRYANT J F VICARY</b> CROSSOVER CONTRIBUTION	30/11/2015	300.00

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EF092026	99997	<b>HARIS CELIKOVIC</b> CROSSOVER CONTRIBUTION	30/11/2015	300.00
EF092027	99997	<b>DEBORAH A TREMLETT &amp; BENJAMIN R TREMLETT</b> COMPOST BIN REBATE	30/11/2015	50.00
EF092028	99997	<b>V BODHI</b> COMPOST BIN REBATE	30/11/2015	49.50
EF092029	99997	<b>TOM AND EMMA RESHEF</b> COMPOST BIN REBATE	30/11/2015	50.00
EF092030	99997	<b>J C ANGWIN</b> COMPOST BIN REBATE	30/11/2015	50.00
EF092031	99997	<b>MICHAEL MARLELLA</b> CROSSOVER CONTRIBUTION	30/11/2015	300.00
EF092032	99997	<b>TIANTIAN LIU &amp; JING WANG</b> CROSSOVER CONTRIBUTION	30/11/2015	300.00
EF092033	99997	<b>FAJAR DAVID AND MARIA SYAN</b> CROSSOVER CONTRIBUTION	30/11/2015	300.00
EF092034	99997	<b>MR REJISH GEORGE &amp; NIRMALA JACOB</b> CROSSOVER CONTRIBUTION	30/11/2015	300.00
EF092035	99997	<b>FRANCIS HO</b> CROSSOVER CONTRIBUTION	30/11/2015	300.00
EF092036	99997	<b>D &amp; L MCKINLEY</b> CROSSOVER CONTRIBUTION	30/11/2015	300.00
EF092037	99997	<b>NOEL AND GUILLERMA UBA</b> CROSSOVER CONTRIBUTION	30/11/2015	300.00
EF092038	99997	<b>SOPHIA &amp; NEIL MCLAY</b> CROSSOVER CONTRIBUTION	30/11/2015	300.00
EF092039	11794	<b>SYNERGY</b> ELECTRICITY USAGE/SUPPLIES	30/11/2015	513,473.15
EF092040	12025	<b>TELSTRA CORPORATION</b> COMMUNICATIONS SERVICES	30/11/2015	16,473.15
EF092041	17555	<b>ALLEASING PTY LTD</b> LEASE REPAYMENTS	30/11/2015	99,304.56
EF092042	24558	<b>MACQUARIE BANK LIMITED</b> LEASE REPAYMENT	30/11/2015	1,615.13
EF092043	25823	<b>ENIGIN WESTERN AUSTRALIA</b> ELECTRICITY USAGE/SUPPLIES	30/11/2015	13,184.40
EF092044	11867	<b>KEVIN JOHN ALLEN</b> MONTHLY COUNCILLOR ALLOWANCE	30/11/2015	2,575.00
EF092045	12740	<b>MAYOR LOGAN HOWLETT</b> MONTHLY COUNCILLOR ALLOWANCE	30/11/2015	11,158.33
EF092046	19059	<b>CAROL REEVE-FOWKES</b> MONTHLY COUNCILLOR ALLOWANCE	30/11/2015	4,398.96
EF092047	20634	<b>LEE-ANNE SMITH</b> MONTHLY COUNCILLOR ALLOWANCE	30/11/2015	2,575.00
EF092048	21185	<b>BART HOUWEN</b> MONTHLY COUNCILLOR ALLOWANCE	30/11/2015	2,575.00
EF092049	23338	<b>STEVE PORTELLI</b> MONTHLY COUNCILLOR ALLOWANCE	30/11/2015	2,575.00

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EF092050	23339	<b>STEPHEN PRATT</b> MONTHLY COUNCILLOR ALLOWANCE	30/11/2015	2,575.00
EF092051	25352	<b>LYNDSEY WETTON</b> MONTHLY COUNCILLOR ALLOWANCE	30/11/2015	2,575.00
EF092052	25353	<b>PHILIP EVA</b> MONTHLY COUNCILLOR ALLOWANCE	30/11/2015	2,575.00
EF092053	26696	<b>CHAMONIX TERBLANCHE</b> MONTHLY COUNCILLOR ALLOWANCE	30/11/2015	2,575.00
EF092054	26517	<b>CLICKSUPER</b> PAYROLL DEDUCTIONS	12/11/2015	424,535.64
026463	13932	<b>ARMAGUARD</b> BANKING SERVICES	4/11/2015	2,572.35
026464	13932	<b>ARMAGUARD</b> BANKING SERVICES	11/11/2015	1,435.20
026465	10589	<b>FINES ENFORCEMENT REGISTRY</b> FINES ENFORCEMENT FEES	17/11/2015	1,508.00
026466	13932	<b>ARMAGUARD</b> BANKING SERVICES	18/11/2015	3,497.70
026467	13932	<b>ARMAGUARD</b> BANKING SERVICES	25/11/2015	2,834.40
026468	10747	<b>IINET LIMITED</b> INTERNET SERVICES	30/11/2015	549.89
026469	11350	<b>SHIRE OF MURRAY</b> LONG SERVICE LEAVE LIABILITY	30/11/2015	8,696.23
026470	17343	<b>RAC BUSINESSWISE</b> MEMBERSHIP SUBSCRIPTION	30/11/2015	114.30
026471	99999	<b>CARMELA HARTNETT</b> BOND REFUND	30/11/2015	150.00
026472	99999	<b>LYDIA &amp; JAMES TAN</b> BOND REFUND	30/11/2015	250,000.00
026473	99999	<b>REGI CHALAKUZH</b> BOND REFUND	30/11/2015	3,125.00
026474	99999	<b>CAMEL RISE PTY LTD</b> BOND REFUND	30/11/2015	30,861.71
026475	99999	<b>DAVID M CASEY</b> BOND REFUND	30/11/2015	500.00
026476	99999	<b>PINDAN PTY LTD</b> BOND REFUND	30/11/2015	27,885.00
026477	99995	<b>WILLIAM T COX &amp; ROBYN M COX</b> PROPERTY REFUND	30/11/2015	57.00
026478	99995	<b>CARMELA GALIPO</b> PROPERTY REFUND	30/11/2015	57.00
026479	99995	<b>ROD DE VALLE &amp; SALLY STREDWICK</b> PROPERTY REFUND	30/11/2015	112.00
026480	99995	<b>DONALD WILSON &amp; GRAZIA WILSON</b> PROPERTY REFUND	30/11/2015	62.00
026481	99995	<b>JOE THORNTON</b> PROPERTY REFUND	30/11/2015	77.00



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026482	99995	<b>LESLEY RAYNE HODGE</b> PROPERTY REFUND	30/11/2015	71.00
026483	99995	<b>AP &amp; YB LEGGE</b> PROPERTY REFUND	30/11/2015	139.00
026484	99995	<b>VICKI PHILIPOFF SETTLEMENTS TRUST ACC</b> PROPERTY REFUND	30/11/2015	881.00
026485	99995	<b>SONIA GALLAGHER</b> PROPERTY REFUND	30/11/2015	118.00
026486	99995	<b>RJ &amp; HE DALLEY</b> PROPERTY REFUND	30/11/2015	418.00
026487	99995	<b>RAY WHITE KWINANA</b> PROPERTY REFUND	30/11/2015	289.42
026488	99995	<b>NOLA CAVALLARO</b> PROPERTY REFUND	30/11/2015	112.00
026489	99995	<b>BEVAN LAIDLAW SUPER FUND</b> PROPERTY REFUND	30/11/2015	371.00
026490	99995	<b>PETER BALDEY</b> PROPERTY REFUND	30/11/2015	132.00
026491	99995	<b>CHARLES WILTZ</b> PROPERTY REFUND	30/11/2015	25.00
026492	99995	<b>CHARLES WILTZ</b> PROPERTY REFUND	30/11/2015	25.00
026493	10047	<b>ALINTA ENERGY</b> GAS SUPPLIES	30/11/2015	2,720.50
026494	11758	<b>WATER CORP</b> WATER USAGE / SUNDRY CHARGES <b>ADD RETENTION HELD</b> NIL <b>LESS PRIOR PERIOD CANCELLED CHEQUES/EFTS</b> VARIOUS - SEE ATTACHED	30/11/2015	17,769.23
		<b>TOTAL</b>		- 14,016.65
				#####
		<b>TOTAL AS PER AP SOURCE 16GLACT9991000</b>		#####
		<b>TOTAL AS PER TR SOURCE 16GLACT9991000</b>		#####
		<b>ADDITIONAL DIRECT PAYMENTS</b>		
		<b>BANK FEES</b>		
		MERCHANT FEES COC		-
		MERCHANT FEES SLLC		-
		MERCHANT FEES VARIOUS OUT CENTRES		-
		NATIONAL BPAY CHARGE		3,225.40
		RTGS/ACLR FEE		16.50
		NAB TRANSACT FEE		5,304.87
		MERCHANDISE / OTHER FEES		-
				<b>8,546.77</b>

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account t No.	Account/Payee	Date	Value
		<b>FAMILY DAY CARE AND IN HOME CARE PAYMENTS</b>		
		FDC PAYMENTS		67,243.10
		IHC PAYMENTS		81,358.43
				<b>148,601.53</b>
		<b>PAYROLL TRANSACTIONS</b>		
		COC 03/11/15	CITY OF COCKBURN 042958	#####
		COC 05/11/15	CITY OF COCKBURN 042958	1,926.78
		COC 13/11/15	CITY OF COCKBURN 042958	21,299.01
		COC 17/11/15	CITY OF COCKBURN 042958	#####
		COC 19/11/15	CITY OF COCKBURN 042958	4,114.83
		COC 19/11/15	CITY OF COCKBURN 042958	131.95
		COC 20/11/15	CITY OF COCKBURN 042958	10,355.26
				#####
		<b>CREDIT CARD PAYMENTS</b>		
		CBA CREDIT CARD PAYMENT		65,670.63
				<b>65,670.63</b>
		<b>TOTAL PAYMENTS FOR NOVEMBER</b>		#####

## **PAYMENT SUMMARY**

### **CHEQUE PAYMENTS**

026463 - 026494

### **CANCELLED PAYMENTS**

EF090962; EF091066; EF090103; EF090223; EF090086;  
EF090116; EF090071; EF089912; EF089779; EF089691;  
EF089102; EF089420; EF088607; EF090915; EF090924;  
EF090921; EF090919; EF090925; EF090922; EF090655;  
EF090636; EF090926; EF090189; EF090238; EF089661  
EF089591; EF089968; EF089981; EF090419; EF089108;  
EF089199; EF088998; EF089258; EF089061; EF089153;  
EF088815; EF089442; EF088144; EF088441; EF091388;  
EF091234; EF091420; EF091166; EF091323; EF091269;  
EF091392; EF091277; EF091422; EF091425; EF091513;  
EF091177; EF091339; 026406

### **ELECTRONIC FUNDS TRANSFER PAYMENT**

EF091166 – EF092053

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF092055	11741	<b>WATC</b> LOAN REPAYMENTS	3/12/2015	746,904.00
EF092056	10152	<b>AUST SERVICES UNION</b> PAYROLL DEDUCTIONS	4/12/2015	1,602.40
EF092057	10154	<b>AUST TAXATION DEPT</b> PAYROLL DEDUCTIONS	4/12/2015	332,489.00
EF092058	10305	<b>CHILD SUPPORT AGENCY</b> PAYROLL DEDUCTIONS	4/12/2015	2,647.44
EF092059	10733	<b>HOSPITAL BENEFIT FUND</b> PAYROLL DEDUCTIONS	4/12/2015	283.05
EF092060	11001	<b>LOCAL GOVERNMENT RACING &amp; CEMETERIES EM</b> PAYROLL DEDUCTIONS	4/12/2015	369.00
EF092061	11794	<b>SYNERGY</b> ELECTRICITY USAGE/SUPPLIES	4/12/2015	3,179.85
EF092062	11857	<b>CHAMPAGNE SOCIAL CLUB</b> PAYROLL DEDUCTIONS	4/12/2015	590.80
EF092063	11860	<b>45S CLUB</b> PAYROLL DEDUCTIONS	4/12/2015	22.00
EF092064	18553	<b>SELECTUS PTY LTD</b> PAYROLL DEDUCTIONS	4/12/2015	12,721.40
EF092065	19726	<b>HEALTH INSURANCE FUND OF WA</b> PAYROLL DEDUCTIONS	4/12/2015	1,109.10
EF092066	23338	<b>STEVE PORTELLI</b> MILEAGE CLAIM REIMBURSEMENT	4/12/2015	253.72
EF092067	24655	<b>AUTOMASTERS SPEARWOOD</b> VEHICLE SERVICING	4/12/2015	1,980.00
EF092068	25335	<b>JAXON PTY LTD</b> BUILDING CONSTRUCTION SERVICES	4/12/2015	307,700.86
EF092069	25987	<b>TOYOTA FLEET MANAGEMENT</b> PAYROLL DEDUCTIONS - NOVATED LEASE	4/12/2015	567.62
EF092070	26122	<b>BUBBLE SOCCER PERTH</b> ENTRY FEES	4/12/2015	520.00
EF092071	26718	<b>BURRIDGBE MARTIAL ARTS ACADEMY</b> KIDS REGISTRATION FEES	4/12/2015	400.00
EF092072	99997	<b>EDWARD QUAKE</b> SAFETY PRESCRIPTION GLASSES CONTRIBUTION	4/12/2015	264.00
EF092073	99997	<b>ROBERT TAYLOR</b> SAFETY PRESCRIPTION GLASSES CONTRIB.	4/12/2015	300.00
EF092074	99997	<b>STH COOGEE VOL. BUSHFIRE BRIGADE</b> EXPENSES REIMBURSEMENT	4/12/2015	6,350.00
EF092075	99997	<b>JANDAKOT VOLUNTEER BUSHFIRE BRIGADE</b> EXPENSES REIMBURSEMENT	4/12/2015	719.31
EF092076	99997	<b>JANDAKOT VOLUNTEER BUSHFIRE BRIGADE</b> EXPENSES REIMBURSEMENT	4/12/2015	1,317.00
EF092077	99997	<b>JANDAKOT VOLUNTEER BUSHFIRE BRIGADE</b> EXPENSES REIMBURSEMENT	4/12/2015	495.00

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF092078	99997	<b>JANDAKOT VOLUNTEER BUSH FIRE BRIGADE</b> EXPENSES REIMBURSEMENT	4/12/2015	1,052.00
EF092079	99997	<b>JANDAKOT VOLUNTEER BUSHFIRE BRIGADE</b> EXPENSES REIMBURSEMENT	4/12/2015	160.28
EF092080	99997	<b>JANDAKOT VOLUNTEER BUSHFIRE BRIGADE</b> EXPENSES REIMBURSEMENT	4/12/2015	1,108.80
EF092081	99997	<b>STH COOGEE VOL. BUSHFIRE BRIGADE</b> EXPENSES REIMBURSEMENT	4/12/2015	2,040.43
EF092082	99997	<b>JOHN WEST</b> REIMBURSEMENT - INFRINGEMENT NOTICE	4/12/2015	200.00
EF092083	99997	<b>GARETH ROZARIO</b> STUDY FEES CONTRIBUTION	4/12/2015	495.00
EF092084	10152	<b>AUST SERVICES UNION</b> PAYROLL DEDUCTIONS	22/12/2015	1,625.00
EF092085	10154	<b>AUST TAXATION DEPT</b> PAYROLL DEDUCTIONS	22/12/2015	327,115.00
EF092086	10305	<b>CHILD SUPPORT AGENCY</b> PAYROLL DEDUCTIONS	22/12/2015	2,854.39
EF092087	10733	<b>HOSPITAL BENEFIT FUND</b> PAYROLL DEDUCTIONS	22/12/2015	283.05
EF092088	11001	<b>LOCAL GOVERNMENT RACING &amp; CEMETERIES EM</b> PAYROLL DEDUCTIONS	22/12/2015	369.00
EF092089	11857	<b>CHAMPAGNE SOCIAL CLUB</b> PAYROLL DEDUCTIONS	22/12/2015	584.00
EF092090	11860	<b>45S CLUB</b> PAYROLL DEDUCTIONS	22/12/2015	22.00
EF092091	18553	<b>SELECTUS PTY LTD</b> PAYROLL DEDUCTIONS	22/12/2015	10,451.48
EF092092	19726	<b>HEALTH INSURANCE FUND OF WA</b> PAYROLL DEDUCTIONS	22/12/2015	1,175.80
EF092093	25987	<b>TOYOTA FLEET MANAGEMENT</b> PAYROLL DEDUCTIONS - NOVATED LEASE	22/12/2015	567.62
EF092094	99997	<b>JUAN CARPIO</b> REIMBURSEMENT - VMWARE EXAM	22/12/2015	240.00
EF092095	99997	<b>BRETT FELLOWS</b> REIMBURSEMENT - VMWARE EXAM	22/12/2015	240.00
EF092096	99997	<b>JAMES DICKINSON</b> REIMBURSEMENT - VMWARE EXAM	22/12/2015	240.00
EF092097	99997	<b>ANNA LEE</b> REIMBURSEMENT - MEDICAL SCREENING	22/12/2015	55.00
EF092098	99997	<b>ANTON LEES</b> STUDY FEES CONTRIBUTION	22/12/2015	3,950.00
EF092099	11867	<b>KEVIN JOHN ALLEN</b> MONTHLY COUNCILLOR ALLOWANCE	23/12/2015	2,575.00
EF092100	12740	<b>MAYOR LOGAN HOWLETT</b> MONTHLY COUNCILLOR ALLOWANCE	23/12/2015	11,158.33



CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF092101	19059	<b>CAROL REEVE-FOWKES</b> MTHLY COUNCILLOR ALLOW. & MILEAGE CLAIM	23/12/2015	5,051.25
EF092102	20634	<b>LEE-ANNE SMITH</b> MONTHLY COUNCILLOR ALLOWANCE	23/12/2015	2,575.00
EF092103	21185	<b>BART HOUWEN</b> MONTHLY COUNCILLOR ALLOWANCE	23/12/2015	2,575.00
EF092104	23338	<b>STEVE PORTELLI</b> MONTHLY COUNCILLOR ALLOWANCE	23/12/2015	2,575.00
EF092105	23339	<b>STEPHEN PRATT</b> MONTHLY COUNCILLOR ALLOWANCE	23/12/2015	2,575.00
EF092106	25352	<b>LYNDSEY WETTON</b> MONTHLY COUNCILLOR ALLOWANCE	23/12/2015	2,575.00
EF092107	25353	<b>PHILIP EVA</b> MONTHLY COUNCILLOR ALLOWANCE	23/12/2015	2,575.00
EF092108	26696	<b>CHAMONIX TERBLANCHE</b> MONTHLY COUNCILLOR ALLOWANCE	23/12/2015	2,575.00
EF092109	26517	<b>CLICKSUPER</b> PAYROLL DEDUCTIONS	21/12/2015	436,558.70
EF092110	10009	<b>AAA PRODUCTION SERVICES</b> AUDIO EQUIPMENT HIRE	24/12/2015	9,024.27
EF092111	10032	<b>ADVANCED TRAFFIC MANAGEMENT (WA) PTY LTD</b> CONTROLLERS AND SIGNS	24/12/2015	43,762.30
EF092112	10041	<b>AIR LIQUIDE WA PTY LTD</b> GAS SUPPLIES	24/12/2015	46.53
EF092113	10043	<b>AKN LOCK SERVICE</b> SECURITY SERVICES	24/12/2015	308.00
EF092114	10058	<b>ALSCO PTY LTD</b> HYGIENE SERVICES/SUPPLIES	24/12/2015	3,112.93
EF092115	10071	<b>AUSTRALASIAN PERFORMING RIGHT ASSOC. LTD</b> LICENCE - PERFORMING RIGHTS	24/12/2015	164.44
EF092116	10079	<b>ARCUS AUSTRALIA</b> REFRIGERATION REPAIRS	24/12/2015	145.75
EF092117	10086	<b>ARTEIL WA PTY LTD</b> ERGONOMIC CHAIRS	24/12/2015	357.50
EF092118	10091	<b>ASLAB PTY LTD</b> ASPHALTING SERVICES/SUPPLIES	24/12/2015	21,284.20
EF092119	10118	<b>AUSTRALIA POST</b> POSTAGE CHARGES	24/12/2015	23,443.53
EF092120	10160	<b>DORMA AUSTRALIA PTY LTD</b> AUTOMATIC DOOR SERVICES	24/12/2015	572.00
EF092121	10184	<b>BENARA NURSERIES</b> PLANTS	24/12/2015	341.00
EF092122	10207	<b>BOC GASES</b> GAS SUPPLIES	24/12/2015	502.79
EF092123	10212	<b>BOSS BOLLARDS</b> SECURITY PRODUCTS	24/12/2015	231.00

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF092124	10221	<b>BP AUSTRALIA LIMITED</b> DIESEL/PETROL SUPPLIES	24/12/2015	10,620.84
EF092125	10226	<b>BRIDGESTONE AUSTRALIA LTD</b> TYRE SERVICES	24/12/2015	44,347.02
EF092126	10244	<b>BUILDING &amp; CONST INDUSTRY TRAINING FUND</b> LEVY PAYMENT	24/12/2015	105,215.27
EF092127	10246	<b>BUNNINGS BUILDING SUPPLIES PTY LTD</b> HARDWARE SUPPLIES	24/12/2015	2,521.02
EF092128	10255	<b>CABCHARGE AUSTRALIA PTY LTD</b> CABCHARGES	24/12/2015	1,109.38
EF092129	10283	<b>CENTRAL INSTITUTE OF TECHNOLOGY</b> TRAINING SERVICES	24/12/2015	1,665.68
EF092130	10292	<b>CHADSON ENGINEERING PTY LTD</b> MEDICAL SUPPLIES	24/12/2015	220.00
EF092131	10295	<b>CHALLENGER INSTITUTE OF TECHNOLOGY - BEAC</b> TRAINING SERVICES	24/12/2015	1,369.31
EF092132	10325	<b>CITY OF FREMANTLE</b> SPONSORSHIP - INDIAN OCEAN SKY SHOW	24/12/2015	3,300.00
EF092133	10333	<b>CJD EQUIPMENT PTY LTD</b> HARDWARE SUPPLIES	24/12/2015	1,945.92
EF092134	10346	<b>COATES HIRE OPERATIONS PTY LTD</b> EQUIPMENT HIRING SERVICES	24/12/2015	156.48
EF092135	10348	<b>COCA COLA AMATIL</b> SOFT DRINK SUPPLIES	24/12/2015	1,987.41
EF092136	10353	<b>COCKBURN CEMENT LTD</b> RATES REFUND	24/12/2015	662.64
EF092137	10354	<b>COCKBURN COMMUNITY AND CULTURAL COUNCIL</b> POSTER BOARDS	24/12/2015	1,070.00
EF092138	10359	<b>COCKBURN PAINTING SERVICE</b> PAINTING SUPPLIES/SERVICES	24/12/2015	1,529.00
EF092139	10360	<b>COCKBURN PARTY HIRE</b> HIRE OF PARTY EQUIPMENT	24/12/2015	4,110.20
EF092140	10368	<b>COCKBURN WETLANDS EDUCATION CENTRE</b> COMMUNITY GRANT	24/12/2015	300.00
EF092141	10375	<b>VEOLIA ENVIRONMENTAL SERVICES</b> WASTE SERVICES	24/12/2015	6,714.66
EF092142	10380	<b>COLQUHOUNS FREMANTLE BAG COMPANY</b> WOVEN BAGS	24/12/2015	572.00
EF092143	10384	<b>PROGILITY PTY LTD COMMUNICATIONS AUSTRAL</b> COMMUNICATION SERVICES	24/12/2015	7,040.73
EF092144	10386	<b>COMMUNITY NEWSPAPER GROUP</b> ADVERTISING SERVICES	24/12/2015	23,171.94
EF092145	10394	<b>CD'S CONFECTIONERY WHOLESALERS</b> CONFECTIONERY	24/12/2015	959.29
EF092146	10450	<b>D &amp; M WASTE SERVICES</b> WASTE SERVICES	24/12/2015	308.00

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF092147	10483	<b>LANDGATE</b> MAPPING/LAND TITLE SEARCHES	24/12/2015	10,928.49
EF092148	10512	<b>DOMUS NURSERY</b> VARIOUS PLANTS	24/12/2015	13,577.16
EF092149	10526	<b>E &amp; MJ ROSHER PTY LTD</b> MOWER PARTS	24/12/2015	12,457.70
EF092150	10535	<b>WORKPOWER INCORPORATED</b> EMPLOYMENT SERVICES - PLANTING	24/12/2015	421.96
EF092151	10550	<b>EMERALD PEST CONTROL</b> PEST CONTROL SERVICES	24/12/2015	880.00
EF092152	10578	<b>FARINOSI &amp; SONS PTY LTD</b> HARDWARE SUPPLIES	24/12/2015	641.04
EF092153	10580	<b>FC COURIERS</b> COURIER SERVICES	24/12/2015	1,407.13
EF092154	10590	<b>DEPARTMENT OF FIRE AND EMERGENCY SERVICES</b> ESL LEVY & RELATED COSTS	24/12/2015	4,192,389.54
EF092155	10603	<b>FLOORING SOLUTIONS</b> FLOOR COVERINGS	24/12/2015	1,529.00
EF092156	10611	<b>FORPARK AUSTRALIA</b> PLAYGROUND EQUIPMENT	24/12/2015	66,390.50
EF092157	10636	<b>FUJI XEROX AUSTRALIA PTY LTD</b> PHOTOCOPY CHARGES	24/12/2015	16,661.56
EF092158	10641	<b>GALVINS PLUMBING SUPPLIES</b> PLUMBING SERVICES	24/12/2015	10,063.08
EF092159	10644	<b>COCKBURN GATEWAY SHOPPING CITY</b> REFUND OF INCORRECT PAYMENT	24/12/2015	1,850.00
EF092160	10648	<b>GEOFABRICS AUSTRALASIA PTY LTD</b> GEOSYNTHETIC PRODUCTS	24/12/2015	587.40
EF092161	10655	<b>GHD PTY LTD</b> CONSULTANCY SERVICES	24/12/2015	41,316.26
EF092162	10679	<b>GRASSTREES AUSTRALIA</b> PLANTS & PLANTING SERVICES	24/12/2015	3,762.00
EF092163	10709	<b>HECS FIRE</b> FIRE SYSTEM MAINTENANCE	24/12/2015	13,303.18
EF092164	10711	<b>HERALD PUBLISHING COMPANY PTY LTD</b> ADVERTISING SERVICES	24/12/2015	346.50
EF092165	10726	<b>HOLTON CONNOR ARCHITECTS &amp; PLANNERS</b> ARCHITECTURAL SERVICES	24/12/2015	5,533.00
EF092166	10732	<b>HORIZONS WEST BUS &amp; COACHLINES</b> TRANSPORTATION SERVICES	24/12/2015	907.50
EF092167	10743	<b>ICON-SEPTECH PTY LTD</b> DRAINAGE PRODUCTS	24/12/2015	5,720.00
EF092168	10779	<b>J F COVICH &amp; CO PTY LTD</b> ELECTRICAL SERVICES	24/12/2015	71,981.48
EF092169	10783	<b>JANDAKOT METAL INDUSTRIES</b> METAL SUPPLIES	24/12/2015	1,496.00

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF092170	10787	<b>JANDAKOT ACCIDENT REPAIR CENTRE</b> PANEL BEATING SERVICES	24/12/2015	2,000.00
EF092171	10794	<b>JASON SIGNMAKERS</b> SIGNS	24/12/2015	1,281.50
EF092172	10814	<b>JR &amp; A HERSEY PTY LTD</b> SAFETY CLOTHING SUPPLIES	24/12/2015	1,007.38
EF092173	10859	<b>LAKELAND SENIOR HIGH SCHOOL</b> ELECTRICAL CONSUMPTION REIMBURSEMENT	24/12/2015	500.00
EF092174	10879	<b>LES MILLS AEROBICS</b> INSTRUCTION/TRAINING SERVICES	24/12/2015	1,115.38
EF092175	10888	<b>LJ CATERERS</b> CATERING SERVICES	24/12/2015	6,997.12
EF092176	10892	<b>LOCAL GOVT MANAGERS AUSTRALIA</b> SUBSCRIPTION	24/12/2015	2,290.00
EF092177	10913	<b>BUCHER MUNICIPAL PTY LTD</b> PURCHASE OF NEW PLANT / REPAIR SERVICES	24/12/2015	13,681.07
EF092178	10918	<b>MAIN ROADS WA</b> REPAIRS/MAINTENANCE SERVICES	24/12/2015	74,496.94
EF092179	10923	<b>MAJOR MOTORS PTY LTD</b> REPAIRS/MAINTENANCE SERVICES	24/12/2015	1,967.31
EF092180	10938	<b>MAXWELL ROBINSON &amp; PHELPS</b> PEST & WEED MANAGEMENT	24/12/2015	649.00
EF092181	10939	<b>LINFOX ARMAGUARD</b> BANKING SECURITY SERVICES	24/12/2015	1,870.80
EF092182	10942	<b>MCGEES PROPERTY</b> PROPERTY CONSULTANCY SERVICES	24/12/2015	5,225.00
EF092183	10944	<b>MCLEODS</b> LEGAL SERVICES	24/12/2015	24,941.51
EF092184	10959	<b>AUSTRAL BRICK</b> BRICK PALLETS	24/12/2015	334.25
EF092185	10991	<b>BEACON EQUIPMENT</b> MOWING EQUIPMENT	24/12/2015	855.90
EF092186	11004	<b>MURDOCH UNIVERSITY OFFICE OF FINANCE</b> ANALYSING SERVICES	24/12/2015	1,980.00
EF092187	11026	<b>NESTLE FOOD SERVICES</b> CATERING SUPPLIES	24/12/2015	400.20
EF092188	11028	<b>NEVERFAIL SPRINGWATER LTD</b> BOTTLED WATER SUPPLIES	24/12/2015	1,440.00
EF092189	11036	<b>NORTHLAKE ELECTRICAL</b> ELECTRICAL SERVICES	24/12/2015	30,715.71
EF092190	11039	<b>NOVUS AUTO GLASS</b> WINDSCREEN REPAIR SERVICES	24/12/2015	741.50
EF092191	11070	<b>OTIS ELEVATOR COMPANY</b> ELEVATOR REPAIRS/MAINTENANCE	24/12/2015	2,054.18
EF092192	11077	<b>P &amp; G BODY BUILDERS PTY LTD</b> PLANT BODY BUILDING SERVICES	24/12/2015	5,060.00

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF092193	11182	<b>PREMIUM BRAKE &amp; CLUTCH SERVICE</b> BRAKE SERVICES	24/12/2015	1,093.40
EF092194	11205	<b>QUALITY TRAFFIC MANAGEMENT PTY LTD</b> TRAFFIC CONTROL SERVICES	24/12/2015	10,968.75
EF092195	11208	<b>QUICK CORPORATE AUSTRALIA PTY LTD</b> STATIONERY/CONSUMABLES	24/12/2015	6,629.61
EF092196	11231	<b>REDOX CHEMICALS PTY LTD</b> CHEMICALS	24/12/2015	275.00
EF092197	11235	<b>REINFORCED CONCRETE PIPES PTY LTD</b> CONCRETE PIPE SUPPLIES	24/12/2015	8,122.13
EF092198	11244	<b>RESEARCH SOLUTIONS PTY LTD</b> RESEARCH SERVICES	24/12/2015	3,000.00
EF092199	11264	<b>ROCLA PIPELINE PRODUCTS</b> CONCRETE LINER SUPPLIES	24/12/2015	7,151.50
EF092200	11274	<b>ROTTNEST EXPRESS</b> ENTERTAINMENT SERVICES	24/12/2015	1,699.50
EF092201	11284	<b>ROYAL LIFE SAVING SOCIETY AUSTRALIA</b> TRAINING SERVICES	24/12/2015	806.60
EF092202	11294	<b>SAFEMAN (WA) PTY LTD</b> PROTECTIVE CLOTHING/EQUIPMENT	24/12/2015	238.29
EF092203	11307	<b>SATELLITE SECURITY SERVICES PTY LTD</b> SECURITY SERVICES	24/12/2015	3,586.50
EF092204	11308	<b>SBA SUPPLIES</b> HARDWARE SUPPLIES	24/12/2015	5,400.18
EF092205	11311	<b>SCITECH DISCOVERY CENTRE</b> ENTERTAINMENT SERVICES	24/12/2015	450.00
EF092206	11333	<b>SHELFORD CONSTRUCTIONS PTY LTD</b> CONSTRUCTION SERVICES	24/12/2015	57,717.00
EF092207	11373	<b>SKIPPER TRUCK PARTS</b> SPARE PARTS & MAINTENANCE SERVICES	24/12/2015	2,721.32
EF092208	11375	<b>SLATER-GARTRELL SPORTS</b> SPORT SUPPLIES	24/12/2015	303.60
EF092209	11387	<b>BIBRA LAKE SOILS</b> SOIL & LIMESTONE SUPPLIES	24/12/2015	680.00
EF092210	11447	<b>SPEARWOOD DALMATINAC CLUB INC</b> COMMUNITY GRANT	24/12/2015	2,363.50
EF092211	11469	<b>SPORTS TURF TECHNOLOGY</b> TURF CONSULTANCY SERVICES	24/12/2015	5,676.00
EF092212	11470	<b>SPORTSWORLD OF WA</b> SPORT SUPPLIES	24/12/2015	518.10
EF092213	11474	<b>SPYDUS USERS NETWORK</b> MEMBERSHIP	24/12/2015	345.00
EF092214	11483	<b>ST JOHN AMBULANCE AUST WA OPERATIONS</b> FIRST AID COURSES	24/12/2015	1,375.90
EF092215	11496	<b>STANLEE WA LTD</b> CATERING EQUIPMENT/SUPPLIES	24/12/2015	252.45



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EF092216	11511	<b>STATEWIDE BEARINGS</b> BEARING SUPPLIES	24/12/2015	117.97
EF092217	11546	<b>T FAULKNER &amp; CO</b> INSTALLATIONS/SUPPLY OF HAND RAILS	24/12/2015	6,369.00
EF092218	11557	<b>TECHNOLOGY ONE LTD</b> IT CONSULTANCY SERVICES	24/12/2015	4,776.75
EF092219	11625	<b>TOTAL EDEN PTY LTD</b> RETICULATION SUPPLIES	24/12/2015	20,476.29
EF092220	11642	<b>TRAILER PARTS PTY LTD</b> TRAILER PARTS	24/12/2015	1,109.82
EF092221	11651	<b>TREE WATERING SERVICES</b> TREE WATERING SERVICES	24/12/2015	68,320.00
EF092222	11655	<b>TRISLEYS HYDRAULIC SERVICES PTY LTD</b> POOL EQUIPMENT/REPAIRS	24/12/2015	1,570.80
EF092223	11657	<b>TRUCKLINE PARTS CENTRES</b> AUTOMOTIVE SPARE PARTS	24/12/2015	88.71
EF092224	11667	<b>TURFMASTER FACILITY MANAGEMENT</b> TURFING SERVICES	24/12/2015	84,698.52
EF092225	11697	<b>VAT MAN-FAT FILTERING SYSTEMS</b> FILTER CLEANING SERVICES	24/12/2015	826.70
EF092226	11699	<b>VERNON DESIGN GROUP</b> ARCHITECTURAL SERVICES	24/12/2015	5,390.00
EF092227	11701	<b>VIBRA INDUSTRIA</b> FILTER SUPPLIES	24/12/2015	1,970.10
EF092228	11708	<b>VITAL PACKAGING PTY LTD</b> PACKAGING SUPPLIES	24/12/2015	77.88
EF092229	11715	<b>WA BLUEMETAL</b> ROADBASE SUPPLIES	24/12/2015	6,845.04
EF092230	11722	<b>WA HINO SALES &amp; SERVICE</b> PURCHASE OF NEW TRUCKS / MAINTENANCE	24/12/2015	3,604.95
EF092231	11726	<b>WA LIMESTONE</b> LIMESTONE SUPPLIES	24/12/2015	5,084.96
EF092232	11739	<b>WA SPIT ROAST COMPANY</b> CATERING SERVICES	24/12/2015	8,246.45
EF092233	11773	<b>WESFARMERS LANDMARK LIMITED</b> CHEMICAL SUPPLIES	24/12/2015	1,188.00
EF092234	11787	<b>DEPT OF TRANSPORT</b> WA GOVT DEPARTMENT	24/12/2015	271.35
EF092235	11793	<b>WESTERN IRRIGATION PTY LTD</b> IRRIGATION SERVICES/SUPPLIES	24/12/2015	25,428.18
EF092236	11795	<b>WESTERN POWER</b> ELECTRICAL SERVICES	24/12/2015	500.00
EF092237	11828	<b>WORLDWIDE ONLINE PRINTING - O'CONNOR</b> PRINTING SERVICES	24/12/2015	4,263.92
EF092238	11845	<b>YANGEBUP LITTLE</b> COMMUNITY GRANT	24/12/2015	200.00

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EF092239	11854	<b>ZIPFORM</b> PRINTING SERVICES	24/12/2015	6,657.09
EF092240	11873	<b>WATTLEUP TRACTORS</b> HARDWARE SUPPLIES	24/12/2015	2,012.05
EF092241	11972	<b>COBEY MAINTENANCE SERVICES</b> TURF MANAGEMENT	24/12/2015	1,980.00
EF092242	11985	<b>IVO GRUBELICH</b> BUS HIRE	24/12/2015	418.00
EF092243	11990	<b>EARTHCARE (AUSTRALIA) P/L</b> LANDSCAPING SERVICES	24/12/2015	8,316.00
EF092244	12014	<b>TUTT BRYANT EQUIPMENT BT EQUIPMENT PTY LTD</b> EXCAVATING/EARTHMOVING EQUIPMENT	24/12/2015	317.46
EF092245	12153	<b>HAYS PERSONNEL SERVICES PTY LTD</b> EMPLOYMENT SERVICES	24/12/2015	7,381.00
EF092246	12379	<b>CONCEPT MEDIA</b> ADVERTISING SERVICES	24/12/2015	326.87
EF092247	12415	<b>FACE PAINTING FUN AND GAMES</b> ENTERTAINMENT SERVICES	24/12/2015	3,420.00
EF092248	12417	<b>GREEN SKILLS INC</b> CONSULTANCY SERVICES	24/12/2015	7,768.75
EF092249	12458	<b>KITE KINETICS</b> ENTERTAINMENT SERVICES	24/12/2015	1,540.00
EF092250	12542	<b>SEALIN GARLETT</b> CEREMONIAL SERVICES	24/12/2015	400.00
EF092251	12561	<b>CATEK EQUIPMENT REPAIRS</b> REPAIRS/MAINTENANCE SERVICES	24/12/2015	832.03
EF092252	12565	<b>SOUTHERN METRO REGIONAL COUNCIL - LOANS</b> LOAN REPAYMENT	24/12/2015	387,848.39
EF092253	12656	<b>COOGEE BEACH SURF LIFESAVING CLUB INC</b> POOR GROVE SLSC DEVELOPMENT COSTS	24/12/2015	600.00
EF092254	12672	<b>NORMAN DISNEY &amp; YOUNG</b> CONSULTANCY SERVICES	24/12/2015	13,907.43
EF092255	12779	<b>WESTERN RESOURCE RECOVERY PTY LTD</b> WASTE DISPOSAL SERVICES	24/12/2015	508.20
EF092256	12996	<b>ACCESSIBLE TRANSIT SPECIALISTS</b> REPAIRS/MAINTENANCE SERVICES	24/12/2015	401.50
EF092257	13037	<b>PPCA LTD</b> LICENCE FEE - SOUND & MUSIC	24/12/2015	4,999.28
EF092258	13089	<b>ACE'S TREE &amp; GARDEN SERVICES</b> GARDEN CLEANING SERVICES	24/12/2015	2,200.00
EF092259	13111	<b>OCE-AUSTRALIA LIMITED</b> COPIERS/PRINTERS	24/12/2015	333.63
EF092260	13150	<b>WESTERN AUSTRALIAN ELECTORAL COMMISSION</b> ELECTION EXPENSES	24/12/2015	179,763.77
EF092261	13563	<b>GREEN SKILLS INC</b> EMPLOYMENT SERVICES	24/12/2015	23,943.43

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EF092262	13671	<b>STAPLES AUSTRALIA PTY LTD</b> OFFICE/STATIONERY SUPPLIES	24/12/2015	924.92
EF092263	13779	<b>PORTER CONSULTING ENGINEERS</b> ENGINEERING CONSULTANCY SERVICES	24/12/2015	6,691.58
EF092264	13825	<b>JACKSON MCDONALD</b> LEGAL SERVICES	24/12/2015	33,766.21
EF092265	13860	<b>KRS CONTRACTING</b> WASTE COLLECTION SERVICES	24/12/2015	358.60
EF092266	14118	<b>AGED &amp; COMMUNITY SERVICES WA</b> WORKSHOPS	24/12/2015	965.00
EF092267	14258	<b>WARP GROUP PTY LTD</b> ROAD CONSTRUCTION MATERIALS	24/12/2015	1,936.00
EF092268	14311	<b>BBC ENTERTAINMENT</b> ENTERTAINMENT SERVICES	24/12/2015	2,530.00
EF092269	14350	<b>BAILEYS FERTILISERS</b> FERTILISER SUPPLIES	24/12/2015	30,140.66
EF092270	14459	<b>BIDVEST (WA)</b> FOOD/CATERING SUPPLIES	24/12/2015	1,574.88
EF092271	14593	<b>AUSTREND INTERNATIONAL PTY LTD</b> ALUMINIUM SUPPLIES	24/12/2015	11,391.82
EF092272	14631	<b>WASTE GAS RESOURCES PTY LTD</b> POWER GENERATION	24/12/2015	440.00
EF092273	14667	<b>APPEALING SIGNS</b> SIGNS	24/12/2015	3,633.52
EF092274	15098	<b>BROOK &amp; MARSH PTY LTD</b> SURVEYING SERVICES	24/12/2015	1,100.00
EF092275	15393	<b>GREENWAY ENTERPRISES</b> HARDWARE SUPPLIES	24/12/2015	4,048.19
EF092276	15416	<b>FIRE ENGINE FUN - INGLEWOOD</b> ENTERTAINMENT SERVICES	24/12/2015	660.00
EF092277	15541	<b>JANDAKOT NEWS</b> NEWSPAPER SUPPLIERS	24/12/2015	213.40
EF092278	15571	<b>ADASOUND PUBLIC ADDRESS</b> PA REPAIRS	24/12/2015	3,199.50
EF092279	15676	<b>ADH FENCING</b> FENCING SERVICES	24/12/2015	385.00
EF092280	15678	<b>A2Z PEST CONTROL</b> PEST CONTROL	24/12/2015	1,570.00
EF092281	15746	<b>WESTERN AUSTRALIA POLICE SERVICE</b> POLICE CLEARANCES	24/12/2015	59.20
EF092282	15785	<b>DIEBACK TREATMENT SERVICES</b> CONSULTANCY SERVICES - ENVIRONMENTAL	24/12/2015	11,957.00
EF092283	15850	<b>ECOSCAPE</b> ENVIRONMENTAL CONSULTANCY	24/12/2015	880.00
EF092284	15914	<b>T-QUIP</b> MOWING EQUIPMENT	24/12/2015	2,312.95

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EF092285	16064	<b>CMS ENGINEERING PTY LTD</b> AIRCONDITIONING SERVICES	24/12/2015	7,838.05
EF092286	16291	<b>WA PROFILING</b> ROAD PROFILING SERVICES	24/12/2015	9,478.70
EF092287	16396	<b>MAYDAY EARTHMOVING</b> ROAD CONSTRUCTION MACHINE HIRE	24/12/2015	87,007.51
EF092288	16558	<b>SUSSEX INDUSTRIES</b> TIMBER SUPPLIES	24/12/2015	2,336.51
EF092289	16704	<b>ACCIDENTAL FIRST AID SUPPLIES - PERTH SOUTH</b> MEDICAL SUPPLIES	24/12/2015	1,609.38
EF092290	16985	<b>WA PREMIX</b> CONCRETE SUPPLIES	24/12/2015	10,068.30
EF092291	16997	<b>AUS SECURE</b> SECURITY SERVICES/PRODUCTS	24/12/2015	420.00
EF092292	17097	<b>VALUE TISSUE</b> PAPER PRODUCTS	24/12/2015	1,499.30
EF092293	17121	<b>UNDERGROUND POWER DEVELOPMENT PTY LTD</b> ELECTRICAL SERVICES	24/12/2015	17,545.00
EF092294	17178	<b>THE CLEAN UP COMPANY</b> WASTE DISPOSAL SERVICES	24/12/2015	1,061.50
EF092295	17362	<b>JOHN EARLEY</b> TRAINING	24/12/2015	250.00
EF092296	17471	<b>PIRTEK (FREMANTLE) PTY LTD</b> HOSES & FITTINGS	24/12/2015	1,957.82
EF092297	17608	<b>NU-TRAC RURAL CONTRACTING</b> BEACH CLEANING/FIREBREAK CONSTRUCTION	24/12/2015	8,750.00
EF092298	17624	<b>ALLSPORTS LINEMARKING</b> LINEMARKING SERVICES	24/12/2015	1,511.40
EF092299	17887	<b>RED SAND SUPPLIES PTY LTD</b> MACHINERY HIRE	24/12/2015	871.20
EF092300	17942	<b>MRS MAC'S</b> FOOD SUPPLIES	24/12/2015	261.35
EF092301	18017	<b>INSTANT PRODUCTS GROUP</b> HIRE OF PORTABLE TOILETS	24/12/2015	540.36
EF092302	18114	<b>BOLLIG DESIGN GROUP P/L</b> ARCHITECTURAL SERVICES	24/12/2015	13,414.50
EF092303	18122	<b>SIGNMAN</b> SIGNAGE	24/12/2015	1,427.80
EF092304	18147	<b>AURECON AUSTRALASIA PTY LTD</b> CONSULTANCY - CIVIL ENGINEERING	24/12/2015	2,839.27
EF092305	18203	<b>NATSYNC ENVIRONMENTAL</b> PEST CONTROL	24/12/2015	2,874.50
EF092306	18272	<b>AUSTRACLEAR LIMITED</b> INVESTMENT SERVICES	24/12/2015	911.27
EF092307	18373	<b>ROCKINGHAM NISSAN</b> PURCHASE OF NEW VEHICLE	24/12/2015	396.65

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EF092308	18508	<b>JOHN TURNER</b> BRICK LAYING SERVICES	24/12/2015	3,047.00
EF092309	18533	<b>FRIENDS OF THE COMMUNITY INC.</b> DONATION	24/12/2015	4,730.00
EF092310	18611	<b>PERTH REGION NRM INC</b> NATURAL RESOURCE MGT SERVICES	24/12/2015	5,500.00
EF092311	18628	<b>UNILEVER AUSTRALIA LTD</b> BEVERAGES	24/12/2015	462.65
EF092312	18731	<b>OCCMEDIC</b> MEDICAL SERVICES	24/12/2015	60.00
EF092313	18734	<b>P &amp; R EDWARDS</b> ENTERTAINMENT SERVICES	24/12/2015	1,050.00
EF092314	18799	<b>DOWN TO EARTH TRAINING &amp; ASSESSING</b> TRAINING SERVICES	24/12/2015	770.00
EF092315	18941	<b>ALLSTAMPS</b> STATIONERY	24/12/2015	114.40
EF092316	18960	<b>RESULTS SALES PROMOTION</b> SALES PROMOTION	24/12/2015	2,405.70
EF092317	18962	<b>SEALANES (1985) P/L</b> CATERING SUPPLIES	24/12/2015	2,818.70
EF092318	19058	<b>VALENTINE'S CAMERA HOUSE FREMANTLE</b> PHOTOGRAPHIC EQUIPMENT	24/12/2015	259.95
EF092319	19093	<b>FAIRY QUEEN CAROLINE</b> ENTERTAINMENT SERVICES	24/12/2015	1,000.00
EF092320	19097	<b>AFFAIR WITH FLAIR</b> HIRE OF PARTY DECORATIONS	24/12/2015	1,319.29
EF092321	19204	<b>MEAGAN BELL</b> ENTERTAINMENT SERVICES	24/12/2015	594.00
EF092322	19306	<b>ZIP HEATERS (AUST) PTY LTD</b> HEATERS	24/12/2015	562.76
EF092323	19436	<b>WHITCHURCH REFRIGERATION &amp; AIRCONDITIONING</b> AIR CONDITIONING SERVICES	24/12/2015	491.36
EF092324	19505	<b>ADVANCED WINDOW SHUTTERS</b> WINDOW SHUTTERS	24/12/2015	1,800.00
EF092325	19533	<b>WOOLWORTHS LTD</b> GROCERIES	24/12/2015	2,258.05
EF092326	19657	<b>BIGMATE MONITORING SERVICES PTY LTD</b> COMPUTER HARDWARE/SOFTWARE	24/12/2015	1,598.30
EF092327	19718	<b>SIFTING SANDS</b> CLEANING SERVICES - SAND	24/12/2015	1,180.30
EF092328	19847	<b>PFD FOOD SERVICES PTY LTD</b> CATERING SERVICES	24/12/2015	3,487.60
EF092329	20000	<b>AUST WEST AUTO ELECTRICAL P/L</b> AUTO ELECTRICAL SERVICES	24/12/2015	24,865.85
EF092330	20146	<b>DATA#3 LIMITED</b> CONTRACT IT PERSONNEL & SOFTWARE	24/12/2015	202,767.48



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EF092331	20247	<b>CHRISTIE PARKSAFE</b> PARKS & RECREATIONAL PRODUCTS	24/12/2015	937.20
EF092332	20321	<b>RIVERJET P/L</b> EDUCTING-CLEANING SERVICES	24/12/2015	29,180.25
EF092333	20341	<b>WILHELMINA MARIA HOUWEN</b> GARDENING SERVICES	24/12/2015	1,890.00
EF092334	20427	<b>ENVIRONMENT HOUSE INC</b> ENVIRONMENT HOUSE	24/12/2015	495.00
EF092335	20535	<b>HOME-GROWN THEATRE</b> DRAMA CLASSES	24/12/2015	2,079.00
EF092336	20549	<b>A1 CARPET, TILE &amp; GROUT CLEANING</b> CLEANING SERVICES - TILES/CARPET	24/12/2015	825.00
EF092337	20693	<b>RENTOKIL INITIAL PTY LTD</b> PEST CONTROL SERVICES	24/12/2015	594.00
EF092338	20933	<b>ACTROL PARTS PTY LTD</b> REFRIGERATION	24/12/2015	1,718.86
EF092339	20940	<b>ROBERT HALF AUSTRALIA PTY LTD</b> EMPLOYMENT SERVICES	24/12/2015	9,047.50
EF092340	21005	<b>BRAIN TEASERS OZ PTY LTD</b> EDUCATIONAL PRODUCTS	24/12/2015	66.00
EF092341	21120	<b>SHOREWATER MARINE PTY LTD</b> MARINE CONSTRUCTION SERVICES	24/12/2015	1,952.50
EF092342	21127	<b>JOANNA AYCKBOURN</b> INSTRUCTION - SINGING	24/12/2015	600.00
EF092343	21132	<b>A CAPPELLA WEST</b> ENTERTAINMENT SERVICES	24/12/2015	350.00
EF092344	21287	<b>T.J.DEPIAZZI &amp; SONS</b> SOIL & MULCH SUPPLIES	24/12/2015	2,861.10
EF092345	21290	<b>ONSITE RENTALS</b> EQUIPMENT HIRE /TOILETS ETCE	24/12/2015	787.58
EF092346	21291	<b>CHITTERING VALLEY WORM FARM</b> ENVIRONMENTAL EDUCATION	24/12/2015	132.00
EF092347	21294	<b>CAT HAVEN</b> ANIMAL SERVICES	24/12/2015	484.00
EF092348	21371	<b>LD TOTAL SANPOINT PTY LTD</b> LANDSCAPING WORKS/SERVICES	24/12/2015	97,401.45
EF092349	21401	<b>MILKY MONSTER</b> CATERING SERVICES	24/12/2015	600.00
EF092350	21594	<b>GREENSENSE PTY LTD</b> CONSULTANCY - CLIMATE	24/12/2015	4,895.50
EF092351	21627	<b>MANHEIM PTY LTD</b> IMPOUNDED VEHICLES	24/12/2015	1,493.80
EF092352	21665	<b>MMJ REAL ESTATE (WA) PTY LTD</b> PROPERTY MANAGEMENT SERVICES	24/12/2015	12,064.89
EF092353	21666	<b>ENVIROLAB SERVICES (WA) PTY LTD</b> ANALYTICAL SERVICES	24/12/2015	740.30

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EF092354	21672	<b>MEGA MUSIC AUSTRALIA</b> MUSICAL INSTRUMENTS/SOUND EQUIPMENT	24/12/2015	6,715.00
EF092355	21697	<b>ICT EXPRESS PTY LTD</b> CONSULTANCY SERVICES - IT	24/12/2015	3,421.00
EF092356	21744	<b>JB HI-FI - COMMERCIAL</b> ELECTRONIC EQUIPMENT	24/12/2015	872.00
EF092357	21796	<b>GREEN LEAF GARDENS</b> LANDSCAPING SERVICES	24/12/2015	1,100.00
EF092358	21915	<b>ECOWATER SERVICES PTY LTD</b> MAINTENANCE SERVICES - WASTE SYSTEMS	24/12/2015	748.10
EF092359	21922	<b>DIGGA-WEST</b> EARTHMOVING EQUIPMENT	24/12/2015	5,192.00
EF092360	21946	<b>RYAN'S QUALITY MEATS</b> MEAT SUPPLIES	24/12/2015	2,971.45
EF092361	21997	<b>MELVILLE KIA</b> MOTOR CARS	24/12/2015	285.55
EF092362	22012	<b>ELEGANT GLOVES EVENTS AND SERVICES</b> CATERING SERVICES	24/12/2015	6,650.50
EF092363	22242	<b>ASPHALT SURFACES PTY LTD</b> ASPHALTING SERVICES	24/12/2015	35,867.94
EF092364	22307	<b>CREATIVE SPACES</b> GRAPHIC DESIGN	24/12/2015	1,419.35
EF092365	22332	<b>MACQUARIE EQUIPMENT RENTALS PTY LTD</b> LEASE RENTAL	24/12/2015	7,257.38
EF092366	22337	<b>SEGAFREDO ZANETTI AUSTRALIA PTY LTD</b> COFFEE & COFFEE MACHINES	24/12/2015	704.20
EF092367	22404	<b>CLEVERPATCH PTY LTD</b> ARTS/CRAFT SUPPLIES	24/12/2015	555.94
EF092368	22553	<b>BROWNES FOOD OPERATIONS</b> CATERING SUPPLIES	24/12/2015	1,827.65
EF092369	22569	<b>SONIC HEALTH PLUS PTY LTD</b> MEDICAL SERVICES	24/12/2015	352.00
EF092370	22613	<b>VICKI ROYANS</b> ARTISTIC SERVICES	24/12/2015	700.00
EF092371	22619	<b>KSC TRAINING</b> TRAINING SERVICES	24/12/2015	1,980.00
EF092372	22639	<b>SHATISH CHAUHAN</b> TRAINING SERVICES - YOGA	24/12/2015	1,440.00
EF092373	22653	<b>PCYC FREMANTLE</b> SPONSORSHIP	24/12/2015	200.00
EF092374	22658	<b>SERCUL</b> URBAN LANDCARE SERVICES	24/12/2015	275.00
EF092375	22682	<b>BEAVER TREE SERVICES PTY LTD</b> TREE PRUNING SERVICES	24/12/2015	50,636.45
EF092376	22805	<b>COVS PARTS PTY LTD</b> MOTOR PARTS	24/12/2015	3,135.60

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EF092377	22806	<b>PUMA ENERGY (AUSTRALIA) FUELS PTY LTD</b> FUEL SUPPLIES	24/12/2015	80,131.97
EF092378	22870	<b>FOOD TECHNOLOGY SERVICES PTY LTD</b> TRAINING SERVICES	24/12/2015	715.00
EF092379	22903	<b>UNIQUE INTERNATIONAL RECOVERIES LLC</b> DEBT COLLECTORS	24/12/2015	384.00
EF092380	23213	<b>SPOTLESS FACILITY SERVICES PTY LTD (LAUNDR</b> LAUNDRY SERVICES	24/12/2015	245.34
EF092381	23215	<b>MELVILLE MAZDA</b> PURCHASE OF NEW VEHICLES	24/12/2015	19,574.05
EF092382	23253	<b>KOTT GUNNING</b> LEGAL SERVICES	24/12/2015	2,346.52
EF092383	23288	<b>ARIANE ROEMMELE</b> AMUSEMENT - CHILDREN'S ACTIVITIES	24/12/2015	605.00
EF092384	23309	<b>FUN IN TRAINING AUSTRALIA PTY LTD</b> FITNESS CLASSES-INSTRUCTIONS	24/12/2015	2,090.00
EF092385	23348	<b>ZUMBA WITH HONEY</b> FITNESS CLASSES	24/12/2015	704.00
EF092386	23351	<b>COCKBURN INTEGRATED HEALTH</b> LEASING FEES	24/12/2015	886.69
EF092387	23457	<b>TOTALLY WORK WEAR FREMANTLE</b> CLOTHING - UNIFORMS	24/12/2015	1,836.71
EF092388	23549	<b>WEST OZ WILDLIFE</b> AMUSEMENT PARK ENTRY FEES	24/12/2015	638.00
EF092389	23570	<b>A PROUD LANDMARK PTY LTD</b> LANDSCAPE CONTRUCTION SERVICES	24/12/2015	74,619.71
EF092390	23579	<b>DAIMLER TRUCKS PERTH</b> PURCHASE OF NEW TRUCK	24/12/2015	615.30
EF092391	23581	<b>BIRDLIFE AUSTRALIA</b> DONATIONS	24/12/2015	550.00
EF092392	23670	<b>LIEBHERR AUSTRALIA PTY LTD</b> SPARE PARTS	24/12/2015	1,060.40
EF092393	23685	<b>ASTRO SYNTHETIC TURF PTY LTD</b> SITE INSPECTIONS	24/12/2015	6,595.60
EF092394	23694	<b>TIGER FITNESS (WA) PTY LTD</b> GYM EQUIPMENT/SERVICE	24/12/2015	772.75
EF092395	23696	<b>JULIE REIDY</b> DRAFTING SERVICES	24/12/2015	7,205.00
EF092396	23774	<b>CREATIVE WELDING PTY LTD</b> ARTISTIC SUPPLY	24/12/2015	6,600.00
EF092397	23818	<b>AM &amp; IE MUTCH ENGINEERING CONSULTANTS</b> CONSULTANCY SERVICES	24/12/2015	5,819.00
EF092398	23821	<b>TOM HASTE</b> MUSICAL SERVICES	24/12/2015	1,000.00
EF092399	23849	<b>JCB CONSTRUCTION EQUIPMENT AUSTRALIA</b> PLANT/MACHINERY	24/12/2015	872.04

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EF092400	23858	<b>SPECIALISED SECURITY SHREDDING</b> DOCUMENT DESTRUCTION SERVICES	24/12/2015	10.12
EF092401	23971	<b>FIND WISE LOCATION SERVICES</b> LOCATING SERVICES - UNDERGROUND	24/12/2015	1,763.30
EF092402	24156	<b>MASTEC AUSTRALIA PTY LTD</b> PURCHASE OF NEW BINS	24/12/2015	198.00
EF092403	24183	<b>WELLARD GLASS</b> GLASS REPAIR SERVICES	24/12/2015	621.50
EF092404	24186	<b>ELAN ENERGY MANAGEMENT PTY LTD</b> RECYCLING SERVICES - TYRES	24/12/2015	1,377.29
EF092405	24192	<b>THE ECO FAERIES</b> ENTERTAINMENT SERVICES	24/12/2015	500.00
EF092406	24193	<b>AVANTGARDE TECHNOLOGIES PTY LTD</b> CONSULTANCY SERVICES	24/12/2015	1,100.00
EF092407	24195	<b>PAYNE'S WINDOW CLEANING AND SERVICES</b> WINDOW CLEANING SERVICES	24/12/2015	10,074.39
EF092408	24281	<b>ECO LOGICAL AUSTRALIA PTY LTD</b> MAPPING SERVICES	24/12/2015	25,993.51
EF092409	24298	<b>TANKS FOR HIRE</b> EQUIPMENT HIRE	24/12/2015	1,030.92
EF092410	24386	<b>BLUE PRINT SCREEN ART</b> PRINTING SERVICES	24/12/2015	30.80
EF092411	24506	<b>AMARANTI'S PERSONAL TRAINING</b> PERSONAL TRAINING SERVICES	24/12/2015	300.00
EF092412	24524	<b>CALO HEALTH</b> HEARTMOVE CLASSES	24/12/2015	1,250.00
EF092413	24527	<b>AUST ASSOC FOR ENVIRONMENTAL EDUCATION</b> COURSE REGISTRATION	24/12/2015	792.00
EF092414	24557	<b>AVELING</b> CONSULTANCY SERVICES	24/12/2015	990.00
EF092415	24595	<b>CONTEMPORARY IMAGE PHOTOGRAPHY PTY LTD</b> PHOTOGRAPHY SERVICES	24/12/2015	584.10
EF092416	24643	<b>BIBLIOTHECA RFID LIBRARY SYSTEMS AUSTRALI</b> PURCHASE OF LIBRARY TAGS	24/12/2015	2,139.50
EF092417	24655	<b>AUTOMASTERS SPEARWOOD</b> VEHICLE SERVICING	24/12/2015	2,547.00
EF092418	24661	<b>BEAUCHAMP NOMINEES &amp; FOBING HALL PTY LTD</b> DCA 9 - HAMMOND PARK	24/12/2015	610,366.32
EF092419	24736	<b>ZENIEN</b> CCTV CAMERA LICENCES	24/12/2015	4,481.01
EF092420	24748	<b>PEARMANS ELECTRICAL &amp; MECHANICAL SERVICE</b> ELECTRICAL SERVICES	24/12/2015	38,616.23
EF092421	24802	<b>SPARKLES CHILDREN'S ENTERTAINER</b> ENTERTAINMENT SERVICES	24/12/2015	250.00
EF092422	24805	<b>KAREN WOOLHEAD</b> DANCING CLASSES	24/12/2015	1,760.00

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<b>Cheque/ EFT</b>	<b>Account No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF092423	24812	<b>GARAGE SALE TRAIL FOUNDATION LTD</b> PARTICIPATION FEE	24/12/2015	6,875.00
EF092424	24862	<b>BEARDS SECURITY</b> SECURITY SERVICES	24/12/2015	200.00
EF092425	24886	<b>A NATURAL SELF</b> ENTERTAINMENT SUPPLIES	24/12/2015	240.00
EF092426	24946	<b>WT PARTNERSHIP</b> QUANTITY SURVEYING SERVICES	24/12/2015	4,950.00
EF092427	24949	<b>BITUMEN SURFACING</b> BITUMEN SUPPLIES	24/12/2015	11,330.00
EF092428	24959	<b>PERTH TEMPORARY AIRBRUSH TATTOOS</b> ENTERTAINMENT SERVICES	24/12/2015	300.00
EF092429	24976	<b>SNAP PRINTING - COCKBURN CENTRAL</b> PRINTING SERVICES	24/12/2015	125.80
EF092430	25060	<b>DFP RECRUTIMENT SERVICES</b> EMPLOYMENT SERVICES	24/12/2015	20,643.87
EF092431	25063	<b>SUPERIOR PAK PTY LTD</b> VEHICLE MAINTENANCE	24/12/2015	301.40
EF092432	25102	<b>FREMANTLE MOBILE WELDING</b> WELDING SERVICES	24/12/2015	4,411.00
EF092433	25115	<b>FIGG</b> INVESTMENT MANAGEMENT SERVICES	24/12/2015	8,250.00
EF092434	25121	<b>IMAGESOURCE DIGITAL SOLUTIONS</b> BILLBOARDS	24/12/2015	1,839.20
EF092435	25127	<b>MILMAR DISTRIBUTORS</b> PRINTING SERVICES - ID CARDS	24/12/2015	22.00
EF092436	25158	<b>MPIRE SECURITY</b> SECURITY SERVICES	24/12/2015	9,954.12
EF092437	25190	<b>GARBOLOGIE</b> MATTRESS RECYCLING	24/12/2015	958.10
EF092438	25200	<b>PLATINUM ENTERTAINMENT</b> ENTERTAINMENT SERVICES	24/12/2015	1,100.00
EF092439	25201	<b>J TAGZ PTY LTD</b> WRISTSTRAPS	24/12/2015	1,477.30
EF092440	25263	<b>SYSTEM MAINTENANCE</b> SEWERAGE PUMP MAINTENANCE	24/12/2015	675.29
EF092441	25264	<b>ACURIX NETWORKS PTY LTD</b> WIFI ACCESS SERVICE	24/12/2015	1,397.00
EF092442	25330	<b>THE SCENE TEAM</b> PHOTOGRAPHY SERVICES	24/12/2015	660.00
EF092443	25343	<b>DELISH ICE</b> CATERING SERVICES	24/12/2015	637.50
EF092444	25350	<b>SILVERFERN IT</b> CONSULTANCY SERVICES	24/12/2015	5,013.80
EF092445	25415	<b>JANDAKOT STOCK &amp; PET SUPPLIES</b> PET SUPPLIES	24/12/2015	47.45



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EF092446	25418	<b>CS LEGAL</b> LEGAL SERVICES	24/12/2015	6,836.16
EF092447	25477	<b>SPOTLESS FACILITY SERVICES (PAINTING DIVISION)</b> PAINTING SERVICES	24/12/2015	9,185.00
EF092448	25540	<b>JOHN MASSEY GROUP PTY LTD</b> BUILDING SURVEYING SERVICES	24/12/2015	1,485.00
EF092449	25644	<b>DYMOCKS GARDEN CITY</b> PURCHASE OF BOOKS	24/12/2015	550.52
EF092450	25645	<b>YELAKITJ MOORT NYUNGAR ASSOCIATION INC</b> WELCOME TO THE COUNTRY PERFORMANCES	24/12/2015	600.00
EF092451	25648	<b>NANKIVELL, MATTHEW LEE MN CREATIVE</b> PHOTOGRAPHY SERVICES	24/12/2015	456.00
EF092452	25652	<b>JUST A BUNCH</b> FLOWER ARRANGEMENTS	24/12/2015	2,060.00
EF092453	25657	<b>LOCK JOINT AUSTRALIA</b> LOCKSMITH SERVICES	24/12/2015	2,354.00
EF092454	25708	<b>AMGROW PTY LTD</b> FERTILISER	24/12/2015	550.00
EF092455	25713	<b>DISCUS ON DEMAND</b> PRINTING SERVICES	24/12/2015	1,038.18
EF092456	25733	<b>MIRACLE RECREATION EQUIPMENT</b> PLAYGROUND INSTALLATION / REPAIRS	24/12/2015	1,980.00
EF092457	25812	<b>ACTIVE GAMES &amp; ENTERTAINMENT</b> ENTERTAINMENT SERVICES	24/12/2015	627.00
EF092458	25813	<b>LGCONNECT PTY LTD</b> DEVELOPMENT CONSULTANCY	24/12/2015	5,500.00
EF092459	25874	<b>BRIGHTSKY AUSTRALIA</b> HEALTHCARE PRODUCTS	24/12/2015	172.30
EF092460	25875	<b>COOGEE PLUMBING SERVICES</b> PLUMBING SERVICES	24/12/2015	6,648.97
EF092461	25940	<b>LEAF BEAN MACHINE</b> COFFEE BEAN SUPPLY	24/12/2015	1,200.00
EF092462	25955	<b>ADECCO INDUSTRIAL PTY LTD</b> EMPLOYMENT SERVICES	24/12/2015	103,760.84
EF092463	25962	<b>ALL LINES</b> LINEMARKING SERVICES	24/12/2015	1,760.00
EF092464	26020	<b>GRANT ELEVATORS</b> LIFT MAINTENANCE	24/12/2015	858.00
EF092465	26029	<b>AUTOSWEEP WA</b> SWEEPING SERVICES	24/12/2015	6,974.00
EF092466	26067	<b>SPRAYKING WA PTY LTD</b> CHEMICAL WEED CONTROL SERVICES	24/12/2015	8,761.46
EF092467	26090	<b>FREMANTLE MILK DISTRIBUTORS</b> MILK DISTRIBUTORS	24/12/2015	175.60
EF092468	26099	<b>DEXTERA</b> COMPUTER PURCHASES	24/12/2015	5,006.99

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EF092469	26105	<b>CONCEPTS &amp; COPY</b> COPYWRITING SERVICES	24/12/2015	450.00
EF092470	26110	<b>DASH CIVIL CONTRACTING</b> CONCRETING SERVICES	24/12/2015	66,921.55
EF092471	26112	<b>BROOKE BOBRIDGE</b> GRAPHIC DESIGN SERVICES	24/12/2015	480.00
EF092472	26113	<b>BENJ BERNAL MUSIC</b> ENTERTAINMENT SERVICES	24/12/2015	500.00
EF092473	26114	<b>GRACE RECORDS MANAGEMENT</b> RECORDS MANAGEMENT SERVICES	24/12/2015	855.51
EF092474	26117	<b>SAMANTHA HUGHES</b> ENTERTAINMENT SERVICES	24/12/2015	300.00
EF092475	26173	<b>SOUTHSIDE PLUMBING</b> PLUMBING SERVICES	24/12/2015	6,677.00
EF092476	26189	<b>J. P. BENNETT PTY LTD</b> CONSULTANCY SERVICES	24/12/2015	6,600.00
EF092477	26195	<b>PLAY CHECK</b> CONSULTING SERVICES	24/12/2015	247.50
EF092478	26211	<b>AMCOM PTY LTD</b> INTERNET/DATA SERVICES	24/12/2015	8,605.15
EF092479	26251	<b>HEALING INDIA GLASS AND GIFTWARES</b> FACILITATION SERVICES - WORKSHOPS	24/12/2015	370.00
EF092480	26253	<b>CREATE IT</b> TIME LAPSE CAMERA	24/12/2015	913.00
EF092481	26257	<b>PAPERBARK TECHNOLOGIES</b> ARBORICULTURAL CONSULTANCY SERVICES	24/12/2015	2,395.00
EF092482	26264	<b>TLS PRODUCTIONS</b> HIRE SERVICES	24/12/2015	1,155.00
EF092483	26275	<b>SHEFA CORPORATION PTY LTD</b> PAINTING SERVICES	24/12/2015	1,375.00
EF092484	26303	<b>GECKO CONTRACTING TURF &amp; LANDSCAPE MAINT</b> TURF & LANDSCAPE MAINTENANCE	24/12/2015	40,287.70
EF092485	26314	<b>CPE GROUP</b> TEMPORARY EMPLOYMENT SERVICES	24/12/2015	5,806.39
EF092486	26323	<b>AT THE KITCHEN</b> CATERING SERVICES	24/12/2015	2,705.00
EF092487	26330	<b>KENNARDS HIRE - BIBRA LAKE</b> EQUIPMENT HIRE	24/12/2015	1,087.50
EF092488	26359	<b>WILSON SECURITY</b> SECURITY SERVICES	24/12/2015	186,331.84
EF092489	26371	<b>KATE DRENNAN PHOTOGRAPHY</b> PHOTOGRAPHY SERVICES	24/12/2015	5,000.00
EF092490	26386	<b>AIRMASTER AUSTRALIA PTY LTD</b> AIRCONDITIONING MAINTENANCE SERVICES	24/12/2015	1,446.47
EF092491	26399	<b>PAPERSCOUT</b> GRAPHIC DESIGN SERVICES	24/12/2015	4,884.00

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EF092492	26403	<b>CHES POWER GROUP</b> ENGG. SOLUTIONS / BACK UP GENERATO	24/12/2015	320.83
EF092493	26414	<b>NEW HORIZON PRO WRESTLING</b> ENTERTAINMENT SERVICES	24/12/2015	350.00
EF092494	26415	<b>SHAWSETT TRAINING &amp; SAFETY</b> DRIVER, FIRST AID & SAFETY TRAINING	24/12/2015	3,674.00
EF092495	26416	<b>COOLBELLUP NEWSAGENCY</b> NEWSPAPER DELIVERY SERVICES	24/12/2015	417.30
EF092496	26418	<b>INTEGRANET TECHNOLOGY GROUP PTY LTD</b> ICT CONSULTANCY SERVICES	24/12/2015	4,620.00
EF092497	26423	<b>ALPHA PEST ANIMAL SOLUTIONS INVASIVE SPECI</b> PEST CONTROL SERVICES	24/12/2015	5,280.00
EF092498	26442	<b>BULLANT SECURITY PTY LTD</b> LOCKSMITH & SECRUITY SERVICES	24/12/2015	11,570.86
EF092499	26461	<b>777 MAINTENANCE PTY LTD</b> MAINTENANCE SERVICES	24/12/2015	4,319.99
EF092500	26464	<b>LLOYD, CANDICE (THE MERINDAS)</b> ENTERTAINMENT SERVICES	24/12/2015	1,200.00
EF092501	26465	<b>HUMPY CAMELS KRAMER, KEVIN JON</b> ENTERTAINMENT SERVICES	24/12/2015	1,000.00
EF092502	26469	<b>MURFETT LEGAL PTY LTD</b> LEGAL SEVICES	24/12/2015	1,875.59
EF092503	26470	<b>SCP CONSERVATION AND LAND MANAGEMENT</b> FENCING SERVICES	24/12/2015	6,730.00
EF092504	26478	<b>WEST COAST WATERFILTER MAN</b> PURCHASE OF BUBBLER FOUNTAIN	24/12/2015	1,288.00
EF092505	26480	<b>MATTRESS REMOVAL WA</b> MATRESS REMOVAL SERVICES	24/12/2015	2,702.00
EF092506	26508	<b>BRAYCO GLOBAL PTY LTD</b> FABRICATION SERVICES	24/12/2015	1,560.00
EF092507	26510	<b>LOCAL BMX PTY LTD</b> AMUSEMENT SERVICES	24/12/2015	1,500.00
EF092508	26512	<b>XCELLERATE IT PTY LTD</b> IT EQUIPMENT - OCR PROJECT	24/12/2015	2,323.48
EF092509	26513	<b>CLAREMONT FINANCE CORPORATION (AUSTRALA</b> FINANCIAL SERVICES - XCELLERATE LEASE	24/12/2015	12,221.06
EF092510	26525	<b>ENVIRO CONTRACTING PTY LTD</b> BUILDING MAINTENANCE SERVICES	24/12/2015	15,423.56
EF092511	26527	<b>PEEL METROPOLITAN HORSE AND PONY CLUB</b> KIDSPORT REGISTRATIONS	24/12/2015	200.00
EF092512	26533	<b>CURTIN UNIVERSITY OF TECHNOLOGY</b> PROGRAM ASSESSMENTS	24/12/2015	5,940.00
EF092513	26536	<b>SKYLINE LANDSCAPE SERVICES (WA)</b> LANDSCAPING SERVICES	24/12/2015	26,720.84
EF092514	26566	<b>THE HANGING MAN</b> PICTURE HANGING SERVICES	24/12/2015	390.06

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EF092515	26574	<b>EVA BELLYDANCE</b> ENTERTAINMENT - BELLY DANCING	24/12/2015	450.00
EF092516	26579	<b>THE BRAND AGENCY</b> CONSULTANCY SERVICES	24/12/2015	2,288.00
EF092517	26608	<b>DEPARTMENT OF STATE HERITAGE (FREMANTLE)</b> GUIDED TOURS FREMANTLE PRISON	24/12/2015	542.00
EF092518	26610	<b>TRACC CIVIL PTY LTD</b> CIVIL CONSTRUCTION	24/12/2015	21,039.11
EF092519	26612	<b>PROFESSIONAL PUBLIC RELATIONS</b> PUBLIC RELATIONS	24/12/2015	5,557.18
EF092520	26613	<b>AVE BIN AND BBQ CLEANING PTY LTD</b> CLEANING SERVICES (BBQ - BINS)	24/12/2015	2,355.00
EF092521	26614	<b>MARKETFORCE PTY LTD</b> ADVERTISING	24/12/2015	4,973.34
EF092522	26617	<b>VERGOLA WA</b> PERGOLA - ELECTRICAL OPENING & CLOSING	24/12/2015	2,579.50
EF092523	26619	<b>SPEARWOOD NEWS DELIVERY</b> NEWSPAPER DELIVERY	24/12/2015	348.80
EF092524	26620	<b>GRA EVERINGHAM PTY LTD</b> CONSULTING/ADVISORY	24/12/2015	5,500.00
EF092525	26623	<b>TELFORD INDUSTRIES</b> CHEMICALS - POOL	24/12/2015	333.74
EF092526	26625	<b>ANDOVER DETAILERS</b> CAR DETAILING SERVICES	24/12/2015	1,646.40
EF092527	26632	<b>WHOLE FOOD COOKING</b> AUTHOR   EDUCATION	24/12/2015	495.00
EF092528	26634	<b>LOCAL DIRECT NETWORK PTY LTD</b> COMMUNICATION/MARKETING	24/12/2015	8,566.03
EF092529	26635	<b>THE BRITSTOP</b> ROAD REPAIR PRODUCTS	24/12/2015	6,036.80
EF092530	26639	<b>SAFEGUARD INDUSTRIES</b> SECURITY DOORS, SCREENS & ROLLER SHUTT	24/12/2015	2,980.00
EF092531	26646	<b>LEEWIN OCEAN ADVENTURE FOUNDATION LTD</b> TALL SHIP SAILING	24/12/2015	580.00
EF092532	26647	<b>BROOKFIELD MULTIPLEX CONSTRUCTIONS</b> BUILDING - CONSTRUCTION	24/12/2015	3,388,500.99
EF092533	26648	<b>EMC SOLAR CONSTRUCTION PTY LTD</b> SOLAR ENERGY	24/12/2015	15,241.60
EF092534	26649	<b>KUBED MEDIA</b> HIRE OF ADVERTISING LED SCREENS	24/12/2015	660.00
EF092535	26651	<b>FAUNATRACK</b> FAUNA SURVEY	24/12/2015	11,979.00
EF092536	26654	<b>RESOLUTE AUSTRALIA CIVIL CONTRACTORS PTY</b> CIVIL CONTRACTING	24/12/2015	75,780.23
EF092537	26655	<b>WORLDWIDE PRINTING SOLUTIONS EAST PERTH</b> PRINTING SERVICES	24/12/2015	281.00

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EF092538	26662	<b>DESIGNER CHRISTMAS</b> HIRE OF CHRISTMAS TREES AND DECORATIONS	24/12/2015	1,155.00
EF092539	26664	<b>THE INCREDIBLE GROUP</b> HIRING OF FUNCTION/PARTY EQUIP	24/12/2015	1,508.00
EF092540	26667	<b>TANGELO CREATIVE</b> GRAPHIC DESIGN	24/12/2015	11,550.00
EF092541	26669	<b>TURNER DESIGN PTY LTD</b> GRAPHIC DESIGN CONSULTANCY	24/12/2015	5,189.25
EF092542	26670	<b>ROSSMOYNE NETBALL CLUB INCORPORATED</b> KIDS REGISTRATION FEES	24/12/2015	400.00
EF092543	26671	<b>ASV SALES &amp; SERVICE (WA) PTY LTD</b> HIRE SERVICES - EARTHMOVING EQUIP	24/12/2015	3,828.00
EF092544	26673	<b>PROJECT 3 PTY LTD</b> EVENT AND MARKETING AGENCY	24/12/2015	5,500.00
EF092545	26688	<b>PETER DELLE COSTE</b> ENTERTAINMENT SERVICES - MUSIC	24/12/2015	300.00
EF092546	26689	<b>ARDROSS JUNIOR CRICKET CLUB</b> KIDS REGISTRATION FEES	24/12/2015	90.00
EF092547	26695	<b>CAPITAL RECYCLING</b> DEMOLITION SERVICES	24/12/2015	941.38
EF092548	26702	<b>TLC PROJECTS</b> SHOPFITTING/FITOUTS	24/12/2015	15,109.60
EF092549	26703	<b>PERTH BUSINESS VALUATIONS</b> VALUATION SERVICES	24/12/2015	5,500.00
EF092550	26706	<b>ALL CIVILS (WA) PTY LTD</b> CIVIL CONTRUCTION SERVICES	24/12/2015	61,597.27
EF092551	26709	<b>TALIS CONSULTANTS PTY LTD</b> WASTE CONSULTANCY	24/12/2015	6,600.00
EF092552	26712	<b>CLARE CONSULTANCY PTY LTD</b> CONSULTANCY SERVICES	24/12/2015	330.00
EF092553	26713	<b>STONERIDGE QUARRIES WA</b> RECYCLING SERVICES	24/12/2015	71.06
EF092554	26717	<b>FULL CIRCLE DESIGN SERVICES PTY LTD</b> CONSULTANCY - ENVIROMENTAL	24/12/2015	2,640.00
EF092555	26722	<b>JENELLE RUSSO STUDIO</b> ENTERTAINER AND TEACHER	24/12/2015	250.00
EF092556	26723	<b>TRUE BLUE</b> MANUFACTURING, WHOLESALE & RETAIL OF I	24/12/2015	185.00
EF092557	26728	<b>PROGRESSING PRIORITY PROJECTS</b> CONSULTANCY - COMMUNITY SERVICES	24/12/2015	2,800.00
EF092558	26731	<b>OLD MACDONALDS TRAVELLING FARMS WA SOUT</b> AMUSEMENT - ANIMAL FARM	24/12/2015	550.00
EF092559	26733	<b>DECA DESIGN</b> MARKETING SERVICES	24/12/2015	1,100.00
EF092560	26734	<b>COPYRIGHT AGENCY LTD</b> COPYRIGHT LICENSING	24/12/2015	8,523.21



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<b>Cheque/ EFT</b>	<b>Account No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF092561	26735	<b>SHANE MCMASTER SURVEYS</b> SURVEY SERVICES	24/12/2015	24,860.00
EF092562	26742	<b>HARVEY NORMAN AV/IT SUPERSTORE O'CONNOR</b> RETAIL	24/12/2015	1,299.00
EF092563	26743	<b>STATEWIDE TURF SERVICES</b> TURF RENOVATION	24/12/2015	11,609.40
EF092564	26745	<b>EMBROIDME MYAREE</b> EMBROIDERY	24/12/2015	1,352.02
EF092565	26747	<b>BELL-VISTA FRUIT &amp; VEG</b> FRUIT AND VEGETABLES.	24/12/2015	1,108.07
EF092566	26749	<b>BOOMERS PLUMBING AND GAS PTY LTD</b> PLUMBING SERVICES	24/12/2015	587.40
EF092567	26750	<b>KLEENIT PTY LTD</b> CLEANING	24/12/2015	30,699.67
EF092568	26754	<b>INSIGHT CALL CENTRE SERVICES</b> CALL CENTRE SERVICES	24/12/2015	8,489.58
EF092569	26758	<b>CLASSIC CONTRACTORS</b> CONSTRUCTION	24/12/2015	86,804.30
EF092570	99996	<b>ALLIE BURDLE</b> PROPERTY REFUND	24/12/2015	15.00
EF092571	99996	<b>TAHLIA REALE-CORNEL</b> PROPERTY REFUND	24/12/2015	30.00
EF092572	99996	<b>MARYJANE RAYMENT</b> PROPERTY REFUND	24/12/2015	77.50
EF092573	99996	<b>FRASERS PROPERTY AUSTRALIA</b> PROPERTY REFUND	24/12/2015	3.63
EF092574	99996	<b>ANTHONY CLIFFORD HERBERT</b> PROPERTY REFUND	24/12/2015	50.00
EF092575	99996	<b>DORIS KLEINSCHMIDT</b> PROPERTY REFUND	24/12/2015	57.00
EF092576	99996	<b>RICHARD ALAN PRICE</b> PROPERTY REFUND	24/12/2015	50.00
EF092577	99996	<b>MICHAEL ERWIN TEDJAKUNTARA</b> PROPERTY REFUND	24/12/2015	50.00
EF092578	99996	<b>TOMISLAV UKALOVIC</b> PROPERTY REFUND	24/12/2015	50.00
EF092579	99996	<b>MICHAEL VICTOR CHERRILL</b> PROPERTY REFUND	24/12/2015	59.00
EF092580	99996	<b>DAVID AHLQUIST</b> PROPERTY REFUND	24/12/2015	57.00
EF092581	99996	<b>IEN N KAM</b> PROPERTY REFUND	24/12/2015	57.00
EF092582	99996	<b>ALEXIS S LAZAROO</b> PROPERTY REFUND	24/12/2015	57.00
EF092583	99996	<b>BRADLEY GRAEME BRIERLEY</b> PROPERTY REFUND	24/12/2015	57.00

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF092584	99996	<b>FIONA LAVERY</b> PROPERTY REFUND	24/12/2015	57.00
EF092585	99996	<b>MARIANA KARNIA</b> PROPERTY REFUND	24/12/2015	62.00
EF092586	99996	<b>MENG HOW YAU</b> PROPERTY REFUND	24/12/2015	57.00
EF092587	99996	<b>BETHWYN GAYE PORTER</b> PROPERTY REFUND	24/12/2015	91.00
EF092588	99996	<b>DENNIS DINO LEJO</b> PROPERTY REFUND	24/12/2015	64.00
EF092589	99996	<b>ANDREW J GILMOUR</b> PROPERTY REFUND	24/12/2015	64.00
EF092590	99996	<b>ALLAN RICHARD PERKINS</b> PROPERTY REFUND	24/12/2015	76.00
EF092591	99996	<b>JAMES GERARD BROSNAN</b> PROPERTY REFUND	24/12/2015	77.00
EF092592	99996	<b>MARCO DE FREITAS</b> PROPERTY REFUND	24/12/2015	71.00
EF092593	99996	<b>JASON LEE</b> PROPERTY REFUND	24/12/2015	77.00
EF092594	99996	<b>LOUISE CHERI STEYN</b> PROPERTY REFUND	24/12/2015	84.00
EF092595	99996	<b>ELIZABETH ANN GREENWOOD</b> PROPERTY REFUND	24/12/2015	98.00
EF092596	99996	<b>MICHAEL STEPHEN POTTIER</b> PROPERTY REFUND	24/12/2015	84.00
EF092597	99996	<b>JASON GORDON</b> PROPERTY REFUND	24/12/2015	91.00
EF092598	99996	<b>KELLY SEBALJA</b> PROPERTY REFUND	24/12/2015	84.00
EF092599	99996	<b>WEI TATT CHUAH</b> PROPERTY REFUND	24/12/2015	64.00
EF092600	99996	<b>TROY DANIEL GRIFFIN</b> PROPERTY REFUND	24/12/2015	64.00
EF092601	99996	<b>IAN OLIVER MUNNS</b> PROPERTY REFUND	24/12/2015	91.00
EF092602	99996	<b>REBECCA TRIPODI</b> PROPERTY REFUND	24/12/2015	84.00
EF092603	99996	<b>JANET BACKSHALL</b> PROPERTY REFUND	24/12/2015	341.87
EF092604	99996	<b>ANDREW MELBY BAKTI</b> PROPERTY REFUND	24/12/2015	1,587.23
EF092605	99996	<b>RUTH AND STEVE MELLOR</b> PROPERTY REFUND	24/12/2015	255.50
EF092606	99996	<b>JOHN JAMES MURRAY</b> PROPERTY REFUND	24/12/2015	105.00

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MUNICIPAL BANK ACCOUNT

<b>Cheque/ EFT</b>	<b>Account No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF092607	99996	<b>SOOK H LEE</b> PROPERTY REFUND	24/12/2015	125.00
EF092608	99996	<b>KATA BARDZOVSKI</b> PROPERTY REFUND	24/12/2015	118.00
EF092609	99996	<b>HARPAL SINGH AHLUWALIA</b> PROPERTY REFUND	24/12/2015	105.00
EF092610	99996	<b>PYARA SINGH DHILLON</b> PROPERTY REFUND	24/12/2015	105.00
EF092611	99996	<b>CASBO PROPERTY PTY LTD</b> PROPERTY REFUND	24/12/2015	617.63
EF092612	99996	<b>CLAIRE ATKINS</b> PROPERTY REFUND	24/12/2015	302.00
EF092613	99996	<b>JASON AND PAUL DOS SANTOS</b> PROPERTY REFUND	24/12/2015	312.22
EF092614	99996	<b>MARIE-FRANCE CECILE FREAKLEY</b> PROPERTY REFUND	24/12/2015	125.00
EF092615	99996	<b>MARILYN KAYE GANDOSI</b> PROPERTY REFUND	24/12/2015	207.00
EF092616	99996	<b>MAUREEN KAY TOMASICH</b> PROPERTY REFUND	24/12/2015	357.00
EF092617	99996	<b>MICHAEL GLEESON</b> PROPERTY REFUND	24/12/2015	139.00
EF092618	99996	<b>MARIA BRANCA DOS SANTOS</b> PROPERTY REFUND	24/12/2015	103.00
EF092619	99996	<b>VERNON VALERIAN MARTINS</b> PROPERTY REFUND	24/12/2015	125.00
EF092620	99996	<b>LEAH R ARNDT</b> PROPERTY REFUND	24/12/2015	180.00
EF092621	99996	<b>HAYLEY KORFF</b> PROPERTY REFUND	24/12/2015	125.00
EF092622	99996	<b>SHARON ANN BUSHBY</b> PROPERTY REFUND	24/12/2015	200.00
EF092623	99996	<b>GARY DAVID STAGG</b> PROPERTY REFUND	24/12/2015	112.00
EF092624	99996	<b>HARRY AND HETTY SAERAN</b> PROPERTY REFUND	24/12/2015	470.00
EF092625	99996	<b>KIARA HELEN DOUGAN</b> PROPERTY REFUND	24/12/2015	207.00
EF092626	99996	<b>BERNICE CULLEN</b> PROPERTY REFUND	24/12/2015	125.00
EF092627	99996	<b>DIANE MCDIARMID</b> PROPERTY REFUND	24/12/2015	125.00
EF092628	99996	<b>SANTO G OTERI &amp; VERONICA F OTERI</b> PROPERTY REFUND	24/12/2015	535.09
EF092629	99996	<b>EXQUISITE M`S PTY LTD</b> PROPERTY REFUND	24/12/2015	348.15

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Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF092630	99996	<b>OLIVER OROZ</b> PROPERTY REFUND	24/12/2015	207.00
EF092631	99996	<b>LINA PELLICCIUONE</b> PROPERTY REFUND	24/12/2015	398.00
EF092632	99996	<b>FRASERS PROPERTY AUSTRALIA</b> PROPERTY REFUND	24/12/2015	8,456.42
EF092633	23250	<b>DEPARTMENT OF PLANNING</b> DAP APPLICATIONS & DAP FEES	24/12/2015	19,149.00
EF092634	99997	<b>MAUREEN MANKOO</b> REFUND - SENIORS BALL TICKET	24/12/2015	20.00
EF092635	99997	<b>MARIA MARRIOTT</b> CROSSOVER CONTRIBUTION	24/12/2015	300.00
EF092636	99997	<b>MATHEW PAUL</b> CROSSOVER CONTRIBUTION	24/12/2015	300.00
EF092637	99997	<b>SIMON HOWARD</b> CROSSOVER CONTRIBUTION	24/12/2015	300.00
EF092638	99997	<b>MURRAY LINDAN</b> CROSSOVER CONTRIBUTION	24/12/2015	300.00
EF092639	99997	<b>KRYSTAL VICTORIA PIROVICH</b> CROSSOVER CONTRIBUTION	24/12/2015	300.00
EF092640	99997	<b>WEI DUAN</b> INSURANCE CLAIM	24/12/2015	81.24
EF092641	99997	<b>DEBRA WEGNER</b> CROSSOVER CONTRIBUTION	24/12/2015	300.00
EF092642	99997	<b>J SPENCER &amp; T MITCHELL</b> CROSSOVER CONTRIBUTION	24/12/2015	300.00
EF092643	99997	<b>D M MCCARTHY</b> CROSSOVER CONTRIBUTION	24/12/2015	300.00
EF092644	99997	<b>DALE S ROBINSON</b> CROSSOVER CONTRIBUTION	24/12/2015	300.00
EF092645	99997	<b>MLADJAN RADIC</b> CROSSOVER CONTRIBUTION	24/12/2015	300.00
EF092646	99997	<b>MADHAV CHILAKA</b> CROSSOVER CONTRIBUTION	24/12/2015	300.00
EF092647	99997	<b>STEVEN DE ROSA</b> CROSSOVER CONTRIBUTION	24/12/2015	300.00
EF092648	99997	<b>JASON PINTO &amp; MELISSA THORBURN</b> CROSSOVER CONTRIBUTION	24/12/2015	300.00
EF092649	99997	<b>MATTHEW PAUL</b> CROSSOVER CONTRIBUTION	24/12/2015	300.00
EF092650	99997	<b>KRISTINE OSTERMAYER</b> COMPOST BIN REBATE	24/12/2015	50.00
EF092651	99997	<b>DANIELLE ALEXANDER</b> YOUTH ART SCHOLARSHIP	24/12/2015	500.00
EF092652	99997	<b>NINA DAKIN</b> YOUTH ART SCHOLARSHIP	24/12/2015	450.00

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Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF092653	99997	<b>CATHERINE KELLY</b> YOUTH ART SCHOLARSHIP	24/12/2015	500.00
EF092654	99997	<b>OLIVIA MARTIN</b> YOUTH ART SCHOLARSHIP	24/12/2015	500.00
EF092655	99997	<b>LUKE PORTER</b> YOUTH ART SCHOLARSHIP	24/12/2015	450.00
EF092656	99997	<b>BIBRA LAKE RESIDENTS ASSOCIATION INC.</b> COUNCIL GRANT / DONATION	24/12/2015	3,960.00
EF092657	99997	<b>NEWTON PRIMARY SCHOOL</b> SCHOOL GRADUATION AWARD	24/12/2015	100.00
EF092658	99997	<b>SHIRE OF ESPERANCE</b> COUNCIL GRANT / DONATION - FIRE APPEAL	24/12/2015	7,500.00
EF092659	99997	<b>LIONS CLUB OF JANDAKOT LAKES</b> COUNCIL GRANT / DONATION	24/12/2015	2,000.00
EF092660	99997	<b>ROBERTA BUNCE</b> EXPENSES REIMBURSEMENT	24/12/2015	49.40
EF092661	99997	<b>DOLLY HOCHKIRCHER</b> EXPENSES REIMBURSEMENT	24/12/2015	27.00
EF092662	99997	<b>ROBERTA BUNCE</b> EXPENSES REIMBURSEMENT	24/12/2015	68.15
EF092663	99997	<b>JANET WELLS</b> EXPENSES REIMBURSEMENT	24/12/2015	11.25
EF092664	99997	<b>AMY WYTHES</b> STUDY FEES CONTRIBUTION	24/12/2015	641.50
EF092665	99997	<b>RACHAEL JANE PLEASANT</b> STUDY FEES CONTRIBUTION	24/12/2015	8,791.00
EF092666	99997	<b>AUBIN GROVE PRIMARY SCHOOL P&amp;C ASSOC.</b> COUNCIL GRANT / DONATION	24/12/2015	2,000.00
EF092667	99997	<b>FRIENDS OF CLONTARF HILL &amp; ADJACENT B</b> COUNCIL GRANT / DONATION	24/12/2015	2,719.20
EF092668	99997	<b>HEART CITY CHURCH</b> COUNCIL GRANT / DONATION	24/12/2015	5,153.50
EF092669	99997	<b>CENTREPOINT CHURCH</b> COUNCIL GRANT / DONATION	24/12/2015	4,702.50
EF092670	99997	<b>RHEANNA QUAN</b> JUNIOR TRAVEL ASSISTANCE	24/12/2015	400.00
EF092671	99997	<b>ALESHA FOSTER</b> JUNIOR TRAVEL ASSISTANCE	24/12/2015	400.00
EF092672	99997	<b>DANIEL SANTICH</b> JUNIOR TRAVEL ASSISTANCE	24/12/2015	400.00
EF092673	99997	<b>TREMAYNE KAMSO</b> JUNIOR TRAVEL ASSISTANCE	24/12/2015	400.00
EF092674	99997	<b>ETHAN BRILL</b> JUNIOR TRAVEL ASSISTANCE	24/12/2015	400.00
EF092675	99997	<b>DESTINY BRILL</b> JUNIOR TRAVEL ASSISTANCE	24/12/2015	400.00



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<b>Cheque/ EFT</b>	<b>Account No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF092676	99997	<b>TIJAN MCKENNA</b> JUNIOR TRAVEL ASSISTANCE	24/12/2015	400.00
EF092677	99997	<b>BROOKE MALONE</b> JUNIOR TRAVEL ASSISTANCE	24/12/2015	400.00
EF092678	99997	<b>MADISON LEARONT</b> JUNIOR TRAVEL ASSISTANCE	24/12/2015	400.00
EF092679	99997	<b>DAVID JOHN</b> JUNIOR TRAVEL ASSISTANCE	24/12/2015	400.00
EF092680	99997	<b>TAYLAH EASTWOOD</b> JUNIOR TRAVEL ASSISTANCE	24/12/2015	400.00
EF092681	99997	<b>BRODY EASTWOOD</b> JUNIOR TRAVEL ASSISTANCE	24/12/2015	400.00
EF092682	99997	<b>RUBY BENN</b> JUNIOR TRAVEL ASSISTANCE	24/12/2015	400.00
EF092683	99997	<b>SAMUEL GARCES</b> JUNIOR TRAVEL ASSISTANCE	24/12/2015	400.00
EF092684	99997	<b>JACK HOLT</b> JUNIOR TRAVEL ASSISTANCE	24/12/2015	400.00
EF092685	99997	<b>ELLAH BARANGAN</b> JUNIOR TRAVEL ASSISTANCE	24/12/2015	400.00
EF092686	99997	<b>BLAKE PICKETT</b> JUNIOR TRAVEL ASSISTANCE	24/12/2015	400.00
EF092687	99997	<b>CARMERON HOWARD</b> JUNIOR TRAVEL ASSISTANCE	24/12/2015	400.00
EF092688	99997	<b>BLAKE SHACKELFORD</b> JUNIOR TRAVEL ASSISTANCE	24/12/2015	400.00
EF092689	99997	<b>KAYLA HARBURN</b> JUNIOR TRAVEL ASSISTANCE	24/12/2015	400.00
EF092690	99997	<b>TAMATI FOSTER</b> JUNIOR TRAVEL ASSISTANCE	24/12/2015	400.00
EF092691	99997	<b>CHELSEA TAYLOR</b> JUNIOR TRAVEL ASSISTANCE	24/12/2015	400.00
EF092692	99997	<b>OLIVIA STRANDIY</b> JUNIOR TRAVEL ASSISTANCE	24/12/2015	400.00
EF092693	99997	<b>SHANICE PARKER</b> JUNIOR TRAVEL ASSISTANCE	24/12/2015	400.00
EF092694	99997	<b>AMBERLEY WILLIS</b> JUNIOR TRAVEL ASSISTANCE	24/12/2015	400.00
EF092695	99997	<b>DARCY SAGGERS</b> JUNIOR TRAVEL ASSISTANCE	24/12/2015	400.00
EF092696	99997	<b>JACK SAGGERS</b> JUNIOR TRAVEL ASSISTANCE	24/12/2015	400.00
EF092697	99997	<b>NIKITA JAN</b> JUNIOR TRAVEL ASSISTANCE	24/12/2015	400.00
EF092698	99997	<b>LAUREN CALLAHAN</b> JUNIOR TRAVEL ASSISTANCE	24/12/2015	400.00

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<b>Cheque/ EFT</b>	<b>Account No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
EF092699	99997	<b>BLAIR WALSH</b> JUNIOR TRAVEL ASSISTANCE	24/12/2015	400.00
EF092700	99997	<b>NATHANIEL BOND-WILLIAMS</b> JUNIOR TRAVEL ASSISTANCE	24/12/2015	400.00
EF092701	99997	<b>KAYLEE BAZELY</b> STUDY FEES CONTRIBUTION	24/12/2015	255.75
EF092702	99997	<b>MICHAELA SHEPHERDSON</b> STUDY FEES CONTRIBUTION	24/12/2015	2,100.00
EF092703	11794	<b>SYNERGY</b> ELECTRICITY USAGE/SUPPLIES	24/12/2015	343,783.64
EF092704	12025	<b>TELSTRA CORPORATION</b> COMMUNICATIONS SERVICES	24/12/2015	17,682.95
EF092705	24558	<b>MACQUARIE BANK LIMITED</b> LEASE REPAYMENT	24/12/2015	1,615.13
EF092706	25823	<b>ENIGIN WESTERN AUSTRALIA</b> ELECTRICITY USAGE/SUPPLIES	24/12/2015	14,849.77
EF092707	11425	<b>SOUTHERN METROPOLITAN REGIONAL COUNCIL</b> WASTE DISPOSAL GATE FEES	24/12/2015	772,310.39
EF092708	99997	<b>ZURICH INSURANCE</b> INSURANCE EXCESS	24/12/2015	1,000.00
EF092709	99997	<b>MARKUS KUNZLER</b> EXPENSES REIMBURSEMENT	24/12/2015	200.00
EF092710	10152	<b>AUST SERVICES UNION</b> PAYROLL DEDUCTIONS	31/12/2015	1,625.00
EF092711	10154	<b>AUST TAXATION DEPT</b> PAYROLL DEDUCTIONS	31/12/2015	340,029.00
EF092712	10305	<b>CHILD SUPPORT AGENCY</b> PAYROLL DEDUCTIONS	31/12/2015	2,804.72
EF092713	10733	<b>HOSPITAL BENEFIT FUND</b> PAYROLL DEDUCTIONS	31/12/2015	283.05
EF092714	11001	<b>LOCAL GOVERNMENT RACING &amp; CEMETERIES EM</b> PAYROLL DEDUCTIONS	31/12/2015	369.00
EF092715	11857	<b>CHAMPAGNE SOCIAL CLUB</b> PAYROLL DEDUCTIONS	31/12/2015	576.00
EF092716	11860	<b>45S CLUB</b> PAYROLL DEDUCTIONS	31/12/2015	22.00
EF092717	18553	<b>SELECTUS PTY LTD</b> PAYROLL DEDUCTIONS	31/12/2015	10,451.48
EF092718	19726	<b>HEALTH INSURANCE FUND OF WA</b> PAYROLL DEDUCTIONS	31/12/2015	1,175.80
EF092719	25987	<b>TOYOTA FLEET MANAGEMENT</b> PAYROLL DEDUCTIONS - NOVATED LEASE	31/12/2015	567.62
026495	13932	<b>ARMAGUARD</b> BANKING SERVICES	2/12/2015	3,400.75
026496	13932	<b>ARMAGUARD</b> BANKING SERVICES	9/12/2015	3,400.75

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<b>Cheque/ EFT</b>	<b>Account No.</b>	<b>Account/Payee</b>	<b>Date</b>	<b>Value</b>
026497	11760	<b>WATER CORPORATION</b> SEWER EASEMENT	3/12/2015	3,435.89
026498	99995	<b>TONY ROMANO</b> ELECTION NOMINATION REFUND	3/12/2015	80.00
026499	99995	<b>JAMES PAXMAN</b> ELECTION NOMINATION REFUND	3/12/2015	80.00
026500	99995	<b>LUKE BOWMAN</b> ELECTION NOMINATION REFUND	3/12/2015	80.00
026501	99995	<b>ADIN LANG</b> ELECTION NOMINATION REFUND	3/12/2015	80.00
026502	99995	<b>TEGAN MONTGOMERY</b> ELECTION NOMINATION REFUND	3/12/2015	80.00
026503	99995	<b>STEVE PORTELLI</b> ELECTION NOMINATION REFUND	3/12/2015	80.00
026504	99995	<b>SHAHYAZ MUMBARAKAI</b> ELECTION NOMINATION REFUND	3/12/2015	80.00
026505	99995	<b>IAN WHITFIELD</b> ELECTION NOMINATION REFUND	3/12/2015	80.00
026506	99995	<b>MICHAEL SEPAROVICH</b> ELECTION NOMINATION REFUND	3/12/2015	80.00
026507	99995	<b>CAROL REEVE-FOWKES</b> ELECTION NOMINATION REFUND	3/12/2015	80.00
026508	99995	<b>STEPHEN PRATT</b> ELECTION NOMINATION REFUND	3/12/2015	80.00
026509	99995	<b>CHARMONIX TERBLANCHE</b> ELECTION NOMINATION REFUND	3/12/2015	80.00
026510	13932	<b>ARMAGUARD</b> BANKING SERVICES	16/12/2015	2,967.10
026511	13932	<b>ARMAGUARD</b> BANKING SERVICES	23/12/2015	3,404.25
026512	13932	<b>ARMAGUARD</b> BANKING SERVICES	30/12/2015	1,537.90
026513	99999	<b>BEAUCHAMP NOMINEES PTY LTD &amp; FOBING HAL</b> BOND REFUND	24/12/2015	10,272.01
026514	99999	<b>SELL-BUY PTY LTD</b> BOND REFUND	24/12/2015	61,000.00
026515	99999	<b>OTAN SOUTH BEACH APARTMENTS PTY LTD</b> BOND REFUND	24/12/2015	8,470.00
026516	99999	<b>PORT CATHERINE DEVELOPMENTS PTY LTD</b> BOND REFUND	24/12/2015	12,028.58
026517	99999	<b>BETHSAIDA APOSTOLIC HURCH</b> BOND REFUND	24/12/2015	150.00
026518	99999	<b>BEAUCHAMP NOMINEES P/LTD &amp; FOBING HAL</b> BOND REFUND	24/12/2015	10,272.01
026519	99999	<b>SELL-BUY PTY LTD</b> BOND REFUND	24/12/2015	61,000.00

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026520	10047	<b>ALINTA ENERGY</b> GAS SUPPLIES	24/12/2015	2,876.25
026521	11758	<b>WATER CORP</b> WATER USAGE / SUNDRY CHARGES	24/12/2015	21,755.71
026522	10165	<b>BANANAS THE CLOWN</b> JUGGLING LESSONS	24/12/2015	710.00
026523	10747	<b>IINET LIMITED</b> INTERNET SERVICES	24/12/2015	679.90
026524	14598	<b>ALF REBOLA THE GOOD GUYS</b> ELECTRICAL GOODS	24/12/2015	349.00
026525	20679	<b>OFFICE OF STATE REVENUE</b> RATES REFUND	24/12/2015	28,168.46
026526	99995	<b>OFFICE OF STATE REVENUE</b> PROPERTY REFUND	24/12/2015	38.38
026527	99995	<b>FILA MLADINICH</b> PROPERTY REFUND	24/12/2015	30.00
026528	99995	<b>SUSAN LOO BACKSHELL</b> PROPERTY REFUND	24/12/2015	800.00
		<b>ADD RETENTION HELD</b> NIL		
		<b>LESS PRIOR PERIOD CANCELLED CHEQUES/EFTS</b>		
026495	13932	ARMAGUARD	2/12/2015	- 3,400.75
EF091579	10626	FREMANTL PRISON TOURS - DEPARTMENT OF FINA	24/12/2015	- 542.00
EF091968	22507	KOMBAT PTY LTD	24/12/2015	- 2,174.70
026513	99999	BEAUCHAMP NOMINEES PTY LTD & FOBING HALL	24/12/2015	- 10,272.01
026514	99999	SELL-BUY PTY LTD	24/12/2015	- 61,000.00
		<b>TOTAL</b>		<b>16,381,386.56</b>
		<b>TOTAL AS PER AP SOURCE 16GLACT9991000</b>		16,381,386.56
		<b>TOTAL AS PER TR SOURCE 16GLACT9991000</b>		<b>16,381,386.56</b>
		<b>ADDITIONAL DIRECT PAYMENTS</b>		
		<b>BANK FEES</b>		
		MERCHANT FEES COC		9,105.77
		MERCHANT FEES SLLC		3,864.28
		MERCHANT FEES VARIOUS OUT CENTRES		196.47
		NATIONAL BPAY CHARGE		4,362.08
		RTGS/ACLR FEE		17.00
		NAB TRANSACT FEE		1,531.45
		MERCHANDISE / OTHER FEES		-
				<b>19,077.05</b>

CITY OF COCKBURN  
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
		<b>FAMILY DAY CARE AND IN HOME CARE PAYMENTS</b>		
		FDC PAYMENTS		83,314.95
		IHC PAYMENTS		118,442.02
				<b>201,756.97</b>
		<b>PAYROLL TRANSACTIONS</b>		
		COC 01/12/15	CITY OF COCKBURN 042958	1,074,958.86
		COC 02/12/15	CITY OF COCKBURN 042958	2,538.08
		COC 04/12/15	CITY OF COCKBURN 042958	1,636.51
		COC 07/12/15	CITY OF COCKBURN 042958	4,159.28
		COC 15/12/15	CITY OF COCKBURN 042958	333.68
		COC 15/12/15	CITY OF COCKBURN 042958	1,086,625.54
		COC 17/12/15	CITY OF COCKBURN 042958	7,421.42
		COC 29/12/15	CITY OF COCKBURN 042958	1,078,851.22
		COC 24/12/15	CITY OF COCKBURN 042958 REBANK	1,792.62
				<b>3,258,317.21</b>
		<b>CREDIT CARD PAYMENTS</b>		
		CBA CREDIT CARD PAYMENT		60,935.23
				<b>60,935.23</b>
		<b>TOTAL PAYMENTS FOR DECEMBER</b>		<b>19,921,473.02</b>



**PAYMENT SUMMARY**

**CHEQUE PAYMENTS**

026495 - 026528

**CANCELLED PAYMENTS**

EF092055 – EF092719

**ELECTRONIC FUNDS TRANSFER PAYMENT**

026495; 026513; 026514; EF091579; EF091968

# STATEMENT OF FINANCIAL ACTIVITY

for the period ended 30 November 2015

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
	\$	\$	%	\$	\$	\$
<b>Operating Revenue</b>						
Governance	91,642,491	91,269,731	0%	372,760 ✓	97,258,212	99,121,749
Financial Services	469,861	505,021	-7%	(35,160)	657,050	657,050
Information Services	150	625	-76%	(475)	1,500	1,500
Human Resource Management	104,465	119,163	-12%	(14,699)	286,000	286,000
Library Services	18,962	25,680	-26%	(6,718)	57,790	57,790
Community Services	2,028,115	1,819,191	11%	208,924 ✓	4,666,782	4,671,929
Human Services	3,087,707	2,804,000	10%	283,707 ✓	6,280,187	6,240,453
Corporate Communications	3,809	10,750	-65%	(6,941)	13,400	13,400
Statutory Planning	617,983	724,590	-15%	(106,607)	1,739,015	1,739,015
Strategic Planning	1,124,968	1,256,305	-10%	(131,337)	2,430,924	2,435,924
Building Services	860,476	812,588	6%	47,888	1,607,963	1,607,963
Environmental Health	256,711	94,042	173%	162,669	247,500	225,500
Waste Services	5,676,373	6,863,366	-17%	(1,186,993) ✗	13,181,768	13,181,768
Parks & Environmental Services	13,213	5,792	128%	7,421	13,900	13,900
Engineering Services	129,336	122,373	6%	6,963	293,695	293,695
Infrastructure Services	44,018	15,374	186%	28,644	92,297	3,297
	106,078,636	106,448,590	0%	(369,954)	128,827,983	130,550,933
<b>Total Operating Revenue</b>	<b>106,078,636</b>	<b>106,448,590</b>	<b>0%</b>	<b>(369,954)</b>	<b>128,827,983</b>	<b>130,550,933</b>
<b>Operating Expenditure</b>						
Governance	(1,785,212)	(1,732,849)	3%	(52,362)	(5,424,826)	(5,625,919)
Financial Services	(3,488,837)	(3,424,992)	2%	(63,845)	(5,478,589)	(5,444,589)
Information Services	(1,912,583)	(1,895,854)	1%	(16,729)	(4,624,634)	(4,589,733)
Human Resource Management	(866,298)	(1,005,620)	-14%	139,321	(2,676,655)	(2,676,655)
Library Services	(1,401,077)	(1,363,302)	3%	(37,776)	(3,503,879)	(3,502,079)
Community Services	(3,663,484)	(4,460,037)	-18%	796,554 ✓	(9,868,159)	(9,768,892)
Human Services	(3,101,891)	(3,231,876)	-4%	129,985	(7,891,265)	(7,646,969)
Corporate Communications	(986,147)	(1,072,880)	-8%	86,734	(3,140,452)	(3,033,146)
Statutory Planning	(493,058)	(549,066)	-10%	56,007	(1,433,266)	(1,350,078)
Strategic Planning	(758,469)	(673,996)	13%	(84,473)	(1,711,943)	(1,689,560)
Building Services	(589,641)	(628,866)	-6%	39,225	(1,650,628)	(1,650,628)
Environmental Health	(587,904)	(664,793)	-12%	76,888	(1,721,818)	(1,690,419)
Waste Services	(7,680,749)	(7,587,735)	1%	(93,014)	(21,754,940)	(21,691,182)
Parks & Environmental Services	(4,200,589)	(4,837,052)	-13%	636,463 ✓	(12,078,614)	(12,051,467)
Engineering Services	(3,285,563)	(3,266,688)	1%	(18,876)	(8,198,890)	(8,051,738)
Infrastructure Services	(3,307,359)	(3,740,244)	-12%	432,884 ✓	(9,194,316)	(8,952,654)
	(38,108,863)	(40,135,850)	-5%	2,026,987	(100,352,874)	(99,415,708)

# STATEMENT OF FINANCIAL ACTIVITY

for the period ended 30 November 2015

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
	\$	\$	%	\$	\$	\$
Less: Net Internal Recharging	801,016	867,610	-8%	(66,594)	3,024,460	3,024,460
Add: Depreciation on Non-Current Assets						
Computer & Electronic Equip	(93,510)	(90,366)	3%	(3,143)	(216,879)	(32,091)
Furniture & Equipment	(60,978)	(59,883)	2%	(1,095)	(143,718)	(143,718)
Plant & Machinery	(1,175,819)	(1,228,440)	-4%	52,621	(2,949,690)	(2,949,690)
Buildings	(2,048,122)	(2,242,915)	-9%	194,793	(5,382,841)	(5,382,841)
Roads	(4,391,061)	(4,659,160)	-6%	268,099	(11,181,984)	(11,181,984)
Drainage	(1,044,241)	(1,051,755)	-1%	7,514	(2,524,212)	(2,524,212)
Footpaths	(483,588)	(500,550)	-3%	16,962	(1,201,320)	(1,201,320)
Parks Equipment	(1,128,388)	(1,258,130)	-10%	129,742	(3,019,512)	(3,019,512)
Landfill	(477,331)	(519,340)	-8%	42,009	(1,246,416)	(1,246,416)
	<b>(10,903,037)</b>	<b>(11,610,539)</b>	<b>-6%</b>	<b>707,502</b>	<b>(27,866,572)</b>	<b>(27,681,784)</b>
<b>Total Operating Expenditure</b>	<b>(48,210,884)</b>	<b>(50,878,779)</b>	<b>-5%</b>	<b>2,667,895</b>	<b>(125,194,986)</b>	<b>(124,073,032)</b>
<b>Change in Net Assets Resulting from Operations</b>	<b>57,867,752</b>	<b>55,569,811</b>	<b>4%</b>	<b>2,297,941</b>	<b>3,632,997</b>	<b>6,477,902</b>
<b>Non-Operating Activities</b>						
<b>Profit/(Loss) on Assets Disposal</b>						
Plant & Machinery	91,781	(251,647)	-136%	343,428	72,771	(266,729)
Freehold Land	636,364	4,866,670	-87%	(4,230,306)	15,857,938	8,437,938
Furniture & Office Equipment	-	-	0%	-	-	-
Buildings	(90,767)	-	0%	(90,767)	-	-
	<b>637,378</b>	<b>4,615,023</b>	<b>-86%</b>	<b>(3,977,645)</b>	<b>15,930,709</b>	<b>8,171,209</b>
<b>Asset Acquisitions</b>						
Land and Buildings	(11,904,331)	(12,777,304)	-7%	872,973	(67,819,654)	(63,968,000)
Infrastructure Assets	(4,229,561)	(6,339,476)	-33%	2,109,916	(25,270,913)	(13,135,576)
Plant and Machinery	(1,568,140)	(2,973,490)	-47%	1,405,350	(6,189,490)	(4,568,000)
Furniture and Equipment	-	(6,000)	-100%	6,000	(6,000)	(6,000)
Computer Equipment	(173,893)	(684,370)	-75%	510,477	(1,041,971)	(503,800)
Note 1.	<b>(17,875,924)</b>	<b>(22,780,640)</b>	<b>-22%</b>	<b>4,904,716</b>	<b>(100,328,028)</b>	<b>(82,181,376)</b>
Add: Transfer to Reserves	(11,837,325)	(14,845,323)	-20%	3,007,998	(76,721,044)	(63,087,125)
	<b>28,791,881</b>	<b>22,558,871</b>	<b>28%</b>	<b>6,233,010</b>	<b>(157,485,365)</b>	<b>(130,619,390)</b>



# STATEMENT OF FINANCIAL ACTIVITY

for the period ended 30 November 2015

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
	\$	\$	%	\$	\$	\$
<b>Add Funding from</b>						
Grants & Contributions - Asset Development	8,277,541	8,899,950	-7%	(622,408) X	28,444,447	26,705,947
Proceeds on Sale of Assets	929,825	5,860,670	-84%	(4,930,845) X	23,810,500	16,051,000
Reserves	18,847,249	27,444,083	-31%	(8,596,835) X	56,334,912	31,635,188
Loan Funds Raised	-	-	0%	-	25,000,000	25,000,000
	<b>56,846,496</b>	<b>64,763,573</b>	<b>-12%</b>	<b>(7,917,078)</b>	<b>(23,895,506)</b>	<b>(31,227,255)</b>
<b>Non-Cash/Non-Current Item Adjustments</b>						
Depreciation on Assets	10,903,037	11,610,539	-6%	(707,502) X	27,866,572	27,681,784
Profit/(Loss) on Assets Disposal	(637,378)	(4,615,023)	-86%	3,977,645 ✓	(15,930,709)	(8,171,209)
Loan Repayments	-	-	0%	-	(1,423,320)	(1,423,320)
Non-Current Leave Provisions	159,048	-	0%	159,048	-	-
	<b>67,271,202</b>	<b>71,759,089</b>	<b>-6%</b>	<b>(4,487,887)</b>	<b>(13,382,963)</b>	<b>(13,140,000)</b>
Opening Funds	13,676,287	13,676,287	0%	0	13,676,287	13,500,000
<b>Closing Funds</b>	<b>80,947,489</b>	<b>85,435,954</b>	<b>-5%</b>	<b>(4,488,465)</b>	<b>293,324</b>	<b>360,000</b>
	-	-		-	-	-

Note 2, 3.

## Notes to Statement of Financial Activity

### Note 1.

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

	Actuals	Commitments at Month End	Commitments & Actuals YTD	YTD Revised Budget	Full Year Revised Budget	Uncommitted at Month End
	\$	\$			\$	\$
<b>Assets Classification</b>						
Land and Buildings	(11,904,331)	(69,715,980)	(81,620,311)	(12,777,304)	(67,819,654)	(13,800,657)
Infrastructure Assets	(4,229,561)	(3,058,631)	(7,288,191)	(6,339,476)	(25,270,913)	17,982,722
Plant and Machinery	(1,568,140)	(455,464)	(2,023,604)	(2,973,490)	(6,189,490)	4,165,886
Furniture and Equipment	-	(6,105)	(6,105)	(6,000)	(6,000)	(105)
Computer Equipment	(173,893)	(57,751)	(231,644)	(684,370)	(1,041,971)	810,327
	(17,875,924)	(73,293,930)	(91,169,854)	(22,780,640)	(100,328,028)	9,158,174

### Note 2.

Closing Funds in the Financial Activity Statement are represented by:

	Actuals	YTD Revised Budget	Full Year Revised Budget	Adopted Budget
	\$	\$	\$	\$
<b>Current Assets</b>				
Cash & Investments	165,394,724	139,129,956	113,947,104	120,256,114
Rates Outstanding	28,978,633	26,971,411	700,000	700,000
Rubbish Charges Outstanding	285,534	413,378	320,000	320,000
Sundry Debtors	4,981,404	2,092,450	2,700,000	2,700,000
GST Receivable	698,982	-	-	-
Prepayments	-	350,000	350,000	350,000
Accrued Debtors	322,866	-	-	-
Stock on Hand	13,213	80,000	80,000	80,000
	200,675,356	169,037,196	118,097,104	124,406,114
<b>Current Liabilities</b>				
Creditors	(12,308,186)	(10,620,310)	(5,935,000)	(5,935,000)
Income Received in Advance	-	-	-	-
GST Payable	(217,780)	-	-	-
Withholding Tax Payable	-	-	-	-
Provision for Annual Leave	(3,262,307)	(3,000,000)	(3,000,000)	(3,000,000)
Provision for Long Service Leave	(1,852,386)	(2,248,325)	(2,595,980)	(2,595,980)
	(17,640,658)	(15,868,635)	(11,530,980)	(11,530,980)
<b>Net Current Assets</b>	183,034,698	153,168,560	106,566,124	112,875,134
<b>Add: Non Current Investments</b>	4,567,913	4,541,761	4,541,761	4,541,761
	187,602,611	157,710,321	111,107,885	117,416,895
<b>Less: Restricted/Committed Assets</b>				
Cash Backed Reserves #	(100,063,843)	(72,274,367)	(105,148,788)	(117,056,895)
Deposits & Bonds Liability *	(6,591,279)	(6,802,184)	(6,802,184)	(6,802,184)
Grants & Contributions Unspent *	-	6,802,184	6,802,184	6,802,184
	80,947,489	85,435,954	5,959,097	360,000
<b>Closing Funds (as per Financial Activity Statement)</b>	<b>80,947,489</b>	<b>85,435,954</b>	<b>5,959,097</b>	<b>360,000</b>

# See attached Reserve Fund Statement

\* See attached Restricted Funds Analysis



Note 3.

Amendments to original budget since budget adoption. Surplus/(Deficit)

Ledger	Project/ Activity	Description	Council Resolution	Classification	Non Change (Non Cash Items) Adjust.	Increase in Available Cash	Decrease in Available Cash	Amended budget Running Balance
					\$	\$	\$	\$
		<b>Budget Adoption</b>		<b>Closing Funds Surplus(Deficit)</b>				<b>360,000</b>
OP	6818	Remove lease income		Operating Income			5,000	<b>355,000</b>
GL	480	Increase RRRC funding payment		Operating Expenditure			63,758	<b>291,242</b>
	161, 162,							
GL	175	Adjusting FESA budget to the final grants agreement		Operating Income		2,082		<b>293,324</b>
				<b>Closing Funds Surplus (Deficit)</b>	<b>0</b>	<b>2,082</b>	<b>68,758</b>	<b>293,324</b>

**Statement of Comprehensive Income *by Nature and Type***  
for the period ended 30 November 2015

	Actual	Amended YTD Budget	\$ Variance to YTD Budget	Forecast	Amended Budget	Adopted Budget
	\$	\$	\$	\$	\$	\$
<b>OPERATING REVENUE</b>						
01 Rates	86,904,860	86,777,160	127,699	89,158,713	89,031,014	89,031,014
02 Specified Area Rates	323,898	274,438	49,460	323,898	274,438	274,438
05 Fees and Charges	Note 1 11,127,043	12,337,009	(1,209,966)	23,906,987	25,116,953	25,121,953
06 Service Charges	1,051,547	1,037,370	14,177	1,051,547	1,037,370	1,037,370
10 Grants and Subsidies	3,599,147	3,317,175	281,972	7,602,192	7,320,219	9,098,273
15 Contributions, Donations and Reimbursements	345,126	318,591	26,536	678,192	651,657	592,253
20 Interest Earnings	2,715,453	2,382,638	332,815	5,718,347	5,385,532	5,385,532
25 Other revenue and Income	11,561	4,208	7,353	18,153	10,800	10,100
<b>Total Operating Revenue</b>	<b>106,078,636</b>	<b>106,448,590</b>	<b>(369,954)</b>	<b>128,458,029</b>	<b>128,827,983</b>	<b>130,550,933</b>
<b>OPERATING EXPENDITURE</b>						
50 Employee Costs - Salaries & Direct Oncosts	Note 2 (17,515,072)	(17,747,702)	232,630	(46,265,582)	(46,498,212)	(46,409,834)
51 Employee Costs - Indirect Oncosts	(274,037)	(292,056)	18,018	(1,123,415)	(1,141,433)	(1,133,185)
55 Materials and Contracts	Note 3 (13,531,175)	(14,830,038)	1,298,863	(35,633,609)	(36,932,472)	(36,109,194)
65 Utilities	(1,709,968)	(1,952,877)	242,909	(4,382,501)	(4,625,410)	(4,622,148)
70 Interest Expenses	(210)	-	(210)	(73,546)	(73,336)	(73,336)
75 Insurances	(2,065,155)	(2,134,448)	69,293	(2,065,155)	(2,134,448)	(2,134,448)
80 Other Expenses	(3,013,246)	(3,178,730)	165,484	(8,782,080)	(8,947,563)	(8,933,563)
85 Depreciation on Non Current Assets	(10,903,037)	(11,610,539)	707,502	(27,159,070)	(27,866,572)	(27,681,784)
Add Back: Indirect Costs Allocated to Capital Works	801,016	867,610	(66,594)	2,957,867	3,024,460	3,024,460
<b>Total Operating Expenditure</b>	<b>(48,210,884)</b>	<b>(50,878,779)</b>	<b>2,667,895</b>	<b>(122,527,091)</b>	<b>(125,194,986)</b>	<b>(124,073,032)</b>
<b>CHANGE IN NET ASSETS RESULTING FROM OPERATING ACTIVITIES</b>						
	57,867,752	55,569,811	2,297,941	5,930,939	3,632,997	6,477,902
<b>NON-OPERATING ACTIVITIES</b>						
11 Capital Grants & Subsidies	4,099,496	3,174,149	925,347	15,627,872	14,702,525	12,964,025
16 Contributions - Asset Development	4,178,045	5,725,801	(1,547,756)	12,194,166	13,741,922	13,741,922
95 Profit/(Loss) on Sale of Assets	637,378	4,615,023	(3,977,645)	11,953,065	15,930,709	8,171,209
57 Acquisition of Crown Land for Roads	-	-	-	-	-	-
58 Underground Power Scheme	-	-	-	-	-	-
<b>Total Non-Operating Activities</b>	<b>8,914,920</b>	<b>13,514,973</b>	<b>(4,600,053)</b>	<b>39,775,104</b>	<b>44,375,156</b>	<b>34,877,156</b>
<b>NET RESULT</b>	<b>66,782,672</b>	<b>69,084,783</b>	<b>(2,302,112)</b>	<b>45,706,042</b>	<b>48,008,154</b>	<b>41,355,058</b>

## Notes to Statement of Comprehensive Income

### Note 1.

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

	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
<b><i>Community Services:</i></b>				
Recreational Services	226,639	225,133	540,320	540,320
South Lake Leisure Centre	1,170,480	1,172,044	3,020,401	3,020,401
Law and Public Safety	280,559	216,040	518,496	518,496
	1,702,973	1,613,217	4,079,217	4,079,217
<b><i>Waste Services:</i></b>				
Waste Collection Services	2,409,380	2,350,222	2,350,222	2,350,222
Waste Disposal Services	3,266,146	4,513,144	10,831,546	10,831,546
	5,675,526	6,863,366	13,181,768	13,181,768
	7,378,498	8,476,584	17,260,985	17,260,985

### Note 2.

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

	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
Executive Division	(981,245)	(972,871)	(2,981,559)	(3,238,351)
Finance & Corporate Services Division	(2,592,595)	(2,728,672)	(7,171,946)	(7,171,946)
Community Services Division	(5,363,264)	(5,396,202)	(13,825,172)	(13,636,381)
Planning & Development Division	(2,067,491)	(2,065,753)	(5,368,020)	(5,284,832)
Engineering & Works Division	(6,510,477)	(6,584,204)	(17,151,515)	(17,078,324)
	(17,515,072)	(17,747,702)	(46,498,212)	(46,409,834)

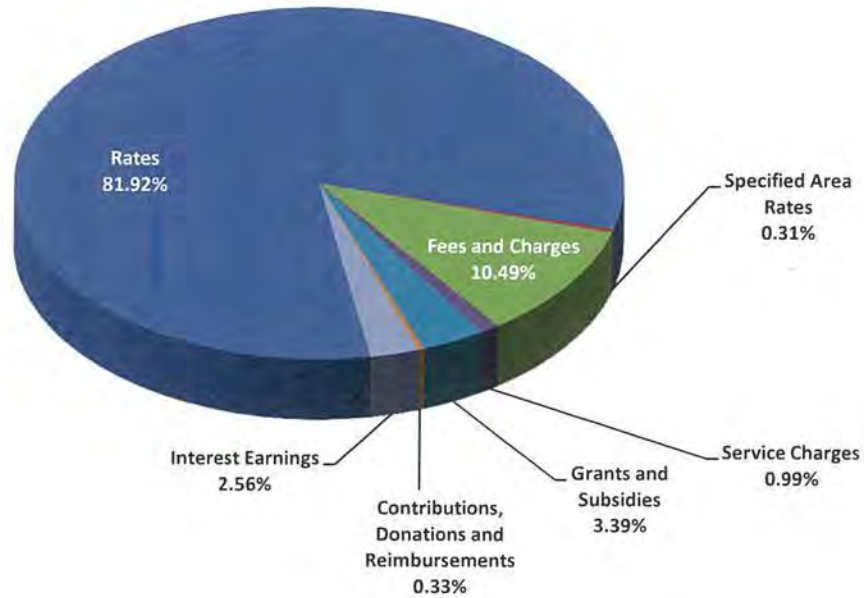
### Note 3

Additional information on Materials and Contracts by each Division.

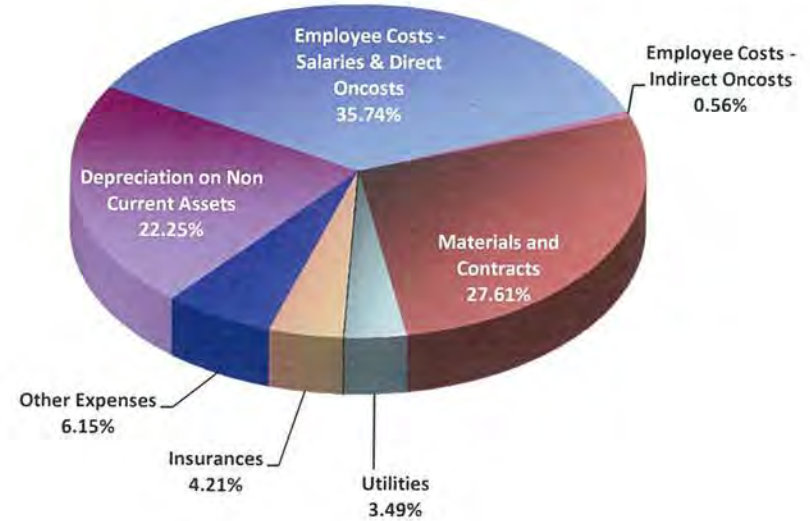
	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
Executive Division	(718,977)	(679,242)	(2,098,592)	(2,042,892)
Finance & Corporate Services Division	(1,360,729)	(1,225,907)	(2,845,773)	(2,780,872)
Community Services Division	(2,894,050)	(3,191,325)	(8,079,707)	(7,834,840)
Planning & Development Division	(315,547)	(432,088)	(1,041,679)	(990,397)
Engineering & Works Division	(8,241,873)	(9,301,477)	(22,866,720)	(22,460,193)
Not Applicable	0	0	0	0
	(13,531,175)	(14,830,038)	(36,932,472)	(36,109,194)



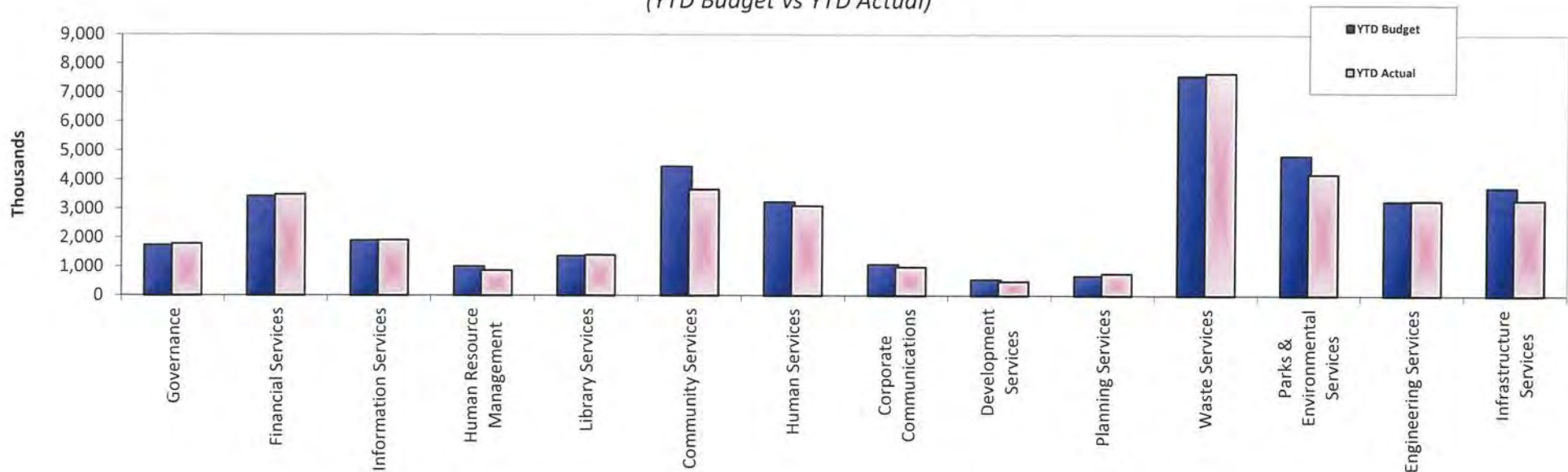
**Operating Income by Nature and Type**  
(YTD Actual)



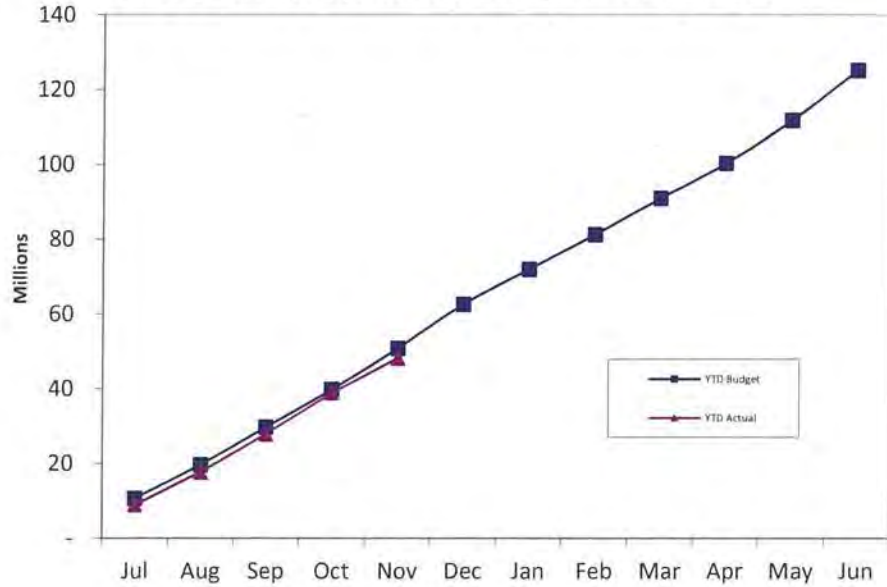
**Operating Expenditure by Nature and Type**  
(YTD Actual)



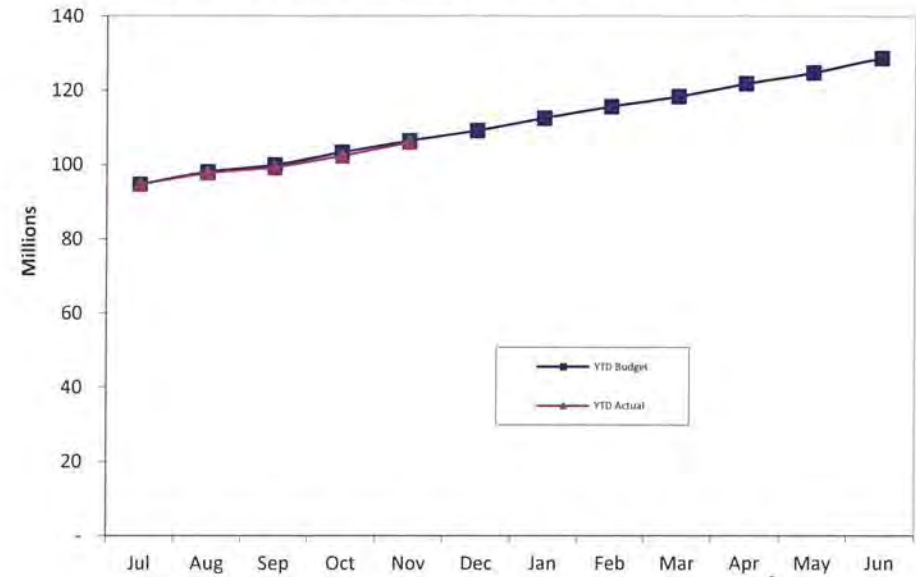
**Operating Expenditure by Business Unit**  
(YTD Budget vs YTD Actual)



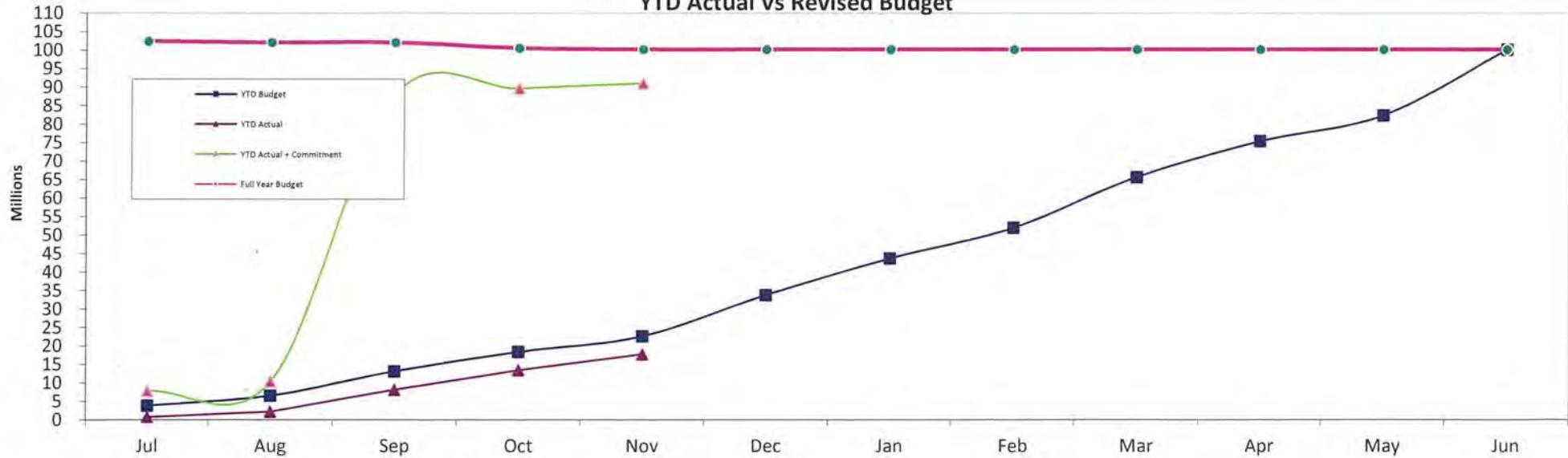
**YTD Operating Expenditure Vs YTD Revised Budget**



**YTD Operating Income Vs YTD Revised Budget**

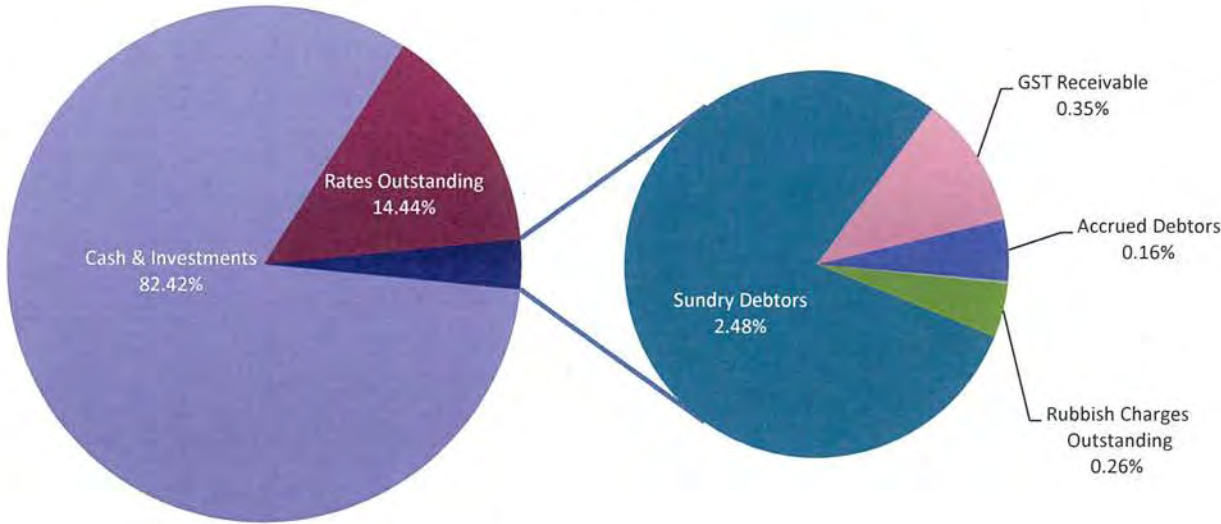


**Capital Expenditure  
YTD Actual Vs Revised Budget**

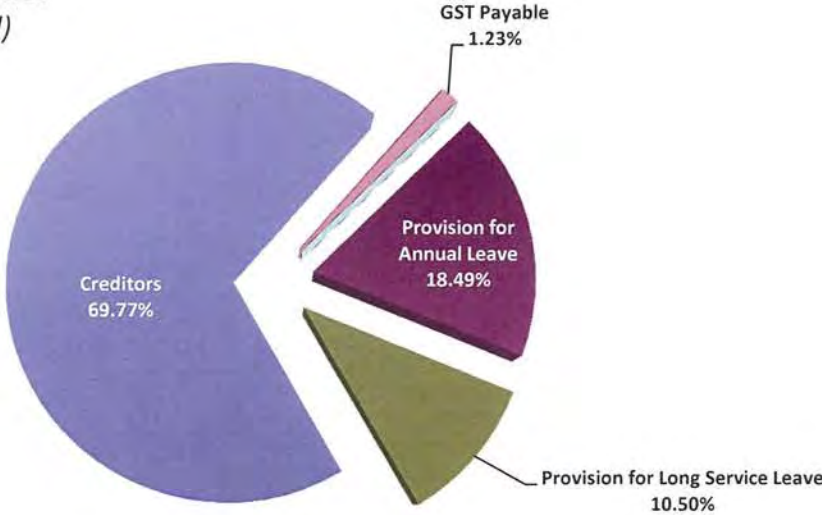




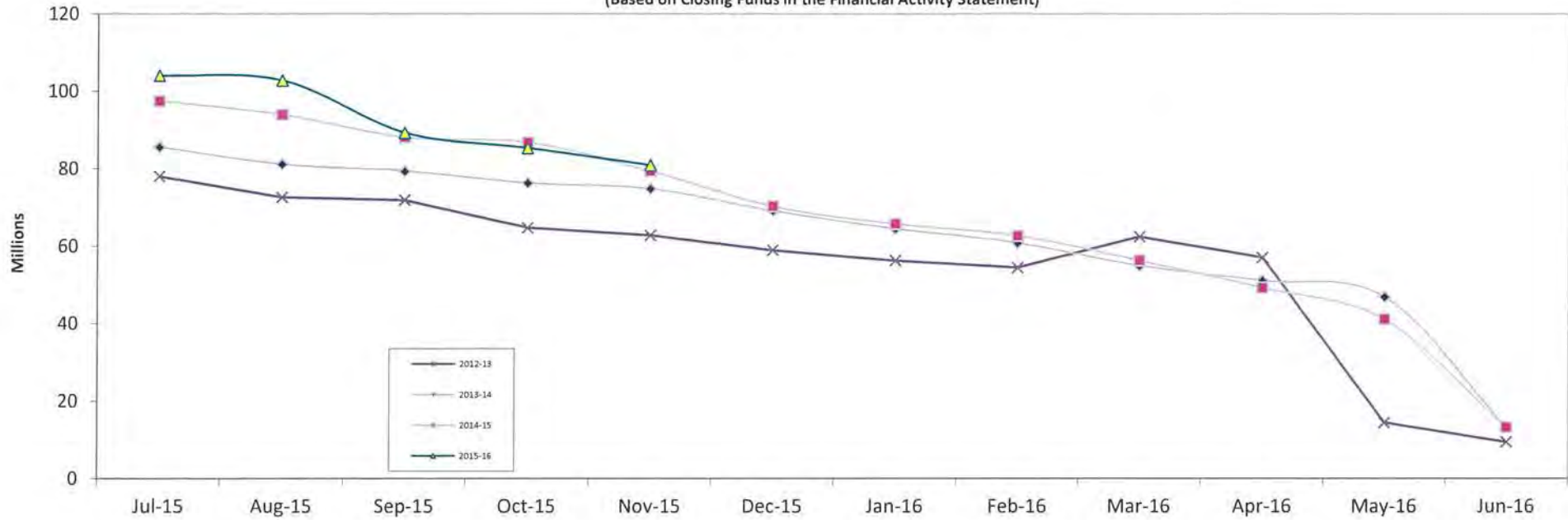
**Current Assets**  
*(YTD Actual)*



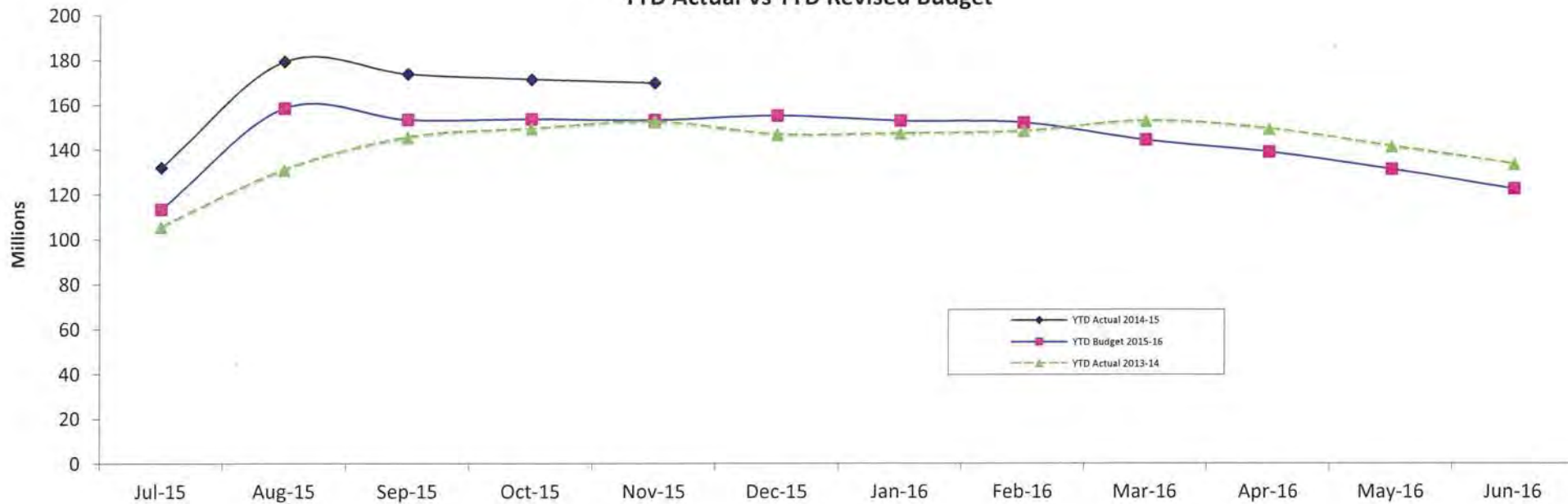
**Current Liabilities**  
*(YTD Actual)*



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



### Cash & Investments Positions YTD Actual Vs YTD Revised Budget





## City of Cockburn - Reserve Funds

### Financial Statement for Period Ending 30 November 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
<b>Council Funded</b>										
Bibra Lake Management Plan Reserve	794,506	748,863	-	6,888	-	-	(600,000)	(28,597)	194,506	727,154
Bibra Lake Nutrient Management	319,856	321,564	11,999	2,980	-	-	-	-	331,855	324,544
C/FWD Projects Reserve	-	-	-	-	9,657,071	-	(9,657,071)	(415,794)	-	(415,794)
CCW Development Fund	-	7,908,607	-	101,465	14,688,595	6,700,000	(6,950,000)	(6,232,742)	7,738,595	8,477,331
Community Infrastructure	9,775,774	6,210,948	198,992	57,250	5,300,000	-	(330,747)	(4,000)	14,944,019	6,264,198
Community Surveillance Levy Reserve	518,798	1,481,926	29,127	13,534	-	-	(296,847)	(735)	251,078	1,494,725
Contaminated Sites	2,512,485	2,488,919	50,542	23,053	-	-	(100,000)	(6,345)	2,463,027	2,505,626
DCD Redundancies Reserve	146	39,839	-	369	-	-	-	-	146	40,208
Environmental Offset Reserve	283,039	284,550	-	2,637	-	-	-	-	283,039	287,187
Green House Emissions Reductions	627,838	636,855	13,617	5,793	200,000	-	(533,961)	(23,563)	307,494	619,085
Information Technology	178,840	279,795	36,514	2,593	100,000	-	(112,186)	-	203,168	282,387
Land Development & Investment Fund Reserve	5,738,759	5,605,100	278,221	51,288	23,564,648	636,364	(11,494,111)	(129,704)	18,087,517	6,163,048
Major Buildings Refurbishment	5,524,551	5,452,406	25,439	49,792	4,928,686	-	(664,840)	(206,779)	9,813,836	5,295,419
Mobile Rubbish Bins	-	572	-	5	-	-	-	-	-	577
Municipal Elections	50,738	51,009	13,018	473	150,000	-	(200,000)	-	13,756	51,482
Naval Base Shacks	772,223	828,752	16,109	7,726	158,497	-	(184,447)	(15,732)	762,382	820,746
Plant & Vehicle Replacement	4,214,532	7,416,121	77,520	66,985	2,800,000	-	(4,049,315)	(992,768)	3,042,737	6,490,338
Port Coogee Special Maintenance Reserve	906,531	1,224,733	22,623	11,104	274,438	-	(132,305)	(129,594)	1,071,287	1,106,243
Roads & Drainage Infrastructure	1,758,452	3,207,854	99,653	29,648	-	-	(1,313,531)	(11,485)	544,574	3,226,017
Staff Payments & Entitlements	1,988,978	2,049,042	154,552	18,928	110,000	-	(180,000)	(32,867)	2,073,530	2,035,103
Waste & Recycling	17,940,198	21,330,958	614,391	196,518	2,703,369	-	(713,633)	(109,386)	20,544,325	21,418,089
Waste Collection Levy	52,610	1,055,070	1,511	9,489	1,090,079	-	(580,000)	(105,228)	564,200	959,332
Workers Compensation	387,255	389,322	15,187	3,608	-	-	-	-	402,442	392,930
POS Cash in Lieu (Restricted Funds)	5,675,824	5,485,916	130,194	50,811	481,507	-	(840,692)	(40,035)	5,446,833	5,496,691
	<b>60,021,934</b>	<b>74,498,719</b>	<b>1,789,209</b>	<b>712,936</b>	<b>66,206,890</b>	<b>7,336,364</b>	<b>(38,933,686)</b>	<b>(8,485,354)</b>	<b>89,084,346</b>	<b>74,062,665</b>
<b>Grant Funded</b>										
Aged & Disabled Vehicle Expenses	298,869	430,493	10,728	3,667	60,317	(20,106)	(328,643)	(172,023)	41,271	242,031
CIHF Building Maintenance Resrv	-	2,189,423	-	20,289	1,000,000	-	-	-	1,000,000	2,209,712
Cockburn Super Clinic Reserve	-	-	-	(23)	-	-	-	-	-	(23)
Family Day Care Accumulation Fund	-	-	-	(1)	-	-	-	-	-	(1)
Naval Base Shack Removal Reserve	340,773	397,285	4,189	3,682	54,693	-	-	-	399,655	400,967
RESTRICTED GRANTS & Contributions Reserv	2,108,490	5,569,838	-	-	9,264	-	(3,513,285)	(3,461,671)	(1,395,530)	2,108,167
UNDERGROUND POWER	769,646	550,927	-	5,099	1,030,000	-	(1,372,063)	-	427,583	556,026
Welfare Projects Employee Entitlements	429,960	432,255	10,719	3,871	49,037	(49,037)	(32,345)	(23,437)	457,371	363,652
	<b>3,947,738</b>	<b>9,570,222</b>	<b>25,636</b>	<b>36,584</b>	<b>2,203,311</b>	<b>(69,142)</b>	<b>(5,246,336)</b>	<b>(3,657,132)</b>	<b>930,350</b>	<b>5,880,533</b>
<b>Development Cont. Plans</b>										
Aubin Grove DCP	173,956	174,478	4,705	1,617	-	-	(890)	-	177,771	176,095
Community Infrastructure DCA 13	15,494,450	16,479,668	140,052	125,672	5,000,000	2,727,331	(13,052,058)	(6,704,763)	7,582,444	12,627,909
Gaebler Rd Development Cont. Plans	1,004,131	1,006,568	18,924	9,328	-	-	(4,543)	-	1,018,512	1,015,896
Hammond Park DCP	465,063	457,825	9,354	5,475	396,000	204,586	(15,218)	-	855,199	667,885
Munster Development	675,119	692,062	18,147	6,712	443,798	73,675	(13,500)	-	1,123,564	772,449
Muriel Court Development Contribution	(49,321)	(79,429)	-	(736)	206,000	-	(20,689)	-	135,990	(80,165)
Packham North - DCP 12	13,859	7,270	10,529	167	434,388	25,818	(21,359)	-	437,417	33,255
Solomon Road DCP	425,012	411,393	8,493	4,848	120,000	205,380	(8,110)	-	545,395	621,621
Success Lakes Development	905,915	909,941	3,817	8,432	-	-	(4,543)	-	905,189	918,373
Success Nth Development Cont. Plans	1,525,721	1,700,726	15,311	17,248	11,700	384,573	(6,683)	-	1,546,049	2,102,546
Thomas St Development Cont. Plans	12,326	12,392	294	115	-	-	-	-	12,620	12,507
Wattleup DCP 10	11,960	2,647	-	25	-	-	(15,218)	-	(3,258)	2,671
Yangebup East Development Cont. Plans	615,675	851,367	6,026	7,906	130,036	8,910	(3,270)	-	748,467	868,183
Yangebup West Development Cont. Plans	361,420	377,918	9,195	3,502	-	-	(2,700)	-	367,915	381,420
	<b>21,635,286</b>	<b>23,004,825</b>	<b>244,847</b>	<b>190,310</b>	<b>6,741,922</b>	<b>3,630,274</b>	<b>(13,168,781)</b>	<b>(6,704,763)</b>	<b>15,453,274</b>	<b>20,120,646</b>
	<b>85,604,958</b>	<b>107,073,767</b>	<b>2,059,692</b>	<b>939,830</b>	<b>75,152,123</b>	<b>10,897,495</b>	<b>(57,348,803)</b>	<b>(18,847,249)</b>	<b>105,467,970</b>	<b>100,063,843</b>

Total Reserves



# DETAILED BUDGET AMENDMENTS REPORT

for the period ended 30 November 2015

PROJECT/ACTIVITY LIST		ADD/LESS	EXPENDITURE	TF TO RESERVE	FUNDING SOURCES			
					RESERVE	EXTERNAL	MUNICIPAL	NON-CASH
GL 116-6229	Senior Management Group - Consultancy	ADD	6,000				(6,000)	
GL 161	Jandakot VFB - Readjust FESA Grant & Expenditure	LESS	(2,260)					
GL 162	South Coogee VFB - Readjust FESA Grant & Expenditure	ADD	1,006					
GL 175	Cockburn VES - Readjust FESA Grant & Expenditure	LESS	(828)					
GL 493-6229	Parks - Geotechnical Study	ADD	7,800				(7,800)	
GL 960	Transfer from DCP13 Reserve to CCW Dev Reserve	ADD	-	234,691	(234,691)			
CW 4614	Admin Caretaker - Furniture and Equipment	ADD	24,000		(24,000)			
CW 1539	Lot 702 Bellier Pl & Lot 65 Erpingham Rd	LESS	(457,633)		457,633			
CW 1554	Koorilla School Site	LESS	(150,000)		150,000			
CW 1585	Lot 23 Russell Road, Hammond Park	LESS	(80,612)		80,612			
CW 4449	RPAEC	LESS	(100,000)				100,000	
CW 4512	Cockburn Integrated Health & Community Facility	ADD	420,000		(420,000)			
OP 8272	EM Budget Contingency - Senior Mgmt Group	LESS	(6,000)				6,000	
OP 8272	EM Budget Contingency - Geotechnical Study	LESS	(7,800)				7,800	
OP 8807	RPAEC - Operational Expenditure	ADD	100,000				(100,000)	
			<b>(246,327)</b>	<b>234,691</b>	<b>9,554</b>	<b>0</b>	<b>0</b>	<b>0</b>

# STATEMENT OF FINANCIAL ACTIVITY

for the period ended 31 December 2015

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
	\$	\$	%	\$	\$	\$
<b>Operating Revenue</b>						
Governance	94,127,480	91,822,285	3%	2,305,195 ✓	97,258,212	99,121,749
Financial Services	489,083	524,525	-7%	(35,442)	657,050	657,050
Information Services	180	750	-76%	(570)	1,500	1,500
Human Resource Management	131,320	142,996	-8%	(11,676)	286,000	286,000
Library Services	22,652	30,267	-25%	(7,615)	57,790	57,790
Community Services	2,446,380	2,227,755	10%	218,624 ✓	4,736,782	4,671,929
Human Services	3,556,360	3,152,145	13%	404,214 ✓	6,396,351	6,240,453
Corporate Communications	43,091	10,800	299%	32,291	13,400	13,400
Statutory Planning	804,864	869,508	-7%	(64,643)	1,739,015	1,739,015
Strategic Planning	1,531,888	1,474,117	4%	57,771	2,430,924	2,435,924
Building Services	960,527	926,213	4%	34,314	1,607,963	1,607,963
Environmental Health	264,357	115,850	128%	148,507	247,500	225,500
Waste Services	6,384,548	7,765,995	-18%	(1,381,447) ✗	13,181,768	13,181,768
Parks & Environmental Services	14,158	6,950	104%	7,208	13,900	13,900
Engineering Services	185,431	146,847	26%	38,583	293,695	293,695
Infrastructure Services	58,536	15,649	274%	42,888	201,387	3,297
	111,020,856	109,232,652	2%	1,788,203	129,123,237	130,550,933
<b>Total Operating Revenue</b>	<b>111,020,856</b>	<b>109,232,652</b>	<b>2%</b>	<b>1,788,203</b>	<b>129,123,237</b>	<b>130,550,933</b>
<b>Operating Expenditure</b>						
Governance	(2,348,615)	(2,624,503)	-11%	275,888 ✓	(5,278,174)	(5,625,919)
Financial Services	(3,867,544)	(3,785,979)	2%	(81,565)	(5,478,589)	(5,444,589)
Information Services	(2,423,517)	(2,316,054)	5%	(107,463)	(4,624,634)	(4,589,733)
Human Resource Management	(1,104,677)	(1,251,025)	-12%	146,348	(2,676,655)	(2,676,655)
Library Services	(1,730,512)	(1,753,376)	-1%	22,864	(3,503,879)	(3,502,079)
Community Services	(4,552,726)	(5,348,495)	-15%	795,770 ✓	(9,938,159)	(9,768,892)
Human Services	(3,943,714)	(3,978,843)	-1%	35,130	(8,007,694)	(7,646,969)
Corporate Communications	(1,263,356)	(1,331,764)	-5%	68,408	(3,190,690)	(3,033,146)
Statutory Planning	(631,150)	(706,831)	-11%	75,680	(1,433,266)	(1,350,078)
Strategic Planning	(1,543,557)	(851,513)	81%	(692,044) ✗	(1,711,943)	(1,689,560)
Building Services	(753,032)	(812,482)	-7%	59,449	(1,650,628)	(1,650,628)
Environmental Health	(751,403)	(850,637)	-12%	99,234	(1,759,368)	(1,690,419)
Waste Services	(9,717,286)	(9,509,699)	2%	(207,587) ✗	(21,754,940)	(21,691,182)
Parks & Environmental Services	(5,584,454)	(6,027,104)	-7%	442,650 ✓	(12,127,478)	(12,051,467)
Engineering Services	(4,066,362)	(4,103,245)	-1%	36,883	(8,198,890)	(8,051,738)
Infrastructure Services	(3,968,475)	(4,577,471)	-13%	608,996 ✓	(9,194,316)	(8,952,654)
	(48,250,379)	(49,829,019)	-3%	1,578,639	(100,529,303)	(99,415,708)



# STATEMENT OF FINANCIAL ACTIVITY

for the period ended 31 December 2015

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
	\$	\$	%	\$	\$	\$
<b>Less: Net Internal Recharging</b>	1,014,089	1,175,783	-14%	(161,694)	3,024,460	3,024,460
<b>Add: Depreciation on Non-Current Assets</b>						
Computer & Electronic Equip	(112,400)	(108,439)	4%	(3,961)	(216,879)	(32,091)
Furniture & Equipment	(73,165)	(71,859)	2%	(1,306)	(143,718)	(143,718)
Plant & Machinery	(1,410,426)	(1,474,128)	-4%	63,702	(2,949,690)	(2,949,690)
Buildings	(2,462,918)	(2,691,498)	-8%	228,580	(5,382,841)	(5,382,841)
Roads	(5,280,753)	(5,590,992)	-6%	310,239	(11,181,984)	(11,181,984)
Drainage	(1,255,819)	(1,262,106)	0%	6,287	(2,524,212)	(2,524,212)
Footpaths	(581,570)	(600,660)	-3%	19,090	(1,201,320)	(1,201,320)
Parks Equipment	(1,357,016)	(1,509,756)	-10%	152,740	(3,019,512)	(3,019,512)
Landfill	(573,416)	(623,208)	-8%	49,792	(1,246,416)	(1,246,416)
	<b>(13,107,483)</b>	<b>(13,932,647)</b>	<b>-6%</b>	<b>825,164</b>	<b>(27,866,572)</b>	<b>(27,681,784)</b>
<b>Total Operating Expenditure</b>	<b>(60,343,774)</b>	<b>(62,585,882)</b>	<b>-4%</b>	<b>2,242,109</b>	<b>(125,371,415)</b>	<b>(124,073,032)</b>
<b>Change in Net Assets Resulting from Operations</b>	<b>50,677,082</b>	<b>46,646,770</b>	<b>9%</b>	<b>4,030,312</b>	<b>3,751,822</b>	<b>6,477,902</b>
<b>Non-Operating Activities</b>						
<b>Profit/(Loss) on Assets Disposal</b>						
Plant & Machinery	53,135	(75,897)	-170%	129,032	72,771	(266,729)
Freehold Land	2,435,864	17,230,000	-86%	(14,794,136)	15,857,938	8,437,938
Furniture & Office Equipment	-	-	0%	-	-	-
Buildings	(90,767)	-	0%	(90,767)	-	-
	<b>2,398,232</b>	<b>17,154,103</b>	<b>-86%</b>	<b>(14,755,872)</b>	<b>15,930,709</b>	<b>8,171,209</b>
<b>Asset Acquisitions</b>						
Land and Buildings	(15,605,136)	(19,686,807)	-21%	4,081,671	(67,819,654)	(63,968,000)
Infrastructure Assets	(5,105,581)	(8,791,031)	-42%	3,685,450	(25,361,822)	(13,135,576)
Plant and Machinery	(1,598,924)	(4,645,490)	-66%	3,046,566	(6,460,905)	(4,568,000)
Furniture and Equipment	(6,105)	(6,000)	2%	(105)	(6,000)	(6,000)
Computer Equipment	(180,363)	(810,071)	-78%	629,708	(1,041,971)	(503,800)
	<b>(22,496,109)</b>	<b>(33,939,399)</b>	<b>-34%</b>	<b>11,443,290</b>	<b>(100,690,352)</b>	<b>(82,181,376)</b>
<b>Add: Transfer to Reserves</b>	<b>(21,763,659)</b>	<b>(36,675,633)</b>	<b>-41%</b>	<b>14,911,974</b>	<b>(77,211,815)</b>	<b>(63,087,125)</b>
	<b>8,815,545</b>	<b>(6,814,159)</b>	<b>-229%</b>	<b>15,629,704</b>	<b>(158,219,635)</b>	<b>(130,619,390)</b>

Note 1.

# STATEMENT OF FINANCIAL ACTIVITY

for the period ended 31 December 2015

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
	\$	\$	%	\$	\$	\$
<b>Add Funding from</b>						
Grants & Contributions - Asset Development	9,141,933	14,917,326	-39%	(5,775,392) X	29,016,863	26,705,947
Proceeds on Sale of Assets	2,742,537	18,685,500	-85%	(15,942,963) X	23,810,500	16,051,000
Reserves	26,786,971	38,909,668	-31%	(12,122,696) X	56,506,501	31,635,188
Loan Funds Raised	-	-	0%	-	25,000,000	25,000,000
	<b>47,486,987</b>	<b>65,698,334</b>	<b>-28%</b>	<b>(18,211,347)</b>	<b>(23,885,771)</b>	<b>(31,227,255)</b>
<b>Non-Cash/Non-Current Item Adjustments</b>						
Depreciation on Assets	13,107,483	13,932,647	-6%	(825,164) X	27,866,572	27,681,784
Profit/(Loss) on Assets Disposal	(2,398,232)	(17,154,103)	-86%	14,755,872 ✓	(15,930,709)	(8,171,209)
Loan Repayments	(705,302)	(705,302)	0%	-	(1,423,320)	(1,423,320)
Non-Current Leave Provisions	203,203	-	0%	203,203 ✓	-	-
	<b>57,694,139</b>	<b>61,771,575</b>	<b>-7%</b>	<b>(4,077,436)</b>	<b>(13,373,228)</b>	<b>(13,140,000)</b>
Opening Funds	13,676,287	13,676,287	0%	0	13,676,287	13,500,000
Closing Funds	Note 2, 3. 71,370,426	75,448,555	-5%	(4,078,129)	303,059	360,000
	-	-		-	-	-

## 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
	\$	\$			\$	\$
<b>Assets Classification</b>						
Land and Buildings	(15,605,136)	(66,574,301)	(82,179,437)	(19,686,807)	(67,819,654)	(14,359,783)
Infrastructure Assets	(5,105,581)	(6,938,856)	(12,044,438)	(8,791,031)	(25,361,822)	13,317,384
Plant and Machinery	(1,598,924)	(623,139)	(2,222,063)	(4,645,490)	(6,460,905)	4,238,842
Furniture and Equipment	(6,105)	-	(6,105)	(6,000)	(6,000)	(105)
Computer Equipment	(180,363)	(54,506)	(234,869)	(810,071)	(1,041,971)	807,102
	<u>(22,496,109)</u>	<u>(74,190,802)</u>	<u>(96,686,911)</u>	<u>(33,939,399)</u>	<u>(100,690,352)</u>	<u>4,003,441</u>

### Note 2.

Closing Funds in the Financial Activity Statement are represented by:

	Actuals	YTD Revised Budget	Full Year Revised Budget	Adopted Budget
	\$	\$	\$	\$
<b>Current Assets</b>				
Cash & Investments	159,497,793	141,592,944	113,947,104	120,256,114
Rates Outstanding	24,727,522	20,876,013	700,000	700,000
Rubbish Charges Outstanding	294,341	398,507	320,000	320,000
Sundry Debtors	3,518,715	2,837,974	2,700,000	2,700,000
GST Receivable	1,428,424	-	-	-
Prepayments	(1,090)	350,000	350,000	350,000
Accrued Debtors	322,866	-	-	-
Stock on Hand	(18,452)	80,000	80,000	80,000
	<u>189,770,119</u>	<u>166,135,438</u>	<u>118,097,104</u>	<u>124,406,114</u>
<b>Current Liabilities</b>				
Creditors	(8,633,996)	(7,291,560)	(5,935,000)	(5,935,000)
Income Received in Advance	-	-	-	-
GST Payable	(326,377)	-	-	-
Withholding Tax Payable	-	-	-	-
Provision for Annual Leave	(3,216,603)	(3,000,000)	(3,000,000)	(3,000,000)
Provision for Long Service Leave	(1,852,386)	(2,297,990)	(2,595,980)	(2,595,980)
	<u>(14,029,362)</u>	<u>(12,589,550)</u>	<u>(11,530,980)</u>	<u>(11,530,980)</u>
<b>Net Current Assets</b>	<u>175,740,757</u>	<u>153,545,888</u>	<u>106,566,124</u>	<u>112,875,134</u>
<b>Add: Non Current Investments</b>	<u>4,587,853</u>	<u>4,541,761</u>	<u>4,541,761</u>	<u>4,541,761</u>
	<u>180,328,610</u>	<u>158,087,649</u>	<u>111,107,885</u>	<u>117,416,895</u>
<b>Less: Restricted/Committed Assets</b>				
Cash Backed Reserves #	(102,050,455)	(82,639,093)	(105,467,970)	(117,056,895)
Deposits & Bonds Liability *	(6,907,729)	(6,802,184)	(6,802,184)	(6,802,184)
Grants & Contributions Unspent *	-	6,802,184	6,802,184	6,802,184
	<u>71,370,426</u>	<u>75,448,555</u>	<u>5,639,915</u>	<u>360,000</u>
<b>Closing Funds (as per Financial Activity Statement)</b>	<u><u>71,370,426</u></u>	<u><u>75,448,555</u></u>	<u><u>5,639,915</u></u>	<u><u>360,000</u></u>

# See attached Reserve Fund Statement

\* See attached Restricted Funds Analysis

Note 3.

Amendments to original budget since budget adoption. Surplus/(Deficit)

Ledger	Project/ Activity	Description	Council Resolution	Classification	Non Change (Non Cash Items) Adjust.	Increase in Available Cash	Decrease in Available Cash	Amended budget Running Balance
					\$	\$	\$	\$
		<b>Budget Adoption</b>		<b>Closing Funds Surplus(Deficit)</b>				<b>360,000</b>
OP	6818	Remove lease income		Operating Income			5,000	<b>355,000</b>
GL	480	Increase RRRC funding payment		Operating Expenditure			63,758	<b>291,242</b>
	161, 162,							
GL	175	Adjusting FESA budget to the final grants agreement		Operating Income		2,082		<b>293,324</b>
OP	9562	Remove Municipal funding		Operating Expenditure		7,104		<b>300,428</b>
GL	378	New grant funded activity, funded by surpluses from GL350 and GL375		Operating Expenditure		2,631		<b>303,059</b>
				<b>Closing Funds Surplus (Deficit)</b>	<b>0</b>	<b>11,817</b>	<b>68,758</b>	<b>303,059</b>



# Statement of Comprehensive Income *by Nature and Type*

for the period ended 31 December 2015

	Actual	Amended YTD Budget	\$ Variance to YTD Budget	Forecast	Amended Budget	Adopted Budget
	\$	\$	\$	\$	\$	\$
<b>OPERATING REVENUE</b>						
01 Rates	88,955,031	86,921,858	2,033,173	91,064,187	89,031,014	89,031,014
02 Specified Area Rates	325,713	274,438	51,275	325,713	274,438	274,438
05 Fees and Charges	12,949,946	14,249,837	(1,299,891)	23,817,062	25,116,953	25,121,953
06 Service Charges	1,055,967	1,037,370	18,597	1,055,967	1,037,370	1,037,370
10 Grants and Subsidies	4,012,982	3,569,706	443,276	7,949,659	7,506,383	9,098,273
15 Contributions, Donations and Reimbursements	500,394	365,728	134,666	895,413	760,747	592,253
20 Interest Earnings	3,208,833	2,807,966	400,867	5,786,399	5,385,532	5,385,532
25 Other revenue and Income	11,991	5,750	6,241	17,041	10,800	10,100
<b>Total Operating Revenue</b>	<b>111,020,856</b>	<b>109,232,652</b>	<b>1,788,203</b>	<b>130,911,441</b>	<b>129,123,237</b>	<b>130,550,933</b>
<b>OPERATING EXPENDITURE</b>						
50 Employee Costs - Salaries & Direct Oncosts	(22,610,302)	(23,122,342)	512,041	(46,060,742)	(46,572,782)	(46,409,834)
51 Employee Costs - Indirect Oncosts	(314,053)	(350,624)	36,571	(1,105,362)	(1,141,933)	(1,133,185)
55 Materials and Contracts	(17,007,019)	(18,316,003)	1,308,984	(35,724,547)	(37,033,531)	(36,109,194)
65 Utilities	(2,103,130)	(2,329,352)	226,221	(4,399,489)	(4,625,710)	(4,622,148)
70 Interest Expenses	(41,812)	(43,026)	1,214	(72,122)	(73,336)	(73,336)
75 Insurances	(2,065,155)	(2,134,448)	69,293	(2,065,155)	(2,134,448)	(2,134,448)
80 Other Expenses	(3,498,542)	(3,533,224)	34,682	(8,912,882)	(8,947,563)	(8,933,563)
85 Depreciation on Non Current Assets	(13,107,483)	(13,932,647)	825,164	(27,041,408)	(27,866,572)	(27,681,784)
Add Back: Indirect Costs Allocated to Capital Works	1,014,089	1,175,783	(161,694)	2,862,766	3,024,460	3,024,460
<b>Total Operating Expenditure</b>	<b>(59,733,407)</b>	<b>(62,585,882)</b>	<b>2,852,475</b>	<b>(122,518,940)</b>	<b>(125,371,415)</b>	<b>(124,073,032)</b>
<b>CHANGE IN NET ASSETS RESULTING FROM OPERATING ACTIVITIES</b>	<b>51,287,448</b>	<b>46,646,770</b>	<b>4,640,678</b>	<b>8,392,501</b>	<b>3,751,822</b>	<b>6,477,902</b>
<b>NON-OPERATING ACTIVITIES</b>						
11 Capital Grants & Subsidies	4,207,292	7,695,915	(3,488,622)	11,304,812	14,793,434	12,964,025
16 Contributions - Asset Development	4,934,641	7,221,411	(2,286,770)	11,936,659	14,223,429	13,741,922
95 Profit/(Loss) on Sale of Assets	2,398,232	17,154,103	(14,755,872)	1,174,838	15,930,709	8,171,209
57 Acquisition of Crown Land for Roads	(610,366)	-	(610,366)	(610,366)	-	-
58 Underground Power Scheme	-	-	-	-	-	-
<b>Total Non-Operating Activities</b>	<b>10,929,799</b>	<b>32,071,429</b>	<b>(21,141,630)</b>	<b>23,805,942</b>	<b>44,947,572</b>	<b>34,877,156</b>
<b>NET RESULT</b>	<b>62,217,247</b>	<b>78,718,199</b>	<b>(16,500,952)</b>	<b>32,198,443</b>	<b>48,699,395</b>	<b>41,355,058</b>



## Notes to Statement of Comprehensive Income

### Note 1.

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

	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
<b><u>Community Services:</u></b>				
Recreational Services	295,429	270,160	540,320	540,320
South Lake Leisure Centre	1,452,233	1,474,565	3,020,401	3,020,401
Law and Public Safety	329,220	259,248	518,496	518,496
	<u>2,107,427</u>	<u>2,003,973</u>	<u>4,079,217</u>	<u>4,079,217</u>
<b><u>Waste Services:</u></b>				
Waste Collection Services	2,475,323	2,350,222	2,350,222	2,350,222
Waste Disposal Services	3,908,229	5,415,773	10,831,546	10,831,546
	<u>6,383,552</u>	<u>7,765,995</u>	<u>13,181,768</u>	<u>13,181,768</u>
	<u>8,490,978</u>	<u>9,769,968</u>	<u>17,260,985</u>	<u>17,260,985</u>

### Note 2.

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

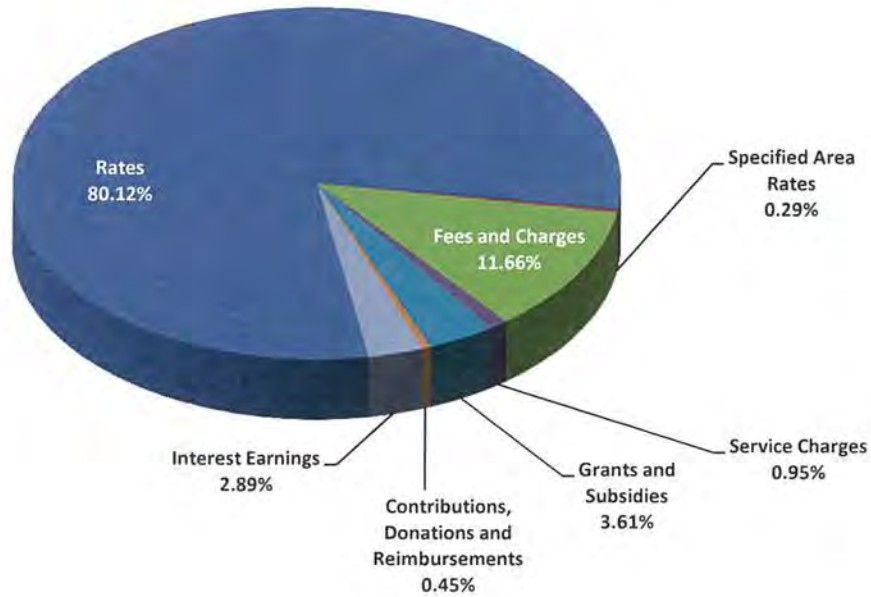
	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
Executive Division	(1,213,617)	(1,422,452)	(2,844,907)	(3,238,351)
Finance & Corporate Services Division	(3,362,167)	(3,518,353)	(7,171,946)	(7,171,946)
Community Services Division	(6,924,529)	(6,935,311)	(13,949,980)	(13,636,381)
Planning & Development Division	(2,652,544)	(2,681,669)	(5,405,570)	(5,284,832)
Engineering & Works Division	(8,457,443)	(8,564,557)	(17,200,379)	(17,078,324)
	<u>(22,610,302)</u>	<u>(23,122,342)</u>	<u>(46,572,782)</u>	<u>(46,409,834)</u>

### Note 3

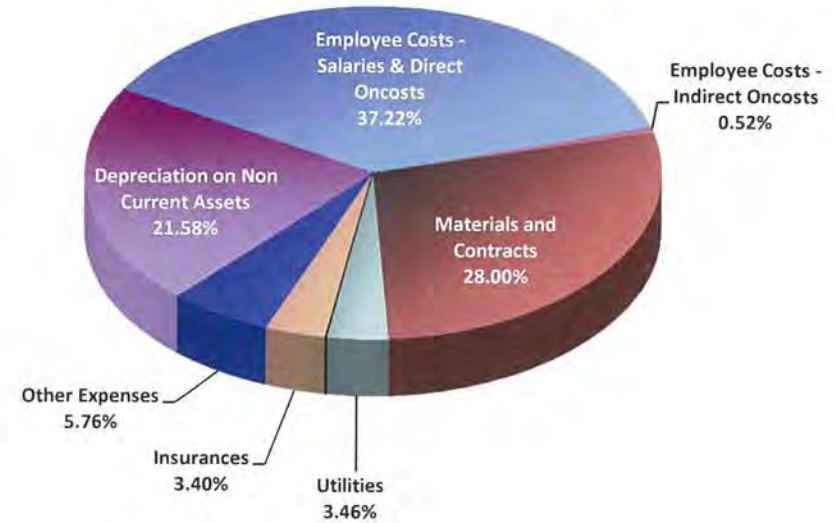
Additional information on Materials and Contracts by each Division.

	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
Executive Division	(997,382)	(1,062,141)	(2,088,592)	(2,042,892)
Finance & Corporate Services Division	(1,662,225)	(1,416,129)	(2,845,773)	(2,780,872)
Community Services Division	(3,525,972)	(3,843,692)	(8,190,766)	(7,834,840)
Planning & Development Division	(368,745)	(517,638)	(1,041,679)	(990,397)
Engineering & Works Division	(10,452,696)	(11,476,404)	(22,866,720)	(22,460,193)
Not Applicable	0	0	0	0
	<u>(17,007,019)</u>	<u>(18,316,003)</u>	<u>(37,033,531)</u>	<u>(36,109,194)</u>

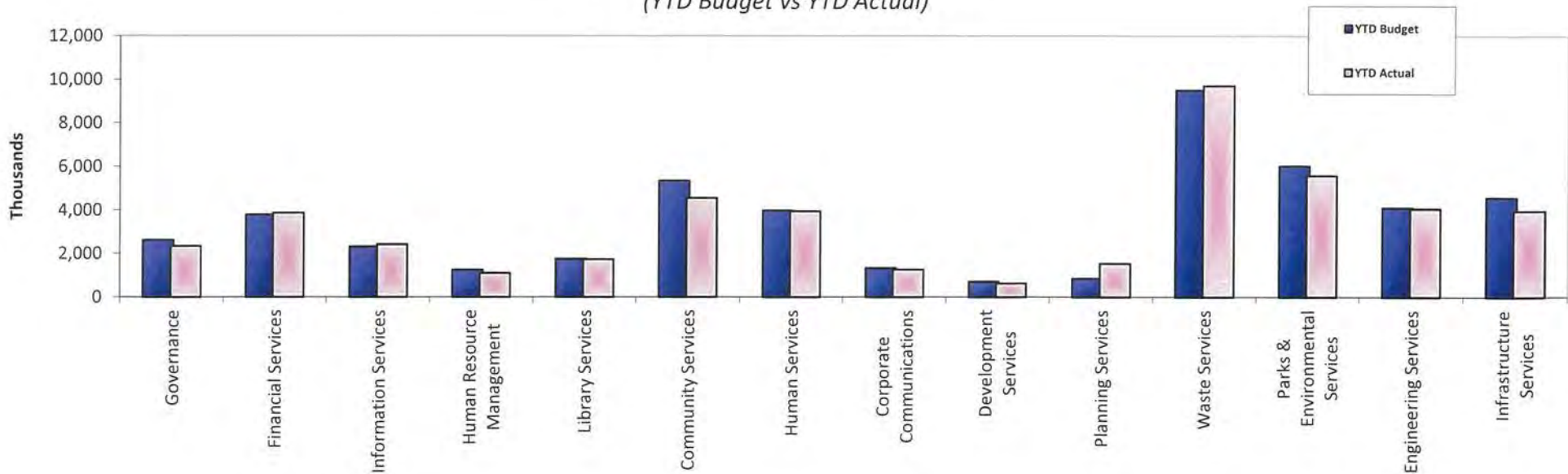
**Operating Income by Nature and Type**  
(YTD Actual)



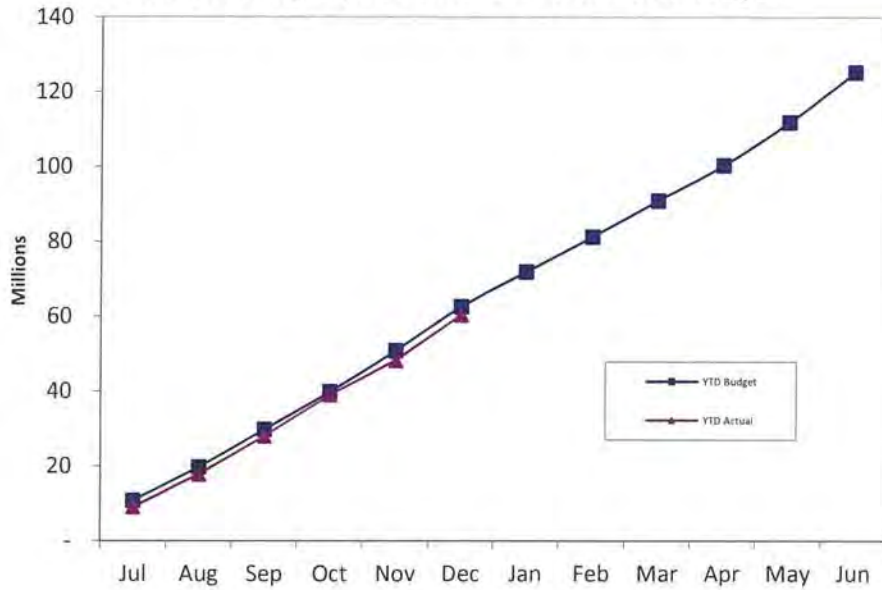
**Operating Expenditure by Nature and Type**  
(YTD Actual)



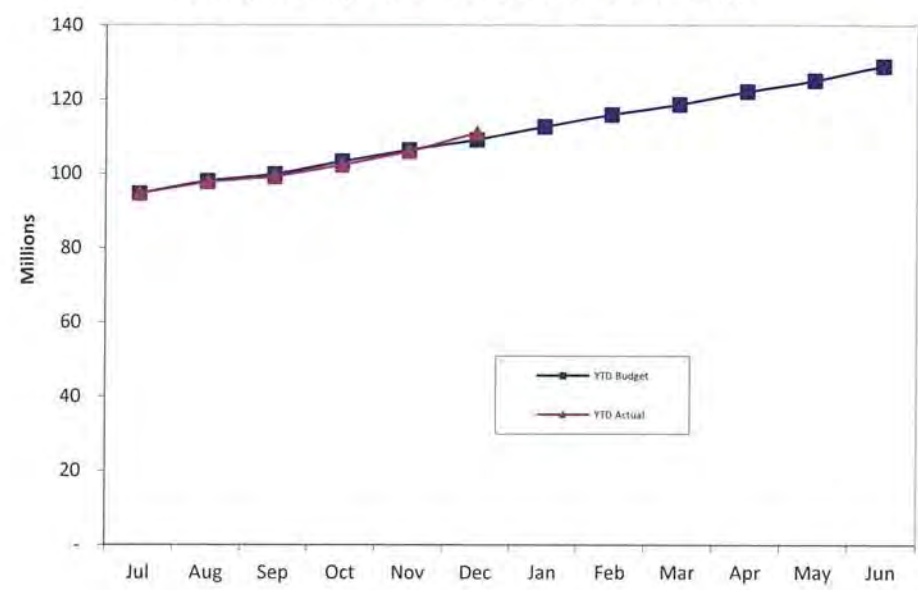
**Operating Expenditure by Business Unit**  
(YTD Budget vs YTD Actual)



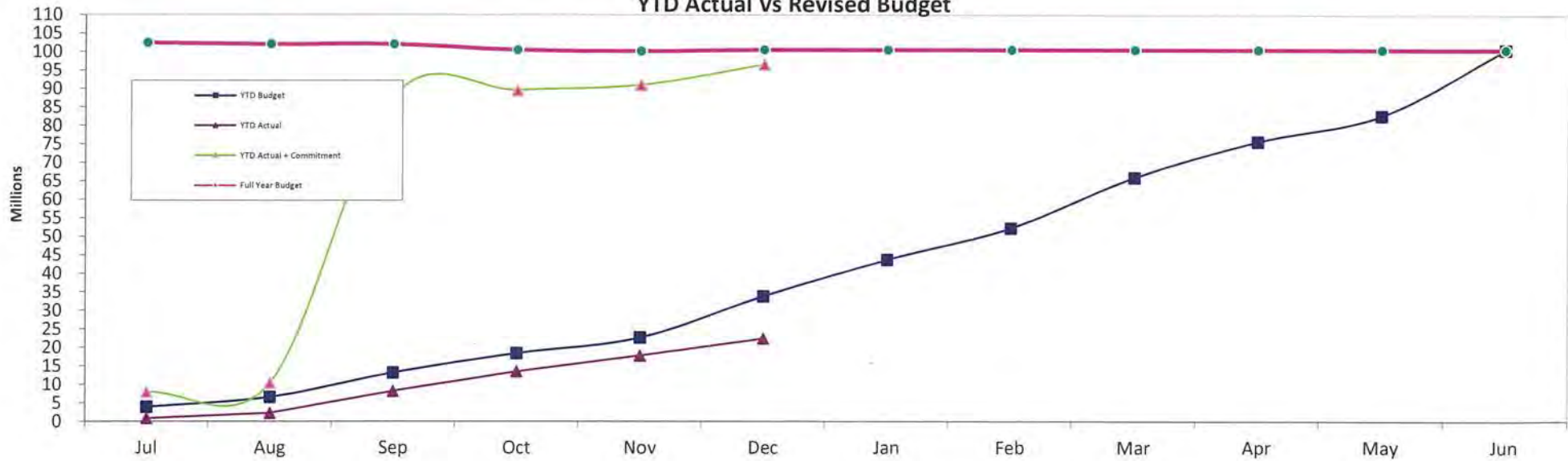
**YTD Operating Expenditure Vs YTD Revised Budget**



**YTD Operating Income Vs YTD Revised Budget**

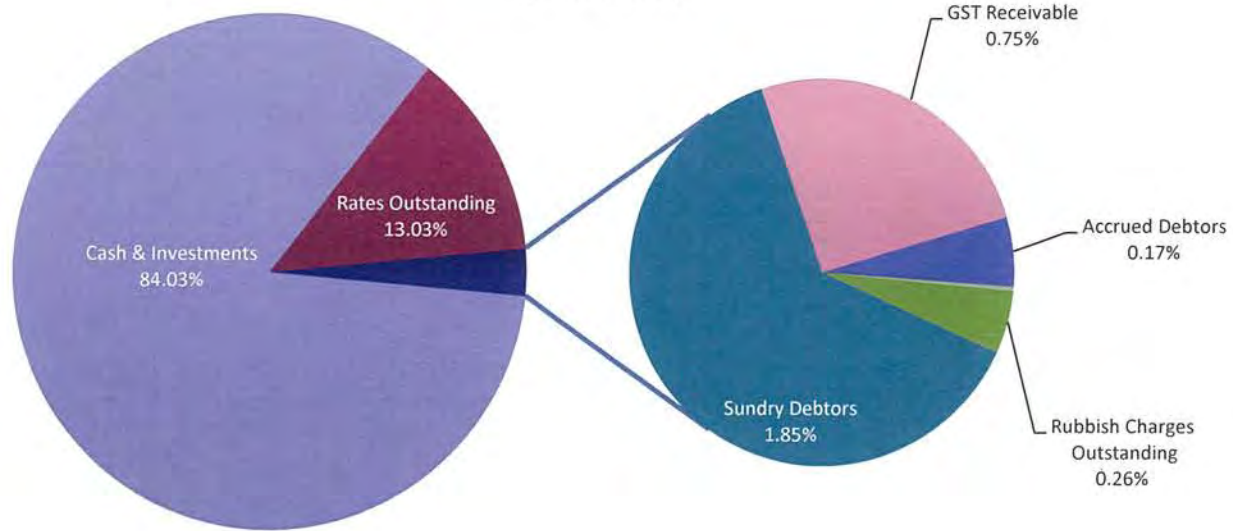


**Capital Expenditure  
YTD Actual Vs Revised Budget**

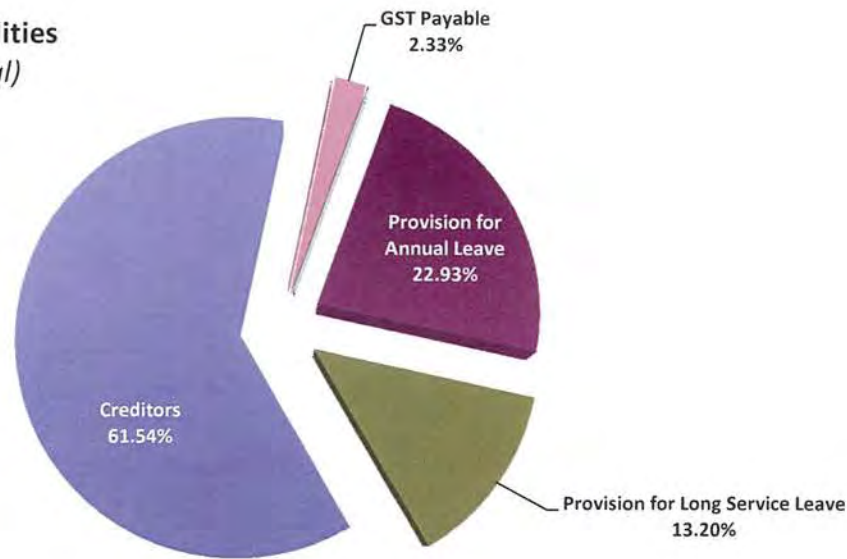




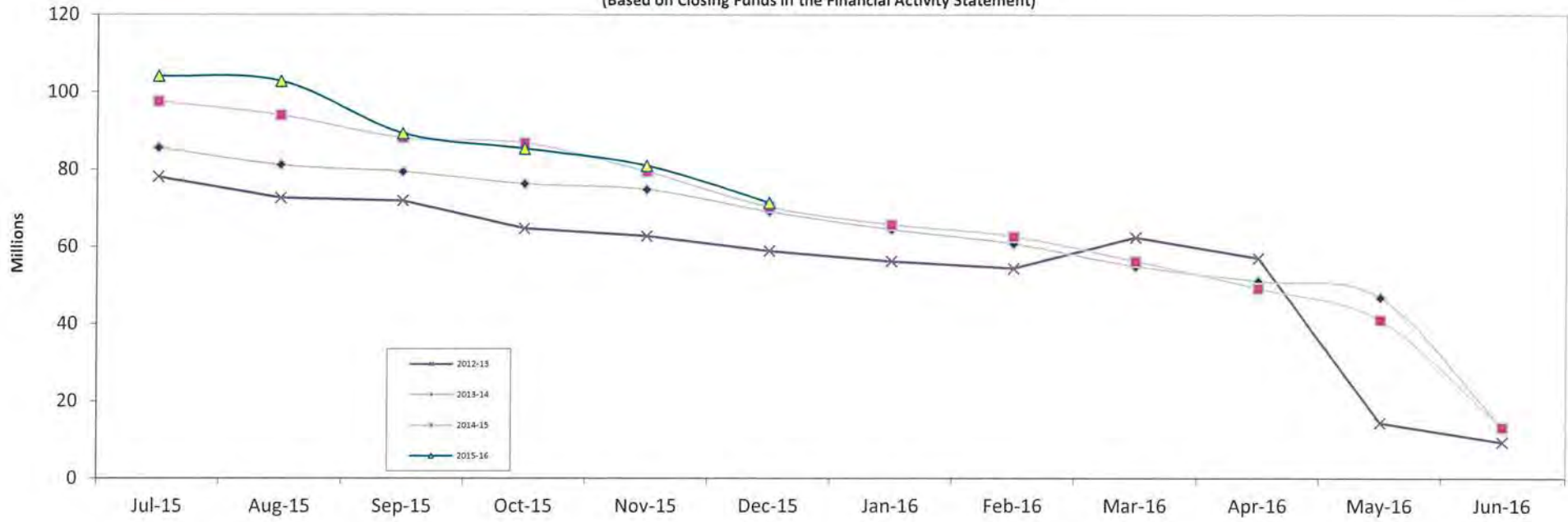
**Current Assets**  
(YTD Actual)



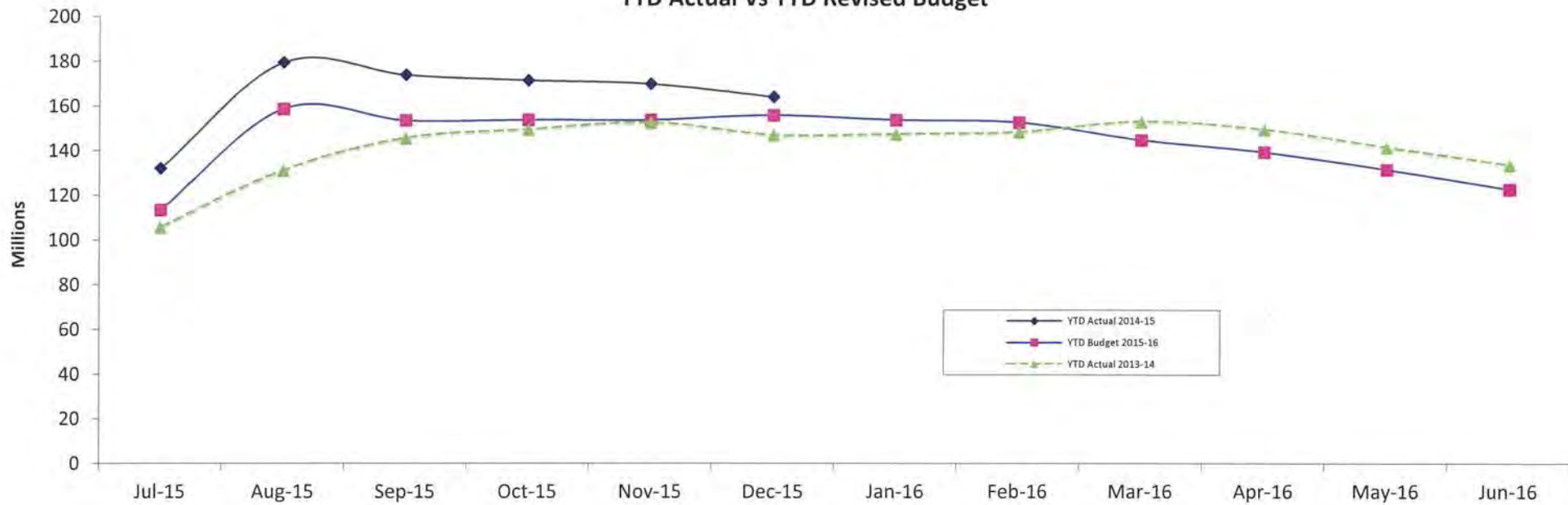
**Current Liabilities**  
(YTD Actual)



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



### Cash & Investments Positions YTD Actual Vs YTD Revised Budget





## City of Cockburn - Reserve Funds

Financial Statement for Period Ending 31 December 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
<b>Council Funded</b>										
Bibra Lake Management Plan Reserve	794,506	748,863	-	8,590	-	-	(600,000)	(28,597)	194,506	728,855
Bibra Lake Nutrient Management	319,856	321,564	11,999	3,739	-	-	-	-	331,855	325,303
C/FWD Projects Reserve	-	-	-	-	9,657,071	-	(9,657,071)	(415,794)	-	(415,794)
CCW Development Fund	-	7,908,607	-	121,299	14,688,595	12,688,595	(6,950,000)	(6,861,735)	7,738,595	13,856,765
Community Infrastructure	9,775,774	6,210,948	198,992	71,906	5,300,000	-	(330,747)	(4,000)	14,944,019	6,278,854
Community Surveillance Levy Reserve	518,798	1,481,926	29,127	17,032	-	-	(296,847)	(4,809)	251,078	1,494,149
Contaminated Sites	2,512,485	2,488,919	50,542	28,915	-	-	(100,000)	(8,585)	2,463,027	2,509,248
DCD Redundancies Reserve	146	39,839	-	463	-	-	-	-	146	40,302
Environmental Offset Reserve	283,039	284,550	-	3,309	-	-	-	-	283,039	287,859
Green House Emissions Reductions	627,838	636,855	13,617	7,242	200,000	-	(533,961)	(55,351)	307,494	588,746
Information Technology	178,840	279,795	36,514	3,253	100,000	-	(112,186)	-	203,168	283,048
Land Development & Investment Fund Reserve	5,738,759	5,605,100	278,221	65,706	23,564,648	2,778,065	(11,494,111)	(297,314)	18,087,517	8,151,558
Major Buildings Refurbishment	5,524,551	5,452,406	25,439	62,181	4,928,686	-	(664,840)	(383,720)	9,813,836	5,130,867
Mobile Rubbish Bins	-	572	-	7	-	-	-	-	-	578
Municipal Elections	50,738	51,009	13,018	593	150,000	-	(200,000)	(165,905)	13,756	(114,303)
Naval Base Shacks	772,223	828,752	16,109	9,646	158,497	-	(184,447)	(16,176)	762,382	822,222
Plant & Vehicle Replacement	4,214,532	7,416,121	77,520	82,170	2,800,000	-	(4,049,315)	(1,005,768)	3,042,737	6,492,522
Port Coogee Special Maintenance Reserve	906,531	1,224,733	22,623	13,692	274,438	-	(132,305)	(131,115)	1,071,287	1,107,310
Roads & Drainage Infrastructure	1,758,452	3,207,854	99,653	37,195	-	-	(1,313,531)	(11,485)	544,574	3,233,565
Staff Payments & Entitlements	1,988,978	2,049,042	154,552	23,689	110,000	-	(180,000)	(62,867)	2,073,530	2,009,864
Waste & Recycling	17,940,198	21,330,958	614,391	246,628	2,703,369	-	(713,633)	(115,386)	20,544,325	21,462,200
Waste Collection Levy	52,610	1,055,070	1,511	11,734	1,090,079	-	(580,000)	(114,968)	564,200	951,836
Workers Compensation	387,255	389,322	15,187	4,527	-	-	-	-	402,442	393,850
POS Cash in Lieu (Restricted Funds)	5,675,824	5,485,916	130,194	63,671	481,507	481,507	(840,692)	(124,369)	5,446,833	5,906,724
	<b>60,021,934</b>	<b>74,498,719</b>	<b>1,789,209</b>	<b>887,186</b>	<b>66,206,890</b>	<b>15,948,167</b>	<b>(38,933,686)</b>	<b>(9,807,944)</b>	<b>89,084,346</b>	<b>81,526,128</b>
<b>Grant Funded</b>										
Aged & Disabled Vehicle Expenses	298,869	430,493	10,728	4,233	60,317	20,106	(328,643)	(172,023)	41,271	282,809
CIHF Building Maintenance Resrv	-	2,189,423	-	25,459	1,000,000	332,740	-	-	1,000,000	2,547,622
Cockburn Super Clinic Reserve	-	-	-	(23)	-	-	-	-	-	(23)
Family Day Care Accumulation Fund	-	-	-	(1)	-	-	-	-	-	(1)
Naval Base Shack Removal Reserve	340,773	397,285	4,189	4,620	54,693	-	-	-	399,655	401,905
Restricted Grants & Contributions Resrv	2,108,490	5,569,838	-	-	9,264	9,076	(3,513,285)	(3,470,747)	(1,395,530)	2,108,167
UNDERGROUND POWER	769,646	550,927	-	6,400	1,030,000	-	(1,372,063)	-	427,583	557,327
Welfare Projects Employee Entitlements	429,960	432,255	10,719	4,722	49,037	49,037	(32,345)	(32,345)	457,371	453,669
	<b>3,947,738</b>	<b>9,570,222</b>	<b>25,636</b>	<b>45,410</b>	<b>2,203,311</b>	<b>410,959</b>	<b>(5,246,336)</b>	<b>(3,675,115)</b>	<b>930,350</b>	<b>6,351,476</b>
<b>Development Cont. Plans</b>										
Aubin Grove DCP	173,956	174,478	4,705	2,029	-	-	(890)	-	177,771	176,507
Community Infrastructure DCA 13	15,494,450	16,479,668	140,052	155,216	5,000,000	3,082,226	(13,052,058)	(12,693,358)	7,582,444	7,023,753
Gaebler Rd Development Cont. Plans	1,004,131	1,006,568	18,924	11,704	-	-	(4,543)	-	1,018,512	1,018,273
Hammond Park DCP	465,063	457,825	9,354	7,037	396,000	204,586	(15,218)	(610,366)	855,199	59,081
Munster Development	675,119	692,062	18,147	8,519	443,798	73,675	(13,500)	-	1,123,564	774,256
Muriel Court Development Contribution	(49,321)	(79,429)	-	(924)	206,000	-	(20,689)	-	135,990	(80,353)
Packham North - DCP 12	13,859	7,270	10,529	245	434,388	25,818	(21,359)	-	437,417	33,333
Solomon Road DCP	425,012	411,393	8,493	6,303	120,000	205,380	(8,110)	-	545,395	623,076
Success Lakes Development	905,915	909,941	3,817	10,581	-	-	(4,543)	-	905,189	920,521
Success Nth Development Cont. Plans	1,525,721	1,700,726	15,311	22,167	11,700	384,573	(6,683)	-	1,546,049	2,107,465
Thomas St Development Cont. Plans	12,326	12,392	294	144	-	-	-	-	12,620	12,536
Wattleup DCP 10	11,960	2,647	-	31	-	-	(15,218)	-	(3,258)	2,678
Yangebup East Development Cont. Plans	615,675	851,367	6,026	9,937	130,036	258,108	(3,270)	-	748,467	1,119,412
Yangebup West Development Cont. Plans	361,420	377,918	9,195	4,394	-	-	(2,700)	-	367,915	382,313
	<b>21,635,286</b>	<b>23,004,825</b>	<b>244,847</b>	<b>237,383</b>	<b>6,741,922</b>	<b>4,234,367</b>	<b>(13,168,781)</b>	<b>(13,303,724)</b>	<b>15,453,274</b>	<b>14,172,851</b>
<b>Total Reserves</b>										
	<b>85,604,958</b>	<b>107,073,767</b>	<b>2,059,692</b>	<b>1,169,979</b>	<b>75,152,123</b>	<b>20,593,492</b>	<b>(57,348,803)</b>	<b>(26,786,783)</b>	<b>105,467,970</b>	<b>102,050,455</b>

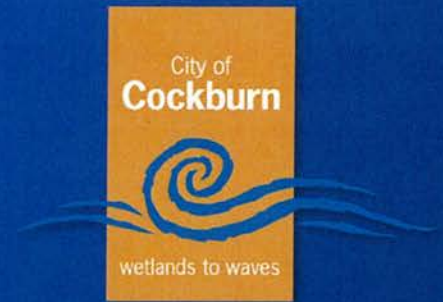
Total Reserves



# DETAILED BUDGET AMENDMENTS REPORT

for the period ended 31 December 2015

PROJECT/ACTIVITY LIST		ADD/LESS	EXPENDITURE	TF TO RESERVE	FUNDING SOURCES			
					RESERVE	EXTERNAL	MUNICIPAL	NON-CASH
GL 116-6229	Senior Management Group - Consultancy	ADD	8,000				(8,000)	
GL 136-6000	Marketing & Media - Salary	ADD	46,298				(46,298)	
GL 136-6100	Marketing & Media - Superannuation	ADD	3,940				(3,940)	
GL 200-6000	Environmental Health - Salary	ADD	34,605				(34,605)	
GL 200-6100	Environmental Health - Superannuation	ADD	2,945				(2,945)	
GL 493-6000	Parks - Salary	ADD	45,031				(45,031)	
GL 493-6100	Parks - Superannuation	ADD	3,833				(3,833)	
GL 378-5110	Cockburn Financial Counselling - New Grant Funded Activity	ADD	73,707			(68,307)		
GL 355-8540	Grant Funded Corporate Oncost - Admin Cost Recovery	ADD	-			(6,830)		
GL 855-8581	Workers Compensation Recovery	ADD	-			(1,201)		
GL 350-6000	Coolbellup Financial Counselling - Transfer Surplus Out	LESS	(3,407)		3,407			
GL 375-6000	Success Financial Counselling - Surpluses Transferred in	ADD	19,264		(9,264)		(10,000)	
CW 4615	Changing Places - New Capital Grant	ADD	90,909			(90,909)		
CW 7772	Roads Front End Loader - Insurance Claim	ADD	271,415		(162,325)	(109,090)		
OP 8272	EM Budget Contingency - Senior Mgmt Group	LESS	(8,000)				8,000	
OP 8272	EM Budget Contingency - Success Financial Counselling	LESS	(10,000)				10,000	
OP 9562	Coolbellup Financial Counselling - Transfer Surplus Out	LESS	(5,857)		5,857			
OP 9562	Coolbellup Financial Counselling - Remove Muni Funding	LESS	-				(7,104)	
OP 9750	Staff Contingency - Salary & Superannuation	LESS	(136,652)				136,652	
OP 8260	Hamilton Hill POS - Transfer Cash in Lieu to Reserve	ADD	-	481,507		(481,507)		
OP 8993	National Bushfire Mitigation Program	ADD	50,000			(50,000)		
OP 8994	SEMC AWARE Program - Stay or Go Project	ADD	20,000			(20,000)		
OP 8995	Youth Correction Support Worker	ADD	47,857			(47,857)		
			<b>553,888</b>	<b>481,507</b>	<b>(162,325)</b>	<b>(875,701)</b>	<b>(7,104)</b>	<b>0</b>



# RATES & CHARGES

## 2015/16

# OBJECTS & REASONS

## RATES & CHARGES

In accordance with Sections 6.33 and 6.36 of the Local Government Act 1995 and Council's intention to continue levying differential general rates for the 2015/16 Financial Year on rateable properties within the City, the City is required to publish its Objects and Reasons for implementing differential general rates.

### OVERALL OBJECTIVE

The overall objective of the proposed rates and charges in the 2015/16 Budget is to provide for the net funding requirement of the Council's Operational and Capital program of \$209.79M. These are based on an overall average increase of 3.5% in the rates for all improved and vacant properties, both for those rated under the Gross Rental Value (GRV) method (apart from large commercial/industrial improved properties and two commercial caravan parks) and those under the Unimproved Value (UV) method, apart from the Residential Improved Minimum Payment which will rise by 5.6%.

The table below substantiates the reasons why the City is proposing an increase in rates by 3.5% as legislation requires it to fund the budget deficit after accounting for all income and expenditure (net of rates):

All Dollars are \$M	Prospective Budget 2015/16
Operating Revenue	\$39.35M
Plus Capital Revenue	\$43.46m
Plus Operating Adjustments for Depreciation	\$26.44M
Plus/(Less) Net Loans	\$25.00M
Plus/ Reserve transfers to Municipal Fund	\$30.34M
Less Reserves transfers from Municipal Fund	\$47.38M
(Less) Operating Expenditure	\$123.25M
(Less) Capital Expenditure	\$83.71M
(Less) Loan Repayments	\$1.37M
Plus Surplus Brought Forward Estimate	\$0.30M
(Less) Surplus Carried Forward	\$0.36M
Rate Setting Statement Deficit from Rates	\$91.18M

This year, the City will combine, for Residential Improved properties, rates with the waste management service charge and the community surveillance levy and issue a consolidated rates charge. This will enable the City's more than 6,000 registered pensioners to obtain a rebate on 100% of the rates charges issued by the City. For all other rating categories, a separate waste management service charge and community surveillance levy will be applied, (where applicable). This change was implemented to provide a bigger rebate to pensioners on fixed incomes. By implementing the change, a prior service waste and security will be incorporated into the rate in the dollar. It will mean high than the average GRV value properties will have a greater than 3.5% increase but those on less than the average GRV will see a smaller than 3.5% increase.

All GRV and UV property values are provided by the independent State Government authority, the Valuer General of WA. The Council pays a fee for this service but has no role in determining the value for any property nor does Council have the ability to appeal a value provided by the Valuer General

### **DIFFERENTIAL GENERAL RATING**

The purpose of imposing a differential general rate between improved and vacant properties in the residential, commercial and industrial areas (all rated on GRV valuations) is to obtain fair income from unimproved land within the municipal district. Utilisation of GRV values for vacant land means that the revenue generated is vastly different to that which would be applicable under the UV system.

Council believes that the commercial and industrial sectors generate high traffic volumes with heavy loads and therefore should contribute at a higher level than residential for road construction, maintenance and refurbishment including road drainage systems.

The rural/urban farmland areas are rated based on the updated UV valuations issued by the Valuer General of WA every year.

Under the Local Government Act, Section 6.33 - Differential general rates, the Council can introduce differential rates as follows:

*A local government may impose differential general rates according to any, or a combination, of the following characteristics —*

- (a) the purpose for which the land is zoned under a local planning scheme in force under the planning and Development Act 2005;*
- (b) the predominant purpose for which the land is held or used as determined by the local government;*
- (c) whether or not the land is vacant land; or*
- (d) any other characteristic or combination of characteristics prescribed.*

### **DIFFERENTIAL RATING CATEGORIES**

Relevant characteristics for each rating category:

#### **GENERAL RATES**

*Residential Improved (GRV basis)*

- Any land zoned, or held or used for residential purposes and having improvements erected on it.

*Residential Vacant Land (GRV basis)*

- Any land zoned or held for residential purposes and being vacant land.



*Commercial and Industrial Improved (GRV basis)*

- Any land zoned, or held or used for commercial or industrial purposes and having improvements erected on it.

*Commercial and Industrial Vacant Land (GRV basis)*

- Any land zoned or held for industrial or commercial purposes and being vacant land.

*Large Commercial and Industrial Improved (GRV basis)*

- Any land zoned, or held or used for defined large commercial or industrial purposes and having improvements erected on it.

*Rural General Improved (UV basis)*

- Any land zoned, or held or used for rural general or rural general urban farm land purposes and having relevant buildings erected on it including those being used for commercial or industrial purposes.

*Rural Vacant Land (UV basis)*

- Any land zoned, or held or used for rural purposes and being vacant land.

*Commercial Caravan Park (GRV basis)*

- Any land zoned, or held or used for the purpose of a commercial caravan park and catering for permanent trailer homes and non-permanent caravans.

**SPECIFIED AREA RATES (SAR)**

*Specified Area Rate - Port Coogee Special Maintenance (GRV basis)*

- All land located within the Port Coogee precinct.  
*(Although not required to be published by current legislation covering the imposition of differential rates, as a SAR is not a general rate, it is included in this document to allow affected ratepayers to make submissions on its imposition.)*

*Specified Area Rate – Cockburn Coast Special Maintenance (GRV basis)*

- All land located within the Cockburn Coast precinct.  
*(Although not required to be published by current legislation covering the imposition of differential rates, as a SAR is not a general rate, it is included in this document to allow affected ratepayers to make submissions on its imposition.)*

Land definitions are informed by the provisions of the City of Cockburn Town Planning Scheme (TPS3). Section 6.33(1) of the Local Government Act sets out characteristics for categories of differential general rates, and each of the differential general rates referred to above has been categorised accordingly. So far as the 'Commercial Caravan Park' category is concerned, the predominant land use has been taken for the title of the category.

**PROPOSED RATES & MINIMUM CHARGES FOR 2015/16**

Proposed rates in the dollar and minimum rates for each rating category are shown below for the 2015/16 financial year:

Rate Category	Rate in \$	Min. Payment	Rate in \$	Min. Payment
	2014/2015		2015/16	
<b>General Rates</b>				
Residential Improved (GRV)	4.303/6.834	\$683/\$1,183	7.074c	\$1,250
Residential Vacant Land (GRV)	8.600	\$683	9.117c	\$722
Commercial & Industrial Improved (GRV)	6.994	\$683	7.330c	\$722
Commercial & Industrial Vacant Land (GRV)	8.600	\$683	9.117c	\$710
Large Commercial & Industrial Improved (GRV)	8.058	\$683	8.058c	\$710
Rural General Improved (UV)	0.235	\$1030	0.246c	\$880
Rural Vacant Land (UV)	0.362	\$1030	0.380c	\$880
Commercial Caravan Park (GRV)	8.058	\$683	8.163c	\$722
<b>Specified Area Rate</b>				
Specified Area Rate - Port Coogee Special Maintenance (GRV)	1.389		1.40c	N/A
Specified Area Rate – Cockburn Coast Special Maintenance (GRV)			1.40c	N/A

**RESIDENTIAL IMPROVED (GRV)**

The proposed rate in the dollar is 7.074¢ of GRV value. The increase is 3.5% for the average property after allowing for the waste management service charge and the community surveillance levy to be added into general rates. The comparison rate if this incorporation had occurred in 2014/15 would be 6.834 cents in the dollar. The rates revenue generated by this category, including from the minimum payment rate amount of \$1,250 (an increase of 5.6% over the equivalent 2014/15 Minimum Payment of \$1,183 where the Minimum Payment, Waste Management service charge and community surveillance levy is added together), is approximately 64.1% of the total rates requirement of Council. The rate in the dollar has been increased to reflect the increase in rates required to meet the City's increased costs in providing services at the current level.

**COMMERCIAL & INDUSTRIAL IMPROVED (GRV)**

The proposed rate in the dollar is 7.330¢ of GRV value. The rates revenue generated by this category, including from the minimum payment rate amount of \$722 is approximately 15.8% of the total rates requirement of Council. The increased rate in the dollar by 4.8% reflects the continuing high level of funding being allocated towards roads and drainage, a key service consumed by the commercial

and industrial ratepayers of the City. In addition this increase also covers the Co-Safe charge of \$67 per rate assessment

### **RESIDENTIAL VACANT LAND (GRV)**

The proposed rate in the dollar is 9.00¢ of GRV value. Rates provided by this category, including from the minimum payment rate amount of \$722, are approximately 4.0% of the total rates requirement of Council. The increase also covers the Co-Safe charge of \$67 per rate assessment. The City continues to set vacant land rates in the dollar higher than the improved land rates in the dollar as an incentive to promote land development rather than land banking. The shortage of both residential and commercial/industrial land is a priority for both the State and Federal Governments and this initiative is aimed at promoting development by making it relatively cheaper to develop the land, as against holding the land vacant.

### **COMMERCIAL & INDUSTRIAL VACANT LAND (GRV)**

The proposed rate in the dollar is 9.00¢ of GRV value. This is a 4.6% increase over 2014/15. Rates provided by these categories, including from the minimum payment rate amount of \$722, is approximately 1.7% of the total rates requirement of Council. The increase also covers the Co-Safe charge of \$67 per rate assessment. The City continues to set vacant land rates in the dollar higher than the improved land rates in the dollar as an incentive to promote land development rather than land banking. The shortage of both residential and commercial/industrial land is a priority for both the State and Federal Governments and this initiative is aimed at promoting development by making it relatively cheaper to develop the land, as against holding the land vacant.

### **LARGE COMMERCIAL & INDUSTRIAL IMPROVED (GRV)**

The proposed rate in the dollar is 8.058¢ of GRV value, being no increase over the 2014/15 rates. Rates provided by this category are approximately 10.7% of the total rates requirement of Council. This rate provides for additional infrastructure refurbishment costs of Council assets heavily utilised by large commercial and industrial properties, defined as those with a gross rental value of over \$0.8m. The minimum payment rate will be set at \$710,

### **RURAL GENERAL IMPROVED (UV)**

The proposed rate in the dollar is 0.246¢ of the UV value of the land. The minimum payment amount proposed is \$880. The increase also covers the Co-Safe charge of \$67 per rate assessment. UV values are updated annually as provided to Council by the Valuer General of Western Australia. Rates from this category make up less than 1% of the total rates requirement of Council. This is land zoned Rural in the Town Planning Scheme and consists of land with small landholdings with commercial/industrial use on the land and in some cases including private dwellings. Much of the land in this category is future urban land and a number of property owners have already lodged structure plans. The Town Planning Scheme has a full list of allowable activities.

### **RURAL VACANT LAND (UV)**

This category of rate targets those parcels of land being left vacant in the expectation of imminent future development. The proposed rate in the dollar is 0.380¢ of the UV value of the land. The increase also covers the Co-Safe charge of \$67 per rate assessment. The minimum payment amount proposed is \$880. This is land where there are no dwellings, no business run from the property, the land is subject to development plans or the predominant use of the land is vacant land for future small lot urban development.

### **COMMERCIAL CARAVAN PARK (GRV)**

The proposed rate in the dollar is 8.163¢ of GRV value, being an increase of 1.3% to cover the cost of incorporating the Co-Safe charge into the rate in the dollar. This rate was introduced to provide for equity with other small land holders/strata lots in the district. An increasing number of permanent residents use caravan parks as well as casual renters. Each user of a bay/cabin in a caravan park consumes similar services to any other residential rate payer but to date, has been charged a nominal rate equivalent to 50% of the Council current minimum rate. The aim of this rate is to ensure rating equity with the current minimum equivalent being paid by approximately 6,000 residential ratepayers.

### **SPECIFIED AREA RATE – PORT COOGEE (GRV)**

This rate is for the provision of a special maintenance service in the Port Coogee area. This service is provided at a level higher than the City provides to the other parts of its district. The City adopts a standard cost for parks, roads and other services provided as part of the rates paid by ratepayers. Where the city inherits areas requiring a more intense management program, the City will provide that special service at the marginal cost. It is considered that the ratepayers and residents of the area benefit from the additional works and have access to the facilities affected. The additional cost is to be met by this SAR on all landholders in the Port Coogee area. The new rate in the dollar is 1.40¢ of GRV value, reflecting no increase over 2014/15.

### **SPECIFIED AREA RATE – COCKBURN COAST (GRV)**

This rate is for the provision of a special maintenance service in the Cockburn Coast precinct. This service is provided at a level higher than the City provides to the other parts of its district. The City adopts a standard cost for parks, roads and other services provided as part of the rates paid by ratepayers. Where the city inherits areas requiring a more intense management program, the City will provide that special service at the marginal cost. It is considered that the ratepayers and residents of the area benefit from the additional works and have access to the facilities affected. The additional cost is to be met by this SAR on all landholders of Residential Improved land in the Cockburn Coast precinct. The new rate in the dollar is 1.40¢ of GRV value.

## **OTHER CHARGES**

The annual charge for Non-Residential Improved rateable land provided with a Rubbish Collection and Recycling Service is estimated to be \$450, an increase of 3.44% from \$435 per 240 litre bin. Exempt Property Rubbish Services is also set to increase to \$500. A second green bin is available for \$311 and a yellow bin for \$100 per annum.

The Community Surveillance Levy (to fund the Co-Safe program) is proposed to be \$67, an increase of 3.0% from \$65 per property in 2014/15. This will no longer show in the rates assessments as it has been incorporated for all ratepayers into the rate in the dollar or the Minimum Payment.

The Swimming Pool Levy for 2015/16 will remain at \$36 per swimming pool. This levy works on a full cost recovery basis and all funds raised by this levy will go to the inspection of swimming pools as required by legislation.

## **OTHER CHARGES – UNDERGROUND POWER**

The City has implemented five year underground power charge schemes for parts of Coolbellup and Hamilton Hill. Underground power charges will continue to apply for the next two years for Hamilton Hill and this year for Coolbellup. Affected dwellings will pay \$610 pa or \$510 pa where a green dome is located at the front of the property. A rebate will apply to the charge where a property owner qualifies under the existing pensioner/seniors rebate scheme. When a property is sold in the affected area, the vendor will be required to pay the remaining balance as a charge against the property at settlement, like all other rates and charges.

## **PAYMENT OPTIONS**

Payment options will again include either payment in full within 35 days of issue or payment over four instalments. The instalment method attracts an administration charge of \$5.00 per instalment (excluding the first instalment) and interest charges at the rate of 4% on outstanding instalment amounts not yet due.

The administration charge is made to cover the additional costs involved in administering the instalment scheme and interest is charged to cover the cost of the lost investment opportunity due to the extended period over which payment is received.

Interest will be levied at a higher penalty rate where payment in full or instalment payments are not received within their respective due dates at the rate of 8% per annum. The interest rates charged on instalments and overdue payments are well below those currently allowed for within Local Government legislation at 5.5% and 11% respectively.

The City recovers credit card merchant fees charged by the bank at the equivalent rate paid by the City to the relevant financial institution.



## **SUBMISSIONS**

Section 6.36 (3)(b)(ii) of the Local Government Act 1995 requires Council to invite submissions from electors and ratepayers in respect of the rates and minimum payments proposed for the differential general rating categories. Although not required to, Council is also willing to accept submissions on any specified area rate proposed.

All submissions are required to be made in writing to the City of Cockburn by 12 noon on Monday, 8 June 2015. A report will be prepared on submissions, if any, and presented to the Ordinary Council Meeting to be held on 11 June 2015.

## OBJECTS AND REASONS FOR DIFFERENTIAL RATE CATEGORIES

### GROSS RENTAL VALUE DIFFERENTIAL RATE CATEGORIES

#### Improved Residential (GRV)

##### Proposed Characteristics

This differential rate category imposes a differential general rate on land valued on a gross rental value basis, which is:

- (a) zoned for the purpose of-
  - (i) Residential under Town Planning Scheme No 2 and is not vacant land; or
  - (ii) Special Residential under Town Planning Scheme No 2 and is not vacant land; or
  - (iii) Urban or Urban Deferred under the Metropolitan Region Scheme and is not vacant land; or
  - (iv) Town Centre Residential under Town Planning Scheme No 3 and is not vacant land; or
- (b) held or used for residential purposes under a Master Plan adopted pursuant to Part 3 of the Hope Valley-Wattleup Redevelopment Act 2000

##### Proposed Objects and Reasons

The object of this proposed rate is to apply a base differential general rate to land zoned and used for residential purposes and to act as the City's benchmark differential rate by which all other GRV rated properties are assessed.

The reason for this rate is to ensure that all ratepayers make a reasonable contribution towards the ongoing maintenance and provision of works, services and facilities throughout the City. It is also lower than vacant land as the City is endeavouring to encourage landowners to develop vacant land.

The proposed rate in the dollar for this category is 7.090 cents, with a minimum rate of \$916. It will be applied to 12,160 of the City's rateable properties and deliver 43% of the proposed rate income.

#### Vacant Residential (GRV)

##### Proposed Characteristics

This differential rate category imposes a differential general rate on land valued on a gross rental value basis, which is zoned for the purpose of-

- (a) Residential under Town Planning Scheme No 2 and is vacant land; or

- (b) Special Residential under Town Planning Scheme No 2 and is vacant land; or
- (c) Urban or Urban Deferred under the Metropolitan Region Scheme and is vacant land; or
- (d) Town Centre Residential under Town Planning Scheme No 3 and is vacant land.

#### Proposed Objects and Reasons

The object of this rate is to promote the development of vacant land within the City's district.

The reason for this rate is impose a higher differential general rate on vacant residential land that acts as a disincentive to persons who are land banking and not actively developing vacant land.

The proposed rate in the dollar for this category is 17.450 cents, with a minimum rate of \$916. It will be applied to 1,699 of the City's rateable properties and deliver 8% of the proposed rate income.

#### **Improved Special Rural (GRV)**

##### Proposed Characteristics

This differential rate category imposes a differential general rate on land valued on a gross rental value basis, which is zoned for the purpose of Special Rural under Town Planning Scheme No 2.

#### Proposed Objects and Reasons

The object of this rate category is to provide a lower differential rate for land zoned Special Rural, which is consistent with access to and provision of services to residential properties in a rural setting.

The reason for this rate is to reflect the lower demand on City resources, such as, lower impacts on transport infrastructure, when compared to the other GRV differential rating categories. It is also lower than vacant land as the City is endeavouring to encourage landowners to develop vacant land.

The proposed rate in the dollar for this category is 6.199 cents, with a minimum rate of \$916. It will be applied to 717 of the City's rateable properties and deliver 3% of the proposed rate income.

#### **Light Industrial and Commercial (GRV)**

##### Proposed Characteristics

This differential rate category imposes a differential general rate on land valued on a gross rental value basis, which is zoned for the purpose of-

- (a) Light Industry under Town Planning Scheme No 2; or
- (b) Commercial under Town Planning Scheme No 2; or



- (c) Kwinana Town Centre under Town Planning Scheme No 2; or
- (d) Mixed Business under Town Planning Scheme No 2; or
- (e) Special Use under Town Planning Scheme No 2; or
- (f) General Town Centre under Town Planning Scheme No 3; or
- (g) Shopping/Business under Town Planning Scheme No 3; or
- (h) Market Square under Town Planning Scheme No 3.

#### Proposed Objects and Reasons

The object of this rate category is to apply a higher differential rate to so as to raise additional revenue to offset the increased costs associated with service provision associated with these properties.

The reason for this rate is that a higher differential rate is required to meet the higher level of service costs associated with Light Industrial and Commercial properties and the localities within which they are situated, including costs of -

- (a) provision and maintenance of transport and streetscape infrastructure including car parking and traffic treatments; and
- (b) the management, administration and delivery of marketing activities aimed at enhancing the economic and social viability, and the general amenity of the Kwinana City Centre.

The proposed rate in the dollar for this category is 8.817 cents, with a minimum rate of \$1,190. It will be applied to 170 of the City's rateable properties and deliver 6% of the proposed rate income.

#### **General Industry and Service Commercial (GRV)**

##### Proposed Characteristics

This differential rate category imposes a differential general rate on land valued on a gross rental value basis, which is-

- (a) zoned for the purpose of:
  - (i) General Industry or Service Commercial under Town Planning Scheme No. 2; or
  - (ii) industrial use under a Master Plan adopted pursuant to Part 3 of the Hope Valley-Wattleup Redevelopment Act 2000,
- and
- (b) held or used for the purpose of General Industry and Service Commercial development, being an industrial or commercial use or development permissible under the zoning referred to in paragraph (a) and undertaken on land with a gross rental value of less than \$500,000.

### Proposed Objects and Reasons

The object of this differential rate category is to apply a differential rate to General Industry and Service Commercial properties (excluding properties within the Large Scale General Industry and Service Commercial differential rate category) in order to raise additional revenue to offset the costs associated with increased maintenance of infrastructure and higher levels of service associated with properties in this category.

The reason for this rate is the need to offset the higher level of costs incurred by the City in servicing properties in this category, including but not limited to the cost of transport infrastructure maintenance and provision and costs relating to monitoring of land use/environmental impacts.

The proposed rate in the dollar for this category is 7.510 cents, with a minimum rate of \$1,190. It will be applied to 347 of the City's rateable properties and deliver 8% of the proposed rate income.

### **Large Scale General Industry and Service Commercial (GRV)**

#### Proposed Characteristics

This differential rate category imposes a differential general rate on land valued on a gross rental value basis, which is-

- (a) zoned for the purpose of:
  - (i) General Industry or Service Commercial under Town Planning Scheme No 2; or
  - (ii) industrial use under a Master Plan adopted pursuant to Part 3 of the Hope Valley-Wattleup Redevelopment Act 2000,
- and
- (b) is held or used for the purpose of Large Scale General Industry and Service Commercial development, being an industrial or commercial use or development permissible under the zoning referred to in paragraph (a) and undertaken on land with a gross rental value of \$500,000 or greater.

### Proposed Objects and Reasons

The object of this rate category is to raise additional revenue to offset the costs associated with increased maintenance and renewal/refurbishment of transport infrastructure, and higher levels of service associated with properties in this category.

The reason for this rate is the need to offset the higher level of costs incurred by the City in servicing properties in this category, including the substantial cost of transport infrastructure maintenance and renewal/refurbishment due to significant heavy vehicle movements, and costs relating to monitoring of land use/environmental impacts.

The proposed rate in the dollar for this category is 7.792 cents, with a minimum rate of \$1,190. It will be applied to 47 of the City's rateable properties and deliver 12% of the proposed rate income.



## **UNIMPROVED VALUE DIFFERENTIAL RATE CATEGORIES**

### **General Industrial (UV)**

#### Proposed Characteristics

This differential rate category imposes a differential general rate on land valued on an unimproved value (UV) basis, which is zoned for the purpose of General Industry under Town Planning Scheme No 2.

#### Proposed Objects and Reasons

The object of this rate category is to raise additional revenue to offset the costs associated with increased maintenance of infrastructure and higher levels of service provided to or associated with properties in this category.

The reason for this rate is to meet a significant proportion of the additional costs involved in servicing properties within this rate category, which include but are not limited to major outlays for transport infrastructure maintenance and renewal/refurbishment and significant costs relating to monitoring of land use and environmental impacts.

The proposed rate in the dollar for this category is 3.464 cents, with a minimum rate of \$1,190. It will be applied to 3 of the City's rateable properties and deliver 13% of the proposed rate income.

### **Rural (UV)**

#### Proposed Characteristics

This differential rate category imposes a differential general rate on land valued on an unimproved value (UV) basis, which is: -

- (a) zoned for the purposes of Rural A under Town Planning Scheme No 2; or
- (b) zoned for the purposes of Rural Water Resource under Town Planning Scheme No 2; or
- (c) zoned for the purposes of Urban or Urban Deferred under the Metropolitan Region Scheme and held or used as the owner's ordinary place of residence as determined by the City; or
- (d) held or used for rural purposes under a Master Plan adopted pursuant to Part 3 of the Hope Valley-Wattleup Redevelopment Act 2000 .

#### Proposed Objects and Reasons

The object of the rate for this category is to impose a differential rate commensurate with the rural use of land, which additionally is to act as the City's benchmark differential UV rate and is considered to be the base rate by which all other UV rated properties are assessed.

The reason for this rate is to ensure that all ratepayers on rural land make a reasonable contribution towards the ongoing maintenance and provision of works, services and facilities throughout the City.

The proposed rate in the dollar for this category is 0.450 cents, with a minimum rate of \$916. It will be applied to 199 of the City's rateable properties and deliver 2% of the proposed rate income.

### **Mining (UV)**

#### **Proposed Characteristics**

This differential rate category imposes a differential general rate on land valued on an unimproved value (UV) basis, which is:

- (a) zoned for the purpose of Rural B under Town Planning Scheme No 2; or
- (b) held or used for industrial, extractive industry or quarrying purposes under a Master Plan adopted pursuant to Part 3 of the Hope Valley-Wattleup Redevelopment Act 2000.

#### **Proposed Objects and Reasons**

The object of this rate category is to raise additional revenue to offset the costs associated with increased maintenance of infrastructure and higher levels of service provided to properties in this category.

The reason for this rate is the need to offset the higher level of costs associated in servicing these properties, including the costs of transport infrastructure maintenance and renewal/refurbishment, and costs relating to monitoring of land use and environmental impacts.

The proposed rate in the dollar for this category is 0.770 cents, with a minimum rate of \$1,190. It will be applied to 14 of the City's rateable properties and deliver 1% of the proposed rate income.

### **Urban/Urban Deferred (UV)**

#### **Proposed Characteristics**

This differential rate category imposes a differential general rate on land valued on an unimproved value (UV) basis, which is zoned for the purpose of Urban or Urban Deferred under the Metropolitan Region Scheme and is not held or used as the owner's ordinary place of residence as determined by the City.

#### **Proposed Objects and Reason**

The object of this rate is to raise additional revenue to offset the costs associated with future planning and provision of infrastructure.

The reason for this rate is to impose a higher differential general rate to meet the increased costs associated with planning and preparing for intensified residential development, including infrastructure provision gaps.

The proposed rate in the dollar for this category is 0.594 cents, with a minimum rate of \$1,190. It will be applied to 368 of the City's rateable properties and deliver 4% of the proposed rate income.



# Notice of Differential Rates

## 2015/2016

In accordance with Section 6.36 of the Local Government Act 1995, the City proposes to apply differential rates for the 2015/2016 financial year as summarised in the following table:

RATE CATEGORY	RATE IN THE \$ (CENTS)	MINIMUM PAYMENT
<b>Gross Rental Valuation (GRV) Properties</b>		
GRV – Residential	6.520	\$1,043
GRV – Non-Residential	7.824	\$1,043
<b>Unimproved Valuation (UV) Properties</b>		
UV - Improved	0.1	\$499
UV – Vacant Land	0.1	\$499

### REASONS FOR THE DIFFERENTIAL RATES:

The City's rating strategy is to achieve rate revenue that meets the shortfall from other revenue sources and allows for the delivery of services and the creation of infrastructure to occur. The City desires to levy rates that are more equitable across different types of properties and thus has implemented differential rates reflective of the costs associated with service delivery across the different rating categories.

### OBJECTS OF THE DIFFERENTIAL RATES:

#### Gross Rental Valuation (GRV) Properties

Properties rated on a GRV basis make up approximately 99.44% of the total rates levied and have been classified into the following rate categories:

#### **GRV – Residential**

A differential general rate of 6.520 cents in the dollar applies to Residential Land.

"Residential Land" means any land used, or designed, or adapted for use, for the purpose of a dwelling and includes vacant land within the Residential, Rural, Special Rural, Special Residential, Commercial, District Town Centre, Primary Centre Waterfront Village, Primary Centre Urban Village and Primary Centre City Centre zones under the City of Rockingham Town Planning Scheme No. 2.

"Dwelling" has the meaning given to it in the City of Rockingham Town Planning Scheme No. 2.

The rate applied to GRV - Residential is the differential general rate used as the basis on which the other GRV rate categories are calculated. The GRV – Residential rate is an increase of 9.8% over the 2014/2015 rate in the dollar. Residential properties make up approximately 97.22% of the total GRV rates levied.



### **GRV – Non-Residential**

A differential rate of 7.824 cents in the dollar applies to Non-Residential Land.

“Non-Residential Land” means all land other than Residential Land.

The City has implemented a 20% differential rate on Non-Residential properties to assist in the cost of infrastructure specifically designed to support the Non-Residential sector. This includes construction of major infrastructure and roads specifically designed to form new major traffic thoroughfares. Non-Residential properties make up approximately 2.78% of the total GRV rates levied.

### **Unimproved Valuation (UV) Properties**

Properties rated on a UV basis make up approximately 0.56% of the total rates levied.

A general rate of 0.1 cents in the dollar applies to all land.

### **Other Information**

The charging methodology for the Community Security Service is proposed to change from being listed as a separate item on the rates notice to being included in the rate in the dollar. This amount is equal to 2.8% of the overall rate increase. Therefore, the net rate increase to ratepayers within the City of Rockingham is proposed to be 7%.





## 2015/2016 Budget

### Objects and Reasons for Differential Rates

The following Objects and Reasons are provided in accordance with Section 6.36 of the Local Government Act 1995 and the Council's "Notice of Intention to Levy Differential Rates" for the 2015/2016 Financial Year on various categories of properties within the City. This paper details the Objects and Reasons for those proposals.

#### Rates

Rates are levied on all rateable properties within the boundaries of the City of Melville Municipality in accordance with the Local Government Act 1995. The overall objective of the proposed rates and charges in the 2015/2016 Budget is to provide for the net (i.e. after taking into account all other forms of revenue) funding requirements of the City's services, activities, financing costs and the current and future capital requirements of the City as outlined in the City's Corporate Plan and Long Term Financial Plan.

#### Valuations

The rates in the dollar will be based on the *general valuation* as supplied by the Valuer General (VG) in respect of *gross rental values* (GRVs) effective from 1 July 2015 and as amended by any *interim valuations* received subsequent to that date.

#### Differential Rate categories

The Local Government Act 1995 states in Section 6.32. *Rates and service charges* that

- (1) When adopting the annual budget, a local government —
  - (a) in order to make up the budget deficiency, is to impose\* a general rate on rateable land within its district, which rate may be imposed either —
    - (i) uniformly; or
    - (ii) differentially;

The City intends to establish the following differential rate categories:

- Residential Land - incorporates Residential single dwellings, Duplex, Multi Unit, Strata and Homeswest Improved Properties.
- Residential Unimproved land – incorporates all vacant residential land...
- Commercial/Industrial Improved Land - incorporates Industrial, Commercial, Service Station, Hotel / Tavern, TAB and Hospitals.
- Unimproved Commercial/Industrial Land - incorporates Industrial, Commercial, Service Station, Hotel / Tavern, TAB and Hospital unimproved land.
- Minimum Rate in respect to Residential Land
- Minimum Rate in respect to Commercial/Industrial.



The Local Government Act sets out the basis on which differential general rates may be based as follows:

### 6.33. Differential general rates

(1) A local government may impose differential general rates according to any, or a combination, of the following characteristics —

- (a) the purpose for which the land is zoned, whether or not under a local planning scheme in force under the *Planning and Development Act 2005*; or
- (b) a purpose for which the land is held or used as determined by the local government; or
- (c) whether or not the land is vacant land; or
- (d) any other characteristic or combination of characteristics prescribed.

(2) Regulations may —

- (a) specify the characteristics under subsection (1) which a local government is to use; or
- (b) limit the characteristics under subsection (1) which a local government is permitted to use.

(3) In imposing a differential general rate a local government is not to, without the approval of the Minister, impose a differential general rate which is more than twice the lowest differential general rate imposed by it.

(4) If during a financial year, the characteristics of any land which form the basis for the imposition of a differential general rate have changed, the local government is not to, on account of that change, amend the assessment of rates payable on that land in respect of that financial year but this subsection does not apply in any case where section 6.40(1)(a) applies.

(5) A differential general rate that a local government purported to impose under this Act before the *Local Government Amendment Act 2009* section 39(1)(a) came into operation is to be taken to have been as valid as if the amendment made by that paragraph had been made before the purported imposition of that rate.

### Minimum Rates

The Local Government Act 1995 sets out the basis on which Minimum Rates may be levied.

### 6.35. Minimum payment

(1) Subject to this section, a local government may impose on any rateable land in its district a minimum payment which is greater than the general rate which would otherwise be payable on that land.

(2) A minimum payment is to be a general minimum but, subject to subsection (3), a lesser minimum may be imposed in respect of any portion of the district.

(3) In applying subsection (2) the local government is to ensure the general minimum is imposed on not less than —

- (a) 50% of the total number of separately rated properties in the district; or
- (b) 50% of the number of properties in each category referred to in subsection (6),

on which a minimum payment is imposed.

(4) A minimum payment is not to be imposed on more than the prescribed percentage of —

- (a) the number of separately rated properties in the district; or
  - (b) the number of properties in each category referred to in subsection (6),
- unless the general minimum does not exceed the prescribed amount.

(5) If a local government imposes a differential general rate on any land on the basis that the land is vacant land it may, with the approval of the Minister, impose a minimum payment in a manner that does not comply with subsections (2), (3) and (4) for that land.

(6) For the purposes of this section a minimum payment is to be applied separately, in accordance with the principles set forth in subsections (2), (3) and (4) in respect of each of the following categories —

- (a) to land rated on gross rental value;
- (b) to land rated on unimproved value; and
- (c) to each differential rating category where a differential general rate is imposed.

### **Basis for Differential Rates in Respect to Residential Unimproved Land**

Residential Unimproved land incorporates, Residential and Homeswest unimproved properties zoned for residential purposes.

The rate in the dollar set for this category will be equal to that set for Residential Improved land plus 12.65%. The minimum rates set for this category will be less than that set for Residential Improved land by the calculated amount of what would be the standard domestic refuse charge if a separate refuse charge was raised ie. the cost of domestic refuse collection was not recovered via General Rates.

The positive differential rate for Residential Unimproved land is proposed in order to fund the additional costs of servicing these types of properties. Vacant properties are more likely to be the sites of illegal dumping and in some cases can become overgrown and unkempt, or become places of antisocial behaviour. Additional street cleaning and gully educting is also required due to sand and debris originating from vacant land spreading onto the roads and gutters. The above requires the allocation of City resources over and above that required for Residential Improved properties.

### **Basis for Differential Rates in Respect to All Commercial/Industrial Land**

Commercial improved land incorporates industrial, commercial, service station, hotel / tavern, TAB and hospitals.

Commercial/Industrial land is proposed to have a rate in the dollar that will be equal to that set for Residential Improved land plus 3.94% and a minimum rate that will be equal to that set for Residential Improved land minus 22.8%.

The positive differential rate for commercial/industrial improved land is proposed in order to fund the additional costs of servicing these types of properties. Commercial premises generate higher volumes of pedestrian and traffic movements than residential properties and this results in increased road and streetscape maintenance requirements, additional on-street parking needs and the requirement to install additional traffic treatments. Due to the increased presence of litter surrounding commercial and industrial land the City is also required to provide additional litter collection services to these areas. Patrons and employees of commercial and industrial premises are consumers of municipal services but

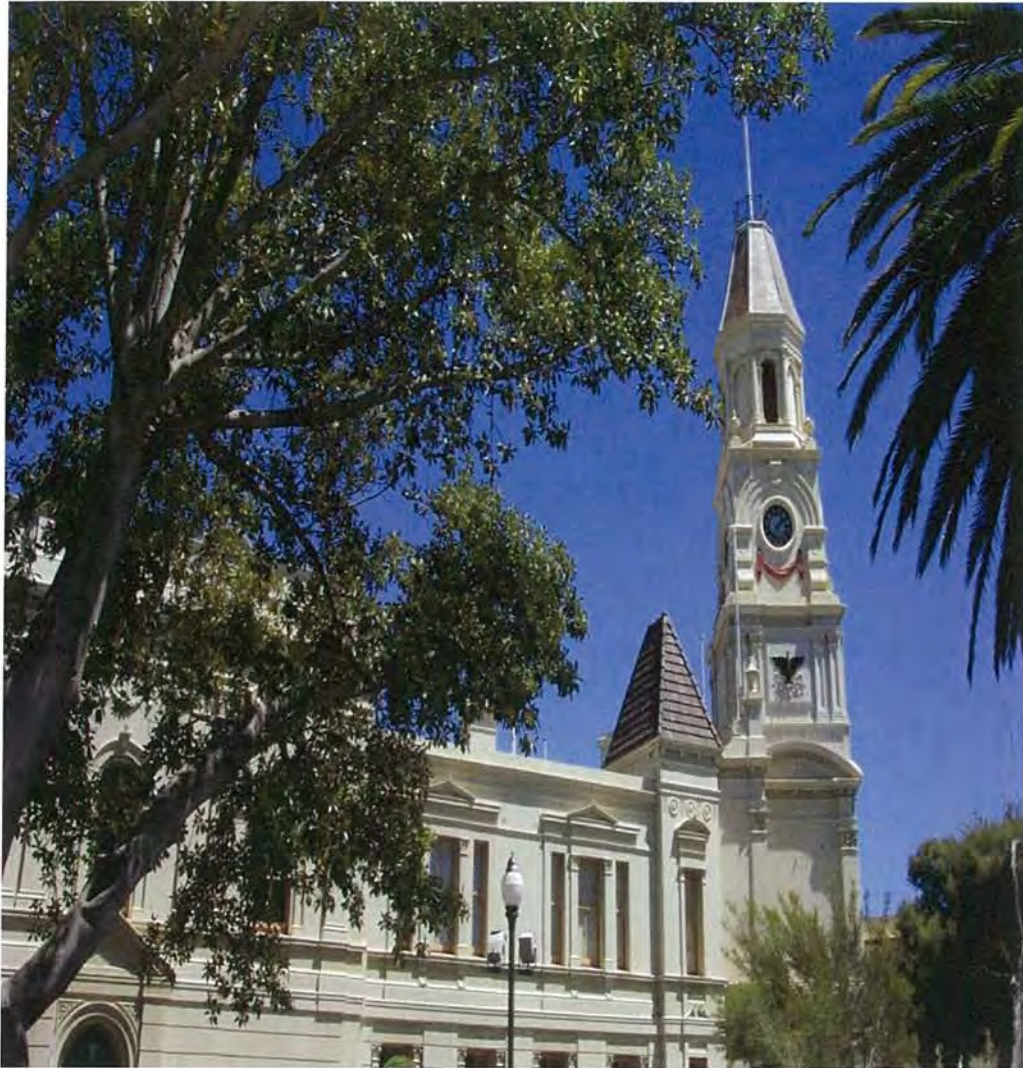
unless they are also property owners within the City, are not contributing to the cost of services used by them in the City of Melville.

For more information please contact Debra Wegner on 9364 0919 or email [debra.wegner@melville.wa.gov.au](mailto:debra.wegner@melville.wa.gov.au).

Submissions are invited from any elector or ratepayer with respect to the proposed rates, and any related matters, within twenty one days of the date of this notice. Submissions should be sent to City of Melville Locked Bag 1 Booragoon WA 6954 and clearly marked Submission Re Differential Rating.

All submissions should be forwarded by no later than 5.00pm on Tuesday **17 June 2015**.

**Dr SHAYNE SILCOX**  
**CHIEF EXECUTIVE OFFICER**



**OBJECTS AND REASONS FOR  
DIFFERENTIAL RATES  
WITHIN THE  
*CITY OF FREMANTLE***

Published: April 2015  
For the: 2015/2016 financial year.

# OBJECTS AND REASONS FOR DIFFERENTIAL RATES WITHIN THE CITY OF FREMANTLE

The current triennium for gross rental valuations (GRV's) commenced on 1 July 2014 therefore 2015/2016 will be the second year of the triennium.

Taking into consideration current decisions of council, the minimum rates and rates in the dollar for the "Residential Improved", "Commercial and Industrial General", "City Centre Commercial", "Nightclubs", "Vacant Residential Land" and "Vacant Commercial and Industrial Land" differential rates for the 2015/2016 financial year are **proposed** to be;

Differential Rate	Minimum Rate Proposed	Rate in the Dollar (\$) Proposed
Residential Improved	\$1,222	0.063744
Commercial and Industrial General	\$1,222	0.075223
City Centre Commercial	\$1,222	0.079439
Nightclubs	\$1,222	0.127486
Vacant Residential Land	\$1,103	0.105816
Vacant Commercial or Industrial Land	\$1,222	0.127487

Following are the objects and reasons for each of the differential rates:-

## 1. Residential Improved Differential Rate

The residential improved differential applies to all residential properties that are not specifically covered by the vacant residential differential rate.

At the start of the new triennial valuation cycle on 1 July 2014 cycle the valuations provided by the Valuer Generals Office (VGO) varied greatly between different property categories to the previous valuations. Such large variations make it very difficult to manage the general rate and waste increase across various parts of the community. To alleviate a substantial rate burden being placed on residential properties the City adopted a differential rate structure that separated differential rates being applied to commercial/industrial properties and residential properties. Therefore the rate for 2014/2015 was established by calculating the actual revenue from 2013/2014 for the affected properties and increasing it for the required percentage increase in revenue and then dividing by the new gross rental values (GRV) that were applicable from 1 July 2014.

For 2015/2016 the rate in the dollar has been increased by the required percentage increase in revenue.

## 2. Commercial and Industrial Differential Rate

The commercial and industrial differential applies to all commercial and industrial properties that are not specifically covered by the city centre commercial differential rate, nightclubs differential rate, and vacant commercial and industrial differential rate.

At the start of the new triennial valuation cycle on 1 July 2014 cycle the valuations provided by the Valuer Generals Office (VGO) varied greatly between different property categories to the previous valuations. Such large variations make it very



difficult to manage the general rate and waste increase across various parts of the community. To alleviate a substantial rate burden being placed on residential properties the City adopted a differential rate structure that separated differential rates being applied to commercial/industrial properties and residential properties. Therefore the rate for 2014/2015 was established by calculating the actual revenue from 2013/2014 for the affected properties and increasing it for the required percentage increase in revenue and then dividing by the new gross rental values (GRV) that were applicable from 1 July 2014.

In 2015/2016 the rate in the dollar has been increased by the required percentage increase in revenue.

### **3. City Centre Commercial Differential Rate**

The City Centre Commercial Differential Rate is applicable to all commercial properties located within the boundaries of the City Centre zone and the abutting Metropolitan Regional reserves (refer map below) being areas bounded by Parry Street, Norfolk Street and including those properties located in Fremantle Fishing Boat and Challenger Harbours and on Victoria Quay.

On 1 July 2008 the City took over management of the Fremantle First brand and introduced a differential rate to fund the management, administration and delivery of marketing activities aimed at enhancing the economic and social viability, and the general amenity, of the Fremantle Commercial Business District (CBD) and environs. In June 2010 council adopted the City of Fremantle Strategic Plan 2010-2015. The Plan included the preparation of a new Fremantle economic development strategy and the preparation of a Fremantle retail model plan.

A recommendation in the Fremantle Retail Model Plan, the introduction of a Fremantle CBD business improvement district, was subsequently incorporated into the Fremantle Economic Development Strategy 2011-2015, adopted by council in April 2011.

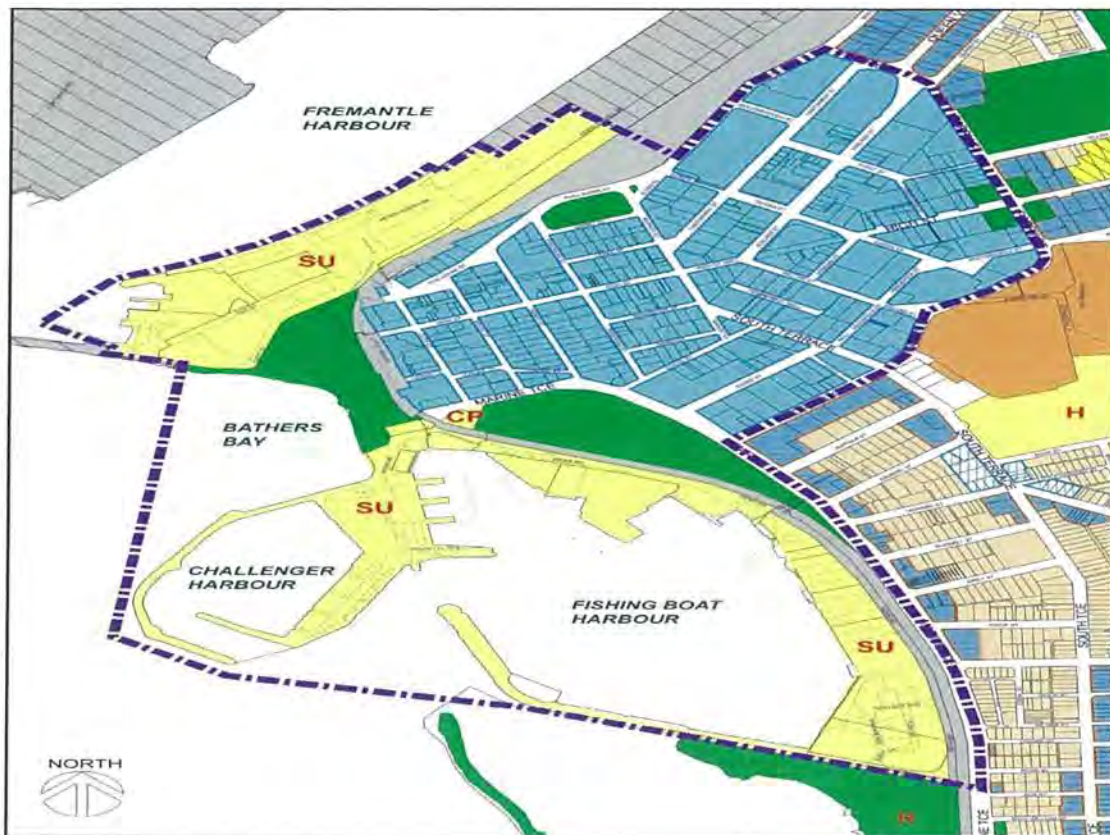
In July 2011 a steering group comprising business people from within the Fremantle CBD, and representatives of the City of Fremantle, Fremantle Chamber of Commerce and Business Foundations, commenced planning the establishment of a Fremantle CBD business improvement district.

On 24 April 2012 council, on the recommendation of the steering group, resolved to support the establishment of a Fremantle CBD business improvement project through a funding and performance agreement between the City of Fremantle and the business improvement district entity, a not-for-profit company limited by guarantee.

The funding of the business improvement district (BID) entity, as recommended to the council by the steering group, will be collected by the City of Fremantle from the City Centre Commercial Differential Rate above what the Commercial and Industrial General Differential would have raised. The base funding for the Fremantle BID is \$315,000 indexed at 2.5% from 2012/13.

In 2015/2016 it is estimated an additional \$339,000 will be raised from this differential rate compared to what would have been raised from the commercial and industrial general rate.

In 2015/2016 the rate in the dollar has been increased by the required percentage increase in revenue.



#### **4. Nightclubs Differential Rate**

Nightclubs that operate to the early hours of the morning present numerous challenges to the community and Council in the level of resources that are required to maintain the amenity of the area where the nightclubs are located and deal with the behaviour of the nightclub patrons both prior to arrival and on departure from the clubs. These issues cover: - noise complaints, vandalism, increased street sweeping and cleaning costs, unsociable behaviour, facilitating safe access to public transport and taxis for all visitors to the city including nightclub patrons and CCTV surveillance.

Due the increased costs directly and indirectly linked to the operation of these premises, Council is setting a differential rate that is double the general differential rate so that nightclubs that remain open after 2.00am make an additional contribution towards those costs that are incurred in maintaining the amenity in proximity to the nightclubs and the monitoring of peoples behaviours within the vicinity.

In 2015/2016 the rate in the dollar has been increased by the required percentage increase in revenue.

#### **5. Vacant Residential Land Differential Rate**

Under the Valuation of Land Act 1978 (VLA) land for which an active rental market doesn't exist is required to be valued on a prescribed percentage of capital value. Until recently only one prescribed percentage has been allowed and that was set at 5% in 1979. Land Valuation Services reports that owners of vacant residential land have increasingly expressed their concern about higher GRV's on their land than those that applied to neighbouring improved properties. New regulations under the VLA applied from 1 July 2011 and applied a single rate of 3% to all residential vacant

land while the existing 5% will continue to apply to all remaining vacant land (i.e. commercial and industrial).

The City of Fremantle considers the development of vacant rateable land in the best interests of the community and the value of rates paid for vacant land should be consistent for all types of vacant land. Therefore as a consequence of the reduction in the prescribed rate for residential vacant land from 1 July 2011, a vacant residential land differential rate was introduced to produce rate assessment value for vacant residential land equivalent to what a prescribed percentage of 5% would have produced.

In 2015/2016 the rate in the dollar has been increased by the required percentage increase in revenue.

## **6. Vacant Commercial and Industrial Land Differential Rate**

The city considers the development of vacant commercial and industrial rateable land in the best interests of the community therefore has set a differential higher than that which applies to developed commercial and industrial properties.

In 2015/2016 the rate in the dollar has been increased by the required percentage increase in revenue.

# **2015/16 Differential Rates**

The overall objective of the differential rates in the 2015/16 Budget is to provide for the net funding requirements of the City of Wanneroo's various programs, services and facilities.

The differential rates are based on an increase over 2014/15 consistent with the City's rating strategy of adjusting rates for forecast CPI plus 2-3%. One rating category (GRV Industrial Vacant) has however incurred an increase in excess of the average to more closely align with the GRV Commercial Vacant category.

Growth in the number of rateable properties has ensured that the rate increase for each ratepayer has been kept to a minimum.

The Objects and Reasons that have been proposed are:

## **GRV & UV Residential Improved**

The rate in the dollar and minimum rate have been set on the basis that ratepayers make a reasonable contribution to the cost of local government services and facilities available to residents.

The lesser minimum for strata titled caravan parks is set recognising the unique purpose of these properties while still ensuring a reasonable contribution to the cost of local government services and facilities available to residents.

## **GRV & UV Commercial Improved**

The rate in the dollar and minimum rate for all Commercial Improved property has been set to provide an acceptable standard of infrastructure and parking needs due to the greater volumes of people and vehicular traffic.

## **GRV & UV Industrial Improved**

The rate in the dollar and minimum rate for all Industrial Improved property has been set to provide an acceptable standard of infrastructure and parking needs due to the greater volumes of people and vehicular traffic.

The lesser minimum for strata titled storage units is set recognising the unique purpose of these properties.

## **GRV & UV Residential Vacant**

The rate in the dollar and minimum rate have been set in an effort to promote development of these properties thereby stimulating growth and development in the community.

## **GRV & UV Commercial Vacant**

The rate in the dollar and minimum rate for all Commercial Vacant land has been set in an effort to promote the development of these properties by attracting business and industry to the City thereby stimulating growth and development in the community.

**GRV & UV Industrial Vacant**

The rate in the dollar and minimum rate for all Industrial Vacant land has been set in an effort to promote the development of these properties by attracting business and industry to the City thereby stimulating growth and development in the community. GRV Industrial Vacant has however incurred an increase in excess of the average to more closely align with the GRV Commercial Vacant category.

**UV Rural & Mining Improved**

The rate in the dollar and the minimum rate have been set with an intention to foster and encourage farming and horticultural activities in the City of Wanneroo thereby stimulating growth and development in the community.

**UV Rural & Mining Vacant**

The rate in the dollar and the minimum rate have been set with an intention to encourage the development of vacant land thereby stimulating growth and development in the community.



# STATEMENT OF RATING OBJECTS & REASONS FOR THE 2015/16 YEAR

**In accordance with section 6.36 of the Local Government Act 1995 and the Councils 'Notice of Intention to Levy Differential Rates and Minimum Payments' the following information details the objectives and reasons for those proposals.**

The following rating principles are proposed in this Statement of Objects and Reasons for the 2015/16 rating year:

- Gross Rental Values apply to the following differential general rate categories; Residential, Commercial/Industrial, City Centre, Heavy Industry
- Unimproved Values apply to the following differential general rate categories; Farmland, Landscape, Rural, Special Area and UV Commercial
- Properties are rated according to the Town Planning zoning and predominant use of the land with each having a separate calculated rate in the dollar to achieve greater equity across all sectors;
- Gross Rental Values (GRV) are re-valued every 3 years with the last revaluation 1st July 2014.
- Unimproved Values (UV) are re-valued annually. The proposed rates have been calculated on provisional valuations as the 2015/16 values are yet to be provided by the Valuer General.
- Gross Rental Values and Unimproved Values are determined by the Valuer Generals Office
- It is proposed to increase the Gross Rental Value and Unimproved Values differential rate in the dollars by 3.25%
- The proposed rates model will yield approx. \$110.5million in total rate revenue which is an 8.4% increase on the 2014/15 budgeted rates and charges. This figure is inclusive of Ex-gratia rates, interims and write offs
- As in prior years, 3% of the rate revenue will be allocated to Infrastructure Reserve
- It is proposed to continue with Specified Area Rates 'Midland Drainage District and Hazelmere/Guildford Drainage District'
- It is proposed to adopt two specified area rates for properties within the Hazelmere Industrial Area to provide for roads and drainage infrastructure. One for those with a basis of valuation of GRV and the other UV
- Proposed to keep the 2015/16 minimum rates the same as 2014/15

The overall objective of the proposed rates in the 2015/16 Budget is to provide for the net funding requirements of the City's expenditure, after taking into account all other forms of revenue.

The formulation of a rating system is about achieving a means by which Council can raise sufficient revenue to pay for the services it provides. Throughout Australia, the basis of using property valuations has been found to be the most appropriate means of achieving rating equity; however, the achievement of a wholly equitable rating system for all properties, in all areas, is a difficult task if it is based on the property valuations alone. For this reason there are refinement options made available, such as differential rating, which the City of Swan has elected to use.

The Valuer General's Office (a state government agency) values all rateable land within Western Australia and those values are forwarded to each Local Government. There are two basis of valuations applied for the calculation of rates - Gross Rental Value (GRV) land used for non-rural purposes; and Unimproved Value (UV), land used for rural purposes.

The Local Government Act 1995 sets out the basis on which differential general rates may be based as follows: Section 6.32 (1) of the Local Government Act 1995 states:

- (1) When adopting the annual budget, a local government -
  - a. in order to make up the budget deficiency, is to impose a general rate on rateable land within its district, which rate may be imposed either -
    - i. uniformly; or
    - ii. differentially.



# STATEMENT OF RATING OBJECTS & REASONS

Continued

## DIFFERENTIAL RATES

### 6.33. Differential general rates

- (1) A local government may impose differential general rates according to any, or a combination, of the following characteristics –
  - a. (a) the purpose for which the land is zoned, whether or not under a local planning scheme in force under the Planning and Development Act 2005;
  - b. a purpose for which the land is held or used as determined by the local government;
  - c. whether or not the land is vacant land; or
  - d. any other characteristic or combination of characteristics prescribed.
- (2) Regulations may –
  - a. specify the characteristics under subsection (1) which a local government is to use; or
  - b. limit the characteristics under subsection (1) which a local government is permitted to use.
- (3) In imposing a differential general rate a local government is not to, without the approval of the Minister, impose a differential general rate which is more than twice the lowest differential general rate imposed by it.
- (4) If during a financial year, the characteristics of any land which form the basis for the imposition of a differential general rate have changed, the local government is not to, on account of that change, amend the assessment of rates payable on that land in respect of that financial year this subsection does not apply in any case where section 6.40(1) (a) applies.
- (5) A differential general rate that a local government purported to impose under this Act before the Local Government Amendment Act 2009 section 39(1) (a) came into operation is to be taken to have been as valid as if the amendment made by that paragraph had been made before the purported imposition of that rate.

### 6.35. Minimum payment

- (1) Subject to this section, a local government may impose on any rateable land in its district a minimum payment which is greater than the general rate which would otherwise be payable on that land.
- (2) A minimum payment is to be a general minimum but, subject to subsection (3), a lesser minimum may be imposed in respect of any portion of the district.
- (3) In applying subsection (2) the local government is to ensure the general minimum is imposed on not less than –
  - a. 50 per cent of the total number of separately rated properties in the district; or
  - b. 50 per cent of the number of properties in each category referred to in subsection (6), on which a minimum payment is imposed.
- (4) A minimum payment is not to be imposed on more than the prescribed percentage of  $\square$ 
  - a. the number of separately rated properties in the district; Or
  - b. the number of properties in each category referred to in subsection (6), unless the general minimum does not exceed the prescribed amount.
- (5) If a local government imposes a differential general rate on any land on the basis that the land is vacant land it may, with the approval of the Minister, impose a minimum payment in a manner that does not comply with subsections (2), (3) and (4) for that land.
- (6) For the purposes of this section a minimum payment is to be applied separately, in accordance with the principles set forth in subsections (2), (3) and (4) in respect of each of the following categories –
  - a. to land rated on gross rental value;
  - b. to land rated on unimproved value; and
  - c. to each differential rating category where a differential general rate is imposed.

## STATEMENT OF RATING OBJECTS & REASONS

Continued

### 2015/16 BUDGET PROPOSAL

The following are the proposed Differential general rates and minimum payments and Specified Area Rates for the City of Swan for the 2015/16 financial year, to be effective from July 1, 2015.

<b>GRV Differential Rates</b>	<b>Rate in dollar (\$)</b>	<b>Minimum Payment</b>
Residential	\$0.065618	\$845
Commercial/Industrial	\$0.080228	\$1,340
City Centre	\$0.080590	\$1,340
Heavy Industry	\$0.122360	\$1,620

<b>UV Differential Rates</b>	<b>Rate in dollar (\$)</b>	<b>Minimum Payment</b>
Farmland	\$0.0023448	\$845
Landscape	\$0.0031430	\$845
Rural	\$0.0032525	\$845
Special Area	\$0.0032938	\$845
UV Commercial	\$0.0046877	\$845

<b>Specified Area Rates</b>	<b>Rate in dollar (\$)</b>
Midland Drainage District	\$0.00536
Hazelmere/Guildford Drainage District	\$0.00536
GRV Hazelmere Industrial Area Infrastructure	\$0.02679
UV Hazelmere Industrial Area Infrastructure	\$0.00098162

The above rate model including Ex-Gratia rates, Interims and write offs will yield approx. \$110.5m in rates revenue.

### Gross Rental Valuation (GRV)

The City has adopted differential rates in its Gross Rental Valuation area for Residential, Commercial/Industrial, City Centre and Heavy Industry properties utilising valuations supplied by the Valuer General.

Properties are rated according to the Town Planning Scheme or predominant use of the land.

The rates in the dollar are based on the general valuation as supplied by the Valuer General in respect of gross rental values (GRV) effective July 1, 2015.

The Valuer General is required to maintain valuations of all rateable land in Western Australia for rating and taxing purposes. These values are assessed every three years by the Valuer General. Every property is valued as a date set by the Valuer General and this is referred to as the Date of Valuation. Rating valuations are therefore assessed at a snapshot in time reflecting the property market for the local area as the same time. This ensures consistency and fairness in the allocation of rates.

### The GRV's were last re-valued in 2014 by the Valuer General.

As the GRV is currently assessed every three years, despite possible changes to the rental market, the GRV remains fixed until the next general valuation (July 1, 2017). GRV means the gross annual rental that the land might reasonably be expected to realise if let on a tenancy from year to year upon condition that the landlord was liable for all rates, taxes and other charges thereon and the insurance and other outgoings necessary to maintain the value of the land.



## STATEMENT OF RATING OBJECTS & REASONS

Continued

The General Valuation Summary for City of Swan (GRV) 2015 is as follows:

Date of Valuation: July 1, 2015

Category	2014/15 Rate in dollar (\$)	2015/16 Rate in dollar (\$)	% difference	# of Assessments	Aggregate Values	Total
Residential	0.063550	0.065618	3.25%	46,165	854,222,556	66.72%
Commercial/ Industrial	0.077700	0.080228	3.25%	3,334	316,962,491	24.76%
City Centre	0.078050	0.080590	3.25%	311	61,809,431	4.83%
Heavy Industry	0.118510	0.122360	3.25%	52	47,353,654	3.70%
TOTALS				49,862	1,280,348,132	100%

Proposed to keep the same the above categories in the following ascending order;

1. Residential
2. Commercial/Industrial
3. City Centre
4. Heavy Industry

As there has been no valuation change per rateable property in 2014/15, as the GRV revaluations were completed by the Valuer General July 1, 2014, the rate in the dollar (\$) for each category has increased 3.25%.

The average increase in rates charged per rateable property will be approx. 3.25%, subject to minimum payment which for the 2015/16 financial year is proposed to be left the same as the 2014/15 financial year.

### GRV

#### *Residential;*

The Residential category relates to land where the predominant purpose for which the land is held or used is residential. The object of the proposed rate in the \$ of \$0.065618 is to ensure that the proportion of total rate revenue derived from Residential properties remains essentially consistent with previous years. The reason is that GRV values per rateable property have not increased as the valuations have an effective date of July 1, 2014, and also includes the ongoing maintenance and service provision of the City's assets and services primarily used by residential ratepayers.

Proposed Rate in \$:	\$0.065618
Minimum Rate:	\$845
Number of rateable assessments 2014/15:	42,751
Number of rateable assessments 2015/16:	46,165
Average rates per assessment 2014/15:	\$1,220
Average rates per assessment 2015/16:	\$1,250

#### *Commercial/Industrial;*

- a) Commercial relates to land where the predominant purpose for which the land is held or used is commercial, including in that term the activities of buying and selling of goods and services in retail businesses, wholesale buying and selling, financial establishments, and a wide variety of services that can be broadly classified as 'business', but where no other more specific use or zone category (such as 'Industrial', or 'City Centre') applies.
- b) Industrial relates to land zoned for the purpose of Industrial use or development under the City of Swan LPS 17.

In this context, the term relates to any of the Industrial zones in the City of Swan zoning Local Planning Scheme, other than the Extractive Industry zone. Land within one of the Industrial zones in the Local Planning Scheme may more appropriately fall into another definition or category which more specifically or appropriately applies, or where the City determines that another definition or category should apply to the characterisation of the subject land. To facilitate the making of a distinction between uses in other rate categories and use for industry, the definition of

## STATEMENT OF RATING OBJECTS & REASONS

Continued

industrial premises relied on by the City (but not applied to the Industrial differential general rate which depends on zoning) is as follows:

'Industrial premises are premises used for the manufacture, dismantling, processing, assembly, treating, testing, servicing, maintenance or repairing of goods, products, articles, materials, or substances, and in appropriate cases the following activities or uses associated with industry as described above, may be included -

- (i) The storage of goods;
- (ii) The work of administration or accounting;
- (iii) The selling of goods by wholesale or retail; or
- (iv) The provision of amenities for employees,

where any such activity or use is incidental to an industry as defined above, carried out on the same land.'

The object of the proposed rate in the \$ of \$0.080228 is to ensure that the proportion of total rate revenue derived from Commercial/Industrial properties remains essentially consistent with previous years. The reason is that GRV values per rateable property have not increased as the valuations have an effective date of 1 July 2014, and also includes the ongoing maintenance and service provision of the City's assets and services primarily used in a commercial or industrial environment, recognising the higher demand generated through commercial/industrial activity.

Proposed Rate in \$:	\$0.080228
Minimum Rate:	\$1,340
Number of rateable assessments 2014/15:	3,308
Number of rateable assessments 2015/16:	3,334
Average rates per assessment 2014/15:	\$7,208
Average rates per assessment 2015/16:	\$7,672

### *City Centre;*

The City Centre category relates to land zoned 'City Centre' in the City of Swan Local Planning Scheme relating to zoning (LPS 17).

The object of the proposed rate in the \$ of \$0.080590 is to ensure that the proportion of total rate revenue derived from City Centre properties remains essentially consistent with previous years. The reason is that GRV values per rateable property have not increased as the valuations have an effective date of July 1, 2014.

Proposed Rate in \$:	\$0.080590
Minimum Rate:	\$1,340
Number of rateable assessments 2014/15:	302
Number of rateable assessments 2015/16:	311
Average rates per assessment 2014/15:	\$15,936
Average rates per assessment 2015/16:	\$16,083

### *Heavy Industry;*

- a) Transport Depot and Heavy Haulage - Transport Depot, or Transport Depot and Heavy Haulage, or Transport Depot and Heavy Haulage Vehicle Centre relates to land (including buildings) held or used for the predominant purpose of garaging, parking or storage of road transport or heavy haulage vehicles used or intended to be used for carrying goods, materials or persons for hire, rent or reward, or for any consideration; or used for the transfer of goods, materials or persons from one such motor vehicle to another such motor vehicle and including the maintenance, building and repair of such vehicles.

Without limiting the generality of the foregoing, this differential general rate characteristic relates to land including buildings held or used for the parking or garaging of commercial vehicles, and land including buildings held or used for the maintenance and refueling of any vehicles referred to above, and the storage of goods brought to the premises by those vehicles.

- b) Noxious Industry - relates to land where animal tissue (whether waste tissue or otherwise) is rendered into stable, value-added materials. Rendering in this context can refer to any processing of animal by-products into more useful materials, or more narrowly to the rendering of whole animal fatty tissue and purified fats like lard or tallow.



## STATEMENT OF RATING OBJECTS & REASONS

Continued

- c) Extractive Industry - relates to land held or used for the predominant purpose of an extractive industry, as involving the excavation or extraction of soil, limestone, rock, gravel, shale, sand or clay, or other materials of a like kind, and which activity does not amount to mining operations under the Mining Act 1978 (WA).  
Or at the option of the Council: Land zoned under the City of Swan LPS 17 for the purpose of Extractive Industry.
- d) Brickworks or Concrete Plants relates to the following:
- Brickworks: Land held or used for the predominant purpose of a brickworks which, without restriction, may include one or more kilns, drying sheds, or buildings for manufacturing bricks, and may include a quarry for clay extraction if located on the same site as the manufacturing activity.
  - Concrete plant: Land held or used for the predominant purpose of a concrete plant, which may also be known as a concrete batching plant, and may comprise a plant, operation or equipment that combines various ingredients to produce concrete. A concrete plant can have a variety of parts and accessories, including but not limited to mixers, cement batchers, aggregate batchers, conveyors, radial stackers, aggregate bins, cement bins, heaters, chillers, cement silos, batch plant controls, and dust collectors (to minimise environmental pollution).

More of the City's resources are allocated to Heavy Industry's compared to Commercial/Industrial properties. The object of the proposed rate in the \$ of \$0.12236 is to ensure that the proportion of total rate revenue derived from Heavy Industry properties remains essentially consistent with previous years. The reason is that GRV values per rateable property have not increased as the valuations have an effective date of July 1, 2014, and also includes the ongoing maintenance and service provision of the City's assets and services primarily used in a Heavy Industry environment, recognising the much higher demand generated through Heavy Industry activity.

Proposed Rate in \$:	\$0.12236
Minimum Rate:	\$1,620
Number of rateable assessments 2014/15:	53
Number of rateable assessments 2015/16:	52
Average rates per assessment 2014/15:	\$98,478
Average rates per assessment 2015/16:	\$111,434

### Unimproved Valuation (UV)

The City has adopted differential rates in its Unimproved Valuation area for Farmland, Landscape, Rural, Special Area and UV Commercial properties utilising valuations supplied by the Valuer General.

Unimproved values are determined annually by the Valuer General with a valuation roll provided to local governments. The City has completed rates modelling based on provisional valuations provided with a date in force of July 1, 2015.

Unimproved values are based on the site value of the land.

Category	2014/15 Rate in dollar (\$)	2015/16 Rate in dollar (\$)	% difference	# of Assessments	Aggregate Values	Total
Farmland	0.0022710	0.0023448	3.25%	515	498,040,000	17.67%
Landscape	0.0030440	0.0031430	3.25%	459	241,603,000	8.57%
Rural	0.0031500	0.0032525	3.25%	1,473	1,215,896,000	43.15%
Special Area	0.0031900	0.0032938	3.25%	1,601	792,805,200	28.14%
UV Commercial	0.0045400	0.0046877	3.25%	34	69,523,361	2.47%
TOTALS				4,082	2,817,867,561	100%

Proposed to keep the same the above categories in the following ascending order;

- Farmland
- Landscape
- Rural
- Special Area
- UV Commercial

# STATEMENT OF RATING OBJECTS & REASONS

Continued

## UV

### *Farmland;*

The Farmland differential rate category applies to a combination of lands held or used for purposes consistent with Urban Farmland and Swan Valley Farmland. The Farmland category attracts the lowest differential rate and therefore forms the base rate of all other unimproved value rate categories.

- a) Urban Farmland - applies to all properties carrying on farming activities in line with the City's Policy on Farmland Concessions, where the properties are located outside the Swan Valley, and is not intended to apply to the Landscape category.
- b) Swan Valley Farmland - applies to land used for viticulture and other farming and horticultural activities in line with the City's Policy on Farmland Concessions which contribute to the unique rural character of the Swan Valley, and add value to the local government district of the City. It is intended that this differential rate will foster and encourage farming and horticultural activities in the Swan Valley, and it is considered that the significance of the Swan Valley to the City and to the Perth Metropolitan region justifies the imposition of the lowest differential rate.

The object of the proposed rate in the \$ of \$0.0023448 is to ensure that the proportion of total rate revenue derived from Farmland properties remains essentially consistent with previous years. The farmland rate is the standard against which the rate in the dollar for other UV properties is measured.

Proposed Rate in \$:	\$0.0023448
Minimum Rate:	\$845
Number of rateable assessments 2014/15:	520
Number of rateable assessments 2015/16:	515
Average rates per assessment 2014/15:	\$2,213
Average rates per assessment 2015/16:	\$2,273

### *Landscape;*

The Landscape category relates to land within the Landscape zone under the City of Swan LPS 17. The differential rate applied to the Landscape zone reflects a preferential rate compared with the Special Area category as properties in the Landscape zone are considered to enhance the environment and to make less demand on the City's resources.

The object of the proposed rate in the \$ of \$0.0031430 is to ensure that the proportion of total rate revenue derived from Landscape properties remains essentially consistent with previous years

Proposed Rate in \$:	\$0.0031430
Minimum Rate:	\$845
Number of rateable assessments 2014/15:	456
Number of rateable assessments 2015/16:	459
Average rates per assessment 2014/15:	\$1,612
Average rates per assessment 2015/16:	\$1,657

### *Rural;*

The Rural differential rate category applies to land falling within a combination of the General Rural and the Swan Valley properties as defined below:

- a) General Rural - applies to all land where the predominant purpose for which the land is held or used is of a rural nature, but where no other UV rate category applies.
- b) Swan Valley - applies to properties in the Swan Valley which are predominantly used for residential purposes, but take up relatively large areas of rural land, and do not add to the agricultural value of the Valley.

The object of the proposed rate in the \$ of \$0.0032525 is to ensure that the proportion of total rate revenue derived from Rural properties remains essentially consistent with previous years.



## STATEMENT OF RATING OBJECTS & REASONS

Continued

Proposed Rate in \$:	\$0.0032525
Minimum Rate:	\$845
Number of rateable assessments 2014/15:	1,472
Number of rateable assessments 2015/16:	1,473
Average rates per assessment 2014/15:	\$2,730
Average rates per assessment 2015/16:	\$2,692

### *Special Area;*

The Special Area category relates to land zoned for the purpose of Rural Residential, Rural Living or Special Rural use under the City of Swan LPS 17.

The Special Area rate is higher than the Rural rate as they are smaller in lot size and often require the same services as an urban area but are different in kind. The object of the proposed rate in the \$ of \$0.0032938 is to ensure that the proportion of total rate revenue derived from Special Area properties remains essentially consistent with previous years

Proposed Rate in \$:	\$0.0032938
Minimum Rate:	\$845
Number of rateable assessments 2014/15:	1,605
Number of rateable assessments 2015/16:	1,601
Average rates per assessment 2014/15:	\$1,588
Average rates per assessment 2015/16:	\$1,637

### *UV Commercial;*

- a) Vineyards with Commercial - relates to a number of properties which can be described as 'vineyards with commercial' which exist throughout the Swan Valley and provide a significant attraction for visitors, and are considered to add significant appeal to the area. Appeal arises by the operation of cellar sales, and other activities such as eating facilities, retail facilities and areas such as art galleries. Such properties are considered to play a very important role in attracting tourism to the area, and therefore have significance to the district of the City and the Perth Metropolitan region generally. These properties are distinct from those classed as Swan Valley, Swan Valley Farmland and Large Scale Vineyard.
- b) Large Scale Vineyards - Applies to two properties which produce a relatively small amount of grapes on the property itself compared with the total volume of grapes processed on the property. In addition to a large scale production including bottling facilities, each property has a wine tasting area, eating facilities, areas set aside for outside entertainment functions, and other areas for events such as meetings and social activities. Retail shopping facilities also exist for tourists which consist of vineyard products and local and other products.
- c) Quarries - refers to an industry which involves the extraction, quarrying or removal of sand, gravel, clay, hard rock, stone or similar materials from the land, and may include the treatment and storage of those materials, or the manufacture or products from those materials on, or adjacent to, the land from which the materials are extracted, but does not include Industry - Mining. The definition of the 'Extractive Industry' within GRV differential categories is acknowledged to have the potential to overlap this Quarries definition, and the distinction depends upon whether a GRV or UV valuation is applied to the subject land.
- d) Mining Tenements - relates to land held or used to commercially extract minerals from the land and in this context the term 'minerals' refers to substances the extraction or mining of which is covered by the Mining Act 1978 (WA).

UV Commercial properties have the highest Unimproved Value rate in the dollar as they place additional demand on Council and require greater administration in relation to compliance and complaints.

The object of the proposed rate in the \$ of \$0.0046877 is to ensure that the proportion of total rate revenue derived from UV Commercial properties remains essentially consistent with previous years

Proposed Rate in \$:	\$0.0046877
Minimum Rate:	\$845
Number of rateable assessments 2014/15:	33
Number of rateable assessments 2015/16:	34
Average rates per assessment 2014/15:	\$9,869
Average rates per assessment 2015/16:	\$9,654

# STATEMENT OF RATING OBJECTS & REASONS

Continued

The City of Swan has also provided for a 3.25% increase in the "Long Term Financial Plan" with 3% of the total rate revenue to be allocated to the Infrastructure Reserve.

Total Rate Revenue for 2015/16 is \$110.5million

## Minimum Rates

The City imposes a uniform general minimum for all rate categories under the Unimproved Value. For Gross Rental Values the Residential category forms the basis of minimum rates with Heavy Industry having the highest minimum. It is also a recognition that every property receives some minimum level of benefit of works and services provided. The higher minimum is applied to Heavy Industry to ensure that the rate burden is distributed equitably between all property owners.

## Submissions

Submissions from any elector or ratepayer with respect to the proposed rates should be forwarded to the City of Swan by 4.00pm on Friday June 12, 2015. Submissions should be addressed to;

City of Swan  
PO Box 196  
Midland WA 6936

And clearly marked 'Submissions regarding 2015/16 Differential Rates'.

M Foley  
CEO

EXTRACT FROM THE LOCAL GOVERNMENT ACT 1995 – s.6.41 - REGULATION 56

As note in Section 6.41 (1) (b), the Local Government Act goes on to say what should be in the Rates Notice as “Prescribed”, which refers to the Local Government (Financial Management) Regulations, in particular Regulation 56 as detailed below:

**56. Rate notice, content of etc. (Act s. 6.41)**

- (1) A rate notice may include more than one property where those properties are in common ownership or occupation, as the case requires, if details in relation to each property are shown separately.
- (2) Where the same person is responsible for both the rates and service charges on land the rate notice for that land may include both rates and service charges if the detail of each rate and each service charge is shown separately.
- (3) A rate notice for land is to include —
  - (a) the date the notice was issued; and
  - (b) in relation to the land the subject of the notice —
    - (i) a description of the land; and
    - (ii) unless the rate notice is for a service charge only, the valuation of the land recorded in the rate record;and
  - (c) details (including the amount and, where applicable, the rate in the dollar) of every rate and service charge imposed on the land; and
  - (da) where, under the *Rates and Charges (Rebates and Deferments) Act 1992*, a rebate on a rate or service charge may be allowed, the amount of the probable rebate adjacent to the words “State Government Rebate”; and
  - (d) where a service charge is imposed on the land, the purpose, as specified in regulation 54, for which the service charge is imposed; and
  - (e) where a differential general rate is imposed on the land details of —
    - (i) the rate imposed; and
    - (ii) the characteristics of the land upon which the rate is based;and
  - (f) where a specified area rate is imposed on the land —
    - (i) details of the rate imposed; and
    - (ii) the name of the rate, which must reflect the purpose for which the rate is imposed;and
  - (g) where a minimum payment is imposed on the land, the amount of that minimum payment; and
  - (h) brief details of the instalment options of the local government under section 6.45 and —
    - (i) the date for payment of each instalment under each option; and



- (ii) the amount payable for each instalment of each option; and
  - (iii) the total amount payable under each option;
- and
- [(i) *deleted*]
  - (j) if a rate or service charge (or any part of a rate or service charge) remains unpaid from the previous financial year the amount of those arrears; and
  - (k) the date the rates or service charges become due and payable; and
  - (l) the place appointed for the receipt of rates or service charges and the hours during which payment may be made; and
  - (m) where the rate is the result of the amendment of the rate record for a preceding year under section 6.39(2)(b), in addition to the details specified in this subregulation, equivalent details for that year; and
  - (n) a brief summary of the objection and review rights under Subdivision 7 of Part 6 of the Act and under the *Valuation of Land Act 1978*.
- (4) The following information is to accompany or be included in the rate notice —
- (a) a brief statement of the objects and reasons for —
    - (i) any differential rates imposed by the local government under section 6.33; and
    - (ii) any differential minimum payments imposed by the local government under section 6.35(6)(c); and
    - (iii) any service charges imposed by the local government;and
  - (b) if a differential general rate or minimum payment differs from the proposed rate or payment set forth in the local public notice given under section 6.36, reasons for the difference; and
  - (c) a statement that under section 6.49 an agreement as to the payment of a rate or service charge may be made with the local government; and
  - (d) if interest is to be imposed on unpaid rates and service charges —
    - (i) the circumstances in which interest will be imposed; and
    - (ii) the rate of interest;and
  - (e) if interest is accruing on unpaid rates or service charges, a statement that interest continues to accrue for each day until arrears are paid; and
  - (f) any discount or other incentive available for early payment, a brief description of the discount or incentive scheme and a brief statement of how that discount or incentive may be claimed; and
  - (g) a brief summary of —

EXTRACT FROM THE LOCAL GOVERNMENT ACT 1995 – s.6.41 - REGULATION 56

- (i) options for payment and entitlements under the *Rates and Charges (Rebates and Deferments) Act 1992*; and
  - (ii) any concession available under section 6.47 and the circumstances in which it is available;
- and
- (ha) a brief statement that rebates to pensioners and seniors under the *Rates and Charges (Rebates and Deferments) Act 1992* are funded by the Government of Western Australia; and
  - (h) a brief statement of the consequences of default in payment of rates and service charges; and
  - (i) a brief statement advising that payment of a rate or service charge on any land may not be made by instalments if at the date for payment of the first instalment any part of a rate or service charge imposed on that land in a previous financial year (or interest accrued thereon at the date of issue of the rate notice) remains unpaid.



# Midyear Business Plan Review 2015 – 2016





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# PLAN UPDATE

The City's financial position at the end of the first half of FY15-16 was in line with the budget expectations. Overall revenue and expenditure is consistent with the initial estimates; with the trend indicating that the City will achieve its budget forecast. While economic activity has slowed across many sectors of the State's economy, the City is still experiencing growth in residential and commercial construction. The City is likely to remain a solid vehicle for growth in these more challenging times.

The Annual Business Plan outlined a range of activities that would be undertaken in support of the **Strategic Community Plan 2012-2022**. While many of these are commented upon later in this document, listed below are some of the major achievements to date:

- Growing the City. The consultation phase of the *Lakes Revitalisation Strategy* was completed, with final public consultation to take place in early 2016. The *Cockburn Central Activity Centre Plan* was also updated and released for public consultation. Major civil works on the Cockburn Coast's *Shoreline* development were mostly completed, with Landcorp also advertising the initial lots for sale in this precinct. Civil works commenced in the Cockburn Central West precinct, with stage one of these due for completion in April 2017. Urban expansion continued in the southern and eastern suburbs, with new subdivisions being opened in each of these precincts.
- Community and Lifestyle. Work commenced on updated versions of the City's *Sports and Recreation Facilities*, *Childrens* and *Age Friendly* strategies. The City took a lead role in a successful lobbying campaign to have the State Government retain funding for Financial Counselling services. A similar effort is also underway for Juvenile Justice support services. The City also won several major awards for its *Your Move* project, conducted in 2014 in conjunction with the Department of Sport and Recreation and Department of Transport.
- A Prosperous City. New developments at Jandakot City will significantly increase employment growth in this location during 2016. The Port Coogee shopping centre development also commenced, with this due for completion mid-2016. The City has also lobbied strongly for the development of the outer harbour and adjacent intermodal facilities projects for the Latitude 32 precinct. Development of this area would create 10,000 new jobs for the south-west region.
- Environment and Sustainability. In October 2015 the 3<sup>rd</sup> bin trial for garden organics commenced in Hamilton Hill. Work also progressed on options for Waste to Energy as a future waste processing solution. The City's latest *State of Sustainability Report (published in December 2015)* demonstrated the considerable achievements being made across many areas. Bushfire mitigation measures were implemented in a number of precincts as part of the City's *Bushfire Management Plan*. Continuing work on coastal modelling and protection measures also demonstrated the City's commitment to develop practical solutions to deal with the impacts of climate change.

- Infrastructure. Construction commenced on the new \$109M Aquatic and Recreation facility, being jointly developed with the Fremantle Football Club at Cockburn Central. At this time the facility is around 20% complete, with the building construction likely to be completed by the end of 2016. In December 2015 the City also secured *National Stronger Regions Funding* of \$4.5M towards the Cockburn Bowling Club and Recreation facility to be built in Yangebup. This project will go to tender during the second half of the FY. Tenders were also let for the Aubin Grove clubrooms extensions and the City's Depot upgrade. The latter will commence construction in early 2016 and will be progressively completed over the next three years.
- Moving Around. The focus on road improvements has delivered some significant results with: construction underway on widening of the Freeway (south bound) to Russell Road, design for duplication of the \$38M Russell Road bridge completed and preparatory works commenced for the new \$80M Aubin Grove train station. The *Community Connect South* campaign also delivered funding of \$145M for duplication of Armadale Road, with these works to commence in FY 16-17. A tender was also finalised for duplication works on Beeliar Drive, with this project to be completed by mid-2016.
- Leading and Listening. The 2015 Community Perceptions results showed the community held Council in high regard. Council elections were held in October 2015, with three Elected Members (Crs Reeve-Fowkes, Portelli and Pratt) returned for another term along with one new Elected Member (Cr Terblanche). Testing of the City's Business Continuity Plan demonstrated a high level of readiness in the City's preparations for disaster like situations. Tenders were awarded for consultancy services to assist with preparations for key strategy documents due to be adopted by mid-2016.

The second half of FY15-16 will see considerable effort devoted to the preparations for the new Aquatic and Recreation centre. A substantial number of tenders for this project, ranging from maintenance and cleaning contracts to internal fit out, still need to be developed, tendered and awarded.

The other key project for this period is the development of a new **Strategic Community Plan 2016 – 2026**. This document is fundamental to guiding the future development of Cockburn and will seek to continue delivery of the strategy that makes the City the *best place to live, work, visit and invest in* within the metropolitan area.

# INCOME

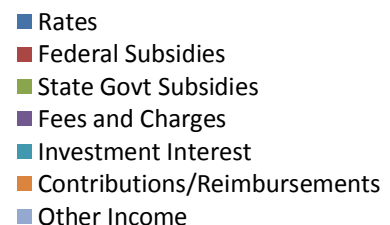
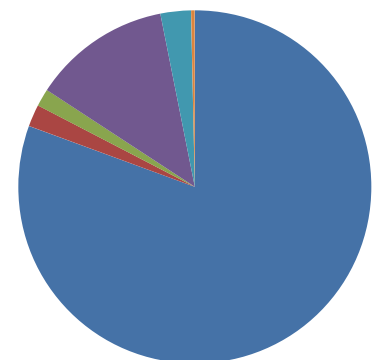
## Operating Income

The City's projected income for the year is marginally ahead of budget. As at the end of December 2015, income is \$1.46M ahead the budget. Several sources of income are making the major contribution to this variation as follows.

- **Rates** – Income is 0.01% (1.98M) ahead of the YTD budget.
- **Federal and State Government Operating Grants** – These are both marginally ahead of the YTD budget. Collectively by 0.01% (0.44M).
- **Fees and Charges** – Income is \$1.28M under budget, mostly due to lower gate fees being received at the Henderson Waste & Recovery Park (HWRP). a Expenditure at the HWRP is correspondingly lower.
- **Investment Interest** – Income is \$0.29M ahead of budget as a result of slower capital spending which provides higher cash balances to earn additional interest income and higher interest rates than originally budgeted when setting the 2015-16 budget.
- Variances to other sources of income have not had a material impact on the operating result.

### Operating Income

Source	YTD Budget (M)	YTD Actual (M)
Rates	87.30	89.28
Federal Subsidies	2.01	2.23
State Govt Subsidies	1.56	1.78
Fees and Charges	15.29	14.01
Investment Interest	2.81	3.10
Contributions/Reimbursements	0.33	0.36
Other Income	0.006	0.01
<b>Total Operating Income</b>	<b>109.31</b>	<b>110.77</b>
<i>Add: Loan Funds</i>	0	0
<b>Adjusted Operating Income</b>	<b>109.31</b>	<b>110.77</b>



## Capital Income

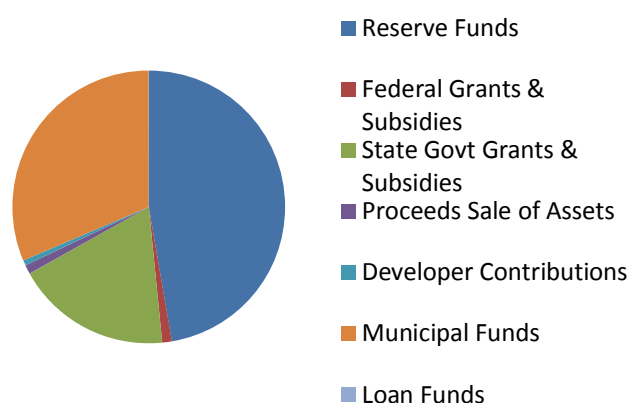
The table below indicates the primary source of funding for Capital Works and the level of draw down YTD. While many of the capital projects are progressing well, the draw down on cash to fund these works has not been as high as forecast. A revised cash flow is being presented at the mid-year budget review.

The major variations are with:

- **Reserve Funds** – Transfers are made quarterly (or as required with funds left in the bank to maximize interest) to fund major projects. While cash has been committed to many projects, the actual draw down on this source is used only after other sources of income are utilised.
- **Federal and State Grants** – The funding received is in lower than forecast as some projects have not yet had financial acquittal back to the funding agencies. Grant income associated with the CCW-RPAEC is lower due to the later commencement of the project.
- **Asset Sales** – The asset replacement program is behind schedule due to slow delivery rates from equipment suppliers.
- **Developer Contributions** – The number of developer funded road projects is relatively small this FY, with priority currently being given to other municipal funded projects.
- **Municipal Funds** – Draw on municipal funds is higher than the year to date budget as the overall capital spend is primarily coming from municipal funds as against a much lower draw on reserve funds. This allows the reserve funds to accumulate higher interest income, reducing) future transfers from the municipal fund.

### Capital Funding

Source	YTD Budget	YTD Actual
Reserve Funds	22,468,333	10,636,939
Federal Grants & Subsidies	531,819	256,452
State Govt Grants & Subsidies	7,158,721	4,152,525
Proceeds Sale of Assets	2,335,500	241,715
Developer Contributions	3,500,000	141,201
Municipal Funds	(2,054,974)	7,067,277
Loan Funds	0	0
<b>Total Capital Income</b>	<b>33,939,399</b>	<b>22,496,109</b>



# EXPENDITURE

The City has five primary Service Divisions, with these then further subdivided into Service Units. Detailed below is the operating and capital expenditure YTD (cash and commitments) for each of these.

DIVISION	YTD BUDGET	YTD ACTUAL
<b>Executive Services</b> Operating Expenditure Capital Expenditure	\$4.55M \$12.60M	\$4.28M \$13.44M
<b>Planning and Development</b> Operating Expenditure Capital Expenditure	\$4.64M \$0.46M	\$4.41M \$0.14M
<b>Finance and Corporate Services</b> Operating Expenditure Capital Expenditure	\$1.48M \$0.74M	\$1.70M \$0.15M
<b>Engineering and Works</b> Operating Expenditure Capital Expenditure	\$34.23M \$19.60M	\$33.03M \$8.54M
<b>Governance and Community Services</b> Operating Expenditure Capital Expenditure	\$17.67M \$0.54M	\$16.32M \$0.22M
<b>TOTAL EXPENDITURE</b> Operating Expenditure Capital Expenditure	<b>\$62.57M</b> <b>\$33.94M</b>	<b>\$59.74M</b> <b>\$22.49M</b>

**Employee Costs** – The under-spend in employee costs is due to a higher turnover rate for full time staff and a longer time to fill such vacancies. The City continues to recruit staff and receives higher than usual numbers of applications for every vacancy.

**Materials and contracts etc** – Were \$1.3M under YTD budget with Parks Services (\$0.35M), Infrastructure Services (\$0.36M) and Waste Services (\$0.40M) contributing mostly to this result

**Capital works** – The Works Depot upgrade (\$2.1M) and Civic building HVAC upgrade works (\$0.8M) were the significant variances in the net \$3.8M underspend against YTD budget for Buildings. The CCW RAEPEC project was \$0.6M over the YTD budget reflecting good progress being made on the construction. The roads construction program was \$1.3M underspent against the YTD budget, mainly due to Berrigan Drive [Kwinana Fwy to Jandakot Rd] under by \$1.4M; and North Lake Road [Hammond to Kentucky] under by \$0.6M. The plant replacement program was \$3.0M behind the YTD budget although \$1.8M of heavy & light fleet items are on order awaiting delivery. The parks capital program is collectively \$1.8M behind budget with the adventure playground at Bibra Lake the major contributor to the variance at \$0.8M.



# EXECUTIVE SERVICES DIVISION

Provides strategic direction for the City, and administrative and governance support to other divisions.



Artists Impression of Regional Physical Activity and Education Centre

## Budget and Key Performance Indicators

Activity		% of Statutory Requirements Met	Satisfaction with Decision Making	FTE Count
FY 15-16 Target		99.5%	86%	14.21
YTD		Not available	Not available	10.66
Budget	YTD Budget 15-16	YTD Actual 15-16	Variance %	
Gross Expenditure	2,625,909	2,350,026	-11%	
Internal Recharging	1,928,796	1,926,341	0%	
<b>Net Expenditure</b>	<b>4,554,705</b>	<b>4,276,367</b>	<b>-6%</b>	
<b>Operating Income</b>	<b>(91,822,285)</b>	<b>(94,127,480)</b>	<b>3%</b>	
<b>Net Position</b>	<b>(87,267,580)</b>	<b>(89,851,113)</b>	<b>3%</b>	

### Actions to be undertaken 2015-16 as identified in the City's Corporate Business Plan

- Engage with State and Federal Government agencies in order to secure partnership funding arrangements. **Ongoing.**
- Maintain Corporate Risk Register. **Update completed.**
- Implement Community Emergency Risk Management (2009). **In progress.**
- Implement Local Emergency Management Arrangements (2011). **In progress.**
- Implement Risk Management Strategy (2013 – 2015). **In progress.**

### Other Business Activities/Initiatives for 2015-16

- **Infrastructure Funding.** The City will launch the Community Connect South project during the year, in collaboration with the City of Armadale. This initiative is intended to attract a significant commitment to improving east-west traffic links through Armadale Road and Cockburn Central; as part of the next Federal and State elections. **A successful phase 1 campaign resulted in a commitment of \$145M for this project. Phase two will run in the latter half of the FY.**
- **Strategic Community Plan.** The next iteration of this plan, along with ancillary Corporate Business, Finance, Asset and Workforce plans, will be developed during the year. Following the election of a new Council, the project will advance through to the community engagement phase, with all plans being finalized by June 2016. **Work has commenced with consultant appointed, the community consultation website launched and Elected Member (EM) workshops scheduled for Feb 16.**

# PLANNING AND DEVELOPMENT DIVISION

The Planning and Development Division is responsible for managing the statutory and strategic planning for the City, as well as overseeing heritage, urban design and sustainable development. This division oversees building approvals, development compliance and environmental health services, as well as managing the acquisition and sale of the City's land assets. This division has two services units:

- Planning Services (Statutory; Strategic)
- Development Services (Building; Environmental Health)



Mayor and Strategic Planning Staff with Hamilton Hill Revitalisation Awards

## Business Activities/Initiatives for 2015-16

- **Statutory Planning.** Development Compliance tracking, mapping and reporting for GIS and Mobility; Introduction of a Design Review Panel if supported by Council; Implementation of Planning Infringements for minor compliance issues; Implementation of electronic processing of Zoning Statements. **All programs commenced or completed except Development Compliance which is to be deferred.**
- **Strategic Planning.** Development and implementation of new and existing Strategies; Advancement of Structure Planning for various Development Areas and Plans; Amendments to various existing Schemes. **Nearing completion. The Strategic Planning team have progressed towards final adoption major projects including The Lakes Revitalisation Strategy; Cockburn Central Activity Centre Structure Plan; structure planning through the Munster, Hammond Park, Wattleup and Cockburn Coast localities.**
- **Land Administration.** Continued implementation of the Land Management Strategy (2011-2016) and its key projects and begin preparation for new strategy; Planning development of South Lakes; Advancement of Naval Base Shacks in accordance with existing Management Plan; Development and implementation of Operation Strategy for community and recreational services leasing function. **Nearing completion. Major land transactions are well progressed, according to the guidance provided within the endorsed Strategy. These include the transactions around the new Beeliar Town Centre and continued transactions associated with the Phoenix Rise Master Plan.**
- **Building Services.** Approvals of Residential Building, Commercial/Industrial Sector Projects and Building Permits in accordance with the Building Act; Continue to work with the Building Commission to develop a new reporting format; Commencement of eSubmit for online lodgments; Resolution of Building Compliance complaints. **All items in progress.**
- **Environmental Health.** Implementation of existing Strategies; Continuation of Industrial Premises Inspection Program and Uninhabitable Premises Position Statement; Continue liaising with Cockburn Cement; Prepare for the introduction of the new WA Public Health Act; Advocating to Commonwealth and State Government departments to improve community lifestyles; Continuation of Co-Health Healthy Lifestyle programs. **All programs in progress.**

# Statutory Planning

Assessment of Development and Subdivision applications, undertaking compliance inspections and enforcement action to provide residents with a high quality built environment.

## Budget and Key Performance Indicators

Activity	Planning Applications Received	Approvals Issued	Avg Processing Time (days)	FTE Count
FY 15-16 Target	1300	1250	45	13.00
YTD	534	506	43	14.00
Budget	YTD Budget 15-16	YTD Actual 15-16	Variance %	
Gross Expenditure	706,831	631,150	-11%	
Internal Recharging	303,460	301,316	-1%	
<b>Net Expenditure</b>	<b>1,010,291</b>	<b>932,466</b>	<b>-8%</b>	
<b>Operating Income</b>	<b>(869,508)</b>	<b>(804,864)</b>	<b>-7%</b>	
<b>Net Position</b>	<b>140,783</b>	<b>127,602</b>	<b>-9%</b>	

## Actions to be undertaken 2015-16 as identified in the City's Corporate Business Plan

There are no key tasks to be undertaken from the City's Corporate Business Plan for the current FY.

### Business Activities/Initiatives for 2015-16

- **Development Compliance and GIS.** Planning is underway to apply the powers of the City's existing Geographic Information Systems to the tracking and management of Development Compliance processes. GIS mapping using the City's database will enable spatial tracking of Development compliance issues. **Completed. Information now available on GIS.**
- **Development Compliance and Mobility.** Along with the City's Rangers the City's Development Compliance functions are to be expanded with mobile systems for the collection and reporting of evidence and issuing of infringements in timely and cost effective manner. **Deferred pending cost benefit analysis.**
- **Design Review Panel.** A detailed business case will be prepared to seek Council support for the introduction of a Design Review Panel (DRP) for the City. With a dramatic increase in the number of large-scale buildings including multiple dwellings, obtaining specialist architecture and urban design advice via a DRP should be considered. **Commenced. On track for completion June 2016.**
- **Planning Infringements.** The implementation of Planning Infringements for minor compliance issues in accordance with the Planning and Development Act 2005. **Completed. Ability to infringe for minor planning offences now in place.**
- **Electronic Zoning Statements Internal Process.** Implement new paperless process for processing zoning statements to reduce processing time and increase customer service levels. **Commenced. On track for completion June 2016.**



# Strategic Planning

Prepares Structure Plans, formulates strategies, adopts policies which provide formal guidance and direction for the planning and development of the District, and to ensure that all property interests and the City's Land portfolio are appropriate and sufficient.

## Budget and Key Performance Indicators

Activity	Structure Plans	Scheme Amendments	FTE Count
FY 15-16 Target	10	6	9.16
Year to Date	6	3	11.26
Budget	YTD Budget 15-16	YTD Actual 15-16	Variance %
Gross Expenditure	614,930	635,692	3%
Internal Recharging	200,523	187,450	-7%
<b>Net Expenditure</b>	<b>815,453</b>	<b>823,142</b>	<b>1%</b>
<b>Operating Income</b>	<b>(103,064)</b>	<b>(80,499)</b>	<b>-22%</b>
<b>Net Position</b>	<b>712,389</b>	<b>742,643</b>	<b>4%</b>

### Actions to be undertaken 2015-16 as identified in the City's Corporate Business Plan

- Develop and implement the new Local Planning Strategy. **In progress.**
- Develop and implement the new Town Planning Scheme. **In progress.**
- Implement Cockburn Central Activity Centre Plan (2015). **Ongoing.**
- Implement the Housing Affordability and Diversity Strategy (2014). **Ongoing.**
- Implement Revitalisation Staging Plan (2014) relating to the timing and progress of revitalisation strategies. **Ongoing.**
- Implement the Local Commercial and Activity Centres Strategy (2011-2016). **Ongoing.**
- Maintain the Local Government Inventory and Heritage List (2011). **Ongoing.**
- Align the planning and engineering Functions of the City with the Sustainability Strategy (2012). **Ongoing.**
- Foster Economic Development which is aligned to the Sustainability Strategy (2012). **Ongoing.**
- Ensure that the adopted Sustainability principles are incorporated into all structure plans for new development. **Ongoing.**

### Other Business Activities/Initiatives for 2015-16

- Continue to advance structure planning for Development Area 2 (Wattleup) within the Latitude 32 Redevelopment Area. **Commenced. The City has been active particularly in providing detailed feedback to the applicant of these proposals, being Landcorp. The City has assisted in respect helping Landcorp understand the development contribution issues, and ensuring that the framework that is produced reflects the principles contained within State Planning Policy 3.6.**
- Advance consideration by Council of Major Development Plans which eventuate from the approval of the Jandakot Airport Master Plan (2014). **Commenced. This is programmed for consideration at the February Council meeting.**
- Advance amendment to the Metropolitan Region Scheme and Local Planning Scheme as they pertain to the final (southern) planning precinct in Cockburn Coast (Power Station Precinct) within Cockburn Coast. **Completed. The City's role in respect of this project is currently completed. The next step will be to receive the formal structure plan.**
- Advance the Draft Lakes Revitalisation Strategy to Council for the purposes of endorsing the draft for community consultation. **Commenced. The visioning and background reporting stages have been completed successfully. The Draft Strategy has been adopted by Council for the purposes of community consultation.**
- Prepare the Draft Activity Centre Structure Plan for Cockburn Central. **Nearing completion. This is proposed to be presented to the February 2016 Council meeting.**
- Prepare the Draft Activity Centre Structure Plan for Phoenix Town Centre. **Commenced. The draft has been prepared and now awaits a formal visioning exercise with Councillors in order to specifically consider the administration precinct.**
- Advance a new District Structure Plan for the Munster Urban Deferred precinct east of Lake Coogee. **Commenced. Completion is pending finalisation of the Perth and Peel Strategy.**

# Land Administration

Administers leases and licenses, purchases and develops land for Council works, manages public requests for pedestrian access-ways, including closures.

## Budget and Key Performance Indicators

Activity	PAW Closure Investigations	Land Purchases	Land Sales	FTE Count
FY 15-16 Target	2	\$1M	\$3M	2.00
Year to Date	1	\$0.25m	\$2.65m	2.00
Budget	YTD Budget 15-16	YTD Actual 15-16	Variance %	
Gross Expenditure	165,410	307,470	86%	
Internal Recharging	277,198	222,794	-20%	
<b>Net Expenditure</b>	<b>442,607</b>	<b>530,263</b>	<b>20%</b>	
<b>Operating Income</b>	<b>(1,251,931)</b>	<b>(1,109,441)</b>	<b>-11%</b>	
<b>Net Position</b>	<b>(809,324)</b>	<b>(579,178)</b>	<b>-28%</b>	

## Actions to be undertaken 2015-16 as identified in the City's Corporate Business Plan

There are no key tasks to be undertaken from the City's Corporate Business Plan for the current FY.

### Business Activities/Initiatives for 2015-16

- Land Management Strategy 2011-2016. Continued the implementation of the City's current strategy, as the basis for the strategic guidance to how the City's land portfolio is appropriately utilised. Key projects will be:
  - Lot 23 Russell Road, Hammond Park;
  - Beeliam Drive Neighbourhood Centre;
  - Subdivision and land sale of Lot 915 Goldsmith Street, Spearwood; and
  - Subdivision and land sale of the City's landholding within the Lakeside Success estate. **All commenced. Offer accepted for Lot 23 Russell Road; offers accepted for the Beeliam Drive Neighbourhood Centre; subdivision in progress of others sites.**
- Begin planning development of the City's major landholding within South Lake at Lot 1 Berrigan Drive. **Commenced in conjunction with the Lakes Revitalisation Strategy.**
- Begin preparation of a new Land Management Strategy. **Commenced. To be finalised next financial year.**
- Continue to ensure use and development at Naval Base Shacks takes place in accordance with the adopted Management Plan. **Commenced. The site continues to be managed according to the endorsed plan.**
- Formulate, evaluate and implement the Operational Strategy for the City's community and recreational services leasing function. **This is proposed for presentation to the February 2016 DAPPS committee meeting.**



# Building Services

Ensures that the erection of buildings and structures within the district complies with accepted standards and practices of public safety.

## Budget and Key Performance Indicators

Activity	Licences	Value \$m	Avg Processing Time	FTE Count
FY 15-16 Target	3200	\$600m	Cert - <=10days Uncert - <=21days	17.00
YTD	1513	361m	Cert - <=8 days Uncert – 18 days	17.00
Budget	YTD Budget 15-16	YTD Actual 15-16	Variance %	
Gross Expenditure	812,566	753,197	-7%	
Internal Recharging	322,434	312,096	-3%	
<b>Net Expenditure</b>	<b>1,134,999</b>	<b>1,065,293</b>	<b>-6%</b>	
<b>Operating Income</b>	<b>(926,213)</b>	<b>(960,527)</b>	<b>4%</b>	
<b>Net Position</b>	<b>208,786</b>	<b>104,766</b>	<b>-50%</b>	

## Actions to be undertaken 2015-16 as identified in the City's Corporate Business Plan

There are no key tasks to be undertaken from the City's Corporate Business Plan for the current FY.

## Business Activities/Initiatives for 2015-16

- **Residential Building Activity.** It is anticipated the residential building activity in 2015-16 may not be as robust as in 2014-15. The estimated construction value of the residential type works in 14-15 will be in order of \$405 million or about 62% of the construction value of all building works.
- **Commercial/Industrial Sector Projects.** The estimated construction value of approved commercial industrial type works in 2014-15 will be in the order or \$248 million or 38% of the construction value of all works approved. It is anticipated that commercial industrial building works in 2015-16 will not be as strong as in the current year. **In progress. The estimated construction value of approved commercial industrial type works in 2015-16 will be in the order or \$212 million or 35% of the anticipated construction value of all works.**
- **Building Permits.** The number of Building Permits estimated to be issued in 2015-16 is 3200, this would be a slight decrease on the 3400 likely to be issued by year's end 2014-15. The construction value estimated for all permits will be about \$653 Million by the end of 2014-15, this exceeds the estimated value of works in 2014-15 by 17%. **In progress. The increase in the total construction value to \$653 million is unlikely to be maintained in 2015-16. The construction value estimated for all permits will be about \$600 million. It is anticipated the estimated total of \$600m is currently correct, as it is expected that construction works will continue to ease in the last half of 2015-16.**
- **Building Act.** The Building Services has generally met the statutory approval timeframes under the Act since implementation in April 2012. It does, however, require that additional overtime be undertaken by staff from time to time together with the engagement of casual staff. **In progress. Approval times for the first half of 2015-16 have improved due in part to building works easing to more traditional and sustainable levels.**
- **Building Commission.** The City is working with the Building Commission on developing a new reporting format that will be used by industry and will deliver a single report on building activity that can be used by multiple government agencies. The new report is required due to the more complex nature of work processes, since the implementation of the Building Act 2011. **In progress. Work on this project continues. The City has tested machine to machine data transfer to the Building Commission; this is a first by the City of Cockburn, which other agencies will ultimately follow.**
- **Building Services IT/IS Processes.** Ongoing work continues to review the current capabilities and processes in order to improve reporting and control of the new Building Act processes. **Ongoing.**

- **eSubmit.** The Councils Online portal hosted by WALGA will be closed on 30 June 2015. The City will commence hosting its own online lodgment system after that time. Substantial planning has commenced in this regard to facilitate a seamless change of lodgment process for the City's current online building customers. **Completed.**
- **Building Compliance.** The Building Service is currently dealing with 742 active compliance matters, 682 matters in total have been resolved since October 2011. The City will resolve an estimated 340 matters in 2014-15 and with full staffing it is anticipated that 400 compliance matters can be resolved in 2015-16. The City received 300 compliance complaints in 2014-15. **The City will resolve an estimated 500 matters in 2015-16.**

# Environmental Health

Ensures that the conduct and operation of premises and activities within the district complies with accepted standards and practices for public health and ensures that the quality of the environment is protected and improved.

## Budget and Key Performance Indicators

Activity	Premises Inspected	Fines \$k	Complaints Resolved in 30 days	FTE Count
FY 15-16 Target	950	25,000	80%	13.39
YTD	1168	17,928.30	43%	12.52
Budget	YTD Budget 15-16	YTD Actual 15-16	Variance %	
Gross Expenditure	852,900	753,678	-12%	
Internal Recharging	287,491	284,783	-1%	
<b>Net Expenditure</b>	<b>1,140,391</b>	<b>1,038,461</b>	<b>-9%</b>	
<b>Operating Income</b>	<b>(115,850)</b>	<b>(264,357)</b>	<b>128%</b>	
<b>Net Position</b>	<b>1,024,540</b>	<b>774,104</b>	<b>-24%</b>	

## Actions to be undertaken 2015-16 as identified in the City's Corporate Business Plan

- Implement Contaminated Sites Strategy (2008). **In progress.**
- Implement Public Health Plan (2014-2018). **In progress.**
- Implement Mosquito Management Plan (2011). **In progress.**

## Other Business Activities/Initiatives for 2015-16

- **Industrial Premises Inspection Program.** Continue surveillance of industrial premises with focus on potentially polluting industries. **Program is progressing as normal with premises inspected.**
- **Uninhabitable Premises Position Statement.** Continue to implement the Uninhabitable Premises Position Statement with a focus on assisting vulnerable people including hoarders.
- **Cockburn Cement.** Continue to liaise with Cockburn Cement in relation to the upgraded emission control systems to reduce dust and odour from their kilns. **Dust and odour emissions have reduced but there are still improvements to be achieved.**
- **New WA Public Health Act.** Prepare for the introduction of the new Act.
- **Advocacy.** Identify Commonwealth and State Government legislation and policy that should be changed to support the Community to improve lifestyles and reduce lifestyle disease especially obesity. **New Public Health Act is on schedule to be adopted in 2016. This will result in changes to legislation and policy around lifestyle diseases.**
- **Co-Health programs continue.** Healthy Lifestyle programs to continue including Heart Foundation Walking groups, and nationally accredited programs/classes including Heartmoves, HEAL, and BEAT IT because these are proven standardised classes which are delivered by many Council's throughout Australia. **Programs continue to be delivered and improved with increased focus on families.**

# FINANCE AND CORPORATE DIVISION

*This division is responsible for managing the annual budget & financial reporting and long term financial planning, managing financial risks including treasury, rates and other taxation type measures for the Council. This division has three Services Units - Financial Services; Human Resources; and Information Services.*



Finance Staff going about their day

## **Actions to be undertaken 2015-16 as identified in the City's Corporate Business Plan**

- Biennial review of Rating Strategy. **To be included in the LTFP for adoption in July 2016.**
- Implement continuous improvement strategy for staff. **Ongoing.**
- Implement Long Term Financial Plan (2013). **In progress.**
- Implement Information Systems (IS) Strategy (2014-2017). **In progress.**

## **Key Highlights for 2015-16**

- **Financial Services.** Review and implementation of various systems and strategies for better accounting automation and practices; Paperless Rates Invoices; Improved debt management and resourcing practices; Review of integration of budgeting software for efficiency and data integrity; Prepare and implement new LTFP; Implementation of BI Reporting Tool and education of Procurement Contract Management and Quotation systems; New Tendering Evaluation System. **Significant progress has been made in progressing and implementing many of these initiatives as detailed under the following service unit updates.**
- **Human Resources.** Review Workforce Plan; Recruitment of positions; Adhere to Enterprise Agreement and begin negotiations for new agreement; Implementation of web based Learning Management System; Workforce monitoring/reporting via Tech One HR Payroll System. **All activities are underway and progressing well.**
- **Information Services.** Implementation of Information Systems (IS) Strategic Plan and continual improvement of IS governance; Continued network improvements and desktop environments; Improved IT services management processes and Asset Management; Upgrade to ECM Records Management System; Integration of ECM with Customer Request System, Tech 1 Human Resources System and GIS; Review of Record Keeping Plan; Development and implementation of Elected Member record keeping guidelines; GIS Map Control; Provision of smartphone Mobile IntraMaps; Integration of new Firebreak System with GIS; Business System upgrades including new online Facility Booking Systems and new City Website; Productivity improvements and Enterprise Architecture for better Governance. **All activities are underway and progressing well.**

# Financial Services

This unit has four service functions which are - Accounting Services; Rates and Revenue; Budgeting and Financial Reporting; and Procurement Services.

Composite Budget	YTD Budget 15-16	YTD Actual 15-16	Variance %
Gross Expenditure	3,785,979	3,867,544	2%
Internal Recharging	(2,472,571)	(2,267,261)	-8%
<b>Net Expenditure</b>	<b>1,313,408</b>	<b>1,600,282</b>	<b>22%</b>
<b>Operating Income</b>	<b>(524,525)</b>	<b>(489,083)</b>	<b>-7%</b>
<b>Net Position</b>	<b>788,883</b>	<b>1,111,199</b>	<b>41%</b>

## Actions to be undertaken 2015-16 as identified in the City's Corporate Business Plan

There are no key tasks to be undertaken from the City's Corporate Business Plan for the current FY.

## Accounting Services

Provides financial control services for the City in order for it to meet its statutory and business obligations with respect to financial risks, taxation and all outgoing payments; and ensures the efficient deployment and operation of the City's financial management information systems.

### Budget and Key Performance Indicators

Activity	Account Paid on Time	No of Users Trained on Procurement AP Systems Use	EFT Payments	FTE Count
FY 15-16 Target	92%	100	97%	8.0
YTD	87%	25	96%	6.0
Budget	YTD Budget 15-16	YTD Actual 15-16	Variance %	
Gross Expenditure	2,576,046	2,557,761	-1%	
Internal Recharging	(1,562,184)	(1,352,218)	-13%	
<b>Net Expenditure</b>	<b>1,013,862</b>	<b>1,205,543</b>	<b>19%</b>	
<b>Operating Income</b>	<b>(50,000)</b>	<b>(3)</b>	<b>-100%</b>	
<b>Net Position</b>	<b>963,862</b>	<b>1,205,541</b>	<b>25%</b>	

### Business Activities/Initiatives for 2015-16

- **Engineering Managers Reporting.** Increase awareness and usage of existing reporting tools and develop new tools for Executive / Management information and decision making. **Ongoing. Increased usage and awareness has been ongoing and carried out successfully as evidenced by the reliance on this management tool.**
- **Review Grant Funding Process and Control.** Review and implement Grant Funding management and monitoring processes for better controls and reporting. **Project is still work in progress.**
- **AP Paperless Business Process Automation.** Implement systems for automating the capture and data entry of supplier and other invoices utilising optical character recognition (OCR) capability and straight through processing from other systems. **Successful Go Live in December 2015. Within the first month of live operations, there has been improved efficiency and performance in the processing of Supplier Invoices. There has been a further drive for improved compliance and internal control management. As expected there has been reduction of paper usage.**
- **Job Costing Automation (in lieu of paper timesheets).** Expand current system configuration to the Roads and Facilities works teams. **Project is still a work in progress.**
- **Improve Procure to Pay Process.** Manage and improve the performance of the City's procurement and payment processing activities. **Project is still a work in progress.**



## Rates and Revenue

Delivers a rates services, creation and maintenance of the central property database for the City and all applicable statutory obligations; to control and deliver all revenue services including invoicing and collection, and to provide and coordinate the electors Electoral Roll for Council.

### Budget and Key Performance Indicators

Activity	Rate Notices Issued	Received Electronically	Rates Collected	FTE Count
FY 15-16	45,000	92%	98%	10.27
YTD	46,000	92%	98%	10.27
Budget	YTD Budget 15-16	YTD Actual 15-16	Variance %	
Gross Expenditure	693,648	759,002	9%	
Internal Recharging	(392,183)	(393,676)	0%	
<b>Net Expenditure</b>	<b>301,465</b>	<b>365,326</b>	<b>21%</b>	
<b>Operating Income</b>	<b>(474,050)</b>	<b>(488,626)</b>	<b>3%</b>	
<b>Net Position</b>	<b>(172,585)</b>	<b>(123,300)</b>	<b>-29%</b>	

### Business Activities/Initiatives for 2015-16

- **Rating Strategy.** Continued implementation of strategy to convert remaining UV properties to GRV valuation method. **Ongoing.**
- **Paperless Rates Invoicing.** Instigate systems and procedures to allow for the electronic delivery of rates notices to all ratepayers for the 2015-16 rates year on an opt-in basis. **In progress. Systems and procedures have been instigated to allow for the electronic delivery of rates notices to all ratepayers for the 2015-16 rates year on an opt-in basis.**
- **Automated Interim Rates.** Implement a new system process to allow for the automated import of interim valuation schedules from Landgate, facilitating more regular and timely processing. **Commenced. A new system process has commenced to automate the import of interim valuation schedules from Landgate, which facilitates more regular and timely processing.**
- **Property & Land Data Base Integrity.** Implement new system processes that enable new and existing sub-structures within a parcel of land to be identified and recognised within both the Property and GIS databases. **In progress. New systems and processes have been initiated for new and existing sub-structures within a parcel of land to be identified and recognized within both the Property and GIS databases.**
- **Debtors Management.** Realignment of debtor accounts into more logical groupings to facilitate improved debt management and resourcing practices. **Ongoing.**

# Budgeting and Financial Reporting

Provides financial costing, management reporting and financial analysis for all business units, management and Council; to meet Council's statutory financial reporting and audit requirements; and to coordinate Council's financial planning function, including compiling the annual budget and long term financial plans.

## Budget and Key Performance Indicators

Activity	% of Capital Exp Items within Budget	Financial Statements after Month End	Budgeting Systems End-User Training	FTE Count
FY 15-16 Target	85%	3	100	4.00
YTD	56%	3	10	4.00
Budget	YTD Budget 15-16	YTD Actual 15-16	Variance %	
Gross Expenditure	200,547	194,652	-3%	
Internal Recharging	(202,466)	(204,070)	1%	
<b>Net Expenditure</b>	<b>(1,918)</b>	<b>(9,418)</b>	<b>391%</b>	
<b>Operating Income</b>	<b>(475)</b>	<b>(455)</b>	<b>-4%</b>	
<b>Net Position</b>	<b>(2,393)</b>	<b>(9,873)</b>	<b>313%</b>	

### Business Activities/Initiatives for 2015-16

- **Annual Budgeting Software Refinement.** Review and refine existing systems to provide more streamlined and complete processing. **Project will start during the annual budgeting process for 2016-17.**
- **Budget Review Integration with Budgeting.** Expanding the Enterprise Budgeting Module to include mid-year budget review processing for efficiency and data integrity. **In progress.**
- **Activity Based Costing (ABC) Model.** Develop an internal allocations model using Technology One ETL toolset and migrate data from Excel. **Project will start during the annual budgeting process for 2016-17.**
- **Long Term Financial Plan (LTFFP).** Prepare the 2015-16 – 2024-25 LTFFP expanding the system model to provide better linkage to the annual budget, with more detailed modeling and automated financial statements. **In progress. The preparation of the LTFFP 2015-16 – 2024-25 model has been initiated.**
- **Business Intelligence (BI) Reporting Tool.** Implementation of BI for Financials and Purchasing dashboards across the organisation. This will be the stepping stone to the implementation of BI dashboards for service units to replace the current published monthly reporting. **Initial discussions on approach and project phasing have been initiated. In addition to this project, a working group has been created to review long term goals of the City's KPI requirements.**

## Procurement Services

Provides an effective procurement system to the organization and ensures compliance with statutory tendering procedures and Council's internal purchasing processes.

### Budget and Key Performance Indicators

Activity	No. Competitive Engagements	Purchase Requisition Issue Time	Contract Qualifications Currency (%)	FTE Count
FY 15-16	65	1 day	95%	6.0
YTD	24	1.1 day	86%	6.0
Budget	YTD Budget 15-16	YTD Actual 15-16	Variance %	
Gross Expenditure	315,738	356,129	13%	
Internal Recharging	(315,739)	(317,298)	0%	
<b>Net Expenditure</b>	<b>(1)</b>	<b>38,832</b>	<b>-7191135%</b>	
<b>Operating Income</b>	<b>0</b>	<b>0</b>	<b>0%</b>	
<b>Net Position</b>	<b>(1)</b>	<b>38,832</b>	<b>-7191135%</b>	

### Business Activities/Initiatives for 2015-16

- **Contract Management System.** Enable access to internal contract owners and deliver training accordingly. **In progress. System rolled out to key personnel with follow-up education planned.**
- **Quotation System.** Full roll out of the eQuotes system for the City's preferred suppliers including supplier support and the delivery of user training and promotion. **In progress. Training guidelines developed and training provided to nominated users for WALGA panel suppliers only.**
- **Procurement Education.** Develop the internal training program to incorporate tender evaluations and contractor management. Expand the education of suppliers in the City's procurement policies and guidelines to enhance business opportunities. **In progress. WALGA online Procurement training rolled out to Procurement Service.**
- **Tendering Evaluation System.** Source an appropriate tender evaluation system to complement the City's contract management processes. **In progress. TenderLink and Technology One sub-systems under scope and financial evaluation.**
- **Contractor Performance Support.** Establish a specialist advice and support service to contract owners to mitigate procurement risk. **In progress. Advice currently provided by Tony Natale with new role expected in Q2 2016.**

# Human Resources

Provides payroll, safety and human resources management services including learning and development.

## Budget and Key Performance Indicators

Activity	Total Employees (FTE)	Lost Time Injury Frequency Rate (LTIFR)	Staff Turnover	FTE Count
FY 15-16 Target	450	14	17%	13.66
YTD	467	12.52	16	14.42
Budget	YTD Budget 15-16	YTD Actual 15-16	Variance %	
Gross Expenditure	1,251,025	1,104,677	-12%	
Internal Recharging	(1,103,082)	(1,117,076)	1%	
<b>Net Expenditure</b>	<b>147,942</b>	<b>(12,399)</b>	<b>-108%</b>	
<b>Operating Income</b>	<b>(142,996)</b>	<b>(131,320)</b>	<b>-8%</b>	
<b>Net Position</b>	<b>4,946</b>	<b>(143,719)</b>	<b>-3006%</b>	

### Actions to be undertaken 2015-16 as identified in the City's Corporate Business Plan.

- Review and update the Workforce Plan (2013-2016). **Commenced.**

### Other Business Activities/Initiatives for 2015-16

- Recruitment.** Recruitment will continue to be a major focus for Human Resources as the business evolves post the reform period and subsequent Organisation Structure Review commenced in 2015. Up to fifteen additional positions will be added to the organisation and many of these are new jobs which require design and evaluation prior to recruitment action. Turnover is expected to remain around 20% due to many employees being on fixed term contracts and retirements from an ageing workforce. **The recruitment focus will be on improving the process, eliminating double handling and unnecessary 'interventions'. It will also focus on improving interviewing skills across the City. Turnover is decreasing, which is a reflection on the general WA economy, and was 16% as at 31/12/15. In addition to business as usual recruitment the team will need to plan for recruitment or the new leisure centre.**
- Industrial Relations.** The annual pay rise agreed under the current Enterprise Agreement will be applied in August 2015. This is the final rise for the current Enterprise Agreement. This will be followed by salary benchmarking, research and preparation for negotiation of a new Agreement. Negotiations for a new Agreement are expected to commence in March 2016 to enable commencement on or prior to the expiry date of the current Agreement. **Planning for the 2016 EA negotiation round has commenced with the expectation that negotiations will commence in March 2016**
- Training.** A web based Learning Management System (LMS) was purchased in 2014-15 and will continue to be implemented with in-house custom designed courses. A suite of reports is also to be developed to ensure information is made available to managers in regard to the professional development undertaken by employees. The focus of training continues to be skills development and knowledge development and the LMS is designed to test knowledge as employees work their way through the online training. **Training is a specific focus for 2015-16. A new Contactor Induction process has been implemented, the LMS is being populated with more training content and the City's first L&D Plan has been developed. Further, by the end of the 15-16 year a Training Needs Analysis will have been completed for every role and the gap analysis and plans to close the gap will also have been completed.**
- Workforce Monitoring.** The Technology One HRP (Human Resources Payroll) System is being used to collect workforce data and work will continue on improvements to the structures within Technology One HRP. This is to ensure that useful reports can be obtained and these reports drive compliance with policy and general monitoring of workforce factors. The priorities will be position management and leave management to reduce the time taken on compliance related work. **Ongoing.**

- **Health and Safety.** The Technology One HRP will be used to develop better Health and Safety reporting so that managers can obtain more information about safety. This is to support the transition to a safety culture particularly in high risk operating environments within the Engineering division. **The Health and Safety focus will increase significantly with the appointment of a second Safety Coordinator effective 12 January 2016. This coincides with the trial implementation of Zero Harm with a view to its eventual implementation throughout the City. Initiatives such as Safe Systems of Work, new investigation training and enhanced reporting are also being introduced.**
- **\* Lost Time Injury Frequency Rate (LTIFR).** This is the number of injuries per 1,000,000 hours worked. **The LTIFR has, unfortunately, increased from 8.8 in January 2015 to 12.52 in December 2015 due to a number of LTI's in Engineering and Community Care. This increase was the catalyst for the implementation of Zero Harm and associated supporting tools and processes.**



# Information Services

This unit has four service functions which are - Information Technology; Records; GIS Services; and Business Systems.

Composite Budget	YTD Budget 15-16	YTD Actual 15-16	Variance %
Gross Expenditure	2,334,706	2,445,891	5%
Internal Recharging	(2,312,776)	(2,335,587)	1%
<b>Net Expenditure</b>	<b>21,930</b>	<b>110,304</b>	<b>403%</b>
<b>Operating Income</b>	<b>(750)</b>	<b>(180)</b>	<b>-76%</b>
<b>Net Position</b>	<b>21,180</b>	<b>110,124</b>	<b>420%</b>

## Actions to be undertaken 2015-16 as identified in the City's Corporate Business Plan.

- Implementation of Information Systems (IS) Strategic Plan (2014–2017). **Ongoing. In addition to this, a new IS Strategic Plan 2016 – 2019 is being developed and due for early draft by mid-February. This plan will attempt to describe the advent of technology and information management for the City now and for the next three years.**
- Review and update of the City's Record Keeping Plan. Commenced. **New policy adopted Dec 2016.**

## Other Business Activities/Initiatives for 2015-16

- **IS Governance.** Commitment to the continual improvement of the City's IS Governance; includes development of a service catalog, review of IS service SLA's, replacement of the IS service help desk system and the development of the City's web based project management system (JIRA) to manage and report on IS and organisational projects. **Commenced. Development of a new project management system, processes and training has been developed and in the throes of selecting a developer. Internal processes have now been amended to accept new projects via a project managed methodology (e.g. Project Brief -> Project Initiation Case -> Statement of Works -> Project Variation phase (optional) -> Project Closure -> Project Review)**

# Information Technology

Delivers support, technical services and planning for future enhancement/growth in respect of Council's information technology requirements.

## Budget and Key Performance Indicators

Activity		No. of PCs	Capital Expenditure	FTE Count FY14-15 FY15-16
FY 15-16 Target		600	100K	7.00
YTD		600	90K	7.4
Budget	YTD Budget 15-16	YTD Actual 15-16	Variance %	
Gross Expenditure	1,218,169	1,444,339	19%	
Internal Recharging	(1,212,944)	(1,231,413)	2%	
<b>Net Expenditure</b>	<b>5,224</b>	<b>212,926</b>	<b>3976%</b>	
<b>Operating Income</b>	<b>0</b>	<b>0</b>	<b>0%</b>	
<b>Net Position</b>	<b>5,224</b>	<b>212,926</b>	<b>3976%</b>	

## Business Activities/Initiatives for 2015-16

- Network Improvements.** Work will continue on redundancy, business continuity and service enhancements highlighted in the scope of work defined in the Information Services Strategic Plan 2014-17, this will minimize the impact service interruptions have on the City in the delivery of services to the community. **A project has commenced to improve the Wi-Fi network connectivity at the City's Depot. This will improve efficiencies for the Parks team in the delivery of works maintenance as well as Rangers in syncing mobile devices with the City's main information systems. Additionally an RFQ was developed for the delivery of public Wi-Fi services at the City's Libraries, Leisure Centre, Youth Centre and Seniors Centre utilising the latest technologies. This RFQ is expected to be finalised April 2016.**
- Desktop Operating Environment.** Work will begin to create a desktop environment and application delivery process that is responsive to the needs of the organisation. **A project has commenced to test new server hardware that will significantly improve the graphics performance of staff workstations. This will help improve performance of graphical applications such as Intramaps, Autocad and other graphics intensive applications. A report and recommendation will be developed following this trial in February 2016.**
- IT Service Delivery.** Work will begin to implement a comprehensive IT service management process to improve the efficiency of the Information Services support staff and overall customer service levels to the organization. **The implementation of a project management system called JIRA has begun and approximately 100 staff have been given access and trained in the system. Further enhancements around the system and the introduction of a project governance process are expected to be completed by June 2016.**
- IT Asset Management.** Various levels of work will begin to better manage the City's information technology assets highlighted in the scope of work defined in the Information Services Strategic Plan 2014-17; this will include improvements to the data centre, desktop clients, mobile devices and training and audio visual facilities. **A power generator has been installed at the City's Depot. This is expected to provide continuous uninterrupted power to the site, including the City's disaster recovery facility. Additionally the City's main executive boardroom was fitted with new audio visual equipment.**

## Records

Provides a high standard of technologically advanced records management service to support the needs of the user clients within the City of Cockburn, the governing functions of Council and other identified external uses of the records function.

### Budget and Key Performance Indicators

Activity		No of Physical Records Boxes Destroyed per Year	No of Boxes Stored Offsite	FTE Count
FY 15-16 Target		300	3200	7.0
YTD		266	3845	6.67
Budget	YTD Budget 15-16	YTD Actual 15-16	Variance %	
Gross Expenditure	390,624	340,937	-13%	
Internal Recharging	(369,261)	(371,257)	1%	
<b>Net Expenditure</b>	<b>21,363</b>	<b>(30,320)</b>	<b>-242%</b>	
<b>Operating Income</b>	<b>0</b>	<b>(180)</b>	<b>0%</b>	
<b>Net Position</b>	<b>21,363</b>	<b>(30,500)</b>	<b>-243%</b>	

### Business Activities/Initiatives for 2015-16

- Upgrade Electronic Document and Records Management System (ECM) to latest release.** Keep up to date with the latest release and features available such as enhanced integration with the other Technology One modules such as Contracts, HR, Financials and enables future upgrades to be taken as apps. This was a FY14-15 project that was delayed because of IS involvement in planning for Local Government Reform. **Commenced. Test environment has been upgraded and testing is underway. Considerable work still required to configure Connected Content integration which is reliant on historical Property Attachments being available in Property & Rating. It is likely that upgrade of the production environment will occur in first quarter of 2016-17 due to the above and also the availability of Technology One technical resources to undertake the upgrade.**
- Integration of ECM and Customer Request System.** Enables a record of all requests to be captured in ECM and includes the migration of request attachments and pro-forma documents from shared drives to ECM. This was a FY14-15 project that was delayed because of IS involvement in planning for Local Government Reform. (Reliant on the completion of the ECM upgrade). **Deferred to 2016-17 pending upgrade of ECM to latest release.**
- Implement integration between ECM and the Tech 1 Human Resources system.** Will enable personnel records to be managed in ECM rather than on hard copy files or shared drives. (Reliant on the completion of the ECM upgrade). **Deferred to 2016-17 pending upgrade of ECM to latest release.**
- Review the City of Cockburn's Record Keeping Plan.** To ensure compliance with the State Records Act 2000, the City's Recordkeeping Plan must be reviewed and submitted to the State Records Commission for endorsement by April 2016. **Commenced and on track for completion by April 2016**
- Develop and implement Elected Members record keeping guidelines.** Ensure records created or received by Elected Members are captured into the City's record keeping system to meet legislative requirements. **Completed. Guidelines adopted by Council in December 2015.**

# GIS

Providers of mapping services and a geographical information system.

## Budget and Key Performance Indicators

Activity		GIS Layer Enhancements	No. of Website Hits	FTE Count
FY 15-16 Target		30	45,000	4.0
YTD		22.5	28,490	3.6
Budget	YTD Budget 15-16	YTD Actual 15-16	Variance %	
Gross Expenditure	292,190	287,084	-2%	
Internal Recharging	(293,934)	(295,912)	1%	
<b>Net Expenditure</b>	<b>(1,744)</b>	<b>(8,828)</b>	<b>406%</b>	
Operating Income	(750)	0	-100%	
<b>Net Position</b>	<b>(2,494)</b>	<b>(8,828)</b>	<b>254%</b>	

## Business Activities/Initiatives for 2015-16

- IntraMaps 8 Upgrade.** Replacing the old version of IntraMaps for internal and public. This will allow the City to take advantage of new features and design for an enhanced user experience. **IntraMaps 8 internal upgrade is complete. Public upgrade is planned for February. Approximately 150 internal and external staff has been trained. Training for internal staff is still being marketed. Will be completed shortly.**
- Map Control.** Embedding specific maps and GIS datasets into City's webpages to assist in visualising simple search functions and finding neighbourhood services using GPS locations. This was a FY14-15 project that was delayed because of IS involvement in planning for Local Government Reform. **Map control was an old term, this has changed to embedded mapping. We are partnering with business systems to implement this when the city's new website goes live. Progress is advanced and on track from our perspective, our solution can has the option of a Google or Open layers framework.**
- Mobile IntraMaps.** Provide smartphone / tablet compatible IntraMaps, with touch gestures (pinch functions), responsive design and GPS tracking. Enabling information to be available at your "fingertips" for internal staff and the public using IntraMaps. **With the upgrade of IntraMaps v.8 we have a compatible platform for mobility. This project is in progress and due to be completed this financial year.**
- Implement integration of GIS and ECM.** Enable users to navigate from a property in IntraMaps to the corresponding property in ECM and likewise from a property in ECM to the same property in IntraMaps. (Reliant on the completion of the ECM upgrade and the GIS IntraMaps Upgrade). **Integration from IntraMaps to ECM documents is complete. DMS (IntraMaps partners) are currently in the process of implementing bi-directional integration, ECM to IntraMaps via property number.**
- Integration of new Firebreak system and GIS.** Replacing old Access type fire break system, with a SQL database streamlined application with spatial functionality. Allowing non GIS users to update spatial data outside IntraMaps. **In progress. A solution has been achieved by the Business Systems team. We have amended this project to integrate their solution into IntraMaps to offer flexibility in service delivery.**

# Business Systems

Provides ongoing development of business systems to enhance the effectiveness and efficiency of Council's operations by the use of technology.

## Budget and Key Performance Indicators

Activity		Customer Projects	System Upgrades	FTE Count
FY 15-16 Target		9	12	7.4
YTD		4	6	6.74
Budget	YTD Budget 15-16	YTD Actual 15-16	Variance %	
Gross Expenditure	433,723	373,531	-14%	
Internal Recharging	(436,636)	(437,004)	0%	
<b>Net Expenditure</b>	<b>(2,913)</b>	<b>(63,473)</b>	<b>2079%</b>	
<b>Operating Income</b>	<b>0</b>	<b>0</b>	<b>0%</b>	
<b>Net Position</b>	<b>(2,913)</b>	<b>(63,473)</b>	<b>2079%</b>	

## Business Activities/Initiatives for 2014-15

- **Facility Booking.**
  - Online Facility Booking systems to be rolled out at South Lakes Leisure Centre, Youth Centre and Seniors Centre. **Completed**
- **New City Website.**
  - New website to replace the current aging one. The new website will be more customer focused meaning that information and online services will be easier to find. The new website will be easily accessible by phone or tablet also. **Ongoing**
- **Fire Risk Management Initiatives and Replacement of Firebreak Management System.**
  - It has been identified that Fire Risk needs to be addressed within the community so there will be a number of initiatives including the replacement of the current Firebreak Management System to improve the City's ability to respond to the risk and prevention of Fire. **Fire Risk Management Initiatives – Ongoing. Firebreak Management System – Completed.**
- **Productivity Improvements.**
  - Conduct Business Process Review of Health Service Unit with the recommendations to be documented on inefficient processes. Prepare for the new Health Act expected in 2015-16. **Ongoing.**
  - Online lodgement of Building Applications to now be integrated with our internal Regulatory Management system. **Completed.**
- **Governance.**
  - Continuation of the Enterprise Architecture working towards a more mature Business Systems service unit governed by consistent Standards, Policies and Guidelines. **Ongoing from a general IS perspective.**



The Engineering and Works Directorate is responsible for delivering and maintaining a safe road, cycleway and path system, developing and maintaining parks, and landscaping the natural environment for the enjoyment of everyone; the collecting and disposing of waste from all properties in the district and providing and maintaining all buildings and other facilities on Council property for community use. This division has four Services Units – Engineering; Infrastructure; Parks and Environment; and Waste.



Eco Shark Barrier Installation – Coogee Beach

## Key Highlights for 2015-16

- **Engineering.** Development and implementation of short term (to 2017) actions from the Integrated Transport Strategy, Road Safety Strategy and the high priority actions from the City's Travelsmart Plan; Review the Drainage Management and Maintenance Strategy, Functional Road Hierarchy Strategy and Major Regional Road Program; Development of new 'On and Off Street' Parking Strategy. Review of Bike Plan 2010 and Trail Master Plan 2013; Preparation of Integrated Walking and Cycling Master Plan; Delivery of Minor and Major Road Projects and continued planning for a better and safer road network and addressing future demands. **All projects and activities have been commenced and are in progress as per detailed information below.**
- **Infrastructure.** Development and implementation of the Coastal Management Strategy and Integrated Community Infrastructure Plan; Delivery of Major and Minor Capital Works programs for construction, refurbishment and maintenance of the City's various Civic and Community buildings and facilities; Manage and assist in the development and delivery of various Infrastructure Projects, including a new Council Operations Centre and Animal Pound and various renewable energy and energy conservation projects. **All projects and activities have been commenced and are in progress as per detailed information below.**
- **Parks & Environment.** Implement community and schools education programs; Implement the "In Your Kitchen" waste bin separation program; Initiate Playground Renewals; Irrigation Renewals; Bore Head Works; Street Tree Management; Streetscape Improvements, Capital Works Programs and Maintenance; Continue with Weed Mapping; Vegetation Conditioning and Revegetation; Midge Management; Water Campaign; Implement the Public Open Space Strategy, Playground Shade Strategy, Cash in Lieu Strategy, Natural Areas Management Strategy, Greenhouse and Gas Emissions Strategy; Implement the Bibra Lake Management Plan, Water Conservation Plan, Sustainability Action Plan and Coogee Beach Management Plan. **All projects and activities have been commenced and are in progress as per detailed information below.**
- **Waste.** Develop the Master Plan for the Henderson Waste Recovery Precinct; Undertake a 3rd Bin Greenwaste Trial to improve recovery from collections; Continue the roll out of Public Place Recycling stations to the City's most popular locations and park areas. **All projects and activities have been commenced and are in progress as per detailed information below.**

# Engineering Services

This unit has three service functions which are – Road Design; Road Planning and Development; Road Construction and Maintenance.

Composite Budget	YTD Budget 15-16	YTD Actual 15-16	Variance %
Gross Expenditure	11,557,063	11,184,584	-3%
Internal Recharging	18,407	358,383	1847%
<b>Net Expenditure</b>	<b>11,575,470</b>	<b>11,542,967</b>	<b>0%</b>
<b>Operating Income</b>	<b>(146,847)</b>	<b>(92,191)</b>	<b>-37%</b>
<b>Net Position</b>	<b>11,428,623</b>	<b>11,450,775</b>	<b>0%</b>

## Actions to be undertaken 2015-16 as identified in the City's Corporate Business Plan

- Review of Bike Plan 2010 and Trail Master Plan 2013 and preparation of Integrated Walking and Cycling Master Plan. **Commenced.**
- Review City's Development Guidelines. **Commenced.**
- Review and implement Drainage Management and Maintenance Strategy (2013). **Commenced.**
- Review and implement Long Term Asset Management Plans (2013). **Commenced.**
- Review Functional Road Hierarchy Strategy (2012). **Commenced.**
- Review and update of project development and implementation process for road project. **Commenced.**
- Implement short term actions from the Integrated Transport Plan (2014). **In progress.**
- Implement District Traffic Study (2017-2031) Traffic Forecasts. **In progress.**
- Implement Road Safety Strategy (2014-2020). **In progress.**
- Implement Major Regional Road Program (2013- 2030). **In progress.**
- Develop Underground Power Plan in accordance with the State Underground Power Program - Round 6 requirements. **Commenced.**



Cockburn Roads & Infrastructure

## Road Design

Provides design services for roads, paths, drains, development assessment and traffic management treatments that are the responsibility of Council in accordance with Australian Standards and industry best practice.

### Budget and Key Performance Indicators

Activity	Projects Designed In-House	Design Cost as % of Road Program	FTE Count
FY 15-16 Target	90%	8.5%	4.00
YTD	90%	8.5%	4.00
Budget	YTD Budget 15-16	YTD Actual 15-16	Variance %
Gross Expenditure	272,229	250,938	-8%
Internal Recharging	(244,336)	(245,770)	1%
<b>Net Expenditure</b>	<b>27,893</b>	<b>5,169</b>	<b>-81%</b>
<b>Operating Income</b>	<b>(30,600)</b>	<b>(473)</b>	<b>-98%</b>
<b>Net Position</b>	<b>(2,707)</b>	<b>4,696</b>	<b>-273%</b>

### Business Activities/Initiatives for 2015-16

- **Road Projects.** Design including duplication of Beeliar Drive from Spearwood Ave to Stock Road; detailed plan for intersection of Beeliar Dr/Spearwood Ave, Spearwood Ave (Beeliar Dr to Barrington St including second bridge over railway line), Berrigan Dr (Jandakot Rd to Jandakot Airport boundary – road & intersections). **80 % of design work completed.**
- **Underperforming Drainage Structure.** Engineering survey, investigation of the network elements completed. **Investigation of drainage project from CW2015-16 is in progress, a detailed review of the City's sump catchments and underperforming drainage systems will be completed in 2016-17.**
- **Black-spot Program.** MRWA's approved 2015-16 projects (North Lake Rd and Berrigan Dr) will be designed and issued for construction. Other unsafe locations within the road network will be investigated and detailed proposals for external funding completed. **Design completed. Construction in 2016.**
- **Road Safety Strategy.** Action plan will be reviewed and the projects that require design input will be completed. **Action plan reviewed and a number of projects scheduled for design by the end of June'16.**
- **Parking Strategy (On and Off Street).** This will be developed to give the strategic direction for the provision and management of parking in Cockburn. **In progress.**
- **Underground Power Projects.** Submission for underground power projects of Round 6 will be completed soon, with the City to nominate the completed suburbs of Hamilton Hill and Coolbellup as its priority areas. **Work is in progress, deadline for a submission is 30 March 2016.**



# Road Planning and Development

Ensures development occurs in accordance with all relevant Australian Standards and Council's development conditions and specifications.

## Budget and Key Performance Indicators

Activity		Design Turnaround (days)	Development Infrastructure Approved	FTE Count
FY 15-16 Target		20	\$18M	5.00
		20	\$5.4M	5.00
Budget	YTD Budget 15-16	YTD Actual 15-16	Variance %	
Gross Expenditure	294,157	279,465	-5%	
Internal Recharging	118,299	118,225	0%	
<b>Net Expenditure</b>	<b>412,456</b>	<b>397,690</b>	<b>-4%</b>	
<b>Operating Income</b>	<b>(100,000)</b>	<b>(89,093)</b>	<b>-11%</b>	
<b>Net Position</b>	<b>312,456</b>	<b>308,597</b>	<b>-1%</b>	

### Business Activities/Initiatives for 2015-16

- **Engineering Aspects.** Continue in managing in planning the completion of infrastructure projects in subdivision developments. **In progress.**
- **Assist Strategic Planning.** Cockburn Central West, Banjup Quarry and City's infill developments.
- **Detailed Project Planning.** Continued planning for a better and safer road network, sustainable service delivery and addressing future demands. **Ongoing activities.**
- **Design and Subdivision Guidelines.** Continue updating to ensure standards are met.
- **Engineering Policy.** Relevant policies and procedures updated to ensure that standards are met and direction and guidance provided to be completed. **In progress.**
- **Traffic and Transport.** Continued planning for managing traffic and transport matters to ensure critical road, intersection, pedestrian and bicycle issues have been assessed and resolved. **Projects such as application for BlackSpot, Traffic Around Schools, pedestrian crossings and transport network planning are proceeding.**



Transport Team on Phoenix Road, Spearwood

# Road Construction

Construct and maintain roads, drains and associated infrastructure in accordance with adopted guidelines.

## Budget and Key Performance Indicators

Activity	Km of Road Resurfacing	New Paths & Cycleways (m2)	Community Satisfaction with Roads	FTE Count
FY 15-16 Target	9.5	9,500	85%	40.00
	8	7,500	Not available	40.00
Budget	YTD Budget 15-16	YTD Actual 15-16	Variance %	
Gross Expenditure	10,990,678	10,654,180	-3%	
Internal Recharging	144,444	485,928	236%	
<b>Net Expenditure</b>	<b>11,135,121</b>	<b>11,140,108</b>	<b>0%</b>	
<b>Operating Income</b>	<b>(16,247)</b>	<b>(2,626)</b>	<b>-84%</b>	
<b>Net Position</b>	<b>11,118,874</b>	<b>11,137,482</b>	<b>0%</b>	

## Business Activities/Initiatives for 2015-16

- Minor Capital Program.** The City's road construction service will deliver the following capital works program:
  - \$4.5M on new road projects and general road improvement; **25% completed.**
  - \$1.6M on road resurfacing; **98% completed.**
  - \$0.59M on Black-Spot projects; **45% completed.**
  - \$1.15M on drainage projects; **53% completed.**
  - \$1.05M on footpath and rehabilitation existing footpath. **70% completed.**
- Major Capital Program.** The following projects from the City's road development program will be delivered or commenced:
  - Berrigan Drive – duplication from the Kwinana Freeway to Jandakot Road and Dean Road intersection; **Costing for Telstra and WP service relocations is in progress; funding agreement with JAH to be finalised.**
  - Design of Berrigan/Jandakot/Dean intersection, section of Berrigan Drive that will be deviated to Orion Road and section of Orion Road to the Jandakot Airport boundary;
  - Beeliam Drive – duplication of road from the Spearwood Avenue to Stock Road
  - North Lake Road – construction of dualled section of road between Poletti Road and Midgegooroo Avenue. **In progress. Completion of project by end of March 2016.**



# Infrastructure

This unit has three service functions which are – Asset Services; Facilities & Plant; Project Management & Development.

Composite Budget	YTD Budget 15-16	YTD Actual 15-16	Variance %
Gross Expenditure	264,066	239,456	-9%
Internal Recharging	(269,425)	(269,517)	0%
<b>Net Expenditure</b>	<b>(5,359)</b>	<b>(30,061)</b>	<b>461%</b>
Operating Income	0	0	0%
<b>Net Position</b>	<b>(5,359)</b>	<b>(30,061)</b>	<b>461%</b>

## Actions to be undertaken 2015-16 as identified in the City's Corporate Business Plan

- Develop and implement an overall Coastal Management Strategy. **Commenced.**
- Develop and implement annual Integrated Community Infrastructure Plan. **Commenced.**
- Implement Long Term Asset Management Plans (2013). **In progress.**

## Other Business Activities/Initiatives for 2015-16

- Delivery of the City's Major and Minor Capital Works Program for buildings and facilities. **In progress.**
- Additionally the Manager Infrastructure Services will be engaged in the setting up of the Marina and Coastal Services function within the City in preparation for the handover of the Port Coogee Marina to the City on the 24<sup>th</sup> July 2016. **Ongoing liaison with the Port Coogee developer Port Catherine Developments, (part of the Fraser Group, previously Australand), on marina items including mooring pen provision, pen licences and fee and the fuel facilities along with Business Plan preparation.**
- The Business Unit will continue its active role coordinating the ongoing activities and projects of the Cockburn Sound Coastal Alliance, comprising the LGA's of Cockburn, Fremantle, Kwinana and Rockingham and Perth Region NRM. **The CSCA's Stage 3 of their Coastal Vulnerability and Adaptation Plan Project. Adaptation Plan development stage and reports for each Council coastline section prepared by Consultant GHD is at draft final stage, reporting to Councils and preparation for public release underway.**



## Asset Services

Establishes and implements best practice management systems that will assist in the management of Council's infrastructure.

### Budget and Key Performance Indicators

Activity	Total Asset Value	Asset Depreciation Life to Date (%)	FTE Count
FY 15-16 Target	\$1.2B	30.1%	4.50
YTD	\$958M	28%	3.00
Budget	YTD Budget 15-16	YTD Actual 15-16	Variance %
Gross Expenditure	336,624	227,023	-33%
Internal Recharging	(218,744)	(219,252)	0%
<b>Net Expenditure</b>	<b>117,880</b>	<b>7,771</b>	<b>-93%</b>
<b>Operating Income</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Net Position</b>	<b>117,880</b>	<b>7,771</b>	<b>-93%</b>

### Business Activities/Initiatives for 2015-16

- **Asset Management Strategy.** Implementation of the City's Asset Management Strategy, including:
  - Development and submission for adoption of new (updated) Asset Management Plans (AMP's) for road infrastructure, buildings, footpaths, drainage, parks & environment assets and fleet and plant assets. **2014-17 AMP's received Executive approval in August 2015.**
  - Continued development and incorporation into the Technology One Asset Management system including asset registers and work order management processes and also the further develop and implementation of 'mobility' applications to enhance the operational effectiveness of the various Engineering Directorate Service Units. **Mobility rollout (tablets) to Parks crews completed in November 2015, setting up underway for Roads and Facilities before the end of the FY.**
  - Completion of the Road and Footpath condition assessment surveys to support the Engineering Business Units capital and operational works programming including future renewal programs for the AMP's and Long Term Financial Plan. **Scoping underway for a road and path audit in March 2016.**
  - Support to the further development and implementation of the Technology One Project and Capital Works Management modules to assist the practitioners manage and report on their Capital Work's projects and programs. **System development and support ongoing.**
  - Annual reporting of the City's Asset Management sustainability performance on ratios for asset consumption, asset sustainability and asset renewal funding, and assessments of the City's asset management performance against the National Assessment Framework (supported by the Department of Local Government and Communities). **Submitted.**

## Facilities and Plant

Manages, maintains and delivers Council owned buildings, structure and plant services to provide for the requirement of the staff and community.

### Budget and Key Performance Indicators

	Value of Facilities Managed	Fleet Replacement	New Fleet Purchases	FTE Count
FY 15-16 Target	263M	5.46M	0.425M	14.50
YTD	217M	4.14M	0.569M	15.59
Budget	YTD Budget 15-16	YTD Actual 15-16	Variance %	
Gross Expenditure	7,548,412	6,838,073	-9%	
Internal Recharging	(6,462,301)	(6,084,735)	-6%	
<b>Net Expenditure</b>	<b>1,086,112</b>	<b>753,338</b>	<b>-31%</b>	
<b>Operating Income</b>	<b>(1,649)</b>	<b>(44,136)</b>	<b>2577%</b>	
<b>Net Position</b>	<b>1,084,463</b>	<b>709,202</b>	<b>-35%</b>	

### Business Activities/Initiatives for 2015-16

- Minor Capital Works Program.** Implementation of the capital works program for rehabilitation and improvements to Councils buildings and facilities, including:
  - Wally Hagen basketball sports facility, Hamilton Hill. **First stage repairs and refurbishments nearing completion, including to fire exit doors, office ceiling, laundry area exhaust fans, structural frame bracing and ventilation panels.**
  - Naval Base Holiday Park - installation of roadway lighting, water reticulation to the shacks and additional fire control services. **The solar roadway lighting installed and the water supply to the shacks and fire service reviewed.**
  - Installation of new and additional photovoltaic (PV) systems to various City buildings. **Completed on five City buildings with the main Administration Building and depot undercover area PV installs to follow during February/March.**
  - Various other refurbishments to the City's civic and community facilities to restore buildings to meet level of service expectations, enhanced disability access, water consumption reduction, energy use reduction and asbestos risk mitigation. **Works ongoing.**
- Facilities Operational Budget and Program.** Preparation and management of the budget and program to ensure the City's community and civic buildings and facilities are well maintained, safe, clean and functional. **Ongoing throughout the financial year to ensure the City buildings are maintained to meet required levels of service.**
- Major and Minor Plant Acquisition Program.** Implementation of the City's program for new and replacement plant and light fleet, includes acquisition of replacement light vehicles and heavy plant items and purchase into the fleet of an additional waste collection truck. **Purchase of 64 light vehicles plus heavy plant items including a Roads FE loader, a landfill crawler loader and 3 new waste collection trucks.**
- Plant Maintenance Operations.** Management and delivery of plant servicing and repair operations utilising the workshop, field mechanics (including at the Henderson Waste Recovery site) and external service providers to ensure the City's major plant, fleet and minor plant and equipment continue to meet operational requirements in a cost effective and productive manner. **Ongoing.**

# Project Management & Development

Ensures capital projects are developed and implemented in accordance with established processes.

## Budget and Key Performance Indicators

Activity		Major Building Projects to Commence	Value New Building Being Commenced	FTE Count
FY 15-16 Target		3 (excl RPAEC)	\$10.2M	3.06
YTD		1	\$0.98	2.53
Budget	YTD Budget 15-16	YTD Actual 15-16	Variance %	
Gross Expenditure	170,096	148,659	-13%	
Internal Recharging	165,398	164,463	-1%	
<b>Net Expenditure</b>	<b>335,494</b>	<b>313,122</b>	<b>-7%</b>	
<b>Operating Income</b>	<b>0</b>	<b>0</b>	<b>0%</b>	
<b>Net Position</b>	<b>335,494</b>	<b>313,122</b>	<b>-7%</b>	

## Business Activities/Initiatives for 2015-16

- Infrastructure Project Management.** Manage and/or assist in the development and delivery of the following projects in the coming year:
  - New Operations Centre building and depot upgrade, comprising of a new two story operations administration building, new animal pound and upgrade of the depots other existing facilities including the workshop, plant nursery and vehicle parking areas. Works in 2015-16 will entail forward works to relocate the staff carparking, commencement of the construction of the new Operations building and animal pound and associated sewerage connection works. **The forward works have been completed and the Operations Centre Construction Contract has been awarded, site works due to commence early February 2016. Property owners contacted for contributory funding for the sewer installation.**
  - Bibra Lake Reserve – new northern toilet block and refurbishment of the main toilet block initiated (FY15-16), along with assisting Parks & Environment B/U with the design finalisation, tendering and construction commissioning of the new Regional Playground adjacent Progress Drive, Bibra Lake Reserve. The Playground is to include play equipment, artwork, road improvements, additional car parking, areas, drinking fountains, barbecue facilities, picnic tables and shelters and other associated civil works. **The replacement main toilet block scoped for design and the sewer main designed and Water Corporation approved. Additionally a grant has been received for a ‘change place’ disabled person facility to be incorporated.**
  - Cockburn Community Men’s Shed, Cockburn Central. This purpose built men’s shed proposed for Buckley Street, Cockburn Central provides work areas a range of activities including timber and metalwork and a meeting space for the group and other potential users. Construction in 2015-16 will be dependent on grant funding from the Lotteries Commission. **Grant funding application submitted.**
  - Coleville Crescent Carpark Expansion Project involving the construction of a retaining wall and new carpark on the south side of the City’s Coleville Crescent site for both the bowling club and Council staff carparking purposes. **Design developed and quotes sought for a reduced scope of works involving upgrade of the existing bowling club carpark lighting and installation of a ramp linking to the adjacent council carpark, plus additional ACROD parking bays adjacent the Seniors Centre.**
  - Atwell Reserve clubroom extensions, providing new extended toilet/changeroom and function room facilities plus new cricket practice net facilities. **Construction contract works underway with the practice nets relocated and clubroom extension works commenced, expect completion July 2016.**
  - Civic building energy efficiency project involving a major retrofit to the air-conditioning of the City’s Administration Building and allied works to the adjacent Seniors Centre to significantly reduce the electricity consumption on the site and replace air conditioning equipment at the end of its useful life; **Resourcing Plan in preparation.**

- C Y O'Connor Beach replenishment project, to relocate accreted sand from the area north of Port Coogee to C Y O'Connor Beach to reinstate some of the beach and adjacent foreshore reserve lost through recent years from storm events. **Technical consultant firm appointed, contractor tender document in preparation for the beach remediation works planned for April/May 2016.**
- **Project Management Methodology.** Working with the other Business Units and Consultants, actions in FY15-16 involve providing a key role in enhancing the City's systems and processes for project development, delivery and reporting. **The Technology One Capital Works module applied to all Engineering Capital Works projects for financial reporting plus the Contracts Management Module is now available as a repository for contract documents.**



# Parks and Environment

The Parks and Environment Business Unit delivers the design, construction, rehabilitation and maintenance of the City's open spaces. The team is required to manage natural and wetland areas, high quality sports fields and passive parks, foreshore areas, streetscapes and infrastructure. A diverse range of projects are managed and delivered throughout the year.

Composite Budget	YTD Budget 15-16	YTD Actual 15-16	Variance %
Gross Expenditure	7,559,978	6,962,597	-8%
Internal Recharging	1,235,131	1,023,739	-17%
<b>Net Expenditure</b>	<b>8,795,109</b>	<b>7,986,336</b>	<b>-9%</b>
<b>Operating Income</b>	<b>(6,950)</b>	<b>(4,158)</b>	<b>-40%</b>
<b>Net Position</b>	<b>8,788,159</b>	<b>7,982,178</b>	<b>-9%</b>

## Actions to be undertaken 2015-16 as identified in the City's Corporate Business Plan

- Develop and Implement Climate Adaptation Strategy. **Not yet commenced.**
- Review North Coogee Foreshore Management Plan (2009). **Not yet commenced.**
- Implement Public Open Spaces Strategy (2014-2024). **Ongoing.**
- Implement Sustainability Strategy (2012). **Ongoing.**
- Implement Natural Area Management Strategy (2012-2022). **Ongoing.**
- Implement Bibra Lake Management Plan (2014). **Ongoing.**
- Implement Water Conservation Plan (2013-2018). **Ongoing.**
- Implement Greenhouse Gas Emission Reduction Strategy (2011-2020). **Ongoing.**
- Initiate community education on GHG emission reduction and carbon footprint reduction. **In progress.**
- Develop and facilitate Waste & Conservation Education. **Ongoing.**
- Continue education program that seeks to demonstrate efficient use of resources for the community. **Ongoing.**
- Pursue other energy management actions which may result in a reduction in energy consumption or reduced emissions. **Ongoing.**



Lake Berrigan, Point Catherine Groyne

## Parks Services

*Design, construction and maintenance of Public Open Space and Streetscapes to provide functional and attractive locations for recreational activities for the Community.*

### Budget and Key Performance Indicators

Activity	Hectares of POS Managed	Groundwater Management (kLG Allocation)	Groundwater Management (kLG Water Used)	Community Satisfaction with Parks	FTE Count
FY 15-16 Target	703	2,731,450	2,435,000 (est)	92%	58.00
YTD	Not available	98,216	1,023,071	Not available	63.80
Budget	YTD Budget 15-16	YTD Actual 15-16		Variance %	
Gross Expenditure	6,157,777	5,742,783		-7%	
Internal Recharging	1,014,411	854,940		-16%	
<b>Net Expenditure</b>	<b>7,172,188</b>	<b>6,597,723</b>		<b>-8%</b>	
<b>Operating Income</b>	<b>(6,000)</b>	<b>(2,758)</b>		<b>-54%</b>	
<b>Net Position</b>	<b>7,166,188</b>	<b>6,594,965</b>		<b>-8%</b>	

### Business Activities/Initiatives for 2015-16

- **Park Infrastructure.** Management and maintenance of all park infrastructure, currently valued at \$60.5m. **Levels of Service achieved**
- **Irrigation Operating Strategy.** Perform monthly meter readings on groundwater usage, monitor groundwater quality, water scheduling and submit annual report to Department of Water. **Monthly reporting and scheduling on target. Annual Groundwater Report submitted to DoW**
- **Street Tree Management.** Maintain and manage 37,000 street trees in the City's road reserves. Annual pruning of 5100 street trees to meet Western Power regulations. **Street trees being maintained in accordance within resourcing and financial constraints**
- **Road Reserve Maintenance.** Manage the delivery of approx. 500km of road reserve mowing. **Completed two (2) services to priority 1 and one (1) service to the priority 2 road networks and two (2) services to the rural, industrial and undeveloped precincts**
- **Streetscape Maintenance.** Maintain 61ha of landscaped streetscapes. **Levels of service achieved.**
- **Playground Renewals.** Ramsay Park, Santich 1, Santich 2 and McTaggart Park. **Completed**
- **Irrigation Renewals.** Murdoch Chase, Glen Mia Reserve, Ronsard Park and CY O'Conner. **Tenders issued, works to commence March 2016**
- **Bore Head Works.** Installation of 5 Hydrometers to the Bore head works, to monitor the volume of groundwater abstracted. **Installs to Aparra Crt and Hartwell Public Access Way completed**
- **Streetscape Improvements.** Beeliar Drive, Spearwood Avenue and various other streetscapes. **Works scheduled for second half of FY 15-16.**
- **Hamilton Hill Revitalisation Strategy.** Development of Davilak Reserve and Bakers Square as well as streetscape improvements. **Bakers Square upgrades proceeding following consultation with Community group. Designs for Davilak and streetscapes improvements underway.**
- **Phoenix Revitalisation Strategy.** Continue with MacFaul Park improvements, Edwards Oval and Watson's Oval. **Designs completed, works to commence second half of FY 15-16.**
- **Coolbellup Revitalisation Strategy.** New bore for Perdita Park, Streetscapes and street tree plantings. **Bore and electrical works at Perdita completed with irrigation installation in March '16. Streetscapes to be delivered in second half of FY 15-16.**
- **Friendship Way Strategy.** Continued enhancement of Spearwood Avenue. **In progress**
- **Coogee Beach Landscape Master Plan.** Continue stage 1, including undergrounding of power and development of carpark at the Coogee Surf Life Saving Facility. **Undergrounding of power to Powell Rd completed. Poore Gr Widening completed. Clearing application for land to construction carpark completed, negotiations with Department of Parks and Wildlife underway.**
- **Bibra Lake Regional Playground.** Tender for construction and begin works in the second half of the financial year. **Tender awarded works to commence in Feb '16.**

- **Playground Shade Sail Strategy.** New shade sails Santich 2, Meller Park, and Watsons Oval. **Completed**
- **Public Open Space.** Review landscape submissions received through subdivision development, assess public open space allocations identified in district structure plans and provide guidance to developers on accessible and functional open space design. **Ongoing.**
- **Cash-in-lieu Projects.** Atwell, Aubin Grove, Jandakot, Munster, South Lake and Hamilton Hill. **Atwell – 50% complete, Aubin Grove – commence 2016, Jandakot – 100% complete, Munster 25% complete, South Lake – 75% complete, Hamilton Hill – commence 2016.**
- **Manning Park Master Plan.** Engage consultants to assist in the development of a Master plan for Manning Park. **To commence in second half of FY 15-16.**
- **Undeveloped POS.** Design and development of Systema Park. **Design completed, bore constructed with landscaping to be delivered in early 2016.**
- **Customer Requests.** Deliver miscellaneous projects as per approved customer requests. **Achieved.**



# Environment Services

Prepares plans, develops policies and strategies, undertakes studies and provides advice on environmental matters and ensures the protection and management of areas of environmental importance.

## Budget and Key Performance Indicators

Activity	Hectares of Bushland in City	Hectares of Bushland Managed	Community Satisfaction with Bushland	FTE Count
FY 15-16 Target	1124	1002	80%	13.00
YTD	1124	1002	80%	12.00
Budget	YTD Budget 15-16	YTD Actual 15-16	Variance %	
Gross Expenditure	1,221,253	1,009,302	-17%	
Internal Recharging	409,080	358,794	-12%	
<b>Net Expenditure</b>	<b>1,630,334</b>	<b>1,368,096</b>	<b>-16%</b>	
<b>Operating Income</b>	<b>(950)</b>	<b>(927)</b>	<b>-2%</b>	
<b>Net Position</b>	<b>1,629,384</b>	<b>1,367,169</b>	<b>-16%</b>	

### Business Activities/Initiatives for 2015-16

- **Weed Mapping.** Ongoing mapping of weeds within bushland to monitor existing management programs. **Weed mapping was undertaken in Spring 2015 with results indicating that the City's weed control program is proving effective.**
- **Vegetation Conditioning.** Ongoing vegetation condition rating programs to monitor the effectiveness of current management schedules. **Vegetation condition mapping was undertaken in Spring 2015. Results indicate that the City's bushland management program is proving effective with another overall increase in vegetation condition.**
- **Midge Management.** Management implementation of the Integrated Midge Control Strategy.
- **Water Campaign.** Monitoring and implementation of water efficiency and water quality actions.
- **Renewable Energy.** Continued development of actions to minimise energy consumption with a focus on meeting the City's Renewable Energy target of 20% by 2020.
- **Sustainability Action Plan.** Actions developed and reported on to encourage and monitor the progress towards a more sustainable organisation. **2014-15 State Of Sustainability Report finalised.**
- **Sustainability and Landowner Biodiversity Grants Scheme.** Continue to promote and enhance these grant scheme to local residents. **In 2015-16, 23 residents benefitted with \$32,000 allocated via the grant program.**
- **Habitat for Homes.** Subsidy program to encourage landowners to install habitat boxes and bird baths. **Continues to be a popular program with \$5000 allocated in 15-16.**
- **Stairs and Lookout, Manning Park.** **Stairs and lookout completed with works soon to commence on western lookout.**
- **Yangebup Lake Nutrient Stripping Trial.** Solar energy pumps to pump water through vegetated swales. **Project is complete with monitoring to determine effectiveness continuing.**
- **Finalisation of Limestone Fire Access Tracks: Works undertaken at Triandra Reserve, Lot 800 Gwilliam Drive, Yangebup Reserve and Levi Reserve.**
- **Bitumen Path construction at Banksia Eucalypt Woodland Reserve.** **Almost 1000m of additional dual use path has been installed.**
- **Revegetation.** Revegetation of 2.5 hectares of degraded bushland at selected reserves including Bibra Lake and Coogee Beach. **More than 5.95 hectares of bushland was revegetated during winter.**
- **Environmental Education Programs.** Delivery of programs to schools and community groups throughout the City. An array of programs are available and publicised through the Sustainable Living Booklet
- **Capital Works Program.** Continue to deliver capital works programs that enhance the environmental experience for the community. **Works this year include paths, firebreaks, lookouts, stairs, dive trails and solar light installation.**
- **Port Coogee Maritime Trail.** Create a terrestrial and marine (Snorkel and Dive) heritage trail. **A Lotterywest Grant has been submitted along with an artist's brief for underwater sculptures.**

# Waste

Manages waste and recycling collection, develops recycling strategies for domestic and commercial waste streams. Comprising of two service functions which are Waste Disposal and Waste Collection.

Composite Budget	YTD Budget 15-16	YTD Actual 15-16	Variance %
Gross Expenditure	73,190	70,369	-4%
Internal Recharging	(75,031)	(76,512)	2%
<b>Net Expenditure</b>	<b>(1,841)</b>	<b>(6,143)</b>	<b>234%</b>
<b>Operating Income</b>	<b>0</b>	<b>(407)</b>	<b>0%</b>
<b>Net Position</b>	<b>(1,841)</b>	<b>(6,550)</b>	<b>256%</b>

## Actions to be undertaken 2015-16 as identified in the City's Corporate Business Plan

- Implement Strategic Waste Management and Education Strategy (2013 - 2023). **In progress.**
- Implement community and schools education programs (recycling, consumption). **In progress.**
- Implement the 'In Your Kitchen' waste bin separation program. **Completed.**
- Re-establish an E-Waste contract under the Product Stewardship Legislation once the Commonwealth Government has repaired the program. **Completed.**
- Deliver subsidised 'Living Smart' courses for the community. **Ongoing.**
- Deliver the "School's Waste Reduction" competition. **Completed.**
- Finalise the draft "Waste Wise Events Guidelines". **Near completion.**

## Waste Collection

Provides a regular reliable and safe waste and recycling collection service for every premise within the district and disposes of it in an environmentally acceptable manner.

### Budget and Key Performance Indicators

Activity	No. of Waste Collections	RRRC Equity Share	Satisfaction with Waste Collection	FTE Count
FY 15-16 Target	43,721	42.20%	97%	25.00
YTD	42,537	42.20%	95%	23.00
Budget	YTD Budget 15-16	YTD Actual 15-16	Variance %	
Gross Expenditure	6,627,500	6,511,471	-2%	
Internal Recharging	3,074,712	3,157,327	3%	
<b>Net Expenditure</b>	<b>9,702,212</b>	<b>9,668,799</b>	<b>0%</b>	
<b>Operating Income</b>	<b>(2,350,222)</b>	<b>(2,478,603)</b>	<b>5%</b>	
<b>Net Position</b>	<b>7,351,990</b>	<b>7,190,196</b>	<b>-2%</b>	

### Business Activities/Initiatives for 2015-16

- 3rd Bin Greenwaste Trail. **Commenced in October 2015 in a trial area of 1200 residences. Public education completed early and ongoing bin and data collection in place.**
- Public Place Recycling. Roll out dual bin stations to the City's most popular locations and park areas. **Commenced. Sites selected Bins currently fabricated.**
- Kitchen Recycle Bins. Undertake promotion with kitchen recycle bins to improve waste separation. **Completed. Survey result and report complete.**



# Waste Disposal

Operates a landfill site at Henderson to accept waste in accordance with the requirements of a Class II site under the Environmental Protection Act and maximise the financial return.

## Budget and Key Performance Indicators

Activity	Tonnes of Waste into HRRP	% of Waste Recovery at HRRP	% of MSW Processed at RRRC	FTE Count
FY 15-16 Target	79,000	7%	100%	25.03
YTD	32,666	10%	99.3%	25.00
Budget	YTD Budget 15-16	YTD Actual 15-16	Variance %	
Gross Expenditure	3,449,101	3,724,298	8%	
Internal Recharging	(824,593)	(930,814)	13%	
<b>Net Expenditure</b>	<b>2,624,508</b>	<b>2,793,484</b>	<b>6%</b>	
<b>Operating Income</b>	<b>(5,415,773)</b>	<b>(3,905,538)</b>	<b>-28%</b>	
<b>Net Position</b>	<b>(2,791,265)</b>	<b>(1,112,054)</b>	<b>-60%</b>	

## Business Activities/Initiatives for 2015-16

- **Road Resurfacing.** The roadway to Transfer Station and Cell 6 has degraded with heavy use at Henderson Waste Recovery Park (HWRP). **Deferred. Non-essential work given drop in tonnages received.**
- **Traffic Calming.** Install speed humps to reduce vehicle's speed on the Site. **Completed. Variable, mobile message display purchased by LGIS.**
- **Materials Recovery Facility (MRF).** **Assessment of this facility forms part of the Master Plan Development for the entire waste precinct.**
- **Waste to Energy.** Consider W2E options for residual waste from the MRF. **Commenced. EMS reviewing options.**
- **Transfer Station Huts.** These were installed 2nd hand and now require replacement. **Completed. Objectives achieved.**
- **Household Hazardous Waste Store.** Equip the new store with shelving. **Completed. Award for best practice issued.**
- **Wash-down Bay.** Construct an elevated platform for more effective cleaning of plant. **Completed**
- **Dalison Entrance.** A new entrance will be required to access the MRF. **Deferred. Future HWRP Development Strategy near completion.**
- **Weighbridge Software.** Install an improved program to manage the complexity of the business. **Commenced. Due for installation late February 16.**



# GOVERNANCE AND COMMUNITY SERVICES DIVISION

*This division is responsible for providing a wide range of services to the community including community development initiatives, events, recreation services, ranger and community safety initiatives and a wide range of human services. The division is responsible for communications including the operation of the Customer Contact Centre. The aim of the division is to improve the quality of community life of residents and to ensure good governance. It has four Service Units - Community Services; Corporate Communications; Human Services and Library Services.*



Coogee Beach Surf Life Saving Club

## **Actions to be undertaken 2015-16 as identified in the City's Corporate Business Plan**

- Continue the roll-out of the Corporate Governance Charter (2013). **Ongoing.**

## **Other Key Highlights for 2015-16**

- Review, implementation and development of existing and new strategies and programs for staff and community member involvement. **Ongoing.**
- Continuation of public forums and Resident Association Meetings. **Ongoing.**
- Prepare transition plan for closure of South Lake Leisure Centre and movement to the new complex at Cockburn Central West. **Commenced.**
- Commence construction of Cockburn Central West Recreation Facility. **Commenced.**
- Prepare various Plans for recreation facilities and beach activities for coastal activities. **Commenced.**
- Installation of new CCTV facilities at various locations and increased levels of Co-safe patrols across the City. **Commenced.**
- Continuation of Cockburn Community Group News and 'On-the-Job' Program. **Ongoing.**
- Development of Community Business Steering Committee. **Commenced.**
- Continuation of regular community events. **Ongoing.**
- Continued production of corporate communication and marketing campaigns and distribution of relevant media. **Ongoing.**

# Community Services

This unit has three service functions which are – Recreation; Ranger & Community Safety; and Community Development Services.

Composite Budget	YTD Budget 15-16	YTD Actual 15-16	Variance %
Gross Expenditure	5,850,318	5,023,561	-14%
Internal Recharging	2,989,534	2,821,015	-6%
<b>Net Expenditure</b>	<b>8,839,852</b>	<b>7,844,575</b>	<b>-11%</b>
<b>Operating Income</b>	<b>(2,227,755)</b>	<b>(2,446,380)</b>	<b>10%</b>
<b>Net Position</b>	<b>6,612,097</b>	<b>5,398,196</b>	<b>-18%</b>

## Actions to be undertaken 2015-16 as identified in the City's Corporate Business Plan

- Incorporate a Stakeholder Engagement & Management Strategy to address concerns regarding community safety into Crime Prevention Plan (2011 - 2015). **Commenced.**
- Review Crime Prevention Plan (2011 - 2015). **Commenced.**
- Implement Sport and Recreation Strategic Plan (2009) initiatives. **Ongoing.**

## Business Activities/Initiatives for 2015-16

- **Community Development Strategic Plan.** Development of new strategic plan to guide Community Development initiatives. **Commenced. Community Engagement regarding the Community Development Strategic Plan is under way.**
- **Community Engagement.** The Community Engagement Framework will be implemented to all staff with ongoing support provided to ensure appropriate stakeholder involvement. **Ongoing.**
- **Staff Volunteer Program.** This program is designed to encourage City of Cockburn staff to volunteer and share their skills with local NFP organisations. **Commenced. A business case has been drawn up and relevant documentation has been designed to be put forward for approval.**
- **Cockburn Capacity Building Program.** A suite of training programs implemented to build capacity within local community organisations and volunteers. **Ongoing. One training event has been delivered with a suite of events advertised for February – June 2016.**
- **Cockburn Community Business Expo.** Hosting the annual Get Connected Expo to provide networking and partnership opportunities between local business and Not-For-Profit (NFP) organisations. **Completed. The successful Get Connected Expo was hosted on 17 November 2015.**
- **'On-the-Job' Program.** This will continue to provide one-on-one planning/project management and organisational sustainability support to eligible NFP organisations. **Ongoing. 7 new projects have been commenced since June 2015.**
- **Forums and Resident Association Meetings.** The Resident Associations and Parents and Citizens Associations forums will continue to provide opportunity for two way communication between the City and its key stakeholders. **Ongoing. Meetings are organised on a bi-monthly schedule.**



# Recreation

Provides effective high quality community based recreation services, programs and leisure facilities.

## Budget and Key Performance Indicators

Activity	SLLC Entrances	SLLC Gymnasium Membership	Customer Satisfaction with Recreation Facilities	FTE Count
FY 15-16 Target	440,000	1,250	90%	13.89
YTD	226,471	985	93.9%	15.15
Budget	YTD Budget 15-16	YTD Actual 15-16	Variance %	
Gross Expenditure	2,269,373	2,101,117	-7%	
Internal Recharging	2,406,010	2,204,456	-8%	
<b>Net Expenditure</b>	<b>4,675,383</b>	<b>4,305,573</b>	<b>-8%</b>	
<b>Operating Income</b>	<b>(1,808,096)</b>	<b>(1,889,989)</b>	<b>5%</b>	
<b>Net Position</b>	<b>2,867,287</b>	<b>2,415,583</b>	<b>-16%</b>	

### Business Activities/Initiatives for 2015-16

- **South Lake Leisure Centre.** Prepare a transition plan for the closure of the South Lake Leisure and the move to the new complex at Cockburn Central West. *Commenced and ongoing. Staffing resources, equipment and furniture to be reviewed.*
- Update the Recreation Facilities Strategic Plan for the period 2015-2021. *Ongoing. Development of the Community, Sport and Recreation Strategic Facilities Plan is underway, with Community Perspectives engaged to assist. The next stage will be a significant community consultation program in February/March 2016.*
- Commence construction of the Cockburn Central West Recreation Facility. *Commenced and ongoing. Earthworks were completed in November 2015 and project works are over 20% complete.*
- Prepare a Master Plan for the Frankland Local Recreation Facilities. *Deferred. Pending the completion of the Community Sport and Recreation Strategic Facilities Plan.*
- Prepare a plan that identifies suitable beach activities for the coastal areas under the City's control. *Ongoing. The development of the Coastal Activities Guide is in progress, with a draft map identifying activity zones underway, and a degree of community consultation to occur in early 2016.*

## Ranger and Community Safety

Ensures the safety and amenity of the residents of the City through educative means and the impartial administration of municipal laws and legislation; and preventative strategies, education of the community and active participation in emergency services.

### Budget and Key Performance Indicators

	Ranger Services Tasks Attended	Security Patrol Response Times	Satisfaction with Security	FTE Count FY14-15 FY15-16
FY 15-16 Target	15,000	90%	80%	16.00
YTD	5,300	91%	83%	16.00
Budget	YTD Budget 15-16	YTD Actual 15-16	Variance %	
Gross Expenditure	2,086,702	2,056,612	-1%	
Internal Recharging	645,699	675,375	5%	
<b>Net Expenditure</b>	<b>2,732,400</b>	<b>2,731,988</b>	<b>0%</b>	
<b>Operating Income</b>	<b>(285,046)</b>	<b>(372,417)</b>	<b>31%</b>	
<b>Net Position</b>	<b>2,447,354</b>	<b>2,359,570</b>	<b>-4%</b>	

### Business Activities/Initiatives for 2015-16

- Review the City of Cockburn Fire Order and Fire Permit to meet community safety and practical requirements of the community to implement. **Completed and implemented.**
- Review the resource requirements for the Rangers and Community Safety section and after hours rangers service to meet the Council's needs. **Completed. Recommendations to commence 6 March 2016.**
- Implement new Fire Inspection operating section in consultation with IT. **Completed and implemented.**
- **CCTV.** Install CCTV at the Coolbellup Hub in accordance with the CCTV Strategic Plan. **Ongoing with installation proposed February 2016.**
- **Local Emergency Management Arrangements.** Carry out the annual update of the Local Emergency Management Plan to ensure it is relevant and compliant with legislation. **Ongoing as per statutory requirements.**
- **Fire Management.** Initiate actions identified in the City's Bush Fire Mitigation Plan 2014 -2017. **Ongoing. Action being taken on identified sites where suitable conditions favour mitigations requirements.**
- **Co-Safe and Community Safety.** Increase the level of Co-safe Patrols with the creation of an extra vehicle on the road operating in 5 Zones across the City. **Completed and additional vehicle in place.**



# Community Development

Provides capacity building and community engagement mechanisms to strengthen and support community groups and volunteers operating within the City.

## Budget and Key Performance Indicators

Activity	Local Business Supporting Community Activities and Volunteers	Engaged Community Development E-News Subscribers	Participation Rate in Volunteer Awards	FTE Count
FY 15-16 Target	100	670 residents	90%	3.05
YTD	90	594 residents	85%	3.05
Budget	YTD Budget 15-16	YTD Actual 15-16	Variance %	
Gross Expenditure	1,213,171	637,112	-47%	
Internal Recharging	99,247	104,952	6%	
<b>Net Expenditure</b>	<b>1,312,418</b>	<b>742,064</b>	<b>-43%</b>	
<b>Operating Income</b>	<b>(17,687)</b>	<b>(38,184)</b>	<b>116%</b>	
<b>Net Position</b>	<b>1,294,731</b>	<b>703,880</b>	<b>-46%</b>	

## Business Activities/Initiatives for 2015-16

- **Cockburn Community Group News.** This will run twice yearly in the Cockburn Soundings. **Nearing Completion. June 2016 edition still to come.**
- **Cockburn Community Business Steering Committee.** Development of committee to implement networking and partnership opportunities between local business and Not-For-Profit (NFP) organisations. **Completed. Get Connected Expo successfully hosted on 17 November 2015.**
- **'On-the-Job' Program.** This will continue to provide one-on-one planning/project management and organisational sustainability support to eligible NFP organisations. **Ongoing. 7 new projects commenced.**
- **Forums.** The Resident Associations and Parents and Citizens Associations forums will continue to provide opportunity for two way communication between the City and its key stakeholders. **Ongoing. Forum meetings held bi-monthly.**
- **Community Engagement.** The Community Engagement Framework will be implemented to all staff with ongoing support provided to ensure appropriate stakeholder involvement. **Ongoing.**
- **Volunteer Recognition Event.** This will run twice yearly for all eligible Cockburn community groups and volunteers to come together and share ideas and experiences. **Nearing Completion. 116 volunteers attended the first event in October 2015.**



Passionate Volunteers at a "Hands Off Cockburn" Rally staged at Parliament House

# Corporate Communications

This unit has three service functions which are – Customer Service; Media & Marketing; Events & Cultural Services.

## Budget and Key Performance Indicators

Activity		% of Incoming Calls Dealt with	Satisfaction with Communication	FTE Count
FY 15-16 Target		80%	80%	17.12
YTD		77.5%	Not available	16.55
Budget	YTD Budget 15-16	YTD Actual 15-16	Variance %	
Gross Expenditure	1,331,764	1,263,356	-5%	
Internal Recharging	(479,156)	(482,914)	1%	
<b>Net Expenditure</b>	<b>852,608</b>	<b>780,442</b>	<b>-8%</b>	
<b>Operating Income</b>	<b>(10,800)</b>	<b>(43,091)</b>	<b>299%</b>	
<b>Net Position</b>	<b>841,808</b>	<b>737,351</b>	<b>-12%</b>	

### Actions to be undertaken 2015-16 as identified in the City's Corporate Business Plan

- Develop and implement an Arts and Culture Strategy (incorporating it into review of Public Artwork Strategy 2009-2013). **Commenced.**
- Review and Implement new Public Artworks Strategy. **Commenced.**
- Implement Events Strategy (2014-2019). **Ongoing.**
- Develop and implement Integrated Branding Strategy. **Commenced.**
- Report to the key stakeholders through Council's Annual Report, the Community Perceptions and Customer Service surveys. **Ongoing.**
- Implement the Customer Service Charter (2012). **Ongoing.**

### Other Business Activities/Initiatives for 2015-16

- **Corporate Communication/Media/Marketing**
  - Produce City of Cockburn Annual calendar for residents. **Completed.**
  - Produce annual report. **Completed.**
  - Produce rates brochure to communicate what rates pay for. **Completed.**
  - Produce bi-monthly printed newsletter Cockburn Soundings. **Completed.**
  - Create advertisement for newspapers. **Ongoing.**
  - Produce fortnightly e-newsletter. **Ongoing.**
  - Continue to refine the use of Social Media across the organization. **Somewhat. Due to significant increase in Digital not replacing traditional forms of communication, resource is an issue. Digital Communication Strategy in Development as a sub-set of the Corporate Communications Strategy and Action Plan.**
  - Provide responses to media questions. **Ongoing.**
  - Issue media releases and news alerts to relevant media. **Ongoing.**
  - Organise 'sod turnings'. **Ongoing.**
  - Produce printed material to communicate services, facilities and events. **Ongoing.**
  - Develop communication plans for matters of strategic importance. **Ongoing. E.g. Community Connect South.**
  - Develop Digital Strategy (as per Communication Strategy and Action Plan). **Underway.**
- **Events/Culture**
  - Develop annual community events program including concerts, Coogee Beach Festival, Show Off Art Exhibition, Cockburn Rotary Spring Fair, Christmas Event, Teddy Bear's Picnic. **Ongoing. Program Developed.**
  - Implement Events Strategy actions for 2015-16. **Ongoing. All actions completed as per plan with the exception of three, deferred due to Local Government Reform but are underway now.**
- **Customer Service**
  - Continue to work across the organisation using a range of measures to sustain the upward trend in our customers' satisfaction with Customer Service. **Ongoing.**
  - Revert to undertaking annual customer satisfaction surveys plus internal customer satisfaction survey. **Completed this year and ongoing.**

# Human Services

This unit has five service functions which are – Family; Youth; Cockburn Community Care (Aged and Disabled); Childcare; and Seniors Services.

Composite Budget	YTD Budget 15-16	YTD Actual 15-16	Variance %
Gross Expenditure	221,444	186,837	-16%
Internal Recharging	266,027	158,537	-40%
<b>Net Expenditure</b>	<b>487,472</b>	<b>345,374</b>	<b>-29%</b>
<b>Operating Income</b>	<b>(12,700)</b>	<b>(15,778)</b>	<b>24%</b>
<b>Net Position</b>	<b>474,772</b>	<b>329,596</b>	<b>-31%</b>

## Actions to be undertaken 2015-16 as identified in the City's Corporate Business Plan

- Implement Youth Services Strategic Plan (2011-2016). **Commenced.**
- Review Age Friendly Strategic Plan (2009). **Commenced.**
- Implement Reconciliation Action Plan (2011-2013). **Commenced.**
- Review Children's Services Strategic Plan (2010-15). **Commenced.**
- Implement Grant and Fee Funded Human Services Strategic plan (2013-2018). **Commenced.**
- Implement Disability Access and Inclusion Plan (2012-2017) **Commenced.**

## Other Business Activities/Initiatives for 2015-16

- **Human Services.** The Human Services Business Unit includes a range of grant funded and municipally funded services, programs, community development activities and events. Human services provide targeted services to those most in need in our community, and also general social, community development, and recreation programs which are culturally appropriate, inclusive and accessible to the community. **Ongoing. Human services has been restructured to include all community development functions and has been renamed Community Development and Services**
- **Age Friendly Development.** Enter into a lease for the Age Friendly Development in Coolbellup once the land is under the City's control. **Nearing completion**
- **Cockburn and Kwinana Early years Project.** Support the establishment of a collective impact early years project which aims to improve outcomes for children aged 0 to 8 years. **Commenced. Woodside has committed to funding \$2M over a 5 year period**
- **Community Men's Shed.** Support the progression of the application for a Lotterywest grant for the purpose built Community Men's Shed. **Completed. Awaiting outcome.**
- **Improve Outcome Measurement.** Seek grant funding for improved outcome measurement of grant funded services. **Ongoing.**
- **Improve Human Services Promotion.** Improve marketing strategies for Support Services, youth services and Childcare services. **Nearing completion.**



# Family Services

Provision of grant and Council funded services and programs which provide advisory and/or direct assistance to citizens requiring support. Services include: Early Years; Family Support; Financial Counselling Services; Aboriginal Community Development; Disability Access and Inclusion; and Children's Development.

## Budget and Key Performance Indicators

Activity		No. of Family Support Contacts	Staff Disability Awareness Training	FTE Count
FY 15-16 Target		3000	70	9.62
YTD		1505	0	11.7
Budget	YTD Budget 15-16	YTD Actual 15-16	Variance %	
Gross Expenditure	595,284	510,978	-14%	
Internal Recharging	229,526	217,017	-5%	
<b>Net Expenditure</b>	<b>824,810</b>	<b>727,995</b>	<b>-12%</b>	
<b>Operating Income</b>	<b>(275,367)</b>	<b>(331,270)</b>	<b>20%</b>	
<b>Net Position</b>	<b>549,443</b>	<b>396,725</b>	<b>-28%</b>	

## Business Activities/Initiatives for 2015-16

- **Support Services.** Grant funds are used to provide Family Support, Financial Counseling, and Early Years parenting services. These services prioritise those most in need with over 7200 hours of counseling, and group work services per annum provided to over 2500 people. **Ongoing. Due to a state government funding reduction the Success office will operate 4 days per week and the Coolbellup Office will operate 1 day per week. Service waiting lists will be closely monitored and any issues reported to the state government.**
- **Community Development.** Provision of information and new project support regarding Aboriginal Community Development, Disability Access and Inclusion, and Children's Development services to the community. This area will continue to be strengthened, with the inclusion of a collective impact Early Years project across Cockburn and Kwinana and a more integrated services approach. **Ongoing.**
- **Community Events.** Provision of specialized community events such as Celebrate Ability, Hello Baby Event, Family Week, Children's Week, NAIDOC Week, Reconciliation Week events, and others. These events attract over 4000 people per annum. **Ongoing.**
- **Community Reference Groups and Services Network Groups.** Family Services coordinate the City's Children's Reference Group, Disability Reference Group, Aboriginal Reference Group, Family Support Network and Purely Early Years Network which meet on average once per month to provide recommendations to the City on a range of relevant matters. **Ongoing.**
- **Children's Services.** Atwell 3 year Old Play Club for parents and children and Froggy's Fun on the Green outdoor play service operate on average 368 hours and over 3000 contacts of children and parents per annum. Three Skatepark clinics for 8-13 year olds will continue to operate. The Children's Reference Group is involved in the design of the regional Playground at Bibra Lake, and in surveying children across Cockburn to determine needs and ideas for future development. Review Preparation on the City's next Children's Services Strategic Plan will begin. **Ongoing.**
- **Community and School Liaison.** Provision of regular information and contact with over 26 primary schools, 7 high schools, 5 child health clinics, 2 toy libraries, 17 playgroups and 11 pre-Kindy and Kindy programs. A comprehensive update of services relevant to schools is provided annually. **Ongoing.**
- **Aboriginal Community Development.** This position builds and strengthens connections and liaison with the Aboriginal community, delivers Events and supports new projects in consultation with the Aboriginal Reference Group. Aboriginal Cultural Competency Training for staff will continue to be provided. Implementation of the Reconciliation Action Plan (RAP) will continue and preparation for the development of the next RAP will be initiated. **Ongoing.**
- **Disability Access and Inclusion.** Improvements to community consultation processes will continue to be a focus. Staff Disability Access and Mental Health awareness training will continue, with aims to include the community as well. Implementation of the Disability Access and Inclusion Plan (DAIP) including Facilities upgrades will continue across the City, and preparation for the next 5 year DAIP. **Ongoing.**

## Youth Services

Youth Services administers grants and Council funded services, programs and facilities aimed at providing and developing increased support, activity and leisure opportunities for the young people of Cockburn. Services provided includes Cockburn Youth Centre based programs and drop in, youth community development, the 'Outrage' school holiday program and 'Bliss-co' mobile outdoor youth recreation service. Grant funded Youth Outreach is also provided to young people considered "at risk" aged 10 to 18 who require additional support.

### Budget and Key Performance Indicators

Activity	Service Contacts with Young People	Youth Outrage Program Places Occupied	Satisfaction with Youth Services	FTE Count
FY 15-16 Target	20,000	85%	70%	8.77
YTD	14,933	73%	100%	7.52
Budget	YTD Budget 15-16	YTD Actual 15-16	Variance %	
Gross Expenditure	704,007	649,822	-8%	
Internal Recharging	584,890	549,045	-6%	
<b>Net Expenditure</b>	<b>1,288,897</b>	<b>1,198,867</b>	<b>-7%</b>	
<b>Operating Income</b>	<b>(416,992)</b>	<b>(392,475)</b>	<b>-6%</b>	
<b>Net Position</b>	<b>871,905</b>	<b>806,392</b>	<b>-8%</b>	

### Business Activities/Initiatives for 2015-16

- **Youth Services.** This service area has over 20,000 contacts each year through the Cockburn Youth Centre, Youth Diversion and Youth Outreach Services, Bliss-co mobile outdoor recreation service, Youth Outrage holiday program, skate park competitions and assorted events. **Ongoing.**
- **Events.** Youth Services coordinates a range of events including the ANZAC Youth Parade, FROSH Youth Festival, and Youth Centre events such as the Big Night In with over 10,000 young people attending. **Ongoing.**
- **Cockburn Youth Centre.** This facility is open 6 days per week 51 weeks per year. The Youth Centre provides, after school and school holiday programs, a free supervised hang out space, and centre based events. The Youth Centre also partners with the Challenger Institute to provide accredited training course during school hours. **Ongoing.**
- **Youth Development.** Youth development coordinates the Youth Advisory Collective, the Youth Outrage School Holiday program, the Bliss-co mobile youth recreation service, local skate park competitions and art projects. A new Youth Development Officer will be appointed to work with the community and youth to respond to localized need of a youth nature. **Nearing Completion.**
- **Youth Outreach and Youth Diversion Services.** Employ staff through grant funding to provide individual counselling and group work to young people who are considered 'at risk' and their families. **Completed. The Youth Diversion Service concluded December 31st. Grant funds have been received to extend services of a youth diversion nature up to June 30, 2016 in a reduced capacity.**
- **Pilot Youth Literacy and Numeracy Program.** Continued provision of the Youth Literacy and Numeracy pilot program for young people at educational risk. Dependent on the pilot's success application for funds to continue this program beyond February 2016 may be sought. **Completed. Pilot ended in October 2015 and successfully engaged local young people and highlighted that literacy and numeracy is an ongoing need in the region.**
- **Youth Advisory Collective.** Continued support of the YAC by the Youth Development Officer. **Ongoing.**
- **Improve Promotion and Marketing of Cockburn Youth Services.** Update and implement the Youth Services Marketing Strategy to raise community awareness of the services provided. **Ongoing. A review of existing Marketing strategies has been completed.**
- **Western Suburbs Skate Park.** Facilitate Skate competitions twice per year from the newly installed Skate Park at Market Garden swamp. **Ongoing. A Skate, Scooter and BMX competition was held in December 2015, 40 young people participated.**
- **Crime Prevention.** Youth Services will continue to work with South West Metro community Drug Services to deliver 'Blissco at the Hub' an afterschool program for young people in Coolbellup. **Nearing completion.**



## Aged and Disabled Services (Cockburn Community Care)

The grant funded Cockburn Community Care programs and services provide personal care, day centre programs, supported transport, home help services, and carer support to enable the frail aged and people with disabilities to remain living in the community and avoid inappropriate or undesired admission to residential care.

### Budget and Key Performance Indicators

Activity		Disability Program Delivered vs Target	HACC & Other Program Delivered vs Target	FTE Count
FY 15-16 Target		90%	90%	27.09
YTD		100%	76%	27.76
Budget	YTD Budget 15-16	YTD Actual 15-16	Variance %	
Gross Expenditure	1,100,548	1,009,889	-8%	
Internal Recharging	189,261	170,691	-10%	
<b>Net Expenditure</b>	<b>1,289,810</b>	<b>1,180,580</b>	<b>-8%</b>	
<b>Operating Income</b>	<b>(1,219,538)</b>	<b>(1,305,240)</b>	<b>7%</b>	
<b>Net Position</b>	<b>70,272</b>	<b>(124,660)</b>	<b>-277%</b>	

### Business Activities/Initiatives for 2015-16

- **Home Care Packages.** Grant funding is used to provide an average of 10,900 hours of personal care, and home support services per year for 35 Home Care package clients. Aged Care Services are undergoing significant reform. **Ongoing. This service has maintained a reasonable level of clientele despite significant challenges.**
- **Provide Brokered and Privately Funded Services** for other care providers and individuals, particularly for Home Care Package providers under the Consumer Directed Care Model. **Ongoing. This has been a successful initiative with 972 hours of service provided year to date. This service stream should grow in the future.**
- **Home and Community Care (HACC).** Grant funding is used to provide 58,000 hours of services per annum. Services include personal care, counselling, carer support, domestic assistance, supported transport, 4 day centre programs, home maintenance, and social support for over 500 Home and Community Care eligible clients and their carers. **Ongoing. HACC has lost funding to support the NDIS Trial and some funding (up to \$205,000) will be lost from the contract next year.**
- **Develop new individually funded services** for people with disability funded in the Cockburn/Kwinana My Way trial. **Ongoing. Individually funded services in the My Way trial are growing very strongly with 3750 hours of individually funded services supported by annual, reviewable funding to date.**
- **Increased Funding.** Apply for growth funding for Home Care Packages and HACC funded programs to meet the community's needs. **Completed. There will be no growth funding for Metropolitan HACC services - the funding will be reduced for most agencies. The Home Care Package funding will be announced in March.**
- **Quality Assurance.** Complete Triennial reviews for Home Care Packages and HACC services **Ongoing. The Home Care Package service has successfully completed the Triennial Review. The HACC service review is overdue but has not been scheduled by the Quality Assurance agency.**
- **Explore service model options** to improve connection with the Aboriginal and Torres Strait Islander Community. Use HACC growth funding round to explore possibility of extra resources to extend services to the Aboriginal and Torres Strait Islander Community. **Completed. A joint non-recurrent funding application was made with Community First for this research project. Cockburn Community Care was chosen to engage in the Garrgatup program to improve access to culturally appropriate HACC support for eligible Aboriginal people.**

## Child Care Services

Administers grant funds provided to Council for the operation of childcare inclusive of the Family Day Care Scheme, In-Home Child Care and Out of School Care Programs within the district.

### Budget and Key Performance Indicators

Activity		Out of School Places Occupied	Family Day Care Providers	FTE Count
FY 15-16 Target		50%	60	5.74
YTD		N/A Services closed	58	4.60
Budget	YTD Budget 15-16	YTD Actual 15-16	Variance %	
Gross Expenditure	1,079,161	1,280,032	19%	
Internal Recharging	27,052	26,767	-1%	
<b>Net Expenditure</b>	<b>1,106,213</b>	<b>1,306,800</b>	<b>18%</b>	
<b>Operating Income</b>	<b>(1,099,795)</b>	<b>(1,319,736)</b>	<b>20%</b>	
<b>Net Position</b>	<b>6,418</b>	<b>(12,937)</b>	<b>-302%</b>	

### Business Activities/Initiatives for 2015-16

- Family Day Care.** From July 2015 the Commonwealth discontinued metropolitan Family Day Care Service Operational Grants thereby changing Family Day Care to a User-Pays, Commonwealth legislated childcare system. The non-municipal income stream is used to employ qualified and experienced staff to ensure that Family Day Care Educators comply with legislative requirements for the provision of quality home based childcare services. **Ongoing. Family Day Care is focusing on recruiting new Educators to keep the service financially viable.**
- In-Home Childcare.** Grant and fee funding is used to employ quality and experienced staff to support Educators to provide childcare in the child's own home. **Ongoing. In Home Care is focusing on recruiting new Educators to keep the service financially viable.**
- Financial Management of Commonwealth Childcare Subsidies.** Staff are required to undertake fortnightly Commonwealth Child Care Management data assessment, upload it to the system and download payment information for over 100 Family Day Care and In Home Childcare Educators. **Ongoing.**
- Childcare Location Visits.** National Standards legislation requires a minimum of quarterly support and monitoring contact visits for up to 60 Family Day Care Educators. This requirement is more than met to ensure ongoing quality provision of early childhood education and care. **Ongoing.**
- Childcare Hours.** The two services provide over 350,000 hours of childcare per annum for over 800 children. **Ongoing.**
- Legislative Requirements.** Family Day Care legislation requires extensive selection, monitoring and ongoing training and support of educators and staff to ensure compliance and quality childcare. In Home Child Care operates in compliance of National Standards which requires ongoing monitoring, training and support of educators. **Ongoing.**

## Seniors Services

Administers Council funded services, programs and facilities aimed at providing and developing increased amenity, active ageing and leisure opportunities for the senior citizens. These services include provision of the Cockburn Seniors Centre based programs, outings, events, and meals.

### Budget and Key Performance Indicators

Activity		Senior Centre Memberships	Satisfaction with Seniors Services	FTE Count
FY 15-16 Target		1000	76%	3.59
YTD		1000	100%	4.59
Budget	YTD Budget 15-16	YTD Actual 15-16	Variance %	
Gross Expenditure	287,099	315,081	10%	
Internal Recharging	163,651	159,062	-3%	
<b>Net Expenditure</b>	<b>450,751</b>	<b>474,143</b>	<b>5%</b>	
<b>Operating Income</b>	<b>(104,350)</b>	<b>(168,221)</b>	<b>61%</b>	
<b>Net Position</b>	<b>346,401</b>	<b>305,922</b>	<b>-12%</b>	

### Business Activities/Initiatives for 2015-16

- **Cockburn Seniors Centre.** The Centre model provides programs, events outings and meals that are based on an active ageing model which enhances the mind, body and soul. The Seniors Centre experiences approximately 20,000 visits each year. **Ongoing. Membership is currently 1000 members.**
- **Seniors Centre Meals.** Provides a subsidised two course meal three days per week and a light meal 2 days per week. The centre provides approximately 4,500 meals to older members of the community every year. **Ongoing. Meals service continues to be popular and we receive great feedback on the service.**
- **Seniors Centre Outings.** Provides over 102 social outings per year to a broad range of locations. **Ongoing. Outings are popular and continue to be well attended.**
- **Cockburn Seniors Centre Programs.** Provides a range of active ageing group programs that enhance the mind, body and soul. **Ongoing. Most programs to the end of 2015 have been at capacity or near capacity. New initiatives will be tried in 2016.**
- **The Seniors Centre Events.** Provides a range of centre based special events with over 5000 people attending them per annum. **Ongoing. All events at the centre are well attended and a key part of what is on offer at the centre. These includes special multicultural events and concerts.**
- **Seniors Centre Expo.** The Healthy Lifestyle Expo for 55+ held at the Seniors centre in 2015 was a success. The centre will be a key part of the 2016 expo to be held in conjunction with the cities of Melville and Fremantle. **Commenced. Planning for the 2016 expo to be held at the Fremantle town hall is progressing well.**
- **Reconciliation Programs.** The centre will develop a range of programs to strengthen relationships with the Aboriginal community in accordance with the Reconciliation Action Plan 2013-16. **Ongoing. Special exercise program was a successful initiative A cross cultural art program will be run in the first half of 2016.**
- **Community and Men's Shed.** Seniors Services will continue to support the development of the Interim Community and Men's Shed. **Ongoing. Seniors centre coordinator provides ongoing support on the management committee of the shed. Support has also been provided to complete the Lotterywest grant application for a new shed.**

# Library Services

To provide loans of materials, information, internet access, along with educational, literacy and recreational programs; and as a place of community engagement.

## Budget and Key Performance Indicators

Activity	Visits	Registered Borrowers	Satisfaction with Libraries	FTE Count
FY 15-16 Target	370,500	33,000	89%	31.4
YTD	197,142	33,200	97.4%	31.4
Budget	YTD Budget 15-16	YTD Actual 15-16	Variance %	
Gross Expenditure	1,755,662	1,733,117	-1%	
Internal Recharging	778,403	728,755	-6%	
<b>Net Expenditure</b>	<b>2,534,066</b>	<b>2,461,872</b>	<b>-3%</b>	
<b>Operating Income</b>	<b>(30,267)</b>	<b>(22,652)</b>	<b>-25%</b>	
<b>Net Position</b>	<b>2,503,799</b>	<b>2,439,220</b>	<b>-3%</b>	

### Actions to be undertaken 2015-16 as identified in the City's Corporate Business Plan

- Implement Cockburn Libraries Strategic Plan (2014-2019) – projects identified
  - Preparation of a Cockburn Local History Project Brief. **Completed.**
  - Development of community profile for promotion and marketing. Completion anticipated March, 2016. **Commenced and on track for completion.**
  - Investigate opportunities for more integrated activities in the Coolbellup Hub. **Ongoing.**

### Other Business Activities/Initiatives for 2015-16

- **Young Peoples Services Area - Spearwood.** Redesign the Young People's Services Area at Spearwood Library, by calculating the space needs of the collection investigating shelving, themed collections and face out displays. **Commenced. Working group convened and objectives identified.**
- **Integrated Library System.** Upgrade the Spydus Integrated Library System to version 9. This will enable the library service to fully integrate its digital loans (ebooks), digital magazines and digital audio books into the Integrated Library System and provide a unified search and entry point for library clients. **Deferred. Specialist technical staff unavailable to commence project until July 2016.**
- **Digital Collections Training Program.** Develop and implement a staff training program for library electronic resources. As the library service expands its digital collections, the need to keep all staff skilled in the different platforms remains a priority. This training program will enable all front-of-house staff to promote digital content to library customers and be able to assist them in accessing it. **Commenced. Initial planning completed and draft training program developed.**
- **Public Library Service Reform.** Continue to participate in the reform process of the Public Library Service in WA by searching for innovative solutions that will maintain quality of service and stock without increasing the percentage of funding by Local Government compared to State Government. **Ongoing. Continue to participate in the State Library opt in stock exchange system and contribute to the public library reform process both regionally and statewide.**
- **Partnerships for Sustainable Service Delivery.** Continue to develop the partnerships with Fremantle Multicultural Centre and Curtin University by facilitating the introduction of the Success model of program delivery to Coolbellup and Spearwood libraries. **Commenced. Suitable programs have been identified for partnership delivery and are scheduled to commence in the first half of 2016.**

## *Mission Statement*

*'To make the City of Cockburn the most attractive place to live, work, visit and invest in, within the Perth metropolitan area.'*



Projected Budget Position of 2015/16 at adoption of these recommendations:

Attach 2

Adopted Closing Municipal Position for 2015/16	360,000	
Less: net budget adjustments before statutory budget review	- 56,941	
<b>Closing Municipal Position before mid-year review</b>	<b>303,059</b>	<b>Surplus</b>
<b>Mid-year budget review items:</b>		
Net revenue (external funding)	- 5,425,654	Reduced revenue
T/F from Reserves	- 95,288	Reduced t/f from Reserves
Net adjustment -capital exp	1,619,426	Reduced expenditure
Net adjustment -operating exp	934,451	Reduced expenditure
T/F to Reserves	3,652,704	Increased t/f to Reserves
<b>Net mid-year budget review adjustment</b>	<b>685,639</b>	<b>Increased Surplus</b>
<b>Closing Municipal Position after mid-year review</b>	<b>988,698</b>	<b>Surplus</b>

Service Unit	Activity	Account Number	Expenditure +/-	External Funding +/-	Reserve Funding +/-	Muni Cash Impact	Justification
111 - General Purpose Income	100 - Rate Revenue	100-5020 Rate Interest	0	83,000	0	(83,000)	SD - to match the actual income received by Council
113 - Other Governance	112 - Corporate Governance	112-6303 Subscriptions	11,000	0	0	11,000	Allow purchase of copyright licence as City is non-compliant
212 - Property Rates Revenue	145 - Rates	145-6299 Software Support Expenses	10,000	0	0	10,000	Implementation of Rates Concession & AP Refunds
214 - Procurement Services	122 - Procurement Services	122-6000 Salaries	15,029	0	0	15,029	Extra charge due to the delay in (3 months) Contracts role, Backfill S White and G Ridgway
214 - Procurement Services	122 - Procurement Services	122-6287 Printing & Stationery	5,500	0	0	5,500	Extra printing due to Rates & other Comm's projects
221 - Information Technology	125 - Information Technology	125-6299 Software Support Expenses	70,000	0	0	70,000	VMWare Enterprise 3 Year Licence (\$40k) and anticipated Jan-June 2016 spends (\$30k, as per 2015 figures.)
222 - Records	130 - Records	130-6373 Storage Rental	(3,000)	0	0	(3,000)	This account was used to pay for the annual rent of Park Place self-storage. All archives have now been removed from this storage and the lease terminated, therefore budget is no longer required.
224 - Business Systems Services	128 - Business Systems Services	128-6229 Consultancy Expenses	45,000	0	0	45,000	\$90k has been expended from this account up to the middle of January. This was to pay for consultancy work with LGConnect (Joe/Grant) for backfilling Branka, ECM P&R docs, Property&Rating enhancements and fixes, Clearweigh Integration, Firebreak Inspections, Building Applications and eProperty. The additional \$45k is to see us through to June 2016 based on 1.5d per week for 26 weeks allowing completion of ECM property docs migration.
323 - Recreational Services	564 - Sportsgrounds Hire	564-5566 Hire Success Reserve	0	12,000	0	(12,000)	Increased membership numbers of Clubs
323 - Recreational Services	564 - Sportsgrounds Hire	564-5506 Hire Atwell Oval	0	8,000	0	(8,000)	Increased membership numbers of Clubs
323 - Recreational Services	535 - Regional Recreational Sport Facility	535-5345 Facility Hire Revenue	0	(10,000)	0	10,000	
325 - South Lake Leisure Centre	590 - SLLC Overheads	590-6620 Gas Expenses	(17,000)	0	0	(17,000)	Tracking ahead of budget and unlikely to require full expenditure budget.
325 - South Lake Leisure Centre	590 - SLLC Overheads	590-6630 Power Expenses	(40,000)	0	0	(40,000)	Tracking ahead of budget and unlikely to require full expenditure budget.
325 - South Lake Leisure Centre	591 - Aquatic	591-6026 Salaries - Pool Staff Permanent	29,672	0	0	29,672	Overspending as a result of Assistant Manager requiring coverage, whilst acting for Centre Manager on LSL and in PT capacity.
325 - South Lake Leisure Centre	592 - Swim School	592-5447 Swim School Gst Free Lessons	0	30,470	0	(30,470)	Income higher than expected.
325 - South Lake Leisure Centre	592 - Swim School	592-5448 Swim School Preschool Lessons	0	12,477	0	(12,477)	Income higher than expected.
325 - South Lake Leisure Centre	592 - Swim School	592-5451 Swim School Vac Swim	0	15,890	0	(15,890)	Income higher than expected.
325 - South Lake Leisure Centre	592 - Swim School	592-6012 Salaries - Swim School Teachers	20,479	0	0	20,479	Salaries higher due to requirement of additional classes. More demand for classes.
325 - South Lake Leisure Centre	594 - Fitness	594-5478 Peak Memberships	0	(31,235)	0	31,235	Income under budget and not expecting to catch up in second half of the year.
325 - South Lake Leisure Centre	594 - Fitness	594-5484 Aerobics	0	(30,166)	0	30,166	Income under budget and not expecting to catch up in second half of the year.
328 - Law and Public Safety	165 - Animal Control	165-6223 Cat Sterilisation Program	15,000	0	0	15,000	Ranger services will be governed by Council and the Directorate on whether this subsidy is to continue, however on current commitments and expenditure of \$15,600, it is predicted this could be up to \$30,000 by end of financial year.
328 - Law and Public Safety	165 - Animal Control	165-6376 Cat Haven Services	58,000	0	0	58,000	Commitments and expenditure to date is around \$33,000 in just 6 months, this is linked to cats impounded being sent to the Cat Haven to be rehomed or returned to owner if identified. This has proven to be a valuable process that has been accepted by the Community and Elected members, however there is a need to establish a separate GL line for Cat Haven expenses to identify costs specific to this activity. Based on current calculations, predicted expenses are around \$60,000.
328 - Law and Public Safety	165 - Animal Control	165-6379 Dog Microchipping expenses	15,000	0	0	15,000	Initially established as the income and expense account to accommodate microchipping fees for dog releases from the City impound facility which was required by law. The City in November 2015 also agreed to provide a subsidy program for those identified by City staff who may require financial assistance in doing this. As a result, instead of a fee being charged as an income and then the equal expense being withdrawn, there is now an imbalance in the expense GL account due to the subsidy now being provided to these parties who suffer financial hardship. Because of this imbalance there will be an overspend estimated around \$15,000.

Service Unit	Activity	Account Number	Expenditure +/-	External Funding +/-	Reserve Funding +/-	Muni Cash Impact	Justification
328 - Law and Public Safety	180 - Law & Public Safety Overheads	180-6000 Salaries	208,200	0	0	208,200	Please refer to the Ranger overspend report submitted by Manager Recreation and Community Safety. The report refers to the lack of calculations for: Casual staff used in the department for both Administrative and Operational needs, current salary ranges not being reflected within the initial budget report given, and lack of appropriate calculations for penalty rates and allowances for Rangers. The current budget also now needs to reflect the Management review of the Ranger Operations area which includes recent changes to the Rangers Salaries. As authorised by the CEO, Rangers and the Senior Ranger will receive (commencing the week of March 6th 2016) a Level 4-5 salary range, whilst the Senior Ranger will be offered a Level 6 salary range. Full details are included in the report titled Ranger Services Vehicle Use and Salaries (dated 6 October 2015) submitted by the Manager of Recreation and Community Safety. The Director Finance and the Director Governance and Community Services are aware of these identified overspends.
328 - Law and Public Safety	180 - Law & Public Safety Overheads	180-6100 Superannuation	10,850	0	0	10,850	Please refer to the comments provided above within the salaries 180-6000 justification and related reports. These superannuation costs are an estimate based on the increases in salaries and wages being offered to the Rangers and Senior Ranger positions as of March 6th 2016.
328 - Law and Public Safety	165 - Animal Control	165-5322 Dog Registration Fees	0	100,000	0	(100,000)	SD - to match the actual income for the year to date received by Council
328 - Law and Public Safety	328 - Law and Public Safety	177-5416 Security Service Charges	0	32,955	0	(32,955)	SD - to match the actual income received by Council
341 - Corporate Communications	136 - Customer Services admin	136-6278 Minor Furniture & Equipment	4,500	0	0	4,500	APPLE MAC, software and installation required for new graphic designer position already purchased (\$5,000). It was not known that this new position would be approved at time of budgeting. Currently \$2,400 over on budget. I have \$535 committed to an employee for a standing desk solution for health reasons and require \$500 for miscellaneous as we still have half of the year to go. Also \$1,000 for tablet for Marketing and Communications Coordinator. Position was not approved at time of budgeting.
341 - Corporate Communications	635 - Azelia Ley Museum	635-6823 Contribution to Operating Costs	14,000	0	0	14,000	Azelia Ley operating costs. This is for displays, upgrades which the Historical Society spend and which they usually invoice us for at the end of the year. This was somehow completely omitted from 2015-16 budget
421 - Strategic Planning	505 - Strategic Planning	505-5421 Structure Plan Fees	0	20,000	0	(20,000)	This accounts for additional structure plan income.
421 - Strategic Planning	505 - Strategic Planning	505-5425 Zoning Amendment Fees	0	3,904	0	(3,904)	This accounts for additional scheme amendment income.
421 - Strategic Planning	505 - Strategic Planning	505-5421 Structure Plan Fees	0	17,000	0	(17,000)	SD - to match the actual income received to date by Council
423 - Land Administration	725 - Naval Base Holiday Park	725-5324 Lease Revenue	0	(42,786)	0	42,786	This corrects a budget error. \$452k is the lease income.
512 - Waste Disposal Services	485 - Waste Disposal Services	485-5414 Sale - Salvaged Recyclable Materials	0	(80,000)	0	80,000	Shrinking commodities market
512 - Waste Disposal Services	485 - Waste Disposal Services	485-5560 Landfill Fees	0	(3,089,139)	0	3,089,139	Reduced Tonnages
512 - Waste Disposal Services	485 - Waste Disposal Services	485-6811 Landfill Levy	(2,136,435)	0	0	(2,136,435)	Less tonnes, less levy payment
512 - Waste Disposal Services	485 - Waste Disposal Services	485-7142 TF to Res - Waste & Recycling	(1,032,704)	0	0	(1,032,704)	Reduced Income.
521 - Parks Construction and Maintenance	493 - Parks & Environmental Services Unit Management	493-6229 Consultancy Expenses	10,000	0	0	10,000	Addition consultancy cost to deliver projects
			0	0	0	0	
			(2,686,909)	(2,947,630)	0	260,721	

Ledger	Service Unit	Project Description	Expenditure +/-	External Funding +/-	Reserve Funding +/-	Muni Cash Impact	Justification
CW	113 - Other_Governance	CW1085 - CW Contingency Fund	65,000	0	0	65,000	SD - Trf from CW3644
OP	221 - Information Technology		20,000	0	20,000	0	<b>NEW</b> - CoC Project Management System: This is a continuation of the "existing" project for JIRA development.
OP	221 - Information Technology		30,000	0	0	30,000	<b>NEW</b> - New OP to cover potential cost of licencing gap from MS SAM audit
CW	221 - Information Technology	CW1409 - WiFi Access Points	20,000	0	20,000	0	Increase from \$20k to \$40k to fit out Depot with outside wireless. Using equipment that can be re-purposed in future.
CW	221 - Information Technology		5,000	0	5,000	0	<b>NEW</b> - CW for initial setup and config costs from supplier for Public Wi-Fi project.
OP	221 - Information Technology		0	0	0	0	<b>NEW</b> - OP to cover lease costs of managed Wi-Fi service for public buildings. \$30k SD - delete. Once the final cost is known funds will be provided
OP	221 - Information Technology		20,000	0	0	20,000	<b>NEW</b> - Training and advisory services regards a formalised project management givernance framework within IS.
OP	221 - Information Technology		0	0	0	0	<b>NEW</b> - CoC Website Replacement Project: \$35k External assistance regards efficient requirements gathering and analysis services from internal and external focus groups. SD - delete as there is sufficient funds in CW1411
OP	222 - Records	OP9156 - Retention/Disposal	(5,296)	0	0	(5,296)	This account is now only used for confidential shredding bins, all other archiving/retention/destruction costs are now managed within account OP8274. This budget can therefore be reduced
OP	311 - Management Libraries	OP8276 - Security Services - Coolbellup Hub	16,000	0	0	16,000	Security Services - Additional funds are required to continue the services of the static guard at the Coolbellup Hub until the end of the financial year. This request has been made in consultation with Don Green, Director Governance and Community Services. Although work is progressing on developing a holistic approach to the security issues experienced at the Hub including - installation of CCTV and security lighting, increasing community engagement and activity in the foyer area and youth engagement it is envisaged that the benefits of these programs will take some time to have a positive impact on the incidents of anti social behaviour and vandalism. The aim is to introduce a gradual withdrawal of the services of the static guard over the next 6 months.
CW	311 - Management Libraries	CW1416 - SelfService Public Scanning and Faxing	(33,800)	0	0	(33,800)	SD - Funds will be applied for in 2016/17
OP	311 - Management Libraries	OP9856 - Spydus 9 Upgrade	(32,000)	0	0	(32,000)	SD - Funds will be applied for in 2016/17
OP	328 - Law and Public Safety	OP8178 - CCTV Annual Maintenance	50,000	23,770	0	26,230	Overspend due to the stealing of cameras at the Coogee SLSC and the damage to the RDK at Falstaff Road Coolbellup dealing with community issues. Whilst some money will be reimbursed due to insurance (approx. \$24,000) there are costs that will not be. There is also additional expenditure for CCTV cameras and spikes at Admin building and at Port Coogee.



Ledger	Service Unit	Project Description	Expenditure +/-	External Funding +/-	Reserve Funding +/-	Muni Cash Impact	Justification
OP	341 - Corporate Communications	OP9702 - Corporate Marketing	11,500	0	0	11,500	In scoping the website project with IS last quarter 2015, the need for an updated brand style guide became critical to meet the 30 June deadline for the website. This deadline was not known to Corporate Communications until late 2015. These were not scoped in to the website project budget and are urgently being developed now. Of the \$33,500 not budgeted for, \$18,500 has been sourced from other relevant budgets in Corporate Communications, leaving \$17,500 to be taken from the general corporate marketing budget. This is 50% of the total annual budget. We always budget for some unforeseen circumstances in this budget but require replenishment of \$4,500 for the Building Cockburn Wrap in the Gazette (committed to and penalties apply for cancellation) plus \$5500 + GST for regular charges to this account - the header of the update in the Cockburn Gazette; poster distribution; upload facilities (for large files). Also \$1,500 for external focus group \$50 incentives for the website taking place in January
CW	341 - Corporate Communications	CW5317 - Public artworks	(40,000)	0	0	(40,000)	SD - Funds not required in 2015/16
CW	423 - Land Administration	CW1548 - Lot 40 Cervantes Loop - surveying and construction of access	175,000	0	175,000	0	\$200K this year represents the costs of a 4 lot survey strata subdivision. No income will be received this year.
CW	423 - Land Administration	CW1548 - Lot 40 Cervantes Loop - surveying and construction of access	(900,000)	(900,000)	0	0	Remove TF to Rsv. No income will be received this year.
CW	423 - Land Administration	CW1553 - Subdivision and development of Lot 915 and Reserve 38537	0	0	0	0	\$300K this year represents the costs of a 4 lot green title subdivision. No income will be received this year.
CW	423 - Land Administration	CW1553 - Subdivision and development of Lot 915 and Reserve 38537	(1,000,000)	(1,000,000)	0	0	Remove TF to Rsv. No income will be received this year.
CW	423 - Land Administration	CW1584 - Subdivision and development of Lot 1, 4218 and 4219 Quarimor	10,000	0	10,000	0	This is a nominal amount that maintains the project. We may sell this land if the industrial market picks up. This is unlikely. Therefore no income will be realised, however a nominal \$10K keeps it current.
CW	423 - Land Administration	CW1584 - Subdivision and development of Lot 1, 4218 and 4219 Quarimor	(720,000)	(720,000)	0	0	Remove TF to Rsv. No income will be received this year.
CW	423 - Land Administration	CW1585 - Lot 23 Russell Road, Hammond Park	355,000	355,000	0	0	Our expenditure was \$350K, however we have now received an offer of \$1.355m, accepted by Council now under due diligence.
CW	423 - Land Administration	CW1592 - Lot 80 Beeliar Drive land rationalisation, subdivision and s	100,000	0	100,000	0	\$200K this year represents the cost of preparing this land for sale.
CW	423 - Land Administration	CW1592 - Lot 80 Beeliar Drive land rationalisation, subdivision and s	0	0	0	0	\$200K this year represents the cost of preparing this land for sale.
CW	423 - Land Administration	CW1539 - Subdivision Lot 702 Bellier Pl & Lot 65 Erpingham Rd	0	104,565	0	(104,565)	SD - to match the actual income received by Council. Leave it in Muni.
OP	441 - Environmental Health Services	OP9050 - Contaminated Sites Investigation (Council Owned Sites)	350,000	0	350,000	0	Works to remove old landfill waste from block adjacent to Dixon Reserve in Hamilton Hill. Funds to be taken from Contaminated Sites reserve account. This has been approved by CEO and discussed with Nelson.
OP	512 - Waste Disposal Services		37,000	0	37,000	0	<b>NEW</b> - Upgrade Perlente View Waste Collection - Gate Construction - New (Non Recurrent OP)
OP	512 - Waste Disposal Services	OP8259 - Waste Education & Promotion	60,000	0	0	60,000	C/Fwd from unspent funds from 14-15 was disallowed. Now required to complete Waste Education Program
OP	512 - Waste Disposal Services	OP8290 - Financial Model for Landfill Capital Works	23,000	0	43,000	(20,000)	Change project title to "Consultant Landfill Management Plans" (More accurate description of project) Required under new REFIRE Licence. Quote received from IW Projects.



Ledger	Service Unit	Project Description	Expenditure +/-	External Funding +/-	Reserve Funding +/-	Muni Cash Impact	Justification
CW	512 - Waste Disposal Services	CW1965 - Traffic Calming Devices	(10,000)	0	(10,000)	0	Trailer funded from LGIS
CW	512 - Waste Disposal Services	CW1929 - Materials Recovery Facility - Design and Documentation	(100,000)	0	(100,000)	0	Reduce total spend for 15-16
CW	512 - Waste Disposal Services	CW1967 - Cell 4 leachate Pump Replacement	25,000	0	25,000	0	Additional pump failure since May 2015
CW	512 - Waste Disposal Services	CW1970 - Road surfacing gate 1 to gate 5	(30,000)	0	(30,000)	0	Non essential work for 15-16
CW	512 - Waste Disposal Services	CW1971 - Scoping Design HWRP Waste Education Centre	(50,000)	0	(50,000)	0	To be incorporated in CW1929
CW	512 - Waste Disposal Services	CW1966 - Elevated Platform to Washdown Bay	(11,000)	0	(11,000)	0	Sourcing a cheaper quote than orginally anticipated.
CW	512 - Waste Disposal Services	CW1954 - Household Hazardous Waste Shed	(9,513)	0	(9,513)	0	All C/Fwd funds from 14/15 not required
OP	512 - Waste Disposal Services	OP8304 - Henderson Landfill Site Operations	(175,450)	0	0	(175,450)	Reduced casual labour, fuel and excavator.
CW	512 - Waste Disposal Services		25,000	0	0	25,000	<b>NEW</b> - Loader Rack Bucket for inert recycling
OP	520 - Parks and Environmental Services Unit Mgmt	OP7566 - The Beach	80,000	0	26,346	53,654	Water playground servicing costs higher than anticipated
OP	520 - Parks and Environmental Services Unit Mgmt	OP7661 - Streetscapes Port Coogee	100,000	0	32,234	67,766	Increase service to streetscapes to address residential requests
CW	520 - Parks and Environmental Services Unit Mgmt	CW5678 - Irrigation Renewal - Tapper Res	(50,280)	0	0	(50,280)	Project completed. Funds to be transferred to CW 5681
CW	520 - Parks and Environmental Services Unit Mgmt	CW5681 - City Street Tree Planting Requests	50,000	0	0	50,000	Increase in the number of residential request for street trees
CW	520 - Parks and Environmental Services Unit Mgmt	CW5702 - North Coogee Path Solar Power Light Installation	(40,000)	0	0	(40,000)	Project not to proceed. Funds to be utilised for over expended projects
CW	520 - Parks and Environmental Services Unit Mgmt	CW5443 - Formalise path to lookout from Manning Carpark. (Wooden Step	10,976	0	0	10,976	Funds transferred from CW 5702
CW	520 - Parks and Environmental Services Unit Mgmt	CW5496 - Repair 2 Lookouts on Davilak Trail	10,243	0	0	10,243	Funds transferred from CW 5702
CW	520 - Parks and Environmental Services Unit Mgmt	CW5631 - Yangebup Lake - Solar Power Nutrient Removal Trial.	18,781	0	0	18,781	Funds transferred from CW 5702
OP	520 - Parks and Environmental Services Unit Mgmt		5,000	0	0	5,000	<b>NEW</b> - Mater Christi PS - Dog disposal unit and ongoing collection - \$5,000 for 6 months
CW	521 - Parks_Construction_and_Maintenance	CW5261 - Bibra Lake MP Adventure Playground	270,000	0	0	270,000	CW5261 Bibra Lake MP Adventure Playground - Transfer \$335,000 from CW3644 Progress Drive Road & Footpath Works SD - Reduce trf to \$270k. Balance to CW Contingency
CW	531 - Road Construction and Maintenance	CW3658 - Farrington Murdoch Roundabout	(41,702)	0	0	(41,702)	Transfer \$26,880 to two new MRRG Reserve Resurfacing Project (Berrigan Dr- Berrigan Dr to Elderberry Dr and Spearwood Av- Spearwood Av to Sudlow Rd East

Ledger	Service Unit	Project Description	Expenditure +/-	External Funding +/-	Reserve Funding +/-	Muni Cash Impact	Justification
CW	531 - Road Construction and Maintenance		36,565	24,337	0	12,228	NEW - Transfer \$ 12,188 from CW 3658 (Farrington Murdoch Roundabout) to new resurfacing project Berrigan Dr- Berrigan Dr to Elderberry Dr (MRRG Reserve Resurfacing Project- \$24,377 will be funded by MRWA)
CW	531 - Road Construction and Maintenance		43,956	29,304	0	14,652	NEW - Transfer \$ 14,652 from CW 3658 (Farrington Murdoch Roundabout) to CW3544 - North Lake Rd
CW	531 - Road Construction and Maintenance		14,822	0	0	14,822	NEW - Projects completed; transfer \$14822 to CW3544 (North Lake Rd)
CW	531 - Road Construction and Maintenance	CW3656 - 257 Yangebup Road Flooding	64,412	0	0	64,412	Scope of work increase; transfer \$ 10,888 from CW2484 ( Capulet Street), \$25488 from CW2488 (Mell Rd) and \$16,6624 fromCW3651 (Levis Place)
CW	531 - Road Construction and Maintenance	CW2484 - Capulet Street (Flooding new drainage)	(10,888)	0	0	(10,888)	Transfer \$10888 to CW3656 (Yangebup Road Flooding)
CW	531 - Road Construction and Maintenance	CW3651 - Leavis place sump instalation	(80,624)	0	0	(80,624)	Transfer \$16,624 to CW3656 (Yangebup Rd) and \$64,000 to CW3655 Tony Ales flooding
CW	531 - Road Construction and Maintenance	CW2488 - Mell Road (Drainage Upgrade)	(36,901)	0	0	(36,901)	Transfer \$25488 to CW3656 & \$11.413 to CW3544 (North Lake Rd )
CW	531 - Road Construction and Maintenance	CW3544 - North Lake Road (Hammond to Kentucky)	545,300	0	0	545,300	\$1,656,748 was a required fund by 30June 2015 and only \$1,077,700 was secured due to MRWA additional fund approval
CW	531 - Road Construction and Maintenance	CW - 694 - Resurfacing - CW	(290,300)	0	0	(290,300)	Projects completed; transfer \$264,404 to CW3544 (North Lake Rd)
CW	531 - Road Construction and Maintenance	CW3614 - Wentworth Parade Steiner link around lake	(50,000)	0	0	(50,000)	Project cost reduced; transfer \$50,000 to CW3544 (North Lake Rd)
CW	531 - Road Construction and Maintenance	CW3641 - North Lake Road/Poletti Road Intersection - Design TCS	(25,000)	0	0	(25,000)	Traffic Signal not supported by MRWA in this stage; transfer \$25,000 to CW3544 (North Lake Rd)
CW	531 - Road Construction and Maintenance	CW3642 - Hammond Road - Investigation and Design of Duplication betwe	(70,000)	0	0	(70,000)	Projects completed; transfer \$70,000 to CW3544 (North Lake Rd)
CW	531 - Road Construction and Maintenance	CW3652 - Review sump catchments	(110,000)	0	0	(110,000)	Design team is under capacity to complete the sump catchments in this financial year; design scope and brief will be completed for the next year budget consideration; transfer \$100,000 to CW3544 (North Lake Rd)
CW	531 - Road Construction and Maintenance	CW2489 - 69 Barrington St stage 2 (29 Kipling Street)	(142,934)	0	0	(142,934)	Projects completed; transfer \$82,934 to CW2491 (Drainage Investigation & Design) and \$60,000 to CW3429 (Minor Path Works); fund will be available for any responses to nonperforming stormwater system and the footpath requests
CW	531 - Road Construction and Maintenance	CW2491 - Drainage Investigation & Design	82,934	0	0	82,934	Transfer \$82,934from CW2489 (69 Barrington St stage 2)
CW	531 - Road Construction and Maintenance	CW3616 - Verde Drive Extension footpath	85,000	0	0	85,000	Projects scope increase
CW	531 - Road Construction and Maintenance	CW3619 - Berrigan Drive (South Lake to Elderberry) Cycleway	(14,121)	0	0	(14,121)	Project completed; transfer \$14121 to CW3616 (Verde Drive Extension footpath)
CW	531 - Road Construction and Maintenance	CW2492 - Parking Signage & Line Marking	(30,000)	0	0	(30,000)	Transfer \$30000 to CW3616 (Verde Drive Extension footpath)
CW	531 - Road Construction and Maintenance	CW2970 - Childrens Crossings	(30,000)	0	0	(30,000)	Transfer \$30000 to CW3616 (Verde Drive Extension footpath)
CW	531 - Road Construction and Maintenance	CW3617 - Progress Drive from Adventure World to Gwilliam Stree	(10,878)	0	0	(10,878)	Project completed; transfer \$10878 to CW3616 (Verde Drive Extension footpath)
CW	531 - Road Construction and Maintenance	CW3546 - Howson Way New Streetlighting	(34,957)	0	0	(34,957)	Transfer \$34,957 to CW2877 (Solace Gardens, Atwell to energize pump)
CW	531 - Road Construction and Maintenance	CW3612 - Fawcett Road West Churchill to Ingrilli	(49,381)	0	0	(49,381)	Project design showed land acquisition, drainage and other works required future budget submission transfer \$49,381 to CW3613 (Albion Street)
CW	531 - Road Construction and Maintenance	CW3613 - Albion Street (Coogee to Fawcett)	49,381	0	0	49,381	Design completed Increased scope of works funded from Fawcett project



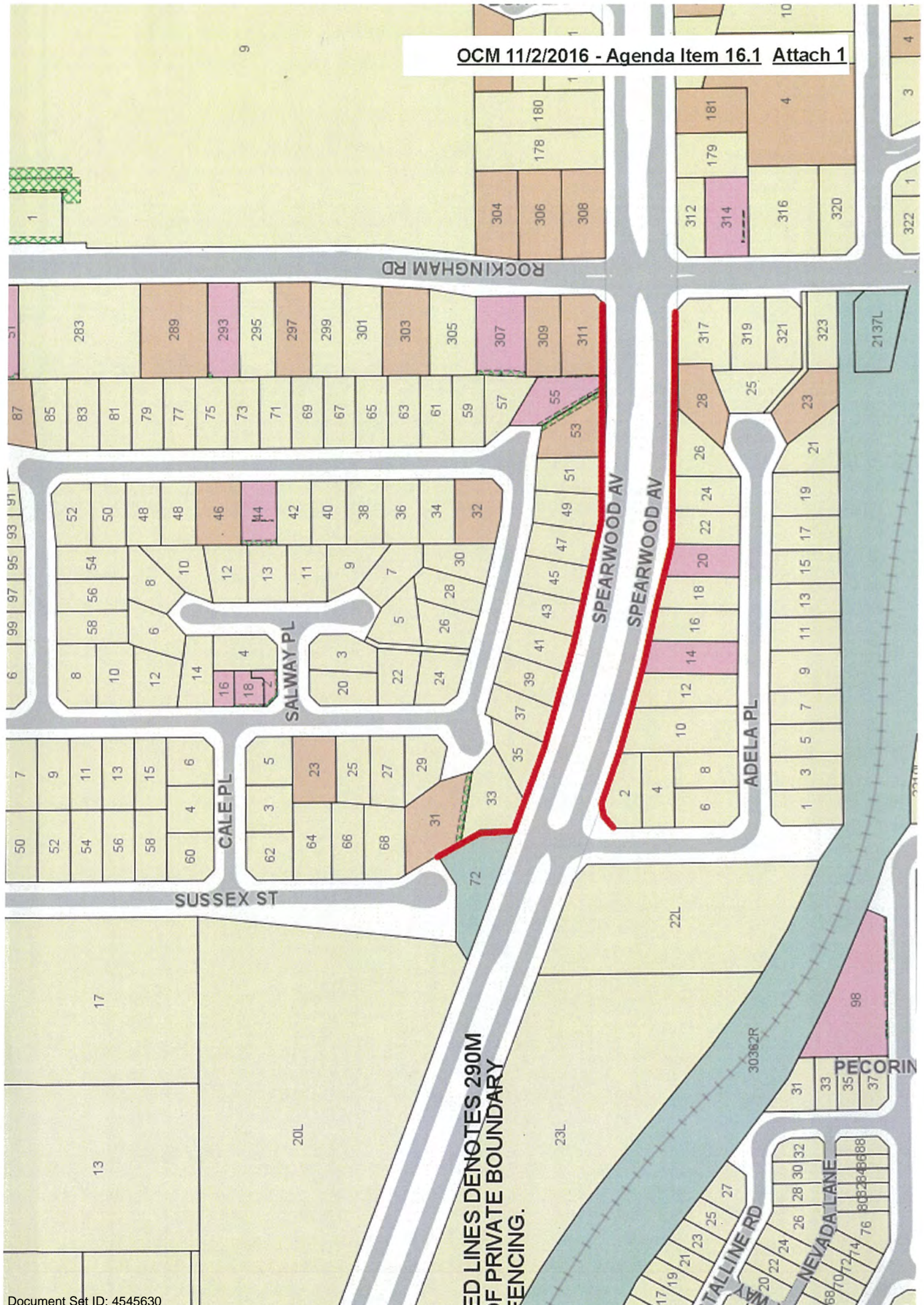
Ledger	Service Unit	Project Description	Expenditure +/-	External Funding +/-	Reserve Funding +/-	Muni Cash Impact	Justification
CW	531 - Road Construction and Maintenance	CW3655 - Tony Ales upgrade flooding	64,000	0	0	64,000	Transfer \$64,000 from CW3651 Leavis Place
CW	531 - Road Construction and Maintenance		34,957	0	0	34,957	<b>NEW</b> - CW2877 (Solace Gardens, Atwell) -Transfer \$34,957 from CW3546 (Howson Way), project completed
CW	531 - Road Construction and Maintenance	CW3644 - Progress Drive Road & Footpath Works	(335,000)	0	0	(335,000)	Transfer \$335,000 to CW5261 Bibra Lake MP Adventure Playground
CW	531 - Road Construction and Maintenance	CW3429 - Minor Path Works	60,000	0	0	60,000	Transfer \$60,000 from CW2489 (69 Barrington St stage 2)
OP	531 - Road Construction and Maintenance	OP8509 - Drainage Maintenance	110,000	0	0	110,000	SD
CW	531 - Road Construction and Maintenance	CW2970 - Childrens Crossings	(20,000)	0	0	(20,000)	SD - Funds not required in 2015/16
OP	543 - Facilities Mtce and Management		20,000	0	5,000	15,000	<b>NEW</b> - NROP Budget Item in Bldg Imp 583 - Port Coogee Town Beach Sand Top-Up - funds needed to remove and/or cover exposed rocks to make more amenable and lessen safety hazard in current swimming season. Further spend expected '16/17 to re-shape beach profile. Proposing 25% funded from Port Coogee SAR.
OP	543 - Facilities Mtce and Management	OP9888 - Anning Park Toilet Block	3,268	0	0	3,268	Increased servicing costs associated with recommenced cleaning.
OP	543 - Facilities Mtce and Management	OP9919 - Goodchild Park Changerooms	14,438	0	0	14,438	Unscheduled emergency plumbing works led to over-expenditure.
OP	543 - Facilities Mtce and Management	OP9925 - Atwell Reserve Changerooms	13,038	0	0	13,038	Vandalism and floor damage leading to an overspend on budget.
OP	543 - Facilities Mtce and Management	OP6001 - DWELLING - COUNCIL ADMINISTRATION CARETAKER	25,892	0	0	25,892	Changed building use to office space leading to increased OP servicing costs (cleaning, power etc.)
OP	543 - Facilities Mtce and Management	OP6064 - Len Packham Tennis Courts	5,605	0	0	5,605	Expenditure beyond budget related to vandalism.
OP	543 - Facilities Mtce and Management	OP9069 - WALLY HAGAN BASKETBALL STADIUM	20,525	0	0	20,525	Various repair works done as an OP expense, current budget allocation insufficient to cover these maintenance expenses.
OP	543 - Facilities Mtce and Management	OP9876 - Catherine Point BBQ Maintenance	(3,764)	0	0	(3,764)	Reduced budget to assist cover increase on various other facility OP budgets
OP	543 - Facilities Mtce and Management	OP6044 - Jess Thomas Child Health Centre	(11,832)	0	0	(11,832)	Reduced budget to assist cover increase on various other facility OP budgets, building being demolished.
OP	543 - Facilities Mtce and Management	OP6063 - Coogee Beach Swimming Jetty	(6,229)	0	0	(6,229)	Reduced budget to assist cover increase on various other facility OP budgets
OP	543 - Facilities Mtce and Management	OP6042 - Jandakot Hall	(6,757)	0	0	(6,757)	Reduced budget to assist cover increase on various other facility OP budgets
OP	543 - Facilities Mtce and Management	OP6247 - Henderson Landfill - Demountable Office	(18,184)	0	0	(18,184)	Reduced budget to assist cover increase on various other facility OP budgets
OP	543 - Facilities Mtce and Management	OP6095 - NAVAL BASE TOILETS South Block	(36,000)	0	0	(36,000)	Reduced budget to assist cover increase on various other facility OP budgets
CW	543 - Facilities Mtce and Management	CW4472 - Naval Base Reserve Improvements (drainage, lighting, beach a	(150,840)	0	(150,840)	0	Project not required - fire service meets regulation and water reticulation to shacks not feasible due to heritage issues.
CW	543 - Facilities Mtce and Management		20,000	0	20,000	0	<b>NEW</b> - project for unspent funds CW4472, for minor refurbishment of northern toilet block at Naval Base Reserve.
CW	543 - Facilities Mtce and Management	CW4569 - Administration Building, Spearwood Library & Seniors Ctr CCT	(15,489)	0	(15,489)	0	Project completed under forecast spend.
CW	543 - Facilities Mtce and Management	CW4592 - Harvest Lakes Community Hall - Building Management System	(25,000)	0	0	(25,000)	Project funds no longer required, BMS being removed and manual aircon control established.
CW	543 - Facilities Mtce and Management	CW4599 - East Beelihar Community Centre - Chair Replacement	(20,000)	0	0	(20,000)	Entire budget not required.
CW	543 - Facilities Mtce and Management	CW4606 - Council vehicle solar PV carport - Coleville Crescent	(150,000)	0	0	(150,000)	Project cancelled.



Ledger	Service Unit	Project Description	Expenditure +/-	External Funding +/-	Reserve Funding +/-	Muni Cash Impact	Justification
CW	543 - Facilities Mtce and Management	CW4610 - Old Council Chambers Refurbishment	(25,000)	0	0	(25,000)	Project cancelled due to uncertain future for this building at this time.
CW	543 - Facilities Mtce and Management	CW4612 - Len Packham Changerooms - Roof Security Treatment	(10,000)	0	0	(10,000)	Entire project funds not required.
CW	543 - Facilities Mtce and Management	CW4614 - Admin Caretakers Residence – Refurbishment	15,000	0	15,000	0	Overspend on refurbishment due to allocation of Staff time expense.
CW	543 - Facilities Mtce and Management	CW4605 - Seniors Centre convert storeroom to wet activity room	10,000	0	0	10,000	Cost of the works in excess of budget funds.
CW	543 - Facilities Mtce and Management		60,000	0	0	60,000	<b>NEW</b> - funds sought to upgrade fall prevention roof anchor points on various facilities to meet standards. Sites include Atwell Comm Centre, Coogee Comm Centre, Memorial Hall, Main Admin Building, Beeliar Comm Centre, Operations Centre & Yangebup Comm Centre.
CW	543 - Facilities Mtce and Management		25,000	0	0	25,000	<b>NEW</b> - funds sought to upgrade Emergency Lighting various sites to meet standards. Sites include 15 Kent St and Wally Hagen Basketball Stadium
CW	543 - Facilities Mtce and Management		20,000	0	0	20,000	<b>NEW</b> - funds sought to upgrade fencing at various sites identified currently not fit for purpose. Sites include Youth Centre and Young Place.
CW	543 - Facilities Mtce and Management	CW4576 - 213 Winterfold Ave Coolbellup Building	12,955	0	0	12,955	Funds to cover incurred expenditure for building removal.
CW	543 - Facilities Mtce and Management	CW4601 - Jandakot Hall - Table and Trolley Replacement	(15,000)	0	0	(15,000)	Entire budget not required.
CW	543 - Facilities Mtce and Management		30,000	0	30,000	0	<b>NEW</b> - Imlah Court building demolition to facilitate property sale, ref Strategic Planning (Lee & Kevin)
CW	543 - Facilities Mtce and Management		50,000	0	50,000	0	<b>NEW</b> - Jess Thomas building demolition to facilitate property sale, ref Strategic Planning (Lee & Kevin)
CW	543 - Facilities Mtce and Management	CW4548 - Azelia Ley House, Fire Suppresion upgrade	14,317	0	14,317	0	Additional funds required to cover final project cost.
CW	543 - Facilities Mtce and Management	CW4540 - Coleville Cres Carpark Expansion	(230,856)	0	(230,856)	0	Amended project scope to limit to existing bowling club carpark lighting upgrade (\$65k), carpark access ramp and internal road crossing (\$90k of \$110k projected cost, the balance from CW4379) & disabled bay provision opposite Snrs Centre (\$95k). Also deal with leaning boundary fence (\$24k). The other works being the retaining wall and bowling club carpark extension deferred for the time being.
CW	543 - Facilities Mtce and Management		150,000	0	150,000	0	<b>NEW</b> - project funds for Visko Park architectural design development.
CW	543 - Facilities Mtce and Management	CW4541 - CoC Civic Building HVAC Upgrade Project	(899,292)	0	(249,292)	(650,000)	SD - Put the \$249,292 back into reserve Delete the budget for \$899,292
CW	543 - Facilities Mtce and Management	CW4588 - Bibra Lake Main Toilet Block Replacement	(50,000)	0	(50,000)	0	SD
CW	543 - Facilities Mtce and Management	CW4396 - Admin Building Office Modifications	(37,844)	0	0	(37,844)	SD - This will be sufficient for minor mods to Admin Building
CW	543 - Facilities Mtce and Management	CW4492 - Community Mens Shed - Buckley Street, Cockburn Central West	(561,320)	(400,000)	0	(161,320)	SD - No grant from Lotterywest as of MYBR and \$50,000 will be sufficient for design in 15/16.
CW	543 - Facilities Mtce and Management	CW4611 - Cockburn Youth Centre HVAC Upgrade	(20,000)	0	0	(20,000)	SD - Reduce from \$95,000 to \$75,000 as this is the cost of completing the project
CW	544 - Plant Maintenance	CW7228 - Light Fleet PL228 Manager IT - J. Jones	(19,000)	0	(19,000)	0	Replacement cancelled. Disposing existing vehicle, TF proceeds to RSV
CW	544 - Plant Maintenance	CW7721 - Inter 1950D Water Truck Waste Disposal	(53,330)	0	(70,420)	17,090	Purchase cost less than budgeted, trade value \$59,090 with balance \$129,580 from Plant Reserve.
CW	544 - Plant Maintenance	CW7763 - Parks - Mitsubishi Fuso Canter Dual Cab Truck	(10,730)	0	(9,730)	(1,000)	Purchase cost less than budgeted, trade value \$29k with balance \$50,270 from Plant Reserve.
CW	544 - Plant Maintenance	CW7295 - Mitsubishi Rosa Bus - After School Care	(155,000)	0	(155,000)	0	Dispose existing vehicle. Not replacing, TF proceeds to RSV

Ledger	Service Unit	Project Description	Expenditure + / (-)	External Funding + / (-)	Reserve Funding + / (-)	Muni Cash Impact	Justification
CW	544 - Plant Maintenance		15,000	0	0	15,000	<i>NEW</i> - funds required for purchase of a new spray unit for Enviromental Services.
CW	544 - Plant Maintenance	CW7546 - New Vehicle Employee Relations Manager	(17,000)	0	(17,000)	0	Replacement cancelled, position removed from structure, vehicle understood to no longer be required, TF proceeds to RSV.
CW	544 - Plant Maintenance	CW7516 - Heavy Fleet All Terrain Vehicle Mule (New)	(7,045)	5,000	(12,045)	0	Purchase cost of \$25,955 less than budgeted amount of \$33k, trade value \$11k with balance \$14,955 from Plant Reserve.
CW	544 - Plant Maintenance	CW7551 - Light Fleet PL551 Building Coordinator	(33,000)	0	(33,000)	0	Vehicle for new position of Building Coordinator not required, position not being proceeded with.
			0	0	0	0	
			(3,519,672)	(2,478,024)	(95,288)	(946,360)	









Attach 2







26 August 2015

To the Chief Executive Officer  
City of Cockburn  
9 Coleville Crescent  
SPEARWOOD WA 6163

**RE: PETITION – REMOVAL 5 x CASUARINA EQUISETIFOLIA TREES on SOCRATES PDE,  
NORTH COOGEE.  
PETITIONERS – LESLEY JOHANSEN and LORRAINE BENNETT**

Dear Chief Executive Officer,

We live at Oceanedge Beachside Apartments, 37 Orsino Boulevard, Port Coogee. We've been in consultation with West Ward Councillors and City of Cockburn Park Manager Mr. Anton Lees regarding the health and safety issues of five Casuarina equisetifolia trees planted in front of our apartment block and *present a petition of 81 signatures to the City of Cockburn to remove the five Casuarina Equisetifolia trees and replace with low lying shrubs or ground cover.*

After speaking to the West Ward Councillors, they sought a review from the Park Manager who reported on 23<sup>rd</sup> July 2015 that the council will not be replacing these trees based on your Tree Masters advise that they are in alignment with the strategy of avenue planting, they uphold wind loads of prevailing winds, deemed suitable for public open space, said to grow to 8-16 metres, responds to pruning, planted more than one metre from the building requirement, tree trunk planted 2.7 metres from the building and deemed suitable, trees are now established, and that this species consistent throughout the development.

We DO NOT agree with the Council's Park Manager review and have researched information to establish that your review information is incorrect and the health and safety of your rate payers have not been considered or mentioned in your review.

We alerted the Council of our safety concerns as early as April 2014 (PK15/1466) and were advised by Mr Anton Lees that as we were not living at the apartments at the time that we should wait until after the council land was handed back to the City of Cockburn before anything could be done. We waited until the owners had occupied the building in November 2014 and contacted the council again in May 2015. *Our Response: To say that they are substantially grown now is totally unfair and unreasonable process. We have for the past few months suggested the best time to remove these trees is while they are young and still believe that this is possible.*

Other council's reasons of the height of these trees as 8-16 metres and that the trunks of these trees are planted 2.7 metres from our balcony is sufficient distance is acceptable even if they were pruned. *Our response: These trees grow to 35 metres high and 10 metres across research has shown and therefore consider that they are planted unacceptably too close to our building. Research indicate that the trees have splitting trunks and branches when aged, they are considered first to topple over in high winds. When pruned they are most unattractive and will downgrade the appearance of our building. One tree in close proximity our apartment block, toppled over in high winds during a recent winter's storm and was removed by the council. Therefore it does happen.*

These trees are a danger to our health and safety with research shown that they drop frequently serious large amounts of pollen, have foliage of high content of tannin being carcinogenic. With no other ventilation or entertainment area than our balconies, we are forced to breath in the pollen (already affecting family health), and possible carcinogenic foliage onto our balconies. These are important issues that should not be ignored and surprisingly were not mentioned in your review.

Although only currently small trees, branches have broken off in storms from 70 to 120 kts winds already. Our location is subjected to stronger south, west and north directional prevailing winds and

are highly concerned for when these trees grow to their full height and even if pruned, our balcony glass panels will be extensively scratched and damaged, damaged to the exterior of our building also and human injuries could result. The trees has a large number of nuts which will drop onto the balconies in any weather conditions and again causing a safety trip hazard. When the main trunk was planted only 2.7 metres from our building, the council may not have considered that these are a 10 metre wide span tree and the council's explanation that this will not eventuate is distressing.

We also like to draw to the council's attention this particular tree when pruned is unsightly. They are not an attractive tree when fully grown or pruned as we have sighted on our travels around Fremantle Markets, City Beach, Port Beach, and Floreat Beach carparking and park areas. We request that the council's staff view other established trees to see how unattractive and how tall and wide these in fact DO grow. Most other councils have not planted them directly in front of apartment's balconies where ventilation is a priority and have chosen to plant them in parks and roadside verges where no houses or living arrangements are close by.

Another issue which we raised and not considered in the City of Cockburn's review was the fact that we been already experiencing large population of moths inside our apartments and balcony lights and have discovered that this particular tree are a food source for the larvae of these annoying pesky moths. The moths have invaded our life style and will only get worse as the trees get older and bigger they will cause us much concern in the future.

We wish to dispute the council's reasons that they are native coastal trees and tolerant to sea spray and therefore considered suitable. *Our response: We agree that they are native coastal trees tolerant to sea spray, however, with health and safety concerns they are definitely not suitable for residential zoning. Our research shows that in Florida USA, and other countries such China and India where these particular trees have been considered a pest and seek groups to lobby their council to eradicate them as they have been deemed a threat to the environment and a human health risk.*

When we signed our contract for our Oceanedge apartment, there were no trees planted in front of our proposed building and based our purchased on the environment and surroundings. We are extremely disheartened that the council could not have planted a more appropriate choice of vegetation for us to enjoy our prime location.

We seek the council's consideration of negative effects of what other countries in the world have experienced to their environment surroundings and health and safety risks to humans. We therefore, lodge this petition to the City of Cockburn councillors to alert you of our health and safety concerns and as a "Duty of Care" have these trees removed and replaced with low lying shrubs or ground cover.

Please find our petition enclosed to include 81 signatures.

\*\*\*web links to our research information in support to our petition are as follows:

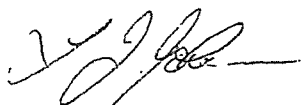
<http://www.issg.org/database/species/ecology.asp?si=365>

<https://casuarinacontrol.wordpress.com/casuarina-history/>

<https://en.wikipedia.org/wiki/Casuarina>

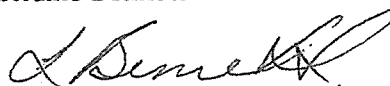
With kind regards,

Lesley Johansen



28/37 Orsino Boulevard  
NORTH COOGEE WA

Lorraine Bennett



31/37 Orsino Boulevard  
NORTH COOGEE WA 6163



8/28/2015

Gmail - Socrates Streetscape & Port Coogee Subdivision Conditions



Recent letter To OFFICER. @ F THE CITY OF COCKBURN: Lorraine Bennett <lakgdb@gmail.com> DATED JULY 27 2015 AND RESPONSE FROM ANTON LEES

Socrates Streetscape & Port Coogee Subdivision Conditions 22 July 2015.

Lorraine Bennett <lakgdb@gmail.com>  
To: "Lorraine Bennett (Gmail)" <lakgdb@gmail.com>

Mon, Jul 27, 2015 at 7:42 PM

Dear Mr Anton Lees,

<http://www.issg.org/database/species/ecology.asp?si=365>  
<https://casuarinacontrol.wordpress.com/casuarina-history/>  
<http://en.m.wikipedia.org/wiki/Casuarina>

We are yet again extremely concerned on your email dated July 23 2015, regarding the City's intention to ignore our health and safety concerns of trees planted into front of our living arrangements.

Your email refers to a decision to plant these unattractive, unhealthy, unsafe trees in front our abode with little regard to what we have been trying to alert the City of Cockburn about.

You have only considered your City of Cockburn Tree Masters review for these trees as suitable based on coastal beach environment tolerant to extreme salt condition as a priority and not considered the health and safety of your rate payers.

You have not taken into account which we as owners of our apartment have drawn attention to three (3) west City of Cockburn councillors (Deputy Mayor Carol Reeve-Fowkes, Cr Kevin Allen, Cr Lyndsey Wetton).

Please note our argument as follows:

- 1) We have alerted the City of this potential problem back in April 8 2014 (email to Bruce Moorman and Anton Lees) - we were told that nothing can be done until the trees were handed over to the City of Cockburn from the builder and now that we have moved into the apartments you state that they have grown substantially as one of your reasons, is unfair.
- 2) When we signed our contract to purchase our apartment 2012, there were no trees planted in front of the proposed building site and we made our purchase based on the environmental and surroundings conditions at the time with no trees.
- 3) you have made no reference to or not considered the health implications of the pollen droppings of these particular trees which is a major health concern amongst residence.
- 4) You have made no reference to and not even addressed the health risks of the foliage having high tannin content which is carcinogenic....Many apartments have no windows and our balconies are our only fresh air outlet avenue.....research links already provided.
- 5) you have not considered the intrusion and the invasive of the moth populations (these trees being a food source for the moths) which have already affected our lifestyles on our only outdoor living and entertainment area which is not like other housing conditions.
- 6) your research of these trees that a 1 metre set back from the building is considered safe by the City of Cockburn when our research shows that these trees grown to 35 ft (10 m) across. This is not enough distance between building balconies and tree branches to be deemed safe or otherwise.....research links already provided.
- 7) you have not even addressed the location of our building will encounter 70-100 kts winds from south, west and north directions more so than any other building in this estate. We have no buildings or landscape hills to avoid these strong winds which have already and will encounter. We are fearful of branches breaking in high winds and causing massive damage to our property.
- 8) your research is correct in stating that they are coastal salt tolerant trees but I am positive that they were not meant to be planted in residential built up areas. You stated they have been approved for public open space but our building is residential not public open space and should not confuse the two.
- 9) your Tree Master accepts these trees as tolerant to high winds when in fact they are the first to topple over in high winds with brittle branches splitting causing an extremely concerning living environmental for when they getter bigger...branches have already broken off in high winds and laid across the road the next day collected by the council workers and we can't imagine what will happen when they grow to their full height...(they are only small in height currently).....research links already provided to the City of Cockburn.
- 10) you mention that these trees respond to structural pruning is astonishing. We have for the last 12 months noted many trees of this species in other councils which have been pruned and they look unsightly which will in the long term downgrade the appearance of our building and not upholding to Port Coogee's long term prestige prospects.
- 12) our research states that this specific trees grow up to 35m (100ft high) as compared to your email stating that they grow only to 8-16 metres high.
- 13) these trees will not only block out our only ventilation but our winter sunlight also leaving our abode much colder in winter. As mentioned this is our only entertainment and outdoor area.

You leave us no other choice but to follow another course of action of removing these trees by petitioning the City of Cockburn (63 signature collected already). We would of hope that the City would realise and hear our concerns that they are unsuitable, unsafe, unhealthy residential trees giving good reason for residents at Oceanedge Beachside apartment cause for concern of many problems that lay ahead.

We understand of the City of Cockburn's need to provide shade and address prevailing wind conditions, however, we believe the City of Cockburn has not researched or considered rate payers health and safety concerns and not made this the City of Cockburn's priority.

We appeal to your decision and ask you to reconsider before we maintain our position and proceed further.

Kind regards

Oceanedge Residents  
Lorraine Bennett  
Paula and Chris  
Pam and Dave  
Lesley

----- Forwarded message -----

From: Anton Lees <afees@cockburn.wa.gov.au>  
Date: Wednesday, July 22, 2015  
Subject: Socrates Streetscape & Port Coogee Subdivision Conditions  
To: "wildrose@bigpond.net.au" <wildrose@bigpond.net.au>, "lakgdb@gmail.com" <lakgdb@gmail.com>  
Cc: Cr Carol Reeve-Fowkes - External <carolrf@inet.net.au>, Cr Lyndsey Wetton <lwetton@cockburn.wa.gov.au>, Cr Kevin Allen <kallen@cockburn.wa.gov.au>, Charles Sullivan <csullivan@cockburn.wa.gov.au>

Hi Lorraine, Paula & Chris,

Further to recent correspondence with City officers and the site meeting on 22<sup>nd</sup> June 2015 with the Deputy Mayor, Carol Reeve Fowkes, I have completed a review of the subdivision conditions for the Port Coogee development relating to street tree selection and the current condition of the Socrates streetscape.

The Port Coogee development sub division conditions specifically requested a Street Tree Master Plan to provide a strategy for avenue plantings to help ensure proper streetscape continuity and alignment as well as the amelioration of wind loads to adjacent properties. The plan was to provide a basis for the developer to inform future lot owners of the tree species and location so as to ensure the built design on each lot accommodated the trees future growth. The Landscape Architectural firm engaged to develop the plan was required to confirm a palette of trees conducive to the environmental conditions of the site and consider impacts to properties. The plan was inclusive of a tree to be planted within the streetscape realm and public open space to ensure consistency throughout the entire development site. Additional consultation with prospective developers of apartment sites was undertaken to ensure the species selected and location would assist in the amelioration of the prevailing winds to the site and ensure integration with the built form. The established plan would not only provide clarity for the supply of standard sized trees but also sourcing of mature trees for entry statements and specific locations within the public open space.

The tree selected for Socrates Parade streetscape, and many other streets within Port Coogee, is *Casuarina equisetifolia*, commonly known as either a coastal, beach or horsetail sheoak. This species is well adapted to the coastal environment and has a high tolerance to the harsh salty conditions. It has a low water requirement and can grow in poor soil conditions in either full sun or part shade. This small to medium sized tree can grow between 8- 16 metres in height and 5-12 metres in width depending on a number of environmental factors. The *Casuarina* species have the typical conical shape growth habit and respond well to structural pruning within the built urban environment. The locations of the trees are in accordance with the Utility Provides Code of Practice for Western Australia which sets out the alignment of essential services, street trees, stormwater components, etc. from the lot boundary within the road reservation. The trees are planted 2.7 metres from the property boundary and with a building setback of 1 metre provides a suitable distance to the building structure. New trees, which are now well established, were replanted due to the original trees receiving extensive damage during the construction of the Ocean Edge apartments.

Based on the development conditions of the subdivision, the consistent use of this species throughout the development and the proven performance of the *Casuarina equisetifolia* species in proximity to the coastal environment, retention of these trees is substantiated.

Should you wish to discuss the review in consultation with all the tenants of the Ocean Edge Apartment please notify me of the next strata meeting so a presentation can be delivered.

# Casuarina cunninghamiana

From Wikipedia, the free encyclopedia

*Casuarina cunninghamiana* is a she-oak species of the genus *Casuarina*. The native range in Australia extends from Daly River in the Northern Territory, north and east in Queensland and eastern New South Wales.<sup>[1][2]</sup>

## Contents

- 1 Description
- 2 Invasive species
- 3 References
- 4 Footnotes
- 5 External links

## Description

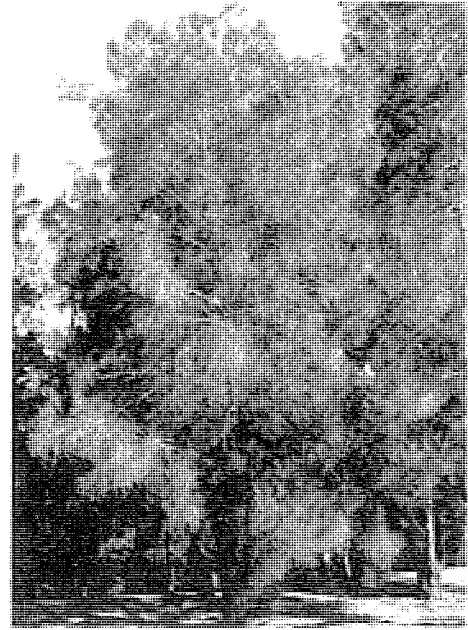
The River Oak is an attractive evergreen tree with fine greyish green needle-like foliage that grows to a height of **10–35 m (33–115 ft)** with a spread of about **10 metres (33 ft)**.<sup>[1][3]</sup> The trunk is usually erect, with dense rough bark. Flowers are reddish-brown in the male and red in the female.<sup>[1]</sup> Cones are small, nearly round to elongated and about 10 millimetres (0.39 in) across.<sup>[1]</sup>

Trees are usually found in sunny locations along stream banks and swampy areas.<sup>[1]</sup> It's widely recognised as an important tree for stabilising riverbanks and for soil erosion prevention accepting wet and dry soils. The foliage is quite palatable to stock.<sup>[2]</sup> *C. cunninghamiana* is frost tolerant down to around  $-8\text{ °C}$  ( $18\text{ °F}$ ) and is widely used effectively as a screening plant. It is useful on windy sites and is also suited to coastal areas. *C. cunninghamiana* has been introduced into several other countries for the purpose of agroforestry.<sup>[3]</sup>

There are two subspecies:

- C. cunninghamiana* subsp. *cunninghamiana*. Large tree to 35 m (115 ft) tall, 

*Casuarina cunninghamiana*



*Casuarina cunninghamiana* tree in flower..

### Scientific classification

Kingdom: Plantae  
 (unranked): Angiosperms  
 (unranked): Eudicots  
 (unranked): Rosids  
 Order: Fagales  
 Family: Casuarinaceae  
 Genus: *Casuarina*  
 Species: *C. cunninghamiana*

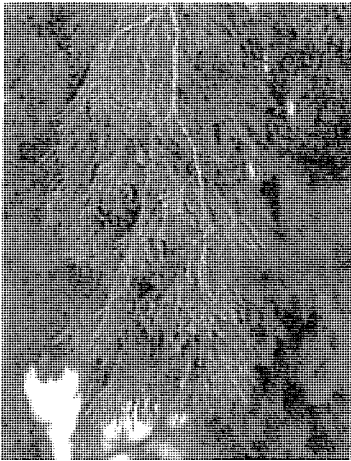
### Binomial name

*Casuarina cunninghamiana*

Miq.

- Eastern New South Wales, north and east Queensland.<sup>[1][3]</sup>
- C. cunninghamiana* subsp. *miodon*. Small tree to 12 m (39 ft) tall. Daly River and Amhem Land in the Northern Territory and the Gulf of Carpentaria in Queensland.<sup>[1][3]</sup>

The species has many common names including River Oak, River She-oak or Creek Oak.<sup>[2]</sup>



Male flowers of a *C. cunninghamiana* subsp. *cunninghamiana*.

## Invasive species

*Casuarina cunninghamiana* is an invasive species in the Everglades in Florida<sup>[4]</sup> and in South Africa.<sup>[5]</sup>

## References

- "Australian Native Plants" by John W. Wrigley and Murray Fagg, 4th edition, Reed, 1997



Immature seedpods *in situ*

## Footnotes

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- "SANBI: Declared Weeds & Invader Plants" (<http://www.plantzafrika.co.za/miscell/aliens3.htm>). South African National Biodiversity Institute. Retrieved 25 September 2014.

## External links

- Australian Biological Resources Study (<http://www.environment.gov.au/cgi-bin/species-bank/sbank-treatment.pl?id=4948>)



Wikimedia Commons has media related to ***Casuarina cunninghamiana***.

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Categories: Casuarina | Trees of Australia | Fagales of Australia  
| Flora of Queensland | Flora of New South Wales | Drought-tolerant trees  
| Invasive plant species

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# Casuarina

From Wikipedia, the free encyclopedia

**Casuarina** is a genus of 17 species in the family Casuarinaceae, native to Australasia, the Indian Subcontinent, southeast Asia, and islands of the western Pacific Ocean. It was once treated as the sole genus in the family, but has been split into three genera (see Casuarinaceae).<sup>[1][2]</sup>

They are evergreen shrubs and trees growing to 35 m tall. The foliage consists of slender, much-branched green to grey-green twigs bearing minute scale-leaves in whorls of 5–20. The flowers are produced in small catkin-like inflorescences; the flowers are simple spikes. Most species are dioecious, but a few are monoecious. The fruit is a woody, oval structure superficially resembling a conifer cone made up of numerous carpels each containing a single seed with a small wing.<sup>[1][3]</sup> The generic name is derived from the Malay word for the cassowary, *kasuari*, alluding to the similarities between the bird's feathers and the plant's foliage,<sup>[4]</sup> though the tree is called *rhu* in current standard Malay.

*Casuarina* species are a food source of the larvae of hepialid moths, members of the genus *Aenetus*, including *A. lewinii* and *A. splendens*, burrow horizontally into the trunk then vertically down. *Endoclita malabaricus* also feeds on *Casuarina*. The noctuid Turnip Moth is also recorded feeding on *Casuarina*.

Pedunculagin, casuarictin, strictinin, casuarinin and casuarin are ellagitannins found in the species within the genus.<sup>[5]</sup>

## Contents

- 1 Selected species
  - 1.1 Formerly placed here
- 2 Cultivation and uses
  - 2.1 Invasive species
- 3 References
- 4 External links

## Casuarina ✓



*Casuarina equisetifolia*

### Scientific classification

Kingdom: Plantae  
 (unranked): Angiosperms  
 (unranked): Eudicots  
 (unranked): Rosids  
 Order: Fagales  
 Family: Casuarinaceae  
 Genus: ***Casuarina***  
 L.

### Species

See text

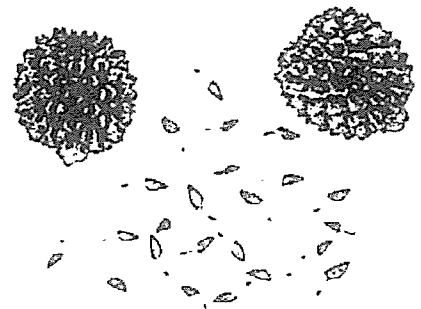


## Selected species

- *Casuarina cristata* Miq. (Northeastern Australia: Queensland, New South Wales).
- *Casuarina cunninghamiana* Miq. – River Sheoak (Northern and eastern Australia: Northern Territory to New South Wales)
- *Casuarina equisetifolia* L – Australian Pine, Beach Sheoak, Common Ironwood (Northern Australia, southeastern Asia, doubtfully native to Madagascar), ঝাড়ি in বাংলা (Bengali)
- *Casuarina glauca* Sieber ex Spreng. Gray Sheoak, Longleaf Ironwood, Saltmarsh Ironwood, Swamp Oak (New South Wales)
- *Casuarina grandis* L.A.S.Johnson (New Guinea)
- *Casuarina junghuhniana* Miq. (Indonesia)
- *Casuarina obesa* Miq. (Southern Australia: southwestern Western Australia, New South Wales [one site, now extinct], Victoria)
- *Casuarina oligodon* L.A.S.Johnson (New Guinea)
- *Casuarina pauper* F.Muell. ex L.A.S.Johnson (interior Australia)



Fruit of *C. equisetifolia*



*Casuarina* sp. - MHNT

Sources:[1][2][6][7]

## Formerly placed here

- *Allocasuarina acuaria* (F. Muell.) L.A.S.Johnson (as *C. acuaria* F.Muell.)
- *Allocasuarina acutivalvis* (F. Muell.) L.A.S.Johnson (as *C. acutivalvis* F.Muell.)
- *Allocasuarina campestris* (Diels) L.A.S.Johnson (as *C. campestris* Diels)
- *Allocasuarina comiculata* (F.Muell.) L.A.S.Johnson (as *C. comiculata* F.Muell.)
- *Allocasuarina decussata* (Benth.) L.A.S.Johnson (as *C. decussata* Benth.)
- *Allocasuarina distyla* (Vent.) L.A.S.Johnson (as *C. distyla* Vent.)
- *Allocasuarina drummondiana* (Miq.) L.A.S.Johnson (as *C. drummondiana* Miq.)
- *Allocasuarina fibrosa* (C.A.Gardner) L.A.S.Johnson (as *C. fibrosa* C.A.Gardner)
- *Allocasuarina fraseriana* (Miq.) L.A.S.Johnson (as *C. fraseriana* Miq.)
- *Allocasuarina grevilleoides* (Diels) L.A.S.Johnson (as *C. grevilleoides* Diels)
- *Allocasuarina helmsii* (Ewart & Gordon) L.A.S.Johnson (as *C. helmsii* Ewart & Gordon)
- *Allocasuarina huegeliana* (Miq.) L.A.S.Johnson (as *C. huegeliana* Miq.)
- *Allocasuarina humilis* (Otto & A. Dietr.) L.A.S.Johnson (as *C. humilis* Otto & A.Dietr.)
- *Allocasuarina inophloia* (F. Muell. & F. M. Bailey) L.A.S.Johnson (as *C. inophloia* F.Muell. & F.M.Bailey)
- *Allocasuarina lehmanniana* subsp. *lehmanniana* (as *C. baxteriana* Miq. or *C. lehmanniana* Miq.)
- *Allocasuarina littoralis* (Salisb.) L.A.S.Johnson (as *C. littoralis* Salisb. or *C. suberosa* Otto & A.Dietr.)
- *Allocasuarina luehmannii* (R.T.Baker) L.A.S.Johnson (as *C. luehmannii* R.T.Baker)
- *Allocasuarina muelleriana* (Miq.) L.A.S.Johnson (as *C. muelleriana* Miq.)
- *Allocasuarina nana* (Sieber ex Spreng.) L.A.S.Johnson (as *C. nana* Sieber ex Spreng.)
- *Allocasuarina paludosa* (Sieber ex Spreng.) L.A.S.Johnson (as *C. paludosa* Sieber ex Spreng.)
- *Allocasuarina pusilla* (Macklin) L.A.S.Johnson (as *C. pusilla* Macklin)
- *Allocasuarina thuyoides* (Miq.) L.A.S.Johnson (as *C. thuyoides* Miq.)

- *Allocasuarina torulosa* (Aiton) L.A.S.Johnson (as *C. tenuissima* Sieber ex Spreng. or *C. torulosa* Aiton)
- *Allocasuarina trichodon* (Miq.) L.A.S.Johnson (as *C. trichodon* Miq.)
- *Allocasuarina verticillata* (Lam.) L.A.S.Johnson (as *C. quadrivalvis* Labill., *C. stricta* Aiton or *C. verticillata* Lam.)
- *Gymnostoma deplancheanum* (Miq.) L.A.S.Johnson (as *C. deplancheana* Miq.)
- *Gymnostoma nodiflorum* (Thunb.) L.A.S.Johnson (as *C. angulata* J.Poiss. or *C. nodiflora* Thunb.)
- *Gymnostoma papuanum* (S. Moore) L.A.S.Johnson (as *C. papuana* S.Moore)
- *Gymnostoma rumphianum* (Miq.) L.A.S.Johnson (as *C. rumphiana* Miq.)
- *Gymnostoma sumatranum* (Jungh. ex de Vriese) L.A.S.Johnson (as *C. sumatrana* Jungh. ex de Vriese)<sup>[6]</sup>

## Cultivation and uses

Commonly known as the **she-oak**, **sheoak**, **ironwood**, or **beefwood**, casuarinas are commonly grown in tropical and subtropical areas throughout the world. The tree has delicate, slender ultimate branches and leaves that are no more than scales, making the tree look more like a wispy conifer. The plants are very tolerant of windswept locations, and are widely planted as windbreaks, although usually not in agricultural situations.

*C. equisetifolia* is a common tropical seashore tree known as Common Ironwood, Beefwood, Bull-oak, or Whistling-pine and is often planted as a windbreak. The wood of this tree is used for shingles, fencing, and is said to make excellent, hot burning firewood.

*C. oligodon* has been planted in New Guinea in an ancient (more than 3,000 years) silviculture by highland gardeners practicing an intensive traditional permaculture. The wood of this tree is used for building-timber, furniture and tools and makes **excellent firewood**. The tree's root nodules are known to fix nitrogen, and it is traditionally prized for its ability to increase the soil's fertility. **Its abundant leaf-fall** is high in nitrogen and traditionally prized for mulch.

**The resin exuded** from some casuarinas is edible and was a food source for Aboriginal people.

Gardeners in Bermuda can appreciate that all parts of the casuarina tree (needles, sawdust, bark, and prepared mulch) can be useful in lowering the soil pH, as Bermuda's topography consists of naturally high pH limestone rock, and perhaps only a foot of red or sandy soil. Lowering soil pH makes the soil more acidic, which can help Bermuda's biodiversity by growing acid-loving plants such as blueberries, blackberries, azaleas, rhododendrons, and such plants that may be seen in similar hardiness zones as Bermuda (USDA 9-11), such as plants found in New Zealand and Florida, which naturally have a lower pH soil than Bermuda, albeit some other environmental differences as well.

## Invasive species

*C. cunninghamiana*, *C. glauca* and *C. equisetifolia* have become naturalized in several countries, including Argentina, Cuba, China, Egypt, Israel, Iraq, Mauritius, Kenya, Mexico, South Africa, Rio de Janeiro, the Bahamas<sup>[8]</sup> and the southern United States; in the United States it was introduced in the early 1900s, and is now considered an invasive species.<sup>[9][10]</sup> The species has nearly quadrupled in southern Florida between 1993 and 2005, where it is known as Australian pine.<sup>[11]</sup>



Casuarina on Gold Rock Beach, Grand Bahama

*C. equisetifolia* is widespread in the Hawaiian Islands where it grows both on the seashore in dry, salty, calcareous soils and up in the mountains in high rainfall areas on volcanic soils. It is also an introduced, invasive plant in Bermuda,<sup>[12]</sup> where it was introduced to replace the *Juniperus bermudiana* windbreaks killed by juniper blight in the 1940s. Now the ironwoods are growing on cliffs and sandy slopes strangling all surrounding plants, or covering them in needles; they also erode the cliffs by digging their roots deep into them and splitting them apart.

*Casuarina* and *Allocasuarina* spp are strongly suspected of having allelopathic properties, as evidenced by the total or near absence of understory once a mat of litter develops around the plants.

## References

1. Flora of Australia: *Casuarina* (<http://www.anbg.gov.au/abrs/online-resources/flora/stddisplay.xsql?pnid=237>)
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8. [http://www.best.bs/Documents/bahamas\\_nationalstrategy.doc](http://www.best.bs/Documents/bahamas_nationalstrategy.doc)
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11. IFAS: SRFer Mapserver (<http://biscuitgis.com/srfer/>)
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## External links



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title=Casuarina&oldid=650359632"



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*Casuarina*

Categories: [Casuarina](#) | [Casuarinaceae](#) | [Fagales genera](#) | [Dioecious plants](#)  
| [Invasive plant species in the United States](#)

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Casuarina Control Coalition

Helping the Turks and Caicos regain its roots

# Introducing the Casuarina

The Casuarina tree is also known as the Australian pine, ironwood, beefwood, she-oak and horsetail tree.

## NATIVE RANGE:

The Casuarina's natural range is tropical and subtropical seacoasts from Malaysia to Australia, Micronesia, Melanesia, the Philippine islands, and Polynesia.

## NON-NATIVE RANGE:

Its introduced range is Hawaii, Florida, Puerto Rico, the Bahamas, and numerous islands of the Caribbean. It is now common on **frost-free coastlines almost anywhere in the world.**

## DESCRIPTION:

The Casuarina is a deciduous tree with a soft, wispy, pine-like appearance that **can grow to 100 feet or more in height.** It looks very similar to the conifer because of its small, round, cone-like fruits and its branchlets of scale-like leaves that look like pine needles. Its flowers are tiny, brown and **wind-pollinated.** **The fruit is a nutlet about ½ inch in diameter that contains winged seeds.**

## HABITAT:

The Casuarina's natural habitat includes foreshore dune fields and sandy flats, exposed sand bars, rocky strands, cleared and disturbed land, roadsides, and vacant lots.

It is able to **tolerate a wide range of soil types**, but it prefers coarse-textured soils such as the dry, highly-saline calcareous soils of sandy beaches and the relatively young nutrient-poor soils developed on weathered volcanic flows. It is very tolerant of salt and salt spray such as would be found on a windward-facing beach. The tree grows rapidly in hot weather and is able to tolerate annual temperatures as high as 30 degrees C.

## DESCRIPTION:

The Casuarina has a spreading, fibrous roots system that is capable of penetrating very deeply into any soil. It forms a dense mat of thick aggressive adventitious roots that can take up large quantities of groundwater. The root fibers are also able to form a **symbiotic relationship with the nitrogen-fixing bacteria** (actinobacteria Frankia sp). This association results in the formation of nitrogen-fixing root nodules, which enables the Casuarina to colonize immature, nutrient-poor soils.

## CASUARINA DEFENSE SYSTEM:

It has **few natural enemies** including predatory insects in its Northern Hemisphere range. In part, this may be due to the **high tannin** (<http://en.wikipedia.org/wiki/Tannin>) **content of its foliage and saplings, making them toxic and carcinogenic.** ✱

Once Casuarinas colonize an area, **they form dense monotypic stands** (i.e. forests of ONLY Casuarina trees) under which almost **no other plant species is able to grow**. These nearly impenetrable thickets substantially reduce the amount of sunlight reaching the under-story and produce a thick blanket of branch and **leaf litter that completely covers the ground**. This radically alters the light, temperature, and soil chemistry regimes of beach habitats. All this serves to displace resident and native coastal plant species, especially those specifically adapted to beaches, mangrove swamps, and other ecologically sensitive coastal environments.

Casuarinas are believed to **employ allelopathy** to eliminate competing plant species, as evidenced by the near absence of other plant species in the under-story once a mat of litter develops around the trees. **Allelopathy is the release of chemicals that inhibit the growth and development of competing plants**. The chemicals involved are usually terpenes or phenols, and are **present in large quantities in the roots, stems, leaves, fruits, or seeds** of Casuarina trees. They render the soil beneath the offending plant **ecologically sterile**, reducing its food value for competing species.

### THREATS TO THE ENVIRONMENT:

Casuarina trees exhaust the moisture in the soil and **lower the water table of the area**. They **facilitate beach erosion** by displacing deep-rooted vegetation and therefore Casuarina-infested beaches are more prone to sand loss and erosion. Unlike the Turks and Caicos's native vegetation Casuarinas have a **shallow root system which tends to uproot and topple during high winds**, posing a significant hazard to coastal storm evacuation routes. Also due to their shallow root systems; Casuarina-infested beaches are more prone to sand loss and erosion.

### THREAT TO WILDLIFE:

Casuarina trees displace native beach vegetation that provide critical wildlife habitat for native wildlife. In Florida's Everglades the **Casuarina is directly threatening endangered animal species** such as the American crocodile (*Crocodylus acutus* (<http://www.iucnredlist.org/apps/redlist/details/5659/0>)) loggerhead turtle (*Caretta caretta* ssp. *caretta*) (<http://www.iucnredlist.org/apps/redlist/details/3897/0>) and the green turtle (*Chelonia mydas* (<http://www.iucnredlist.org/apps/redlist/details/4615/0>)). The Turks and Caicos is also home to prominent nesting grounds of both these endangered turtle species which are no doubt seeing their numbers diminish as the number of Casuarina trees grows exponentially. Casuarinas **inhibit turtle hatchlings from reaching the ocean** when they form dense beach-front forests allowing their dense and shallow root systems to 'trap' turtles inside their nests after they hatch.

### THREAT TO HUMAN LIFE:

**With shallow roots and tall canopies, they are among the first trees to fall in high winds** and as such restrict evacuation efforts during hurricanes. Their root system also poses issues to residential areas where their dense roots can break or disturb water-lines and sewer-lines.

Due to their ability to self-pollinate Casuarina trees release large amounts of pollen into the air on **frequent basis** which poses a problem to humans as its **pollen is a source of respiratory irritation and allergies**.

Create a free website or blog at WordPress.com. The Paperpunch Theme.

search...

<http://www.allergy.org.au>

Home



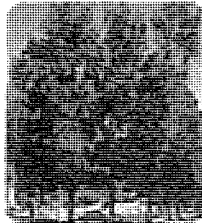
## Pollen calendar - guide to common allergenic pollen

[Print \(/patients/allergic-rhinitis-hay-fever-and-sinusitis/guide-to-common-allergenic-pollen/283-australian-pineshe-oak?tmpl=component&print=1&page=\)](/patients/allergic-rhinitis-hay-fever-and-sinusitis/guide-to-common-allergenic-pollen/283-australian-pineshe-oak?tmpl=component&print=1&page=)

### Australian Pine/She Oak

#### Australian Pine / She Oak

*Casuarina spp*



Slender trees 10-20m with grey green to dark green needle like foliage. The many species are indigenous, drought resistant and used extensively in landscaping. The male flowers surround a central spike in whorls and when about to pollinate the foliage appears brown.

	NSW	ACT	VIC	TAS	SA	WA	NT	QD
J	*	*						*
F	*	*						*
M	*	*	*		*			*
A	*	*	*		*			*
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J	*							*
J	*	*			*	*	*	*
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S	*	*	*	*	*	*	*	*
O	*	*	*		*	*	*	*
N	*	*						*
D	*							*

[< Prev \(/patients/allergic-rhinitis-hay-fever-and-sinusitis/guide-to-common-allergenic-pollen/266-annual-blue-winter-grass\)](/patients/allergic-rhinitis-hay-fever-and-sinusitis/guide-to-common-allergenic-pollen/266-annual-blue-winter-grass)

## Allergy

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### About Allergy

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### What is allergy?

[\(/patients/about-allergy/what-is-allergy\)](#)

### Anaphylaxis

[\(/patients/about-allergy/anaphylaxis\)](#)

### Common myths about allergy and asthma exposed

[\(/patients/about-allergy/anaphylaxis/common-myths-about-allergy-and-asthma-exposed\)](#)

### Glossary of allergy terms

[\(/patients/about-allergy/glossary-of-allergy-terms\)](#)

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### Allergic rhinitis (hay fever) and sinusitis

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### Allergic Rhinitis Treatment Plan

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### Allergic conjunctivitis

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### Is it allergic rhinitis (hay fever)?

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### Nasal polyps

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### Pollen allergy

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### Pollen Calendar: a guide to common allergenic pollen

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### Sinusitis and allergy

[\(/patients/allergic-rhinitis-hay-fever-and-sinusitis/sinusitis-and-allergy\)](#)

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### Allergy prevention

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### Infant Feeding Advice

<http://www.allergy.org.au/health-professionals/papers/ascia-infant-feeding-advice>

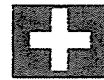
### Allergy prevention in children

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### Allergy Testing Overview

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First Aid Treatment  
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Anaphylaxis  
Resources

[\(/health-](#)

[professionals/anaphylaxis-resources\)](#)

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## ASCIA Update

[April 13, 2015 - Allergic to commitment \(/about-ascia/media/607-april-13-2015-allergic-to-commitment\)](#)  
Australian experts say the nation has given allergies too low a priority,...

[Mar 9, 2015 - The First Pollen Allergy Map of Australia an... \(/about-ascia/media/606-mar-9-2015-he-first-pollen-allergy-map-of-australia-and-predicting-shellfish-allergy-in-children\)](#)  
A new foundation, which is redressing underinvestment in allergy and immu...

[2014 ASCIA Highlights \(/about-ascia/2014-highlights\)](#)  
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[National Allergy Strategy \(/national-allergy-strategy\)](#)  
The Australasian Society of Clinical Immunology and Allergy (ASCIA) and...

[Aug 11, 2014 - National Allergy Strategy for Australia dec... \(/about-ascia/media/588-aug-11-2014-national-allergy-strategy-for-australia\)](#)  
Experts agree that allergies are major public health issue in Australia a...







Name	Address	Status
Millie Kursar	2 Baubin Place, Coogee	-
Aaron Smith	109 Yangebup Road, Yangebup	-
Sandra Smith	27 Garden Rd, Yangebup	-
Ron Blake	7 Herschill St, Coogee	-
Cheryl Hubbard	3/39 Tindal Av, Yangebup	-
Barbara Staines	6 Christine Crescent, Coogee	-
Rosemarie Stegnjaic	94 Marvelle Avenue, Munster	-
Diane Stewart	13 Dryden Street Munster	-
Rosa Lettieri	19 Owen Road, Hamilton Hill	-
Tom Kursar	2 Bauvin Place Coogee	-
Ray Kursar	16 Fox street, Spearwood	-
Mick Kuysar	1 Baudin Place Coogee	-
Kellie Baker	32 Ponderosa Road Aubin Grove	-
Kim Rewis	19 Sewel Gardens, Hammond Park	-
Mick Blades	Unit 77/37 Orsino Blvd, North Coogee	Owners
Lesley Blades	Unit 77/37 Orsino Blvd, North Coogee	Owners
Jan Schlichthaerle	Unit 84/37 Orsino Blvd, North Coogee	Owners
Kylie Thomson	Guest of 30/34 Orsino Blvd, North Coogee	-
Peter Hale	Darlington WA	-
Rita Painter	1 Wilson Lane, Batoman	-
Zoe Failtott	49 Helena Street, Guildford	-
Lynn Schlichthaerle	Unit 83/37 Orsino Blvd, North Coogee	Owners
Frank Honson	Unit 13/37 Orsino Blvd, North Coogee	Owners
Carol Ingram	Unit 12/37 Orsino Blvd, North Coogee	Owners
Arthur Ingram	Unit 12/37 Orsino Blvd, North Coogee	Owners
Leanne Noakes	Unit 51/37 Orsino Blvd, North Coogee	Owners
Derek Noakes	Unit 51/37 Orsino Blvd, North Coogee	Owners
Salvatore Ciruolo	19 Husk Pde, Coogee	-
Peta Ciruolo	19 Husk Pde, Coogee	-
Kathleen Dyer	1 Hackettiana Ave, South Lake	-
Yvonne Lowe	2B Argonant Crescent, Yangebup	-
June Whalley	3/2 Birkett Avenue, Beeliar	-
Lesley J Johansen	Unit 28/37 Orsino Blvd, North Coogee	Owners
Beverly Pedersen	Unit 32/37 Orsino Blvd, North Coogee	Resident/Tenant
Neil Pedersen	Unit 32/37 Orsino Blvd, North Coogee	Resident/Tenant
Susanne Fardella	32 Castellon Crs, Coogee	-
Aldo Fardella	32 Castellon Crs, Coogee	-
Pam Thomson	Unit 30/37 Orsino Blvd, North Coogee	Owners
David Thomson	Unit 30/37 Orsino Blvd, North Coogee	Owners
Dorean Allen	Unit 30/37 Orsino Blvd, North Coogee	Resident/Tenant
Terry Simpson	Vellgrove Ave, Parkwood	-
Eillis Wright	4a Murray Rd, Palmyra	-
Alice Woods	20 Rhonda Ave, Willetton	-
Linda Ray	Unit 21/37 Orsino Blvd, North Coogee	Owners
Awgela Travia	North Coogee	-
Jackie Oldivo	43/26 Gumina Place, Munster	-
Brian Higgsin	227 Hamilton Road Coogee	-
Bronwyn Snelling	7 Kinloch, Pass Aubin Grove	-
Anita	43 Celebration St, Beckinham	-
Lorraine Bennett	Unit 31/37 Orsino Blvd, North Coogee	Owners
Ka Y Huang	Unit 91/37 Orsino Blvd, North Coogee	Owners
Chris Ryan	Unit 29/37 Orsino Blvd, North Coogee	Resident/Tenant
Janet Darbyshire	Unit 70/37 Orsino Blvd, North Coogee	Resident/Tenant
Paula Denis	Unit 29/37 Orsino Blvd, North Coogee	Owners
Drago Stojanovie	34 Kotisina Grd Coogee	-
John Stojanovie	28 Bucat St, Hamilton Hill	-

Pablo Caceres	14 Ives St, Hamilton Hill	-
Emil Grbavae	Keery Street, Hamilton Hill	-
andrija Perica	31 Kotisina Grd, Coogee	-
Ante Spajic	29A Falstaff Cres, spearwood	-
Lenro	7/83 Mill Road, Spearwood	-
Yelena Caceres	14 Ives St, Hamilton Hill	-
<b>Christine McLellan</b>	<b>Unit 63/37 Orsino Blvd, North Coogee</b>	<b>Owners</b>
Kevin Murphy	Marmano Cr, Coogee	-
Glorid Murphy	Marmano Cr, Coogee	-
Nellie Barbarich	303 Hamilton Road, Coogee	-
Cathy Barbarich	63 Duchart Way, Coogee	-
Janet Barbarich	12 Lupin way, Coogee	-
Don Barbarich	303 Hamilton Road, Coogee	-
Donna Sikaloski	301b Hamilton Road, Coogee	-





- Mature
- Small
- Agonis flexuosa
- Angophora costata
- Araucaria columnaris 'Cook'
- Araucaria heterophylla 'Norfolk'
- Casurina equisetifolia
- Casurina obesa
- Callitris preissii
- Delonix regia
- Eucalyptus decipiens
- Eucalyptus gomphocephala
- Eucalyptus platypus
- Erythrina indica
- Ficus macrophylla
- Ficus rubiginosa
- Hibiscus tiliaceus rubra
- Melaleuca lanceolata
- Metrosideros excelsus
- Olea europaea 'Tolley's Upright'

Client  
AUSTRALAND

Project  
PORT COOGEE

Drawing  
TREE MASTERPLAN

Drawing No  
SK-01

Project No  
PPL0017

Date  
07.12.2011

Scale  
1:2500 @ A1

Drawn By  
QUEPB



2 November 2015

Our ref: 10453-3564-15R

Anton Lees  
Manager of Parks and Environment  
City of Cockburn  
9 Coleville Crescent  
SPEARWOOD WA 6163

Dear Anton

### **CASUARINA IDENTIFICATION: 37 ORSINI BOULEVARD (SOCRATES PARADE)**

At the City of Cockburn's request, Ecoscape has conducted the taxonomic identification of *Casuarina* trees that are the cause of resident's concern at 37 Orsini Boulevard, North Coogee. The trees themselves have been planted along Socrates Parade, approximately 4 m from the apartment building, on the road verge opposite the foreshore.

### **METHODS**

#### **SPECIMEN COLLECTION**

On 21 October 2015, Dr Udani Sirisena (botanist/taxonomist) visited North Coogee and collected specimens from trees along Socrates Parade, outside of the apartment building located at 37 Orsini Boulevard.

#### **TAXONOMIC IDENTIFICATION**

After collection, Dr Sirisena took the specimens to the Western Australian Herbarium (WAH) where she:

- used the *Flora of Australia Online* (Wilson & Johnson 1989) taxonomic key to identify the specimens according to the most recent taxonomy
- compared the specimens with reference specimens housed at the WAH
- consulted with senior WAH taxonomists Rob Davis (on 21 October) and Michael Hislop (on 22 October) to confirm her identification.

#### **SUPPLIER**

Dr Sirisena contacted the Landscape Architects that undertook the landscape works for the apartment complex (Hassell; contact person Ian Pexton who is currently managing the project but not at the stage that the trees were planted; Stage 11B, Foreshore Phase 3) to determine the plants' supplier and hence origin. The intent of this information was to further confirm identification, and to provide any additional information that may be useful to the City in relation to this matter.

### **RESULTS**

#### **SPECIMEN COLLECTION**

Dr Sirisena was able to collect specimens from three trees that were in mature fruit at the time of collection, providing good material for taxonomic identification (**Plate 1**).







**Plate 1:** *Casuarina* specimens collected from Orsini Parade, North Coogee

### TAXONOMIC IDENTIFICATION

Using the taxonomic keys and comparison with reference specimens at the WAH, Dr Sirisena was able to identify all specimens as *Casuarina equisetifolia*. The two WAH taxonomists both confirmed her identification as being correct.

The specimens, while similar (and clearly *Casuarina equisetifolia*), did not completely match reference specimens of *Casuarina equisetifolia* subsp. *equisetifolia*, with the articles<sup>1</sup> being of larger diameter than those of *Casuarina equisetifolia* subsp. *equisetifolia*. However, there were no reference specimens of *Casuarina equisetifolia* subsp. *incana* (which is the other subspecies) available for comparison.

According to *Flora of Australia Online* (Wilson & Johnson 1989), the article diameter of *Casuarina equisetifolia* subsp. *equisetifolia* is 0.5-0.7 mm diameter, whereas the article diameter of *Casuarina equisetifolia* subsp. *incana* is 0.7-1 mm in diameter. As the article diameter of the collected specimens is approximately 1 mm (**Plate 2**), it is clear that the specimens collected from Orsini Parade represent *Casuarina equisetifolia* subsp. *incana*.



**Plate 2:** *Casuarina* foliage

*Casuarina equisetifolia* subsp. *incana* is described in the above reference as being a small tree 6-12 m high with a rounded crown. In comparison, *Casuarina equisetifolia* subsp. *equisetifolia* is described as a tall erect tree 7-35 m high.

<sup>1</sup> 'Articles' are the sections of the apparent leaf, which are in reality a modified stem; the leaves are the small teeth that crown each article, at least when the leaf is young. See **Plate 2**.

## SUPPLIER

Dr Sirisena attempted to contact Ian Pexton on 21 and 22 October 2015 without success.

On 23 October she spoke to Mr Pexton who was unable to provide any information in relation to who supplied the seedlings. Consequently Ecoscape has not been able to provide additional information in relation to the specific plants as supplied and planted at North Coogee. Mr. Pexton suggested that perhaps the City may have this information.

In relation to additional information known to the horticulture trade and perhaps applicable to planted specimens rather than native plants, Benara Nurseries, that is a large wholesale nursery, describe *Casuarina equisetifolia incana* on its web site as being a medium tree 6 m wide x 18 m high (Benara Nurseries 2015). This is taller than the subspecies is described as attaining in *Flora of Australia* (Wilson & Johnson 1989), which relates to plants in their natural environment rather than cultivated specimens.

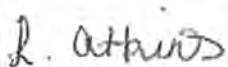
## DISCUSSION AND CONCLUSION

Ecoscape has identified the trees planted outside the apartment building at 37 Orsini Boulevard, North Coogee, along Socrates Parade, as *Casuarina equisetifolia* subsp. *incana*. This confirms the information that the City was provided by the developer's Landscape Architects in relation to the species and subspecies of the trees.

Ecoscape acknowledges the assistance of the WAH in relation to plant identification, and wishes to thank the City of Cockburn for this small project.

Yours sincerely

**Ecoscape (Australia) Pty Ltd**



Lyn Atkins  
Associate Environmental Scientist  
Ecologist/Botanist

## REFERENCES

- Benara Nurseries. 2015. *Plant Information - Casuarina equisetifolia incana*. Available from: <http://www.benaranurseries.com/productinfo.asp?ID=73605>. [October 2015].
- Wilson, K. L. & Johnson, L. A. S. 1989. *Flora of Australia Online: Casuarinaceae*. Available from: <http://www.anbg.gov.au/abrs/online-resources/flora/main-query-styles.html>, [http://www.anbg.gov.au/abrs/online-resources/flora/stddisplay.xsql?sn\\_infsprnm=equisetifolia&sn\\_infsprnk=sp.&sn\\_fam=casuarinaceae&sn\\_gen=casuarina&sn\\_sp=](http://www.anbg.gov.au/abrs/online-resources/flora/stddisplay.xsql?sn_infsprnm=equisetifolia&sn_infsprnk=sp.&sn_fam=casuarinaceae&sn_gen=casuarina&sn_sp=).





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### Arboricultural Advice for the City of Cockburn

Date inspected: 1<sup>st</sup> of December 2015

Location: 37 Orsino Boulevard, Port Coogee

Tree species: *Casuarina equisetifolia* subsp. *incana* (Horsetail Sheoak)

### Reason for assessment

This consultant has been asked to prepare information on the species *Casuarina equisetifolia* subsp. *incana* in relation to a petition to remove five of these species on Socrates Parade, Port Coogee due to a number of concerns from adjacent residents.

This consultant confirms that a site visit to inspect the trees at the above location was carried out on the 1<sup>st</sup> of December 2015.

### Observations

- Ecoscape has provided a report to City of Cockburn in relation to confirming that the species of *Casuarina* situated on the Socrates Parade verge, adjacent 37 Orsino Boulevard, Port Coogee is *Casuarina equisetifolia* subsp. *incana*, dated 2<sup>nd</sup> of November 2015.
- This consultant identified five young/early mature *Casuarina equisetifolia* subsp. *incana* on the Socrates Parade side of the building known as Oceanedge Beachside Apartments.
- A further two young/early mature *Casuarina equisetifolia* subsp. *incana* were found on the Napoleon verge side out the front of Units 16 & 17.
- Socrates Parade is a north - south aligned street and as the trees are planted on the east side of the street they will in time provide shade and protection to the existing building and apartments.
- Napoleon Parade is an east-west aligned street and as the trees are planted on the southern side of the verge they provide shade and protection from the hot northerly sun to those apartments opposite.
- The trunks of the *Casuarina equisetifolia* subsp. *incana* on Socrates Parade were measured to be 4m away from the boundary fence of the apartment building. In between this is a 3 meter wide footpath.

- The trunks of the *Casuarina equisetifolia* subsp. *incana* on Napoleon Parade were slightly closer to the boundary fence at approximately 2.8m. (With a 1.8m footpath in between)
- Currently the trees and shrubs are watered by sprinklers every week.
- Upon driving around the estate there are a number of *Casuarina equisetifolia* subsp. *incana* planted as verge trees and thriving under the current coastal conditions. There are however a number of *Casuarina equisetifolia* subsp. *incana* which were found to be displaying reduced vitality and appear somewhat stressed due to browning off of foliage. The two trees on the Napoleon verge were displaying signs of stress and reduced vigour which may be contributed to lack of available water and strong winds drying out foliage.
- The five trees on the Socrates verge side were displaying signs of male and female flowers on each tree. The *Casuarina equisetifolia* subsp. *incana* are known to be monoecious, meaning that they can have both male and female flowers on the same tree or be a single female tree or male tree. Unfortunately you cannot tell the gender of the trees in the nursery until the trees are a few years old and flowers are forming. The trees found on Socrates Parade from north to south were found to display; Tree 1 - Female flowers only, Tree 2 - Male and Female flowers, Tree 3 - Male flowers only, Tree 4 - Male flowers only and Tree 5 - Female flowers only.

## Discussion

- Various different literature sited from around the world, east coast of Australia and Perth all have different statistics on the height and spread attained by *Casuarina equisetifolia* subsp. *incana*. All trees differ in many respects when planted in different parts of the world due to climate, soil, water, whether cultivated in a park, bush or street verge. All these factors can make any tree species difficult to define in terms of a basic description of the trees 'typical' characteristics such as height, spread, structural form and pest issues. In some parts of the world the species *Casuarina equisetifolia* subsp. *incana* has become invasive and noted as a weed as suggested, however this is not so for Perth. The species *Casuarina equisetifolia* **subsp. *incana*** is known to be a smaller growing tree than the original *Casuarina equisetifolia*.

## References

<http://www.somemagneticislandplants.com.au/index.php/plants/351-casuarina-equisetifolia-ssp-incana>

<http://bie.ala.org.au/species/CASUARINA+EQUISETIFOLIA>

[http://plantnet.rbgsyd.nsw.gov.au/cgi-](http://plantnet.rbgsyd.nsw.gov.au/cgi-bin/NSWfl.pl?page=nswfl&lvl=in&name=Casuarina~equisetifolia~subsp.+incana)

[bin/NSWfl.pl?page=nswfl&lvl=in&name=Casuarina~equisetifolia~subsp.+incana](http://plantnet.rbgsyd.nsw.gov.au/cgi-bin/NSWfl.pl?page=nswfl&lvl=in&name=Casuarina~equisetifolia~subsp.+incana)

[http://keys.trin.org.au/key-server/data/0e0f0504-0103-430d-8004-](http://keys.trin.org.au/key-server/data/0e0f0504-0103-430d-8004-060d07080d04/media/Html/taxon/Casuarina_equisetifolia.htm)

[060d07080d04/media/Html/taxon/Casuarina\\_equisetifolia.htm](http://keys.trin.org.au/key-server/data/0e0f0504-0103-430d-8004-060d07080d04/media/Html/taxon/Casuarina_equisetifolia.htm)

[https://en.wikipedia.org/wiki/Casuarina\\_equisetifolia](https://en.wikipedia.org/wiki/Casuarina_equisetifolia)

- The City of Cockburn's street tree data base of 36,173 trees revealed that there are a total of 209 *Casuarina equisetifolia* planted in street verges around the City. The *Casuarina equisetifolia* subsp. *incana* has not be refined down to the extra sub species in the database therefore the 209 trees will be a mix of both species.
- Out of the 209 trees within the City of Cockburn the highest recorded *Casuarina equisetifolia* is 14m and the widest canopy spread is recorded at 10m. The majority of mature specimens of *Casuarina equisetifolia* within the City attain heights of between 7 – 14m.



- Literature also suggests that the pollen from *Casuarina equisetifolia* subsp. *incana* can be potentially allergenic and if large amounts of flowers/pollen are produced it has the potential to be a respiratory irritant.
- After reviewing the Department of Health website, there is no literature or details on their website advising about trees and allergies in Perth.

#### References

- [http://www.allergy.org.au/images/pcc/ASCIA\\_PCC\\_Pollen\\_allergy\\_2015.pdf](http://www.allergy.org.au/images/pcc/ASCIA_PCC_Pollen_allergy_2015.pdf)
- <http://www.cabi.org/isc/datasheet/16718>
- <http://www.issg.org/database/species/ecology.asp?si=365>
- <http://ww2.health.wa.gov.au/>

- As confirmed above the *Casuarina equisetifolia* subsp. *incana* has been described as being monoecious, meaning that it has both male and female flowers. When pollen is produced from the male parts of the tree it is known to be more prolific than from female flowering trees. Therefore male trees produce higher pollen than female trees alone. The combination of the two genders is reduced pollen, however male trees only will bear more pollen than the two genders on the one tree. This consultant advises that some years of pollen production can vary therefore some years will be low and others high.



Fig 1 Displays catkins/flowers from a male tree which produces higher rates of pollen than female flowers.





Fig 2. Female flowers which are much smaller and produce less pollen.

As noted you can have both male and female flowers on the one tree.

- This consultant advises that there are many tree species which are planted throughout Perth which display some sort of allergenic properties at certain times of the year and are significantly prone to cause allergies more than the *Casuarina equisetifolia* subsp. *incana*. These trees include many *Callistemon species* (Bottlebrush) *Melaleuca species* (Paperbark) *Platanus acerifolia* (London Plane) and *Acacia species* (Wattles). There are many grasses, weeds and flowers which also produce pollen which can interfere and trigger allergies. This consultant advises that it is not reasonable to remove five trees based on the potential for some people to develop allergies when there are a number of surrounding trees, grasses and flowers which also have the potential to generate allergenic symptoms in the location of Port Coogee.
- In relation to the reference about the *Casuarina equisetifolia* subsp. *incana* foliage having a high tannin content. This consultant advises that tannin is found in most trees foliage and you would need to burn the leaves and ingest the smoke for it to become carcinogenic. Tannins are a class of chemical based on polyphenolic structures. All trees contain such materials which can potentially become tannins, depending on degradation pathways of how they degrade once dead. Tannins are water soluble and are the colour component in tea. They are not considered carcinogenic.

### References

Consultation with Dr Peter Keating of Bioscience about tannins and pollen in *Casuarina equisetifolia* subsp. *incana* [www.biosciencewa.com](http://www.biosciencewa.com) & <http://www.ncbi.nlm.nih.gov/pmc/articles/PMC2644750/>

- In relation to the reference about populations of moths inside the apartments and balcony lights. The *Casuarina species* is susceptible to the She-oak Moth however this is more prominent in the eastern states of Australia and not significant in Perth. Unfortunately most insects are attracted to lights, therefore whether the trees are out the front or not insects and moths will still be attracted to the balconies and lights as there are a number of other trees surrounding the building and adjacent public open space that will remain.

## References

<http://lepidoptera.butterflyhouse.com.au/lasi/pusilla.html>

<http://www.ozanimals.com/Insect/She-Oak-Moth/Pernattia/pusilla.html>

- This consultant was advised that species of *Casuarina equisetifolia* subsp. *incana* were first planted in September 2011 when the development for the Port Coogee Estate was constructed. Those trees were then removed to allow the building of Oceanedge apartments due to the damage sustained from construction. New trees were again replanted at the end of construction as replacement trees between March 2014 & February 2015 (Possibly around September 2014) as part of the City's Street Tree Masterplan.
- In regards to tree branches failing in high winds. All trees are susceptible to wind breakage from high wind events and some species of trees tolerate wind loads better than others. Due to the nature of the foliage on *Casuarina equisetifolia* subsp. *incana* they have a high ability to withstand strong winds more than other species. Their branches tend to bend a sway more effectively than other trees which would otherwise fracture and fail sooner. As confirmed, any tree species in excessive winds has a potential to fail.
- The fruit and nut drop from the *Casuarina equisetifolia* subsp. *incana* is no more than other species of trees which are currently planted throughout the City. Trees such as *Eucalyptus* species and *Platanus acerifolia* (London Plane). There is no information advising whether a male or female specimen develops more or less fruit however the *Casuarina equisetifolia* subsp. *incana* are known to develop fruit March – April and persist on the tree for some time.

## Reference

<https://books.google.com.au/books?id=q2v3kb9tFsYC&pg=PA82&lpg=PA82&dq=casuarina+equisetifolia+incana+when+fruit&source=bl&ots=N5nks8h9Rx&sig=u-O2mDZIQKgz6vILmfFStacUWrE&hl=en&sa=X&ved=0ahUKEwjHzbmkw9rJAhVIGqYKHZMGBD8Q6AEITTAk#v=onepage&q=casuarina%20equisetifolia%20incana%20when%20fruit&f=false>

- The species *Casuarina equisetifolia* subsp. *incana* is known to be an invasive species in other parts of the world such as Florida, South Africa & Hawaii. It is not considered invasive in Australia.

## References

[https://en.wikipedia.org/wiki/Casuarina\\_equisetifolia](https://en.wikipedia.org/wiki/Casuarina_equisetifolia)

<http://www.issg.org/database/species/ecology.asp?si=365>

Please note that most literature sites *Casuarina equisetifolia* (Not *incana*)

## Recommendations

- Whilst the species *Casuarina equisetifolia* subsp. *incana* displays some characteristics that are not desirable. This consultant advises that there is no one species of tree that is perfect and each tree species is carefully selected based upon previous local history in Perth due to our climate, soil type, width of verge, street alignment and community expectations.



- Out of the City of Cockburn's 36,173 trees there are 209 *Casuarina equisetifolia* in various suburbs. As confirmed the tallest mature tree of this species has been recorded at 14m. This is a good indication of the height achieved locally in Perth as many websites and literature provide heights for their own region across the world.
- This consultant is of the opinion that these five *Casuarina equisetifolia* subsp. *incana* were found to be in good health and condition and there is no justifiable reason to remove the five trees on the western side of the building on Socrates Parade. There are numerous other *Casuarina equisetifolia* subsp. *incana* found within the street verges nearby and within the estate and many grasses and plants that have the potential to trigger an allergy. It is therefore recommended that these trees be retained and inspected annually for signs of branch encroachment towards balconies with a view to carrying out selective minor limb removal to reduce potential for limbs to overhang the property boundaries.



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#### **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 nor 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



Fig 3. Displays the trees and building from the west side.



Fig 4. Displays the trees and distance away from the property boundary.





Fig 5. An example of some more mature specimens of *Casuarina equisetifolia* subsp. *incana* at the southern end of Socrates Parade.



Fig 6. The two *Casuarina equisetifolia* subsp. *incana* on the Napoleon Street verge displaying reduced vitality.



## KNOCK PLACE, JANDAKOT

### REVIEW OF PM PEAK HOUR TRAFFIC DIVERSION TRIAL



JANUARY 2016

CITY OF COCKBURN ENGINEERING SERVICES

## DOCUMENT CONTROL

Issue	Rev	Date	Description	Author	Approved
1	0	20/01/2016	DRAFT	MR / JMcD	JMcD
1	0	27/01/2016	FINAL	MR / JMcD / CS	JMcD

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## 1. Introduction and Background

### 1.1. Knock Place

Knock Place is an 830 metre long cul-de-sac road in Jandakot. The road is a two-lane single carriageway that services eight properties on the northern side and a car park for the Cockburn Central Train Station on the southern side and at the western end of the road, where commuters enter the pedestrian footbridge that links to the railway station in the centre of the Kwinana Freeway.

### 1.2. Council Recommendations 12 November 2015

At the Ordinary Council Meeting held on 12 November 2015, the Council considered a report (Item 19.1 refers) addressing a Notion of Motion raised by Mayor Logan Howlett about traffic congestion in Knock Place, Jandakot. As a result, the Council adopted the following recommendations:

That Council

- (1) conduct a consultation process over a two week period with local business owners in the locality of Solomon Road/Cutler Street/Verde Drive and commuters using the PTA car parks in Knock Place on the eastern side of Cockburn Central Rail Station to establish their point of view in relation to the implementation of a trial of temporary traffic management for vehicles exiting the car parks;
- (2) subject to there being support for a trial, implement temporary traffic management at the intersection of Solomon Road and Knock Place, Jandakot for a two week period to divert traffic exiting Knock Place between the hours of 3.00pm and 6.00pm Monday to Friday to make a left hand only turn onto Solomon Road, detouring to Verde Drive via Cutler St. and hence gaining access to Armadale Road, as shown in the attachments to the Agenda;
- (3) undertake a post-trial survey of the landowners and carpark users to ascertain their support for continuation of the traffic deviation on a permanent basis;
- (4) approach the Public Transport Authority (PTA) with the State Member of Parliament for Jandakot, Hon. Joe Francis MLA (who has given his commitment to co-fund the traffic warden) to share the cost (50% each) of the traffic warden during the two week trial period;
- (5) approach Main Roads WA if this support is achieved, to gain approval to establish permanent signage that reflects the days and times where a right hand turn is not permitted from Knock Place;
- (6) investigate current egress points from private properties seeking to avoid the Knock Place/Solomon Road exit with a view to possible temporary access provision to improve safety; and
- (7) inform local business owners in the directly affected adjacent properties of Council's decision to ensure they are aware of the potential impact the trial may have on their operations.



### 1.3. Background to commuter car park congestion issue

The car park on Knock Place, for commuters using the Cockburn Central Train Station, was extended by the Public Transport Authority (PTA) by 450 bays in 2012, resulting in a total car park capacity of approximately 1000 bays. That extension was approved on 22 March 2011 by the Western Australian Planning Commission (WAPC) despite the City's objection to the proposal in January 2011, which was based on:

*"..the absence of information demonstrating that vehicular traffic can be adequately managed throughout the area, which includes the wide road network.*

*The proposal has the potential to considerably increase vehicular traffic movements, which will exacerbate existing traffic problems in this area. The proposal does not demonstrate to the City's satisfaction that the increased vehicular traffic can be adequately managed."*

The WAPC approval for the car park extension was subject to a number of conditions, the following conditions being most relevant to the traffic issues on Knock Place:

- (8) *The applicant/owner shall be responsible for all costs associated with the land acquisition, and design and construction of road upgrades, as identified in the Traffic Impact Assessment prepared by TARSC Pty Ltd, dated 12/01/11. This includes road markings, relocation of services, street lighting, and the costs incurred by Main Roads Western Australian for the checking of construction drawings and any required site inspections.*
- (12) *The installation of a roundabout at the intersection of Solomon Road and Avior Avenue, including upgrades to the intersection as required, to the satisfaction of the City of Cockburn, prior to the completion of approved development works.*

For reference, the road upgrades recommended in the report by TARSC Pty Ltd included:

- Modification of the Solomon Road/Knock Place intersection to permanently restrict the right turn out of Knock Place at all times;
- Construction of a roundabout at the Solomon Road/Monash Gate/Avior Avenue intersection to facilitate U-turn movements, primarily by commuter traffic during the PM peak hour;
- Installation of direction signs to guide motorists along the suggested traffic diversion route of Solomon Road, Cutler Road, Biscayne Way and Verde Drive to Armadale Road.

The installation of the above treatment by the PTA has not progressed because the City has not permitted these upgrades to be made to the local road network. Instead, the City has been working with Main Roads Western Australia to investigate the traffic in that area in more detail and possibly identify other potential solutions. As an example, a joint traffic study commissioned by the City and MRWA found that traffic signals could be installed at the Armadale Road/Solomon Road intersection and perform at an acceptable level but that treatment was not supported by MRWA.

During 2015, MRWA committed considerable resources to an ongoing investigation of the operation of the major road network at Cockburn Central and Jandakot, including defining the preferred alignment for a future extension of North Lake Road and the completion of the remaining sections of duplication required for Armadale Road, including the widening of the existing bridge over the Kwinana freeway. While the driver for this exercise was the Community Connect South initiative, the analysis was relevant to the Knock Place traffic diversion trial.

## 2. Implementation of Council recommendations

### 2.1. Pre-trial consultation

Conduct a consultation process over a two week period with local business owners in the locality of Solomon Road/Cutler Street/Verde Drive and commuters using the PTA car parks in Knock Place on the eastern side of Cockburn Central Rail Station to establish their point of view in relation to the implementation of a trial of temporary traffic management for vehicles exiting the car parks.

This recommendation was addressed in late November/early December by sending a letter to all businesses/property owners in the area bounded by Armadale Road, the Kwinana Freeway, Cutler Road and Verde Drive. Commuters were made aware of the trial by signs erected close to the station access and information sheets handed out by Engineering officers during morning peak periods.

In both cases, the businesses and commuters were asked to complete an on-line survey form, at which time they could also leave comments. A total of 230 responses were received to that survey.

As shown in the graphs below, the majority of responses came from commuters parking at Cockburn Central train station. Detailed responses are attached in Appendix A.

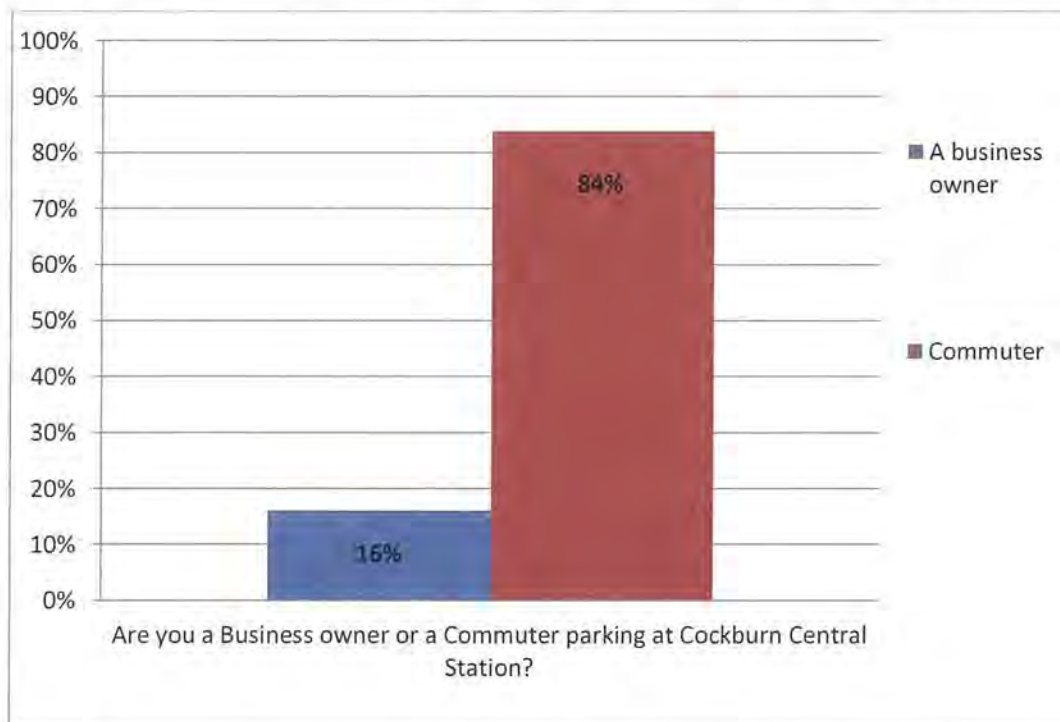
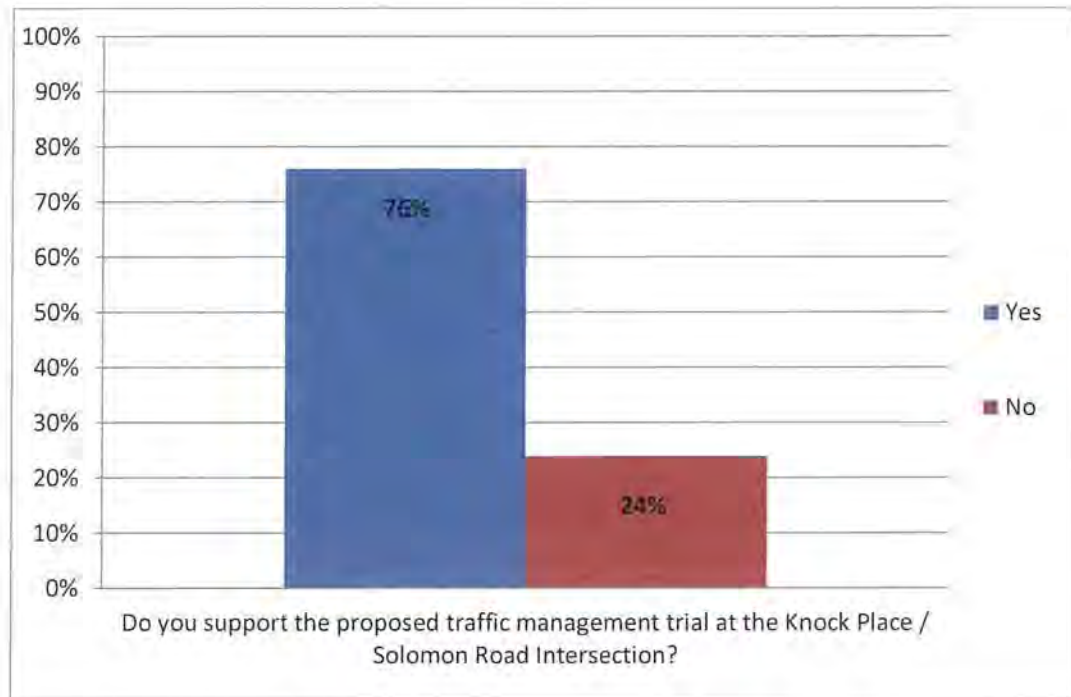


Figure 2.1: Responses from business owners and commuters parking at Cockburn Central Station



**Figure 1.2: Support to conduct the traffic diversion trial.**

## 2.2. Implement traffic diversion trial

*Subject to there being support for a trial, implement temporary traffic management at the intersection of Solomon Road and Knock Place, Jandakot for a two week period to divert traffic exiting Knock Place between the hours of 3.00pm and 6.00pm Monday to Friday to make a left hand only turn onto Solomon Road, detouring to Verde Drive via Cutler St. and hence gaining access to Armadale Road, as shown in the attachments to the Agenda;*

Works undertaken for the diversion trial included the installation of temporary barriers for delineation purposes to limit access to Knock Place left-in / left-out only. Barriers were removed every day at the end of the trial period. Traffic traveling along the southbound direction of Solomon Road was not allowed to turn right into Knock Place. Traffic coming from Knock Place, east side was able to turn left only into Solomon Road and therefore was detoured along Armadale Road, Verde Drive, Cutler Road and back into Solomon Road. Traffic coming from Knock Place west side, was able to turn right only into Solomon Road and therefore detoured along Cutler Road, Verde Drive and back into Armadale Road.

The traffic diversion scenario was implemented for the duration of two weeks, between the hours of 3pm – 6pm, on weekdays, starting on Monday 7 December and ending on Friday 18 December.



The traffic diversion route implemented during the trial is shown in Figure 2.3 below.



**Figure 2.3: Traffic Diversion Route**

That trial was very successful at reducing the delays experienced by commuters exiting Knock Place between 3-6 pm. However, as anticipated by City officers and many of the survey respondents, the forced diversion of traffic created problems elsewhere on the road network including:

- Motorists performing U-turns at the end of the temporary barriers in Solomon Road to return towards Armadale Road;
- Motorists turning right into the Petrol Station to return towards Armadale Road;
- Motorists using the driveways of businesses along Solomon Road to turn around and return towards Armadale Road;
- Motorists turning into Monash Gate or Avior Avenue and immediately performing a U-turn to return towards Armadale Road;
- Increasing the existing traffic queue on Verde Drive, extending back from the Armadale Road traffic signals, back into Biscayne Way and Cutler Road;

### **2.3. Post-trial survey**

*Undertake a post-trial survey of the landowners and carpark users to ascertain their support for continuation of the traffic deviation on a permanent basis;*

A follow-up survey was opened during the second week of the trial and the same methods were used to invite feedback from businesses and commuters. A total of 162 responses were received to this survey. 3% (5) of all responses were from business owners. The remaining 97% (157) of responses were from commuters parking at Cockburn Central train station.

A letter was posted to 450 tenants and/or business owners who were affected due the diversion route. Only 5 responses were from business owners indicating that residents and



businesses were not either interested in the trial or affected at all. However, it was noted that all 5 business owners who completed the survey, were unhappy with the trial and indicated that they had an effect on vehicle access to/from their businesses, as well as experiencing an increase on their traveling time while the traffic diversion was in place. None of them support the left-in / left-out treatment at the Knock Place / Solomon Road intersection becoming permanent in the future.

Commuter's responses were more diversified as shown in the graphs below. The majority agreed that there were less time delays when exiting Knock Place and that the trial had a good effect on the overall travelling time.

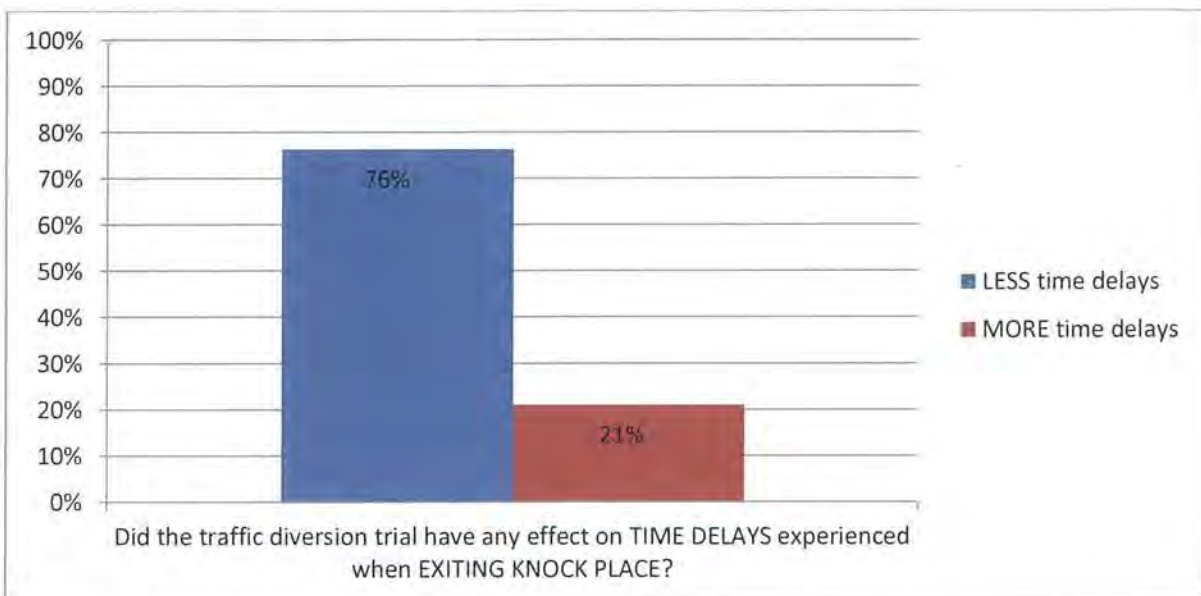


Figure 2.3: Effect on time delays experienced by commuters when exiting Knock Place

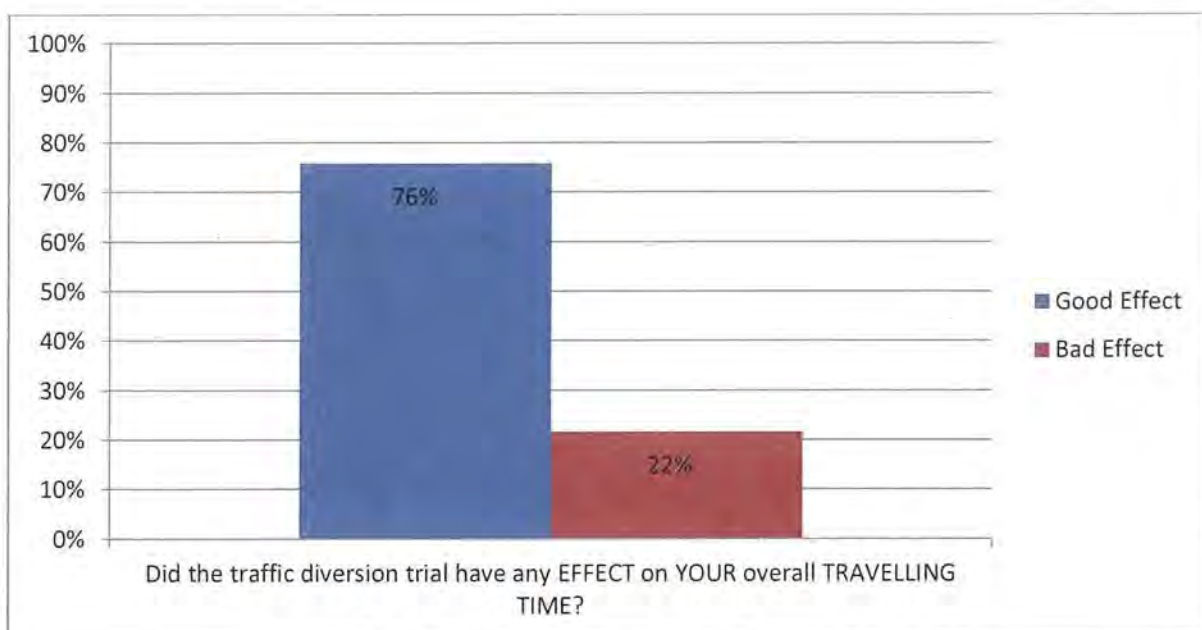
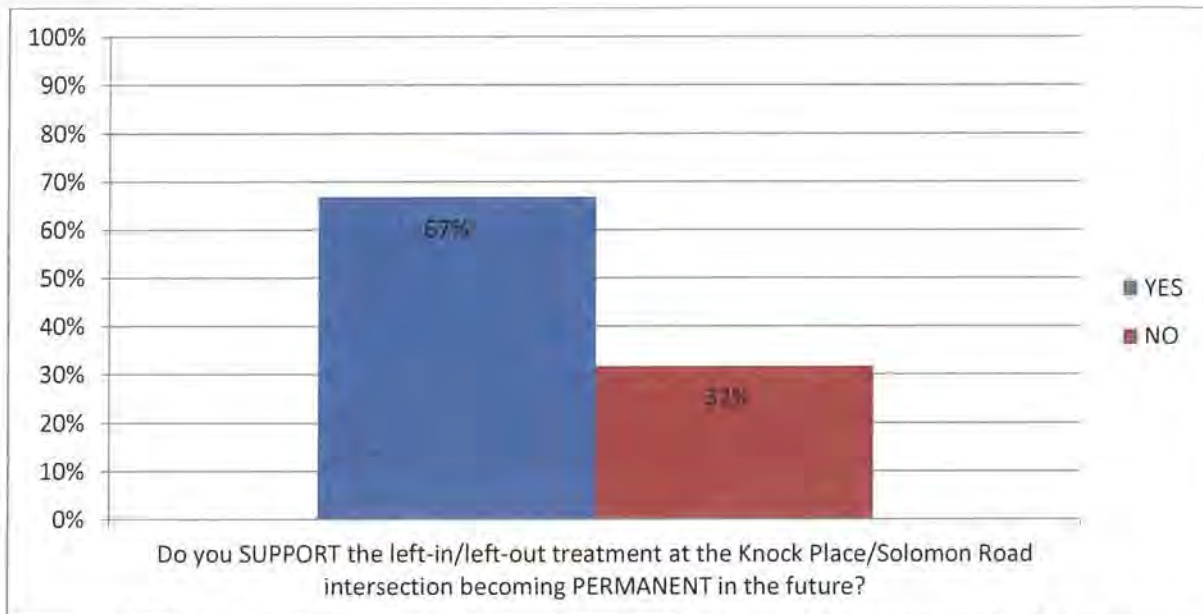


Figure 2.5: Effect on commuter's overall travelling time



**Figure 2.6: Overall support for the treatment becoming permanent in the future**

In general there is a good support (65% of responses) for the treatment becoming permanent in the future.

The main concerns from people who did not agreed with the treatment were:

- Experienced major delays at Verde Drive / Armadale Road intersection, therefore the congestion impact is been shifted to Verde Drive and other areas.
- Cockburn South Shopping Centre was congested due to traffic forced into it to drive across Armadale Rd.
- Unsafe conditions due to vehicles performing U-turns at the end of the barriers or at other side roads.
- People think a major / better solution should be considered (e.g. 2<sup>nd</sup> exit to the car park, a left-only new lane in Knock Place, extension of Verde Drive and North Lake Rd, new traffic lights)
- Access to the petrol station is been restricted.
- The restricted right movement from Solomon Rd into Knock Place is very inconvenient for drivers picking up people from the train station in the afternoon.

Detailed responses are attached in Appendix B

#### **2.4. Co-funding of traffic trial**

*Approach the Public Transport Authority (PTA) with the State Member of Parliament for Jandakot, Hon. Joe Francis MLA (who has given his commitment to co-fund the traffic warden) to share the cost (50% each) of the traffic warden during the two week trial period.*

The Director of Engineering and Works has written to the Hon. Joe Francis MLA requesting his support in obtaining a 50% share of the cost of the trial from PTA. this matter is ongoing.

## **2.5. Permanent regulatory control**

*Approach Main Roads WA if this support is achieved, to gain approval to establish permanent signage that reflects the days and times where a right hand turn is not permitted from Knock Place.*

Installing signage to ban right turns from Knock Place during only a part of the day is not supported because it would have a high level of non-compliance by motorists. For such a ban to be as effective as possible there needs to be physical restrictions, in the form of traffic islands, to control vehicle movements.

## **2.6. Alternative access**

*Investigate current egress points from private properties seeking to avoid the Knock Place/Solomon Road exit with a view to possible temporary access provision to improve safety.*

As a result of the public consultation on the trial, it was noted that vehicles are exiting the car park area through the private properties (currently vacant land) north of Knock Place in order to access the end of Verde drive west of Solomon Road. The City needs to consider the rights of the private property owners and investigate means of preventing this illegal vehicle movement. These vehicles were not able to access the western ends of either Chullora Bend or Monash Gate, from the observations during the trial.

Should Council resolve to make the trial diversion permanent, assessment of access/egress movements to affected businesses and subsequent consultation will need to be conducted (bearing in mind the response from business owners to the post trial survey noted above).

## **2.7. Advice to businesses**

*Inform local business owners in the directly affected adjacent properties of Council's decision to ensure they are aware of the potential impact the trial may have on their operations.*

This will be carried out once a decision on this matter has been made by Council.



A video of data during the traffic diversion trial was carried out but due to data processing requirements by the contractor, the data is not available at the time of writing.

### **3.2. Traffic classifier data**

Up-to-date traffic data was collected on Solomon Road, immediately before the trial from 30 November to 4 December, during the trial from 7 to 11 December and after the trial from 21 to 23 December 2015.

Traffic classifiers were used, so that the current operating characteristics of the road could be considered. At the same time, traffic classifier surveys were conducted on Cutler Road, to enable the operation of Solomon Rd to be considered in context of that roads performance within the surrounding road network, and not just in isolation. The data from those traffic surveys is summarised in Table 3.1 to 3.3.



**Table 3.21: Average Weekday Traffic flows**

Road	Location	Average Weekday Traffic				
		Pre-trial	Immediate pre-trial	Trial week 1	Trial week 2	Post-trial
			30/11 – 4/12/2015	7 – 11/12/2015	14 – 18/12/2015	21-23/12/2015
Solomon Road	North of Knock Place	7,383 (Oct. 2015)	7,614	8,515	8,880	6,954
Solomon Road	North of Cutler Road	6,493 (Oct. 2015)	6,530	6,704	6,873	6,269
Cutler Road	West of Solomon Road	3,974 (June 2015)	3,781	3,750	3,790	3,309
Cutler Road	East of Solomon Road	3,599 (June 2015)	3,963	4,128	4,171	3,539

**Table 3.2: Average Weekday Traffic Flows from 3-6pm weekdays**

Road	Location	Average Weekday Traffic				
		Pre-trial	Immediate pre-trial	Trial week 1	Trial week 2	Post-trial
Solomon Road	North of Knock Place	1,628 (Oct. 2015)	1,648	2,396	2,575	1,308
Solomon Road	North of Cutler Road	1,649 (Oct. 2015)	1,718	1,823	1,687	1,342
Cutler Road	West of Solomon Road	925 (June 2015)	1,053	1,002	953	724
Cutler Road	East of Solomon Road	900 (June 2015)	1,245	1,363	1,250	826

**Table 3.3: Average Weekday Traffic Flows from 3-6pm weekdays (single direction only)**

Road	Location	Average Weekday Traffic				
		Pre-trial	Immediate pre-trial	Trial week 1	Trial week 2	Post-trial
Solomon Road (northbound)	North of Knock Place	818 (Oct. 2015)	697	1,217	1,384	623
Solomon Road (northbound)	North of Cutler Road	844 (Oct. 2015)	882	869	794	610
Cutler Road (westbound)	West of Solomon Road	436 (June 2015)	452	453	440	341
Cutler Road (eastbound)	East of Solomon Road	378 (June 2015)	769	844	775	473

### 3.3. Traffic Signal data

Traffic volume data from the Armadale Road/Tapper Road/Verde Drive intersection traffic signals was obtained from MRWA for the same period as the traffic classifier data.

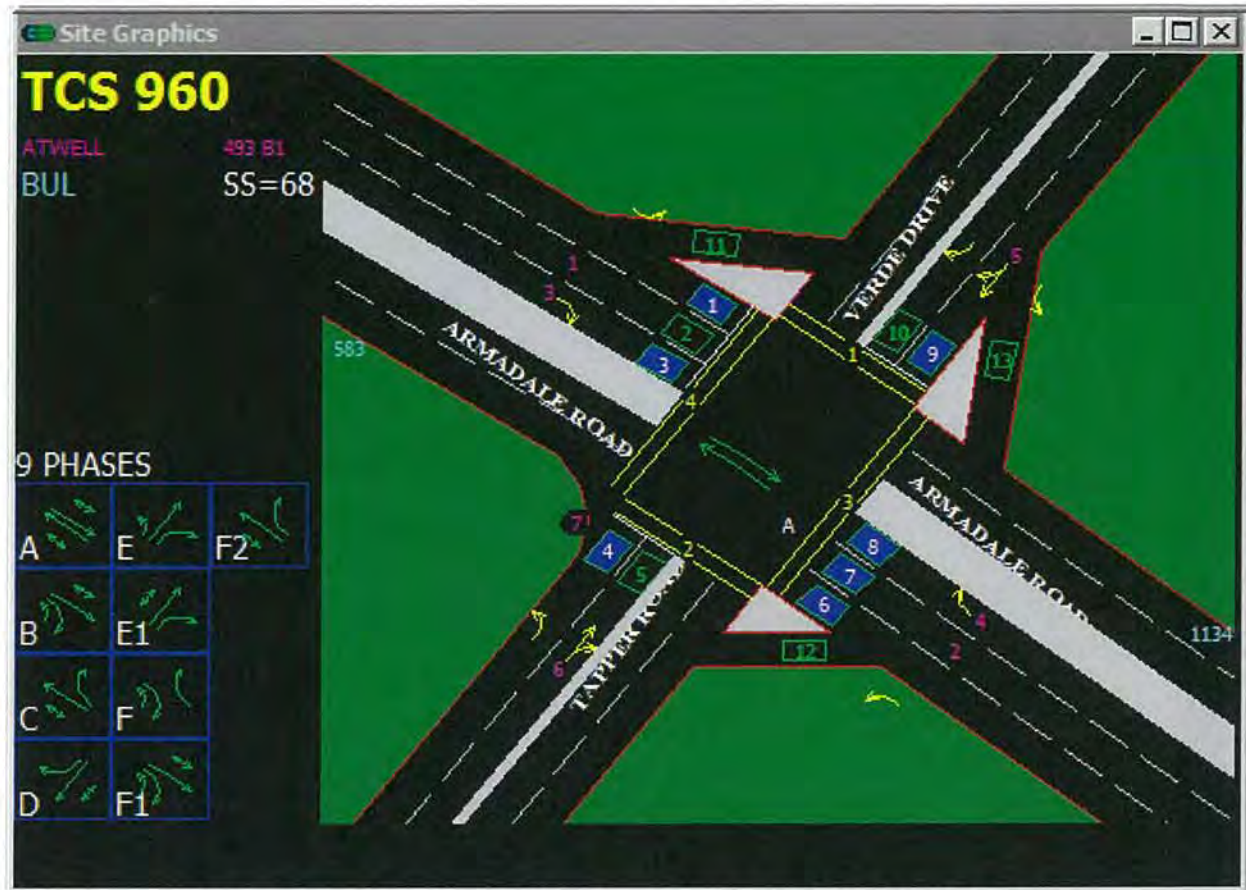


Figure 3.2: SCATS diagram Armadale Rd / Verde Drive / Tapper Rd

SCATS data has been analysed and compared as shown in Table 3.4. The volume of traffic per hour traveling southbound in Verde Drive is been compared for every weekday before the trial, during the trial and after the trial.

Is been noted that the first day of the traffic diversion trial (Monday 7 December) shows the biggest increase of traffic volume between 5 and 6pm (14.2% increase in traffic volume) when compared with the week before the trial. The data also shows that Wednesdays and Thursdays were the days that had the biggest increase in traffic volume in Verde Drive, however, this increase was below 15%.

	Time 3:00 - 4:00		Time 4:00 - 5:00		Time 5:00 - 6:00	
	VPH	% Increase of vph	VPH	% Increase of vph	VPH	% Increase of vph
Monday 30 November	561		720		565	
Monday 7 December	584	4.1%	685	-4.9%	645	14.2%
Monday 14 December	624	11.2%	718	-0.3%	644	14.0%
Monday 21 December	617		579		569	
Tuesday 1 December	570		734		629	
Tuesday 8 December	593	4.0%	669	-8.9%	676	7.5%
Tuesday 15 December	612	7.4%	713	-2.9%	641	1.9%
Tuesday 22 December	578		655		551	
Wednesday 2 December	527		693		602	
Wednesday 9 December	575	9.1%	779	12.4%	620	3.0%
Wednesday 16 December	597	13.3%	725	4.6%	684	13.6%
Wednesday 23 December	575		595		521	
Thursday 3 December	550		662		627	
Thursday 10 December	589	7.1%	751	13.4%	639	1.9%
Thursday 17 December	595	8.2%	752	13.6%	638	1.8%
Thursday 24 December	660		448		357	
Friday 4 December	559		657		612	
Friday 11 December	569	1.8%	658	0.2%	509	-16.8%
Friday 18 December	608	8.8%	632	-3.8%	547	-10.6%

Table 3.4: Increase of vehicles per hour using Verde Drive during the trial, in comparison with the volume before the trial.



### 3.4. Reported Crash History

To help understand if there are any road safety problems with the operation of the Knock Place/Solomon Road intersection, the 5-year reported crash history from 1/1/2010 to 31/12/2014 was extracted from MRWA's Crash Analysis Reporting System (CARS). CARS is a database containing all crash data reported to the WA Police and it is the most complete and reliable source of crash data available to the road industry in Western Australia.

In the above 5-year period, which is a typical time period to consider the reported crash history for a site, nine crashes are reported to have occurred at the intersection.

Year	2010	2011	2012	2013	2014
No. of crashes	0	5	1	2	1

Table 3.5: Reported crash history in Knock Pl/Solomon Rd - 1/1/2010 – 31/12/2014

- Annual crash numbers are very low and have been stable in the last few years;
- Crashes have mostly (8 of 9 crashes) been low severity Property Damage Only type crashes 1;
- The time that the crashes have occurred are distributed across the day, not mainly at peak hours as might be anticipated;

#### Armadale Road/Solomon Road intersection

In the 5-year period, 67 crashes are reported to have occurred at the intersection, as shown in Table 3.4-2 below.

Year	2010	2011	2012	2013	2014
No. of crashes	16	9	15	11	16

Table 3.46: Reported crash history in Armadale Rd/Solomon Rd - 1/1/2010 – 31/12/2014

- Predominant crash type is right-angle type crashes 41 out of 67 crashes;
- 11 out of 67 crashes have been casualty crashes
- Crashes are predominantly occurring between 6-9am (20 out of 67) and 3-6pm (21 out of 67) which is consistent with peak traffic volumes during those periods.

## **4. Future Traffic issues**

### **4.1. Future traffic**

During 2016, MRWA intentions will become clear on the timing of the upgrade works to Armadale Road, including the widening of the existing bridge over the Kwinana Freeway. Similarly, the traffic analysis conducted by MRWA consultants on the network planning for the extension of North Lake Road over the Freeway to link with Armadale Road will become clear.

Both these activities will have an impact on the traffic flows and volumes at the Solomon Road/Armadale Road intersection, as will improvements to the local road network such as the extension of Verde Drive, but the construction of the major road works is envisaged to be some years away due to state budget constraints. The delays for vehicles exiting Knock Place to Solomon Road must be addressed in the immediate time frame, since it has been a significant problem since 2012.



## 5. Conclusion and recommendations

### 5.1. Conclusions

It can be concluded that:

- The trial was well supported by commuters using the car park areas and showed improvement in the afternoon traffic peak period travel times.
- The trial was not supported by the local business owners who responded to the surveys.
- Further investigation is required by City officers for the design of traffic controls to make the intersection of Knock Place/Solomon Road permanently left in/left out, to allow a cost estimate to be produced and consultation carried out with MRWA and local business owners affected by the proposal
- Regardless of the future situation, the City needs to address the illegal vehicle movements currently observed across the vacant private properties on the north side of Knock Place.

### 5.2. Recommendations

Considering the information contained in this report, the following recommendations are made:

- a) The City installs barriers to the western end of Verde Drive road reserve to prevent the illegal vehicle movements referred to above in Section 5.1.
- b) City officers produce a concept design for the conversion of the existing Knock Place/Solomon Road intersection to a left in/left out arrangement and produce a cost estimate, including any other works required in the local road network as a result.
- c) City officers carry out consultation with MRWA and local business owners affected by such a proposal on existing access/egress movements.
- d) City officers prepare another report for Council's consideration.

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# APPENDIX A: PRE-TRIAL FEEDBACK

No.	Are you:		Do you support the proposed traffic management trial at the Knock Place / Solomon Road Intersection?		Comments
	A business owner	Commuter	Yes	No	
1		1	1		-
2		1		1	Travelling from Piara Waters, this is only creating more congestion turning right onto Jandakot road from Solomon road and then additional traffic entering the Jandakot Road/Warton road intersection. Most of the delays appear to be caused by commuter leaving the carpark who are then attempting to turn right on to Armadale Road, therefore why not make this junction Solomon Road/Armadale Road) left turn only
3		1		1	It won't work as well as you might hope. Between 3-6 pm there is also a really big line at the traffic lights where you plan to divert traffic. Would be better if you insert lights at the intersection at knock place so there is more time for all traffic to get across
4		1		1	Install a proper intersection at Solomon road and Armadale road
5		1		1	It is worse than before who came up with this ridiculous idea?
6		1		1	Great work diverting the problem somewhere else.....stuck in traffic behind spotlight. Pathetic! There is nobody assessing the traffic where it has been diverted to. There are people cutting through the petrol station, there are people cutting through the carpark in Bunnings and the good guys.
7		1		1	you still have the traffic issue - you can't get on to Armadale Road turning right that is where the problem first starts and it builds from there, get real, really divert everyone left to move the problem to where - you have fixed nothing - A person with half a brain would know that you haven't fixed anything just shifted the problem. Made angry people more angrier and we're getting close to Christmas, You need to look at the whole picture, including "Tapper Rd, Freeway North & South, North Lake Rd, Wentworth Ave, and on and on it goes, unfortunately when you build something they will come unfortunately if you don't plan the required infrastructure this is what you get and at what cost, Town Planning at its best - "WHAT A JOKE" REALLY
8		1		1	You have just added 10 minutes to my journey home. Why not put a give way sign on Solomon Rd allowing through traffic from knock place, this would allow traffic to clear quickly and encourage traffic using Solomon road to use cutler street. Plus if I need to go to the petrol station I have to go 2 km out of my way to get there when it is just across the road.
9		1	1		Good idea to ease traffic for the meantime. I hope the Traffic Light cycle leaving the South Central complex allows for the increased traffic.
10		1		1	We need another exit out of the train station, alternate to Knock Place not a diversion as proposed which will cause traffic just in another location! It's ridiculous to have 1 exit out of such a busy place, Solomon Road gets so busy with traffic coming down onto Armadale Road. I hope this can be resolved in another way.
11		1		1	The route suggested has a blind corner before turning into the industrial estate. This will cause more accidents
12		1	1		Ideally the road should be doubled with traffic signal, but this seems a good idea in the interim.
13		1	1		-
14		1	1		This should only be a temp fix as although it reduces traffic flow, it's actually a very long way to get back onto Armadale Road. Also the trial should really occur between 4-6. There's no traffic from 3-4
15		1	1		Hope you can alter the timings of the traffic lights we will have to go through as it will just move the problem there.
16		1	1		No right turn out of Knock place is a must, permanently. Cars can use the round-about to head back to Armadale rd. However, intersection must be configured to allow cars to access Knock PI by right turn off Solomon. Cutting this access will force cars into a right turn from Armadale road which will make AM traffic on Armadale Rd diabolical?

17		1	1		Temporary barriers will need to extend well past the fuel station and Hyundai dealership in order to reduce u-turn manoeuvres. Alternatively you could remove some of the verge parking on Knock PI and add an additional lane on Knock PI turning onto Solomon Rd. This is so that cars can turn left and right onto Solomon Rd without causing long queues on Knock PI. People could still do the detour and people heading East needing to turn right can still do so. This would have the added benefit of reducing impact on the Verde Dr shopping precinct and Trappers Dr intersection. Otherwise Verde Dr may begin to resemble Knock PI.
18	1		1		Takes me 30 minutes every day just to leave the car park, then under 10 minutes to drive home!!! Anything is worth a try
19		1	1		People will drive down Avior avenue and then behind Bunnings and through the shopping centre to avoid having to drive all the way around. Although it will keep traffic flowing at Knock Place I do believe the congestion will simply move to the round-about at the shopping centre if the traffic lights don't change often (which they don't from experience). In saying this I support the trial as it should keep traffic flowing for people exiting to Jandakot Rd like myself.
20		1	1		-
21		1	1		-
22		1	1		Something definitely needs to be done, and left exit only is a good idea, but I think right entry into Knock Place needs to be maintained. A lot of people come in from the right to avoid Armadale Rd, as it is already badly banked up, and this is just going to make it worse. Also, have you thought about making all the entries / exits on the long carpark into entries only, except for the one closest to the drop-off point nearest the footbridge? One of the reasons the people in the back carpark have to wait so long is because we have to wait for so many other cars that are coming in from the other exits. In fact, a lot of people even drive through the long carpark to reach the exit closest to Solomon Rd, just to push in from there and get out faster.
23		1	1		This train station car park is a bloody nightmare, and it the primary reason I ride my motorbike to work most days. Something needs to be done ASAP!!
24		1	1		Great to see this is being addressed.
25	1			1	Verde Drive is already banked up without the diversion. Train car park need to have access straight out to Armadale Rd from car park.
26		1	1		-
27		1	1		-
28		1	1		-
29		1	1		I support this as there is a lot of traffic congestion when leaving from the station between 4-6pm
30		1		1	All it will do is move the problem further down to another road that is already congested at peak hour.
31		1	1		-
32		1	1		Thanks for looking into it something does need to be done.
33	1		1		In principal something needs to change, thank you for trialing an alternative; however, I believe Verde Drive will be the new knock place of congestion / delays. Also I worry about the ability for Solomon Rd business to exit onto Solomon Rd heading to Armadale road.
34		1	1		Please provide a shared pedestrian/cycle path from the Calleya estate to the train station as there currently is non
35		1	1		It is a nightmare parking and 1hr to get on the freeway just isn't cricket.
36		1		1	Verde Drive (near the Tapper/Armadale Rd) will be very congested and the traffic light is pretty short too. Eventually, Verde drive will bank all the way up. This is a massive loop.
37		1	1		It is unclear to me whether this particular option will be effective, but I am fully supportive of trying something to attempt to deal with the congestion.
38		1	1		I think the main issue is due to cars turning right at the intersection with Solomon and Armadale Rd (right out from the car park and then right again) if you turn right out of the car park and then left, is not so bad. An idea could be to detour only cars which have to go that way (NO RIGHT TURN at the Solomon/Armadale intersection)

39		1	1		I do hope that it does ease the waiting time, as sitting in your car for an hour or more to get to the intersection in Summer is not my idea of fun. Peak period starts around 430pm- 7pm, the proposed deviation will not assist (I hope). The round-about on Verde may now be the target of congestion. Fingers crossed.
40		1	1		-
41		1	1		Thank god you're trialing this. I started parking at Murdoch just to avoid the nightmare that is Cockburn station in the afternoon. I had to come back because Freeway widening has made getting home from Murdoch bad but once the freeway was done I was planning on going back to Murdoch. If this trial works and you implement it permanently then I won't need to drive way further (to Murdoch) than I need to just to avoid a car park. I will park at Cockburn.
42		1		1	Even extending a second lane on the verge for left turns would alleviate some of the issues. Many people with 4wd cut through the vacant lot behind the car park to achieve this purpose.
43		1	1		-
44		1	1		I think this will be much safer and quicker for all commuters. I find that people are rushing and pulling out in front of traffic on Armadale Road feeling pressured to exit quickly.
45		1	1		-
46		1		1	Whilst commendable that council is attempting to fix the problem that exists trying to exit Knock Place during peak hour I am unsure whether the proposal will actually solve some of the traffic problems identified. Firstly, I think it will always be difficult turning right onto Armadale Rd from Solomon Rd purely due to Armadale Rd being a very busy road in both directions and only a one-car width median strip separating either side of the road. I'm unsure whether limiting turning left from Knock Place will have any major effect on this aspect of the intersection. Secondly, I am concerned that the proposed trial is merely shifting the problem from one location to another. Yes, it will make exiting Knock Place more free flowing, however I envisage significant traffic, similar to that currently experienced in Knock Place, on Verde Drive where I suspect the majority of cars will still converge on. I imagine the majority of cars exiting Knock Place end up either turning left or right onto Armadale Rd. This won't change through the proposed trial and it wouldn't be unreasonable to suggest a similar bottleneck won't be experienced at the Verde Drive/Armadale Rd intersection where train commuters will also be competing to exit Verde Drive with many workers from stores within the precinct. The lights at that intersection are also not favourable towards cars exiting Verde Drive which further complicates the issue. I have thought for a while that the only solution to the traffic congestion occurring at the Armadale Rd/Solomon Rd/Knock Place intersection is to introduce traffic lights? Apologies for being negative but they are my thoughts and thanks for the opportunity to provide some feedback
47		1	1		Add an extra lane going out of the Cockburn car park!!! There is enough council land there for a right turn only and left turn only lane. Alternatively you need 2 exits
48		1		1	I do not support the timing of this trial. Due to holidays, early December to mid-January is a very quiet time of year for the car-parks and your low traffic-volume data will be misrepresented and skewed because of this. I have parked there since it was constructed and notice the same pattern every year.
49	1		1		Certainly worth trying as it will likely result in improvement, however a possible safety issue is the intersection of Cutler Road and Biscayne way is currently dangerous in that drivers pulling out of Cutler road will often pull out in front of vehicles driving north on Biscayne Way. An increase in traffic will obviously increase the exposure and therefore risk. Some additional signage here (at least) during the trial would be a good idea. Cheers.
50		1	1		-
51		1	1		Thank I got finally trying something!!!!
52		1		1	This is in no way whatsoever going to solve the congestion issue. While it will allow is people to leave the station faster, however it will simply redirect the congestion. This was shown to some extent when there was an accident on the freeway (southbound) a couple of months ago. There was a large movement of traffic through this area and the travel time was about an hour to get through. This is in big part due to the set of traffic lights at the corner of Armadale Road and Verde Drive not allowing sufficient time for a reasonable number of cars through. If this is a trial to potentially have it set as a permanent solution, the City needs to rethink this quite seriously.
53		1	1		While adding significant distance to my commute, this trial is a welcome band-aid solution to the poor city planning that resulted in the current issue. I suggest that the trial should run until at least 6:30pm each night given the traffic exiting is heaviest between 4:30 to 6:30pm.



54		1	1	<p>Trial period does not reflect average usage of car park as universities, year twelve are on holidays, and so are many others commuters. Proposal causes queues, U-turns on Solomon Road, Cutler and Verde as traffic on Verde to Armadale Rd is already congested. Commuters from Knock Place wanting to turn from Solomon Road LEFT to Armadale Road can smoothly merge traffic. They should still be allowed to turn right to Solomon Road and right to Armadale Road. Problems is that there are too many cars on Armadale Road: 1.commuters from Knock Place wanting to turn RIGHT to Armadale Road are blocking traffic on Knock Place, Solomon Road, because the amount of cars on Armadale Road 2. Drivers from Verde Drive can't cross on Tapper Rd traffic lights because intersection is already full. Drivers heading to east on Armadale Road stand on intersection because lanes merging on Armadale Rd and the next set of traffic lights is not timing with Tapper Rd lights Traffic lights should be set so that drivers heading east on Armadale Road would have green light from Tapper Rd lights onwards to continue without stopping.</p>
55		1	1	<p>I think this is a great idea, as I turn left anyway. Only problem will be a build-up of traffic turning right at the Cutler-Solomon intersection. It does appear that a round-a-bout might be going in here soon, though? Can I also suggest that you put some barriers in the car park i.e. <a href="https://www.dropbox.com/s/y90dx4jf4mem9bq/Barriers.png?dl=0">https://www.dropbox.com/s/y90dx4jf4mem9bq/Barriers.png?dl=0</a> I have noticed that when the car park is busy, many from the western-most section will drive through the car park (even on the wrong side of the road and against the flow of cars!) in order to queue and exit out of the eastern-most exit. This further delays traffic that were parked on the western end or that were in the top car park. These would only have to be temporary barriers for peak times as well. I suggest someone come and observe the impatience of some drivers as well.</p>
56		1	1	<p>I've been in that car park queue for over an hour. I can't believe there was approval given for such a large car park with just the one exit right onto a busy road. Strongly agree with the planned test to divert traffic left. Bring it on.</p>
57		1	1	<p>We need to at least try something. The traffic is horrible</p>
58	1		1	<p>Traffic congestion already exists on Verde Road exiting onto Armadale or crossing over to Tapper - Traffic lights will need to be adjusted to allow more traffic to carry through. As access to left turn/merge is very short east bound traffic may be very slow. As is some days traffic backs up beyond the round-about on Verde Dr/Biscayne Way at times. Daytime parking on Cutler Rd during business hours can be quite heavy.</p>
59		1	1	<p>seems like it will cause an issue on Verde drive but worth a try anyway</p>
60	1		1	<p>The proposal will work with "left turn only out" of Knock place but traffic must still be able to enter Knock from left or right. (No problem entering only leaving Knock.) Restricting access to Knock Place will create more problems.</p>
61		1	1	<p>I doubt it will work however as traffic will either go left, then cut through puma or the back or Bunnings and that's already bad enough. I think you need to ultimately let people turn right but make a left hand turn slip lane that's long enough to not hold up left turning vehicles.</p>
62		1	1	<p>I his may be a short term solution but we also need a long term solution.</p>
63	1		1	<p>Congestion and safety needed addressing at this extremely busy intersection.</p>
64		1	1	<p>1. 3pm is too early to start diversions as there are still traffic issues beyond 6pm. Needs to be implemented 3.30pm - 6.30pm. 2. Diversions will only cause delays at the traffic lights (Tapper and Armadale Rds), just seen as moving the problem not fixing it. Many motorists will end up performing a u turn further down Solomon Rd to drive back to Armadale Rd.</p>
65		1	1	-
66		1	1	<p>Something has to change. I have thought before that left turn only would be a positive change.</p>
67		1		<p>Though I don't think it's the best solution, it's definitely worth giving a go. Hopefully the traffic light signal times will be adjusted accordingly for the increased traffic. However I think the real issue is that there is only 1 exit, and even with this, will still effectively be 1 exit. I think a second exit will help ease congestion.</p>
68		1	1	-
69		1	1	<p>Totally agree with the left out. But I do not like the idea of the left in as this will build the traffic for on Armadale Road from people trying to turn right to entering the train parking lot.</p>
70		1	1	<p>Give it a go. Something has to be done. Any consideration given to an exit out the back of the car park that loops back around?</p>
71		1	1	<p>The idea of left turn only is appealing - but being diverted through the industrial area worries me. There are car parked on the verge in their all day and the lights at Armadale Rd that connect to Tapper only let a handful of cars through at a time. I am worried it may just move the congestion to the lights. I am hopeful something can be don though as I have been stuck for up to 50 mins in the train carpark.</p>

72		1	1		Something needs to be done as the current situation is untenable. The Govt & Local Govts needs to stop wasting money on things that don't matter (fireworks, minority groups etc.) and fixing some of these problems. Do the trial and make it permanent.
73		1		1	one of the most moronic solutions I've seen out of a LG and I saw Bunbury blow millions on software
74		1	1		I think this trial will be interesting to see how traffic will respond to it, but this should NOT be a permanent solution. There should ideally be at least one other exit from the car park, because a car park of that size only having one exit (especially with it being onto a busy intersection) is absolutely ridiculous.
75	1			1	You are moving the problem from one intersection to multiple locations. I am assuming no traffic study has been undertaken at the Armadale/Verde/ Tapper intersection. If it had you would know that the intersection becomes much clogged with cars caught in the middle of the intersection on a red light on numerous occasions. It is not unusual to wait for up to 4 sets of light rotation changes to pass through the intersection when traveling South along Verde into Tapper or to turn right into Armadale Road. The slipway to turn left is not very long and to turn left into Armadale is no better. You would also know traffic congestion on Verde Drive to exit at Armadale Road during peak periods currently backs up to behind the spotlight store. With the addition traffic from Knock place this will easily extend back along Cutler Road. Traveling West along Cutler to cross the intersection with Solomon will be near impossible. The Biscayne / Cutler T intersection will become a bottleneck as will the roundabout servicing vehicles from the retail precinct on Verde. This will create gridlock on a number of intersections around the retail area (Bunnings, Good Guys etc. etc.) back along Verde to Solomon. Did the same person that created the catastrophe around the gateways area come up with this plan? One thing can be said - at least there is consistency - this will be a disaster
76		1	1		-
77		1	1		-
78		1	1		This is a great initiative! Go for it!
79		1	1		-
80		1	1		-
81	1			1	Currently between approx. 3.30 - 5pm the traffic builds up from Verde Drive all the way back to Biscayne Way. We are currently waiting through 4 to 5 light changes to get to the lights. And now you are about to add so many more cars to that already very busy section.
82		1	1		-
83		1	1		I agree with the trial but this is not an ideal long term solution. Another exit/entry into the car park would be a better solution.
84	1		1		Please note the intersection of Cutler Road and Solomon Road has frequent traffic incidents/crashes. Please consider this when managing the traffic diversion as more vehicles are only going to increase the number of accidents here. Vehicles also frequently park on Solomon Road (however, more so in the AM than the PM) causing blind spots, even though there are "No Standing" signs erected. An increased Ranger's presence during the trial may also be needed to help ensure traffic flows smoothly.
85		1	1		Actually would prefer I didn't have to cross the Fwy to park off Knock Place at all as it adds so much time in the morning and evening to my commute, but parking options on my side (west) are pathetic. I would prefer you improved parking options on the western side of the Freeway. I have little choice but to take the car to Cockburn as bus services to Coogee are not that good.
86		1	1		Whilst I support the trial and have previously experienced the issues of exiting Knock Place, the next problem as I see it is the lights at Verde/Armadale and Tapper. They are not green for long enough to turn onto Tapper Road as it is, and the traffic on that road builds up as it is in the afternoon. Adjustment of these lights should also be taken into consideration for this trial to prevent congestion through that section. Question also; what are the outcomes of the proposed trial? If it is successful, does that mean that it will only be temporary during peak hours, or is council looking to make this permanent (i.e.; even outside of peak hour)?
87	1			1	This proposal will just cause delays and congestion on Biscayne Way and Verde Drive. We already fine a lot of congestion with traffic sometimes banked up through the roundabout waiting for the traffic lights to change.
88		1		1	I have already used this route trying to avoid traffic and it is already banked up the same as the car park at the train station. They need an alternative, possibly more traffic lights or another exit built. I plan not to use this train station from now on due to the wait times to get out and the road rage of people trying to get out and others not letting people out. Poorly designed!
89		1	1		-

90		1	1		I fully support finding a solution to this traffic congestion. On occasions it has taken me 40-45 minutes to exit Knock Place. I am concerned about the trial being conducted in December as people start to take leave during this month, and my concern is that you may not be capturing all users of this station carpark.
91	1			1	Using Verde Dr through the car park via Cutler is not a solution even short term. Cutler has cars parked on both sides and is hard enough to have our company trucks return in the afternoon as it is, to put more traffic through here without removing street parking is going to lead to an accident. Cutler and Solomon require traffic light control, I can see traffic becoming banked up in cutler through to Verde and it will all be relying on the lights at Armadale road. Your only solution that will work and be cost effective, is to install traffic lights at Knock place and Solomon with a second set at Armadale and Solomon and control the flow directly on to Armadale from knock place for 30 seconds every 5mins it is the same principal used to clear crossovers on freeways where off ramps are installed. Why was the sale of the properties on knock place allowed without developers fixing what was obviously going to be a problem?
92	1			1	All street parking will have to be stopped in Cutler Rd section to avoid congestion. alternately just build the section of Verde Rd that is not complete
93				1	As a regular user of carpark on the eastern side of Cockburn Central I would like to bring to your attention and consideration the following points. 1. The trial period is not reflecting true usage of roads concerned. For it falls into holiday weeks. Year twelve Tafe and universities are on holidays, so are many other commuters. The core of the problem is amount of cars on Armadale Road at any time of any day. Traffic during peak hours on Solomon Road to Armadale Road via Cutler Road through shopping area is already heavily congested. At times cars are queuing on the corner of Solomon and Cutler for the Tapper Road traffic lights. The amount of cars heading east on Armadale Road cause banking on Tapper Road traffic lights so that cars from Verde Drive can drive through although lights is green for them. Please note that drivers from Roe Highway, Karel Avenue use Solomon Road to come to Armadale Road. 1000 cars more driving through Cutler Road, Verde Drive to Armadale Traffic lights would bank up the traffic on Solomon Road. Instead of queuing at car park drivers would queue on Solomon Road. 2. There is a high risk that suggested proposal would cause drivers to make U-turns on Solomon Road. I can't see a solution to the congestion to be all the cars from station turning left onto Solomon Road and then detour as proposed. 3. The biggest congestion issue is in the junction of Solomon Road and Armadale when cars are turning to their right to Armadale Road. Cars turning to their left merge easily to Armadale Road. 4. One solution to could be that a. cars were not allowed to turn to their RIGHT to Armadale Road but had to drive an alternative route via Cutler or any other Road further north there would be less cars on Cutler Road and Verde Drive. b. cars would be allowed to turn to their LEFT to Armadale Road. A sign on the Tapper Road traffic lights MUST be put on that indicates clearly U-turns not allowed. Benefits: Traffic load on Tapper Road lights would be spread more even rather than 1000 more cars coming through the shopping area. Remarks: Currently green light for drivers coming out from shopping area on to Armadale Road is extremely short. U-turns are extremely common at Tapper Road traffic lights. This is mostly because of the congestion at Solomon Road and Armadale Road when drivers want to turn to their right. Instead of waiting to get over to their right from Solomon Road onto Armadale Road drivers turn to their left to Armadale Road, because it is easier to merge. Then drivers correct their direction by making illegal U-turn at Tapper Road traffic lights. This causes dangerous situations when drivers from Tapper Road are having green light at the same time and are turning to their left onto Armadale Road when drivers on Armadale Road are making U-turns in front of them. Personally I have had more than few close by accidents because of drivers making U-turns on Tapper Road lights.
94		1		1	The sooner this trial is put in place the better. A 10 minute drive home from the train station takes me between 30-45 minutes just to get out onto Solomon road before my actual travel time home. I and I am sure many other train commuters are feeling very, very frustrated at the present time with the traffic congestion. .
95	1			1	Cutler and Solomon is probably the most dangerous intersection in the area. I have witnessed 3 bad accidents there in recent months all of which have involved a cat being T boned from the side. One with a pregnant lady who was rushed to hospital. You need to speak with the Lunch bar owners on the corner who has advised there are near misses and accidents regularly. If the traffic is diverted there I would almost guarantee you will be looking at a massive increase in accidents possibly even deaths in that area. Sorry to be negative I know you are only trying to fix the problem but diverting it to an even more dangerous area may save time but at what cost? If a large mountable (for trucks) roundabout was installed there you may relieve the problem but traffic lights there may be the only solution if that doesn't work. Need to fix prior to traffic diversion. Also do it in school holidays when the traffic is only half as bad to get everyone used to it prior to Feb 1. I own and Run a business at 130 Cutler Rd and choose to cut around Abaya St currently to avoid turning at that intersection as do a lot of local businesses.
96		1		1	I think this is a start however, I hope that MRWA will allow the green light exiting at the Tapper Rd/Armadale Rd Lights to stay green for longer. At the moment it changes pretty quickly. At times I wait 3 rounds before going through. The other issue you may face is cars turning into Avoir Avenue and doing u turns which may cause hazards. I think a better way is to build a road at the back of the car park to allow exiting on to Cutler Rd then Right onto Salomon Rd and install traffic lights that would only be activated during peak periods. Just like the lights on the round-about on Stirling Hwy/Mounts Bay Rd in Perth. Ideally, the whole area is a mess in infrastructure and the amount of accidents seen on that corner has been really bad. I cannot imagine what it will be like when Armadale Rd is converted into 3 lanes each side. cameron@pwh.com.au 0401 313 788
97		1		1	This is a terrible idea. A second entry/access road needs to be created as a permanent solution. This trial will merely add additional distance and time on the most people's trip.

98		1	1		The green traffic signals at Verde Drive to enter Armadale Road will need to be extended to avoid congestion here as well.
99		1	1		Worth a try! As long as the lights at Verde & Armadale Rd are adjusted. Sick of 25 minutes to get out of carpark!
100		1	1		Absolutely! I understand this will mean an indeterminate wait at traffic lights for many commuters, however at least those drivers wishing to connect to Jandakot Road can exit the car park in a timely fashion.
101		1	1		It takes in excess of 25 minutes to get out the car park on most weekdays. Traffic congestion is unacceptable.
102		1	1		-
103	1		1		I believe traffic should be monitored at the Solomon/cutler intersection also, especially during the trial. There have been many accidents here, not even in peak time!
104	1		1	1	I fully support that there is a high risk safety issue with this location and that this needs to be fixed, however, have concerns with the increase of traffic flow that will travel down Solomon / Cutler road cross over as this already is a dangerous crossing especially early morning and 3pm on wards at peak hour traffic People are taking chances to cross over Solomon road to the other side of Cutler and I have concerns that this will raise the potential for vehicle incidents to escalate where people could get seriously injured. Currently through the day many vehicles travelling up and down Cutler Road drives well above the speed limits (there are often burn out marks on the road) and within the location of our company premise is located there are many cars that are parked on the side of the road, this may create risk if there is higher volumes of traffic using Cutler Road turning onto Biscayne Way. For further discussion I can be contacted on Mobile: +61 417 929 379
105		1	1		I think that turning left only out of Knock Place is the best alternative. I hate sitting in the car park for over 30 mins.
106	1			1	Connect Knock Place to Monash or Chullora bend and create a roundabout at the Solomon intersection, put lights at Solomon/Armadale. Keep knock place 1 way entry and exiting at the extension to Chullora or Monash. redo Verde exit onto Armadale, make left lane straight only onto Tapper and right lane only right turn
107		1	1		-
108		1	1		I do and I am glad to see something finally being done about this problem, But those lights in front of Bunnings are not going to handle the traffic volume. The turning left lane is too short and right turning stays green for only around 20 seconds so I can see the bank up of traffic going back to Cutler rd. A better alternative might have been to direct traffic to the lights on Fraser Drv or better still make the turn onto Armadale road out of Solomon Left turn only (and let people know you CAN turn into the left lane then change to the right if that's the lane you need - too many people wait for the right lane to be clear before turning causing huge frustration). If this option is adopted there is a lot of room on both side of Armadale road to design a separated - merging U turn for those travelling west. For me I am going to avoid the Verde drive route during the trial and travel to Warton Rd as I will be a mess.
109		1	1		-
110		1	1		-
111		1	1		About time!!! Thank you! The Solomon / Cutler junction may need to be converted to a roundabout (traffic lights?) for safety and to facilitate traffic flow so that the congestion is not transferred from Solomon/Knock to this Solomon/Cutler junction.
112		1	1		-
113		1	1		Do it quick!
114		1	1		Something needs to be done
115		1	1		Yes I fully support this. I am sick and tired of waiting up to 1 hour to exit the Cockburn Central station carpark. I would hope this trial will solve the problem. Another suggestion is, perhaps we can ban traffic from Solomon Road to turn right onto Armadale Road. This is what causes the major delays.
116		1	1		2 weeks leading up to Christmas is not a good timing as the traffic will not reflect the normal traffic because a lot of people will already be on holidays. It will not be relevant as it would have been if the trial ran at a different time.
117		1	1		
118	1		1		Other solutions are to build a permanent and long left hand turn lane to free up traffic turning left. Also investigate PTA building the Aubin Grove train station carpark ahead of the station and allowing cars to park there with a free shuttle bus to Cockburn or Kwinana until Aubin Grove station is ready

119		1	1		Getting out of that carpark is hell on earth and a frustrating way to finish the day. I think this is a great idea
120		1	1		Something definitely needs to be done to get cars out of the train station as it takes a ridiculous amount of time most days. P.S - Something probably also needs to be done at the intersection of Armadale Rd and Liddelow Rd in the mornings
121		1	1		I think it will help, however I'm not convinced the roads through the shopping area will cope with the additional traffic.
122		1	1		-
123		1	1		-
124		1	1		Please clarify if this affects the morning access to Knock Place. The website says afternoon only but this is not detailed on the handout given at the station. Thank You
125		1		1	A short term trial will only divert the issue and highlight others: - will Solomon Rd cope with additional traffic? - will turning right from Solomon Rd onto Cutler Rd cause a bank up of traffic? - driving through the strip shops along Verde Drive will cause congestion - will the traffic lights at Verde Drive be changed so that there is a longer phase when going through these light? - you will no longer be able to access the service station from the train station!! A longer term solution is needed and needed urgently, as the current situation is an example of bad planning (or total lack)
126		1	1		-
127		1	1		I support the trial but the proposed timing will make the results of the trial meaningless. I have lived in Atwell for 7 years and have commuted daily on the line since it was opened. I know from personal experience that December and January are months where traffic and congestion at the station are very manageable as school children commence holidays and adults take time off work. Having the trial run in the last week of term 4 and so close to school holidays will make any results suggesting it has led to better traffic flow being just as attributable to reduced car park and station usage during these quieter months. To legitimise the results of the trial, I would like to see the trial happen in mid to late February when all adults and students are back to work / school.
128		1	1		This needs to be fixed - it's a joke how long we have to wait to get out of the car-park
129		1	1		Any solution is worth a look. On an average 20-40mins daily gets wasted.
130		1	1		It is very frustrating when there's heavy traffic on Knock place. There are days which take me more than 30 mins to exit the car park. Thank you for doing something about it.
131		1	1		Anything is worth trying the traffic is that bad? I am concerned though that people will not detour down the prescribed route but rather cut through Avior Ave or Verde drive off Solomon road.
132		1	1		Anything to try fixing this problem in the short term is accepted.
133	1		1		"Yes" conditionally (as follows): Please ensure you liaise with whoever is in charge of the traffic light timing on Armadale Road/Verde/Tapper intersection. Already at peak hour this road is often blocked back to (and beyond) the Cutler/Biscayne intersection (with a backlog of cars unable to turn Right from Cutler onto Biscayne and this is without the diversion in place. This is especially true when there are delays on Kwinana Freeway heading south and people are leaving the freeway earlier. At these times it can take me 20 minutes to drive from our business (4-5/53 Biscayne Way) just to the Verde/Armadale/Tapper intersection (If someone is kind enough to let me out onto the road). So my suggestion is that the traffic lights will need to stay green much longer to accommodate the increased traffic flow should the trial go ahead as even now before the trial they could do with some tweaking. Thank you, I hope the trial proves successful.
134		1	1		The traffic lights on Verde Drive turning into Armadale Rd should take into account the increased traffic going through that intersection, therefore should be 'green' for longer and more frequently. Currently at the most it allows for about 10 or so cars to pass through at a time.
135	1			1	This is simply shifting the problem, has anyone taken into account how long it currently takes during the times you've stated, to exit from the direction you are looking to divert through as it stands currently? What needs to be remembered is the diversion you are proposing to trial is a shopping centre/business park precinct not a traffic through-fare and this is an unacceptable band aid trial as a result of consistent poor long-term planning by this state and Shire, how many new and additional upgrades and changes need to be made to shopping centres, train stations, Jandakot Airport, housing estates/accommodation, schools and hospital's all within less than a 5km radius until you realise that the current road network and infrastructure can't handle it! I've lived and worked in this direct area in question since 1987 and the future planning has been absolutely appalling. Highly not recommended.
136		1	1		It's great to see the City of Cockburn proactive in trying to alleviate the mess that is happening at Cockburn Station. Well Done. We also need more parking bays too.



137		1	1	-	
138		1	1		Other than yet another set of traffic lights, I believe the best solution would be to permanently force traffic exiting Solomon Rd Eastwards along Armadale Rd, i.e. close off that right hand/cross traffic exit lane (install paving, forcing a left hand exit). Traffic wishing to go West would have to exit at Verde Drive, go around the roundabout and exit West onto Armadale via the traffic lights. Exiting East from Solomon onto Armadale is usually very fluid/and certainly much lower risk than trying to cross the traffic and head West. Whatever you come up with, I applaud you for trying to improve it. Not only does exiting the carpark double the commuting time but people are risking their lives trying to sprint through a slot in the traffic, blinded by the setting sun...
139		1	1		Thank you for trying something to alleviate the time it takes to leave the parking facilities from Cockburn Central Train Station
140		1	1		-
141		1	1		My support of the trial depends on the cooperation of the main roads department. The traffic lights on Verde drive have a very short timer on them for traffic going through the lights from the north, often only allowing 2-3 cars to proceed through the signals before changing to amber. If this continues throughout the trial, the outcome will only be a shifting of the congestion point and will not really be of any benefit.
142		1	1		We definitely need to trial something. It is getting outrageous. Please look at changing the timing on the traffic lights on the intersection of Verde Drive and Armadale Road as Verde is road is all single-laned.
143		1	1		I support the decision to look at a solution to the problem. My concerns with the trial are: (1). access will be blocked to the station for people dropping off or picking up during this period. What is the proposed solution to this? (2). I have previously seen traffic build up on proposed detour route back to Cutler road from the traffic lights without the expected increase in traffic flow. (3) The light timing/sequence at Armadale road will need to be changed to clear traffic. (4) People will execute U-turns at roads prior to Cutler introducing risk to other users. Whilst a solution is needed and I recognise/appreciate the effort to find one, I feel this option may just be moving the problem and not fixing it?
144	1			1	ALL THATS DOING IS DIVERTING TRAFFIC TO THE SHOPPING CENTRE TRAFFIC LIGHTS WHICH IS ALREADY BUSY AND A WAY OF ME GETTING HOME, PLUS PEOPLE WILL CUT THROUGH ONTO AVIOR DRIVE AND AROUND THE BACK OF CITY FARMERS/ BUNNINGS AND CAUSE MORE TRAFFIC BUILD UP THERE TO EXIT ONTO ARAMDAL ROAD HEADING TOWARDS ARMADALE OR CUT OVER 3 LANES TO TURN RIGHT ONTO TAPPER AND PEOPLE WHO AREN'T AWARE OF THE TRAFFIC SIGNALS WILL DO A U-TURN BACK ONTO ARMADALE ROAD HEADING TOWARDS BEELIAR ROAD. A BETTER SOLUTION NEEDS TO BE FOUND. IM NOT A BUSINESS OWNER IM WORK OFF SOLOMON ROAD AND LEAVE AT 4PM TO GO HOME FROM WORK.
145		1	1		Doing the trial in December may seem better due to less traffic considering school holidays are nearer and more people are away for holidays. But still good to have a test nonetheless. Thanks for your hard work
146	1			1	Just some feedback....the intersection of Verde and Armadale already has traffic issues during these times so adding more traffic will cause considerable delays (especially to business owners of the area not just commuters) I get stuck in traffic on Knock place doing pick-ups so I know what is all about plus I use Verde Dve several times a day. The only suggestion I have is to put a temp road in (even just gravel) from Knock place to either the end of Prinsep or through to Monash Gate. Good Luck!!!
147		1	1		I have had to change my work arrangements to finish early (employer not too happy about this), so that I can pick my kids up from Daycare before they shut. Finishing work any time after 4 and taking anywhere from 45minutes to 1.5 hours to get out of a train station carpark is ridiculous. By the time I get out of there Daycare is closed. The traffic situation out of the carpark needs to be addressed quickly.
148		1	1		-
149	1			1	Although we support the traffic management trial, we are obviously a little concerned about exiting the Swire's site during the detour period. There could be significant delays to our vehicles and staff that turn right at our entry gate.
150		1	1		We urgently need a solution for this. It takes almost 45 mins, just to get out from the car park to Armadale Road.
151		1	1		I support this trial but the only serious concern I have is the congestion this will cause at the traffic lights on Verde Dve, I think another exit point or 2 needs to be considered for future traffic management. Also the timing of the traffic lights at the Verde Drive intersection will need to be amended to allow additional time for vehicles to turn onto Armadale Road or else you are just moving the problem from one intersection to another. More parking is required, why does Perth not have multi storey carparks at the stations like they do in Sydney (which is free by the way). I have seen a number of drivers bogged in the dirt where they've had to park because there is no parking in marked spaces left.

152		1	1		Support the trial; at least you are trying to do something about the problem. Few points to consider. 1) What's to stop drivers turning right into Puma, and then existing onto Solomon to turn right into Armadale? 2) Don't do the trial during school holidays as less traffic won't give you accurate data. 2) Armadale/Verde/Tapper lights need a r/n only lane or additional thru lane. Also the sequence needs increasing as 5pm traffic already heavy without your trial. 3) Have you considered an additional left only exit lane from Knox into Solomon. Spend the money removing power lines to give you the space to create left only lane to give drivers another option. Or some temp access to Monash Gate? 4) Bus # 527 needs to leave Train station on the EAST side of the freeway. In the afternoon it takes over 10 minutes to cross the Freeway.
153		1	1		It took far too long for a solution to the congestion to be put in place.
154		1	1		Concerned with the timing as private school has all but finished up and many are commencing leave in December. The traffic issues are greater at peak times, though issues can still arise
155		1	1		Great idea. Depending on where you park at Knock place you can sometimes be stuck in the traffic trying to exit for more than 40 minutes. I think this will be a great way to get the traffic out quicker.
156		1	1		I like this idea of a time based diversion. Based on my observation, I'd say about 70% of the vehicles exiting Knock Place onto Solomon Road wants to turn right. If you really want this trial to get support it needs to commence, you will need to put in a bit more information as to the benefits of turning left onto Solomon Road, instead of right. The one I've observed and maybe you can use: "Doing a left turn will get you to where you need in 3 mins instead of waiting for 10 mins for it to be safe to turn right onto Solomon Road". But people will always want to take what seems to be the nearest and easiest route, so if you really want to push this idea, you should just go ahead and implement the trial anyway. Some people need real results to convince. No point talking to them when they cannot understand basic logic.
157		1	1		Thank you for doing something about this. I have explored all other options of transport to get to the city, and with the way the local area has expanded every single option has major traffic congestion. Therefore I am stuck with the Cockburn train station route. My longest wait to get out of the train station was over 1 hour, so any plan to cut down that time is appreciated. It is obvious the issue is caused by people turning right and trying to get onto Armadale road, so I would foresee this proposed plan having a very positive impact.
158		1	1		-
159		1	1		-
160		1	1		Absolutely - make it permanent
161	1			1	Our Factory is at the other side on Cutler Road It is already difficult crossing the intersection of Cutler Road and Solomon Rd @ 4pm and from 7.30am You also have the additional problem that that side of Cutler Road has street parking on one side of the road making it very difficult for traffic to pass along that section.
162		1	1		How about widening the Knock Place intersection to allow a "Left Out" option for commuters / business owners? If the intersection is too busy people will use the left out option. At the moment all it takes is one vehicle turning right to bottleneck the entire Knock Place. This could be achieved by either using the grass on the left hand side of the road or by taking out the wasteful parallel bays on the right.
163		1	1		Please put this trial in. After what is already a super long day we are then subjected to a ridiculous wait to get out of the train station. A permanent solution is needed to ease congestion. Although I am concerned about those who turn left and want to get fuel? Do they have access to the petrol station? Judging by the images I think this is also blocked off. This may be an issue.
164		1		1	While something needs to be done about the congestion issues, I don't think this is going to have the desired effect - it will just move the problem. By the time I take the proposed detour to turn left onto Armadale Rd, I might as well just go to Jandakot Rd. Except it also has a backed up queue of right hand turners, which will now be even worse. You should just block right hand turns off Solomon onto Armadale as that is what causes all the issues. If this becomes a permanent barricade, then I'll be forced to turn right off of Armadale onto Solomon in the mornings, which also currently has a queue which will become worse as people cannot access the carpark from Jandakot and Solomon roads. I really hope that the traffic lights at the Verde Drive/Armadale Rd are reprogrammed for the duration of this trial if it goes ahead, because it will be interesting to see how far back the queue goes and how many issues are caused by people trying to cut through the parking lots when the 10-30 minute queue to get out of Cockburn Train Station becomes a 10-30 minute queue to get off Verde Drive.
165		1	1		I already follow the proposed path, going through Verde drive. There are already long queues forming on Verde Road at the Armadale intersection. Making this change is going to divert a massive amount of traffic to this intersection. The light rotation time will need to be substantially lengthened. To limit the impact somewhat, why not make it a no right turn from Solomon road onto Armadale road. It is all the people wanting to turn right onto Armadale that are causing the issue. People like me who want to turn left should still be permitted too.

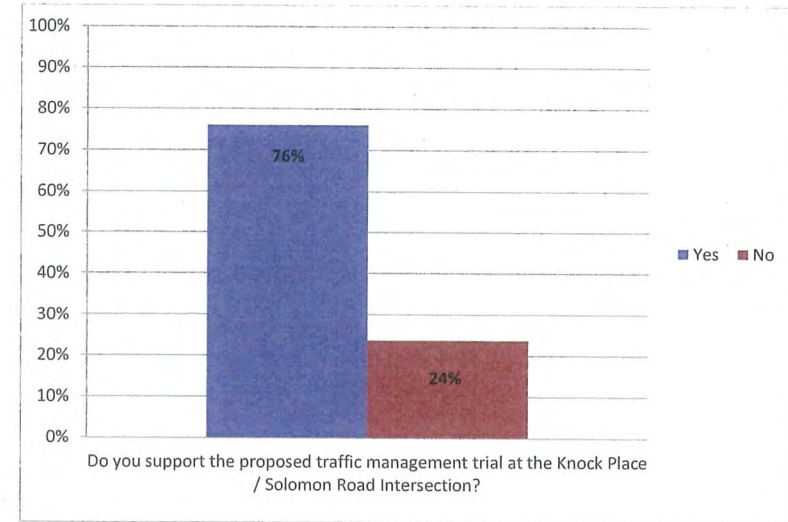
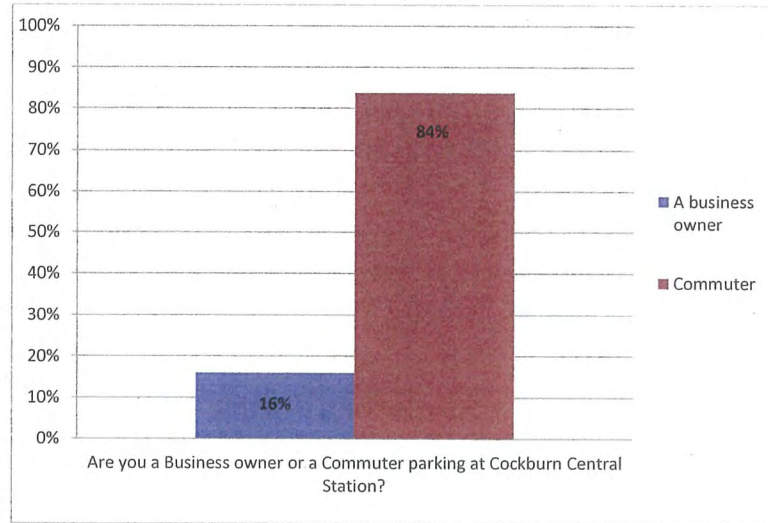
166		1	1		I support this trial as at least this problem is finally being recognised however I do not feel this will be a fix it's just going to congest the other end of Solomon Road onto Jandakot Road as more people will probably use that route, and it will also congest Verde Road. The problem is the fact that Knock Place only has one exit, we NEED another exit out of that road, I feel all this diversion will do is move the congestion to other places but let's give it a go. Thanks
167		1	1		-
168		1	1		About time so I welcome any attempt to ease traffic flow.
169		1	1		-
170		1	1		In my view it is nothing wrong to give it a try and see how it goes. I would be very happy to use this diversion because at the moment during peak time it takes 15-20 mins to stay in the line In order to get out of the parking from knock place.
171		1	1		-
172		1	1		This is a fantastic solution, thank you, thank you, thank you. This will literally give me back an hour of my day, every day, to be with my family.
173		1	1		It's good to see the City of Cockburn recognizing that there is a problem and looking at a solution, however, I don't think the proposed solution will alleviate the issue. By directing traffic down to Cutler Road and to the traffic lights at Verde Drive all that will happen is the traffic jam will relocate to the lights at Verde Drive. Already traffic backs up to the traffic circle and sometimes beyond. It's only a single lane road and not capable of handling the increased volume of traffic from Knock Place. I believe that a more appropriate solution would be the creation of a new 4 way traffic light controlled intersection at Armadale Road and Freshwater Drive, with a new road leading into the car park in Knock Place. This would allow traffic to exit at two different locations, people could still exit left at Solomon Road towards Jandakot Road, or exit left or right onto Armadale Road. I think this would be a much more effective way of easing the congestion issues currently plaguing the Knock Place/Solomon Road intersection.
174		1	1		Thank you for doing something about this!! I have waited to leave the parking lot on numerous, numerous occasions for 45 minutes! (When should be a two minute drive)? Which is ridiculous considering the train ride to and from Perth is shorter! Very frustrating wasting so much time in the afternoon!
175		1	1		Trial commencing in Dec may not yield effective results as the traffic is diminishing as the holiday season approaches.
176		1	1		Great idea and good to see that the city of Cockburn is doing something proactive about the issues in our community. Well done!
177		1	1		It is excellent to see that a trial is being proposed - this is the first real action I have seen from the City of Cockburn to ease congestion and reduce the risk of accidents occurring at this intersection. Well done! I am all for giving this trial a go. Two things that I would like to note: 1) I am sure you will see increased congestion at the intersection of Warton Rd and Jandakot Road given the left-only restriction, as commuters coming from the densely populated Harrisdale / Piara Waters use Armadale Road as a thoroughfare to access Warton Road, but this diversion may encourage people to just go directly from Solomon to Jandakot to Warton Rd. If possible, it would be great to monitor the increase in traffic taking this route. 2) The trial will run over a time period where city workers are starting to take annual leave in the lead-up to Christmas, so the congestion may not be as bad as normal.
178		1	1		I do not think the proposal will work as it will cause traffic build up at another point in the road (and it will increase the length of my journey home) however it takes me so long to get out of the carpark every day that I would be willing to try anything that may potentially help the problem. I would also like to ensure that I would still be able to enter the puma carpark on the days that I go to the gym (Roar fitness) as this is the way I usually enter the carpark. If the diversion does address the traffic problem and does not just divert the traffic jam I would be more than happy to enter the car park from a different entrance. My suggestion would be to make an exit from the car park at the far end of the carpark and make the cars that take that exit use the new route, and those exiting knock place use Solomon
179		1	1		It's about time something is done. It makes no sense for a 20min train ride to the city and a 20-30min wait just to get out of the train stn carpark. I would like to add that even in the morning people have to take risks to turn right into knock place. Regards Mohan
180		1	1		-
181		1	1		Anything to help ease the pain of getting out of this station is welcome - I've easily spent 45 minutes crawling along and after a day at work it is exhausting. It's also demoralizing if you park close to the station because everyone else is let into the line and you just don't move, and there is no other way out!! A second way to get out of the train station from the other end would really help!

182		1	1		I have doubts it will adhere to in practice. People will continue to turn right or rather than exit left go straight past auto shops, gym etc. will be interesting to see how it works. It is frustrating and dangerous as people get impatient & do stupid things. In my opinion there should be a back entrance further down Solomon Rd. We definitely need change though, especially considering Solomon Rd and Knock Place entrance will get even busier with the Stockland estate development. Thanks for asking for input.
183		1	1		This is much needed, thank you for trialling this as the wait time each afternoon to get out of the train station is preposterous, especially considering that I turn left on Solomon road to home. Look forward to the results.
184		1	1		It sounds like a good idea but I am not sure it is the solution. It is quite away around, I have done it before. I can see a lot more people going through the shopping centre. There is a lot doing that now. I am just waiting for a barrier to be installed in carpark. Or going into the petrol station and coming back out on to Solomon Rd via the shopping centre carpark. I have been around the way suggested and sometimes Verde Drive is banked up to the roundabout by Spotlight. If there was a way through to Fraser Road so people heading towards Armadale could come out there it would be better because we could avoid the bottleneck between Verde and Fraser. Why was the road not widened between these sets of lights??? All that has done has increased the traffic problems in both directions. And why is it only left in / left out in the afternoon?? Would it be better to try it in the morning too?
185		1	1		This diversion could work, however the traffic build-up on Verde Drive due to the traffic circle might be further congested by more traffic being routed in that direction.
186		1	1		It often takes me up to 15 minutes to exit the car park and actually get onto Solomon drive due to people turning right at the intersection. I fully support a left turn only here.
187		1	1		A solution needs to be found, since there are some serious issues getting out of the parking lot. Thanks for considering solutions to this painful problem. My biggest concern is that there will just be a backup at Verde Drive, which is already happening during peak hour.
188		1	1		About time!!!!
189		1	1		I already choose to go this way as it is quicker and safer
190		1	1		The trial and a solution are definitely needed.
191		1	1		-
192		1	1		Very good idea and long overdue. Thank you.
193		1	1		I'm not sure that redirecting traffic left will help as the traffic lights are already busy, but it's worth a try. I'd rather not wait an hour to get out of the car park.
194	1			1	Although something definitely needs to be done as the traffic is terrible out of the train station parking area, the traffic along Solomon Rd, and particularly at the corner of Solomon and Cutler is already very bad and dangerous. By diverting traffic to this intersection, conditions will be extremely bad and there will be an accident. If this diversion is to occur, better traffic management needs to be implemented at the intersection of Cutler and Solomon Rd (i.e. roundabout). Regardless something needs to be done at this intersection as we always avoid it to get to Biscayne Way
195		1	1		Please consider the impact on local businesses and the congestion at the Armadale intersection.. The light change from Verde Drv to Armadale road will be too short to support flow.
196	1			1	We already have problems getting through the traffic lights in the late afternoon. (up to 4 sets) you idiots are going to make such a shambles with this idea. If that's the best you can come up with I can understand why our roads so messed up; obviously none of you have to come this way.
197		1	1		Current situation is unsustainable
198		1		1	You will be diverting the traffic jam to the shop area near spotlight. It's happened before that Armadale road has been blocked and the diversion through this area was dreadfully slow. I would walk to the station if there was a safer route walkway over Armadale road to get to knock. There needs to be lights at Armadale and Solomon. And maybe a roundabout coming out of knock and onto Solomon. And what happened to the bridge that was meant to be opened crossing the freeway the other side of the train station. That would definitely help. People go bush to avoid the knock place traffic joke.
199		1	1		-
200		1	1		Something needs to be done as soon as possible. Some days it takes me 20 minutes to even nearly 30 minutes to exit the train station onto Solomon road.

201		1	1	How about putting on small commuter buses that travel around the Atwell / Aubin Grove area through streets picking up or dropping off people going to and from the train station. Other countries do this. Think outside the box! Between Cockburn, PTA and main roads you couldn't organise a root in a brothel. Problems been going on at least 5-6 years. Solve it properly not a band aid solution.
202		1	1	More traffic management is needed, I have watched people that park up near Solomon Rd and get off 3 trains after myself exit before me. Stop the cheats cutting in and stop short cuts keep it fair and easy to leave. Fix the congestion it takes longer to leave this car park then what it does to get to the city for work. We all pay the same fare so make it fair to leave the car park in the right manner
203		1	1	Calleya Estate is currently driving down knock place between 5-6pm to park up their oversized vehicles. They turn right off Armadale Rd, left into knock place. Given they are oversize width they may pose problems for the temporary barricading. As it is they are a danger for motorists trying to leave the carpark as their vehicles are oversized crossing over the white line against the flow of cars trying to leave.
204		1	1	You could also try making knock place left out, having a roundabout in Solomon road somewhere near Cutler to reverse the traffic back through the Solomon to Armadale road
205		1	1	There needs to be a better solution this is no long term Instead of wasting money on a trial why is this not fixed properly first time. Two entries and exits are required. I waste over 2 hours each week trying to get out of the car park each week
206		1	1	I support the trial, but am very doubtful that it will be at all successful: seems that traffic will simply be diverted to another area and there will become long waits at the traffic lights. A final lasting solution to this problem needs to be found urgently. There has been enough discussion and sitting on hands. If the trial is unsuccessful, drastic action needs to be taken. Catching the bus, which is often proposed by many, is not a realistic option for most of the people that drive to the station, including myself as I need to drop and collect children from child care and after school care before and after work. The traffic on Knock Place is having a significantly detrimental impact on my life and the life of others. For my family, we are often late to collect our children from child care and after school care and we are missing out on the valuable and already short family time we get after work. Sometimes our care providers charge late fees for late collection. It also means that the carers providing those services have to work longer hours than they are scheduled to work. Enough is enough.
207		1	1	I fully support the action being taken and appreciate the effort however I do not believe this diversion will assist. I will be writing an email to provide further comment. Thanks!
208		1	1	Enough of the band aid solution. This idea will just spread the congestion to another area namely the traffic built up at south central lights. Also people will turn into petrol station and back out again. This has been going on far too long for at least 5 years and nothing's being done. Cockburn want to put blame on PTA AND MAIN ROADS. Pull your finger out!
209		1	1	-
210		1	1	All this will do is move the congestion to the traffic lights on Armadale Road. Alternatively people will turn left and do a U turn and come back down the same road. The problem is all the exits from the carpark itself join the one exit road so anybody parking in the carpark nearest the freeway can't get out. I often wait for at least 45 minutes. The only solution is more exits from the carpark out onto the main surrounding roads.
211		1	1	I feel that is only moving the problem further down the road. The length of the green traffic lights at Verde Drive currently doesn't allow enough cars through so this would have to change for the trial. Another option would be putting a left hand lane in Knock Turn for cars needing to turn left onto Solomon Road - so they're not waiting & also taking some of the pressure off the right turning lane.
212	1		1	I don't agree in the trial diversion. I am a business owner on Biscayne Way, the first issue I have is that it will increase the traffic at the intersection of Cutler Road and Solomon Road. This intersection is already a very dangerous intersection. The increase in traffic turning right at this intersection will make movement at this intersection incredibly difficult to cross or turn in any direction on Cutler Road. 2 The traffic will make it difficult to exit Biscayne Way onto Cutler Road. 3 The Traffic on Verde Drive already backs up to behind Spotlight due to the Lights at Verde Drive and Armadale Road causing the entry to the shopping car parks off Verde Drive very Difficult which also impacts customers leaving my Business. The roads around the area are already impacting my customers to the point they won't attend my business at certain time due to traffic. This is a Typical Government Trial. Let's not fix the problem let's just make it someone else's problem. Maybe you should have thought about the roads before you built all the infrastructure and housing
213		1	1	This hopefully will reduce the queuing time on Knock Place, and reduce the safety hazard on Armadale Rd, but will result in large queues through Verde Drive.
214		1	1	Pls take into consideration the timing of the widening of Verde do, which looks to start soon. This is likely to cause extra congestion. Also the lights at the Armadale/Verde intersection only allow 4 cars to get thru before they change. Thanks for at least trying something to resolve this problem.
215		1	1	Need long term solution ASAP! 30 minutes to get out of a train station car park let alone crossing a main road is ridiculous!



216		1		1	This is doing nothing to ease congestion. It is just moving it from Knock Place to Verde Drive and the intersection of Cutler Road. A second exit from Transperth carparks to Monash Gate to ease Knock Place with traffic lights at Solomon Rd and Armadale Drive are needed.
217		1		1	You just need to widen the knock place intersection to give left access to Solomon road. Proposed route is too long and it effects the Verde Drive intersection. We need quick and permanent solution for the problem.
218		1	1		Not sure how backed up turning left into cutler place will work and also Armadale lights. It takes me around 12 mins to leave the car park just now I will try anything.
219		1	1		Also consider the Jandakot Road traffic congestion as it intersects Warton Road.
220		1		1	It will just move the problem to right hand turners at the Jandakot / Solomon Rd intersection and I'm not sure how people are supposed to get from the train parking to Armadale Rd to get home...
221		1	1		Put in lights or a roundabout at Armadale/Solomon Road
222	1		1		I support to trial even though it's going to transfer problems to our business/street area. Please be advised that this intersection of Cutler and Solomon roads is a notoriously dangerous intersection and that there are near weekly accidents and moving more cars to it will increase major risks, this intersection should be changed into a round-about to increase the safety and reduce the speed of this drag strip.
223	1			1	There are already huge delays at the Solomon Rd / Cutler Rd intersection now. Diverting traffic down Solomon Rd to turn into Cutler Rd will only make that intersection worse and cause more problems than there already are. You would only be moving the problem to an intersection where the traffic is travelling much faster so any crashers will be worse!!!!
224	1			1	That will be a disaster. I commute home on the proposed route and traffic at the lights on Verde Dr regularly queues up through the round about as it is. With the additional traffic from the train station the queue is going to make it back to Solomon rd. You need a better solution than this.
225	1			1	Having been located at the intersection of Cutler and Solomon RD for the past 7 plus years the last thing this intersection needs is increased traffic given the number of crashes that happen here (3 days ago last one!!) Traffic lights onto Amadale Rd are the only solution to Fix this problem. They could be set to allow Knock place exit etc. by positioning them far enough down Solomon. Unless the Cutler / Solomon Rd intersection is also fitted with lights I shall continue to have the emergency services on speed dial for the resulting increase in accidents this trial will cause. I'm happy to take any calls regarding this on 0400 726 688.
226	1		1		-
227	1			1	there is already significant delays through the Verde drive roundabout traffic is consistently backed up behind spotlight and through to Culter Road signal timing at Armadale and Tapper Roads/ Verde Drive needs to be addressed Culter Road and Solomon Road intersection already has multiple accidents every month
228	1			1	Big mistake diverting traffic through one of the most dangerous intersections in WA Cutler/Solomon rd. Another serious accident there this week.
229	1			1	This is going to cause significant congestion on surrounding roads, blocking business access. All it is going to do is shift the problem to Cutler Rd, Biscayne Way and Verde Drive, which is already congested at this time anyway. Not to mention the traffic mayhem that will be at the corner on Cutler Rd and Solomon Rd. This corner is already bad at the best of times with numerous accidents and near misses. The main problem is the traffic turning right from Solomon Rd onto Armadale Rd, making that traffic flow better would be a much better solution. Why not install traffic management systems on this corner instead of a diversion.
230	1		1		Eliminating the option to turn right at Knock place will definitely ease problems, and free up road congestion at this intersection. However... -The trial will create further congestion on Biscayne Way, as the traffic already backs up behind Spotlight. Modifying the lights will aid in helping relieve this potential transferred congestion. -The intersection of Cutler Road and Solomon Road is a death trap already, and adding further traffic here will be incredibly dangerous and will need to be taken into account.
230	1		1		There will be a number of drivers turning right into the petrol station in order to exit onto Solomon Rd and head south.
Totals	37	193	175	55	
	16%	84%	76%	24%	



## **APPENDIX B: DURING/POST TRIAL FEEDBACK**

## Business Owners Responses

No.	Are you a BUSINESS OWNER or COMMUTER?		Did the traffic diversion trial have any noticeable effect on vehicle access to/from your business?		Did you experience an increase on your travelling time while the traffic diversion was in place?		Do you support the left-in/left-out treatment at the Knock Place/Solomon Road intersection becoming permanent in the future?		Comment:
	Business Owner	Commuter	YES	NO	YES	NO	YES	NO	
1	1		1		1			1	The barriers placed during the trial and that would need to be a permanent feature created illegal u turns and drivers using our driveways to turn around and continue their journey down Solomon to Armadale road.
2	1		1		1			1	-
3	1		1		1			1	Increased traffic flow along Solomon Rd, turning right into Cutler Rd, caused long delays for business exiting Cutler Rd to turn right onto Solomon Rd
4	1		1		1			1	All the diversion did was move the traffic congestion to Verde drive, Blocking access to the driveway of our business. I am also a local resident and a drive home from my place of work usually takes 7-10mins travel time, with the diversion in place my travel time was pushed to 30-40 minutes. All the diversion did was place extra strain on the roundabout in front of Office works and the traffic lights, which unfortunately cannot cope with the amount of traffic. People coming out of the car parks around Bunnings/Officeworks of course did not let anyone in that was entering from Biscayne way causing further delay. The only way the diversion was going to work was if you placed traffic lights at the roundabout and extended the traffic light times at Armadale road.
5	1		1		1			1	IT IS 4.45 8/12/15 traffic from this diversion is now at a standstill from the Armadale Rd lights at the s/c centre and is now at a standstill sprawling back on to Biscayne Way; traffic at this intersection is bad enough without the added pressures of all this additional traffic. furthermore with businesses on cutler road near Biscayne way using the street as overflow parking on a permanent basis traffic from the industrial area is further impeded on cutler road and will cause car accidents or worse the injuring of a pedestrian
TOTAL	5	0	5	0	5	0	0	5	
	100%	0%	100%	0%	100%	0%	0%	100%	

### Commuter's Responses

No.	Are you a BUSINESS OWNER or COMMUTER?		Did the traffic diversion trial have any effect on time delays experienced when exiting Knock Place?		Did the traffic diversion trial have any effect on your overall travelling time?		Do you support the left-in/left-out treatment at the Knock Place/Solomon Road intersection becoming permanent in the future?		Comment:
	Business Owner	Commuter	LESS time delays	MORE time delays	Good Effect	Bad Effect	YES	NO	
1		1	1	-	1	-	1	-	I hope this will be a permanent change because when school starts in 2016 it will get really busy again.
2		1	1	-	1	-	1	-	-
3		1	1	-	1	-	1	-	-
4		1	1	-	1	-	1	-	It dramatically reduced waiting times
5		1	1	-	1	-	1	-	Traffic at corner of Jandakot and Warton became worse, however. Presumably more cars went this way, combined with a constant stream of traffic approaching the roundabout from the RHS (when sitting on Jandakot) - it became much worse. But overall, time was less.
6		1	1	-	-	1	-	1	Traffic is forced to go into the Cockburn South shopping central to drive across Armadale Road into Atwell. The line of vehicles cuing up to cross Armadale Road is extremely long, having to wait for a green traffic control light. While waiting, I have witnessed numerous vehicles, out of frustration at the long delays, drive through the amber and red traffic control lights. It is and accident waiting to happen. Why not relocate several power poles on the side of Knock Place and place a left hand turn lane in there which would allow traffic wishing to turn left out of Knock Place that opportunity and freeing up some of the traffic wishing to turn right and onto Armadale Road. Anyway, the problem, according to our State Government will be alleviated in about 12 months' time, if they keep their promises, by the opening of the Aubin Grove train station and the 2000 car bays to be located there.....which should alleviate a lot of congestion at Cockburn Central and push it all our way instead.....causing delays at the roundabout at Lyon Road and Gibbs Road intersection., as well as huge line up of stationary traffic crossing the road bridge of Russel Road and the Kwinana Freeway.



No.	Are you a BUSINESS OWNER or COMMUTER?		Did the traffic diversion trial have any effect on time delays experienced when exiting Knock Place?		Did the traffic diversion trial have any effect on your overall travelling time?		Do you support the left-in/left-out treatment at the Knock Place/Solomon Road intersection becoming permanent in the future?		Comment:
	Business Owner	Commuter	LESS time delays	MORE time delays	Good Effect	Bad Effect	YES	NO	
7		1	1	-	1	-	1	-	
8		1	1	-	1	-	1	-	It did add delay at the south central lights. But was much faster
9		1	1	-	1	-	1	-	Was a great initiative and would definitely support in bringing it in permanently
10		1	1	-	1	-	1	-	
11		1	1	-	1	-	1	-	Some confusion amongst drivers continued some delays on specific days but overall improvements across the system. Could have been in place till later as I noticed more delays when it was being dismantled around 6PM.
12		1	1	-	1	-	1	-	
13		1	1	-	1	-	1	-	
14		1	1	-	1	-	1	-	
15		1	1	-	1	-	1	-	
16		1	1	-	1	-	1	-	
17		1	1	-	1	-	1	-	Please do something!
18		1	1	-	1	-	1	-	Fully support. Good outcome. Much much better than being stuck in the carpark for one hour. Thank you!
19		1	-	1	-	1	-	1	It just creates further delays at the tapper road Armadale road intersection. With traffic hazards at the roundabout near Spotlight Traffic lights needed at Solomon Road Armadale Road intersection, and a left turn lane out of Knock Place
20		1	1	-	-	1	-	1	Whilst the diversion reduced wait times exiting Knock Place, it increased wait times at the traffic lights at Verde Drive and Armadale Road. Traffic was often backed up to Biscayne Way as this was the only way to either go east or west up Armadale road. Essentially you just moved the problem from one intersection to another.
21		1	1	-	1	-	1	-	I didn't have to drive further to get home but surely the extra driving time for those that did was less than the exit time for the car park. I would personally support setting this up until the new bridge goes up over the freeway
22		1	1	-	1	-	1	-	
23		1	-	1	-	1	-	1	
24		1	1	-	1	-	1	-	So much better and I assume a safer route for those exiting out onto Armadale Road. This areas congestion will only increase once the new estate is finished behind Bunnings. Before this was done I have had to wait over an hour to exit the train station which I live 5 minute drive from, this was a welcomed / safer option as far as I'm concerned.
25		1	1	-	-	-	-	-	The change in traffic light timing at Tapper Rd caused long delays for people heading west on Armadale Rd . and also a large amount of cars that came out of the train station were performing unsafe U turns on

No.	Are you a BUSINESS OWNER or COMMUTER?		Did the traffic diversion trial have any effect on time delays experienced when exiting Knock Place?		Did the traffic diversion trial have any effect on your overall travelling time?		Do you support the left-in/left-out treatment at the Knock Place/Solomon Road intersection becoming permanent in the future?		Comment:
	Business Owner	Commuter	LESS	MORE	Good Effect	Bad Effect	YES	NO	
			time delays	time delays					
									Solomon Rd in order to get to Armadale rd.
26		1	1	-	1	-	1	-	Traffic moved much faster under the diversion, would be a welcome permanent change
27		1	1	-	1	-	1	-	Very good outcome. Please make this trial permanent. I am sick of being stuck in the carpark for 45min to 1 hour. Thank you.
28		1	1	-	1	-	1	-	
29		1	1	-	1	-	1	-	
30		1	1	-	1	-	1	-	Already this week delays are seen, a d that is with minimal commuters. Better signage for detour for those that are unfamiliar. Pushed congestion to Jandakot Rd
31		1	1	-	-	1	-	1	The amount of traffic exiting is still great and there is still bank up and total time to get home is GREATER than time from Perth to Cockburn. Improvements are - (1). better bus services to get to train station. It takes me as long to catch a bus then train to work as it does drive. Plus driving to work works out less expensive as I have parking supplied by my company, yet I am trying to be environmentally friendly. (2). Aubin Grove train station - this is a must. (3). Better traffic management including a round-about or lights.
32		1	-	1	-	1	-	1	
33		1	1	-	1	-	1	-	
34		1	1	-	1	-	-	1	Travelling time was reduced, but I don't support the change..... During the diversion trial half of the cars followed the detour. The other half did a u-turn to circumvent the traffic management, in sometimes unfavourable traffic conditions. So although one problem was solved, another was created.
35		1	1	-	1	-	1	-	Left-in/Left-out is EXCELLENT in the afternoon. There needs to be a right-in heading towards Armadale Rd in the morning though.
36		1	-	-	-	-	-	1	
37		1	-	1	-	1	-	1	Experienced major delay issues when using the complex at Cockburn (Officeworks, Bunnings, etc.). Not suitable for shoppers and commuters. Please think of another solution. Thank you.
38		1	-	1	-	1	-	1	
39		1	-	1	-	1	-	1	
40		1	-	1	-	1	1	-	Although the trial was a great idea most of the problems were caused by cars doing u turns on Solomon Dr I think blocking Knock Place and Solomon Drive off and diverting traffic directly to Verve Dve will permanently fix the issue.
41		1	-	1	-	1	-	1	
42		1	1	-	1	-	1	-	I fully support this however; I think you only need to block off cars trying to turn right out of train station. Cars should still be able to turn right into the train station from Solomon Rd. Just block the road on Solomon in front of left lane out of knock place so that they cannot turn right.

No.	Are you a BUSINESS OWNER or COMMUTER?		Did the traffic diversion trial have any effect on time delays experienced when exiting Knock Place?		Did the traffic diversion trial have any effect on your overall travelling time?		Do you support the left-in/left-out treatment at the Knock Place/Solomon Road intersection becoming permanent in the future?		Comment:
	Business Owner	Commuter	LESS time delays	MORE time delays	Good Effect	Bad Effect	YES	NO	
43		1	1	-	1	-	1	-	
44		1	1	-	1	-	1	-	
45		1	-	1	-	1	-	1	
46		1	-	-	-	-	-	-	I do not use the car park, but could not comment otherwise. The traffic changes made travel through South Central absolutely appalling. Solomon Rd is not currently working but to just detour traffic through Sth Central as per the trial does not appear to be the answer.
47		1	1	-	1	-	1	-	
48		1	1	-	1	-	1	-	
49		1	1	-	1	-	1	-	
50		1	-	1	-	1	-	1	Detours caused issues with 1. People, myself included taking shortcuts and doing U-turns in side streets or cutting through car parks 2. The time I followed detour because I wanted to go to Officeworks on way home - the traffic was backed back past the roundabout near spotlight causing a logjam there. A frustrated person in front of me drove over a footpath All this option does is push the problems elsewhere and will cause danger to pedestrians by having more traffic sent through car parks. That parking area is a disaster waiting to happen, with a single lane road in and out of the area that handles thousands of cars a day if there was a bushfire then people would have no choice but to flee on foot. A better solution would be an exit direct onto freeway South or onto Armadale road heading east ensuring that there aren't issues caused by the stop sign intersection. Recommendation for future surveys? Don't rely on QR codes - also have a short simple URL. I use both in my work for survey links and only 10% of people use the QR code as it's not standard on phones. The rest use a short URL.
51		1	1	-	1	-	1	-	Make it quick.
52		1	1	-	1	-	1	-	I hope the left-in/left-out treatment at Knock Place/Solomon Road becomes permanent, as it has reduced the amount of time sitting in traffic in the car park quite considerably. Prior to this, I experienced two occasions where I spent an hour and 10 minutes sitting in the queue to leave the parking lot. Most would find this very discomforting, but this is the reality for many that park at this train station. I, together with many other commuters, support this initiative!
53		1	1	-	1	-	1	-	
54		1	1	-	1	-	1	-	The trial has proven extremely beneficial for commuter parking at Cockburn Central station who exits from Knock Place. The trial has successfully created more fluid traffic flow coming from Knock Place. Hence reduced significantly the time taken to get on to Solomon Road. It saved approx. 40 minutes of traffic time (after work peak hours). It significantly reduced the traffic queuing from train station trying to get through to Solomon Road. Please make this traffic trial into permanent arrangement. It will reduce commuter frustrations as well as other cars passing Solomon road. Most importantly, by making this intersection arrangement into permanent - safety of the drivers as well as pedestrians will greatly be improved.
55		1	-	1	-	1	-	1	The congestion diverted to the roundabout exit in Cockburn Central and made my journey longer overall. It also caused people to make illegal U-turns on exiting Knock Pl in frustration. I don't support the change and I believe a more permanent solution of traffic lights at Armadale/Solomon road would be better or some other alternative but definitely not left in/left out option. That just diverted the problem in my opinion

No.	Are you a BUSINESS OWNER or COMMUTER?		Did the traffic diversion trial have any effect on time delays experienced when exiting Knock Place?		Did the traffic diversion trial have any effect on your overall travelling time?		Do you support the left-in/left-out treatment at the Knock Place/Solomon Road intersection becoming permanent in the future?		Comment:
	Business Owner	Commuter	LESS time delays	MORE time delays	Good Effect	Bad Effect	YES	NO	
56		1	1	-	1	-	1	-	I fully support the left-out turn on to Solomon to become permanent. This change has cut 20 minutes off my drive time (this 20 minutes is the wait to turn onto Solomon Road). I hope the Council gives the approval to continue this.
57		1	1	-	-	-	-	1	Please do not use this temporary arrangement as a permanent solution and congratulate yourselves... this simply shifts the problem rather than solves it. Keeping this as "permanent" is fine provided that it is an interim measure for a more permanent solution (e.g. a 2nd exit)
58		1	1	-	1	-	1	-	I don't get to the station until 6.15 when the barriers were gone. Really noticed that there was no traffic build-up and was much quicker to get onto Solomon road.
59		1	-	1	-	1	-	1	All it does is divert traffic through the business area and then you have to wait for ages to get through the lights at Tapper & Armadale Roads.
60		1	-	1	1	-	1	-	I finish work in the early afternoon and was affected by the build up of traffic waiting to turn onto Armadale Rd at the set of lights due to the new traffic route. Overall a good trial and good experience. If this is to be made permanent then you need to look at moving the traffic parked on Cutler Rd near those businesses as the safety concerns are quite high.
61		1	1	-	1	-	1	-	Needs to be done! But extend the barrier further as cars are simply turning into the puma fuel station and out again to avoid the diversion.
62		1	1	-	1	-	-	1	In the morning I come thru Solomon Road and need to get the right turn to enter station parking We really need it in the evening only need to extend until 6.15 or 6.30 coz , there is still traffic just after 6 pm as well thank you
63		1	1	-	1	-	1	-	This significantly reduced our travelling time. Previously we had to wait almost 30 minutes in the queue just to get out of the car park in the station.
64		1	1	-	1	-	1	-	-
65		1	1	-	1	-	1	-	Overall the time travelling was shorter and less stressful trying to get out of Knock Place. Some days the traffic at Verde Place was backed up to and around the Spotlight roundabout. It seems the problem has just moved further down the road. It has not solved the bottleneck between the Verde Pl and Fraser Rd traffic lights. And it has not solved the Armadale/Nicholson Rd problem. After talking with colleagues we thought a big roundabout taking in Armadale Rd, Solomon Rd & Knock Pl would be a good idea. Widening Armadale Rd would stop all the bottle necks along the road and people driving like racing car drivers trying to get to the front of the line. The bridge from North Lake Rd to Armadale Rd would be good as it would mean a lot of traffic could go that way rather than past the station.
66		1	1	-	1	-	1	-	-
67		1	1	-	1	-	1	-	-
68		1	-	-	-	1	-	1	having to get out of my daughters car and walk from the petrol station on the corner at 3 o'clock to the station at my age 70 years of age was not what should be happening in this day and age .As far as the traffic stopping for people turning right in front of them to get to station from Armadale road this is near impossible in the peak times... and to stop people turning right into Knock Place to catch the train is borderline stupidity.

No.	Are you a BUSINESS OWNER or COMMUTER?		Did the traffic diversion trial have any effect on time delays experienced when exiting Knock Place?		Did the traffic diversion trial have any effect on your overall travelling time?		Do you support the left-in/left-out treatment at the Knock Place/Solomon Road intersection becoming permanent in the future?		Comment:
	Business Owner	Commuter	LESS time delays	MORE time delays	Good Effect	Bad Effect	YES	NO	
69		1	1	-	1	-	1	-	I used to spend up to 20 mins trying to get onto Armadale Road from Solomon Rd, now it takes about 2-3 minutes. It means I can catch the freeway south before the main city traffic gets to Cockburn. I love these changes.
70		1	1	-	-	1	-	1	It just moved the problem from one location to another. The time delay is now felt at the lights near the Good Guys.
71		1	1	-	1	-	1	-	Reduced my travel time by 45 minutes regardless of waiting a few minutes by the traffic light on Armadale Road/Verde Road.
72		1	1	-	1	-	1	-	Has reduced my travel time from station to home from about 35 mins to only about 15 mins - a major improvement, please make permanent.
73		1	1	-	1	-	1	-	-
74		1	1	-	1	-	1	-	-
75		1	1	-	1	-	1	-	It was good to get off the train, cross the bridge and not see a line of traffic queuing into the distance.
76		1	1	-	1	-	1	-	Traffic Diversion was superb and inevitably required. Please continue this diversion. It saves lot of time while exiting. Thank you
77		1	1	-	1	-	1	-	-
78		1	-	1		1	-	1	The traffic congestion just moved further down and it was difficult and incredibly busy along Verde Drive. The trial was not successful and I do not support changing the intersection. Something else needs to be considered; perhaps either traffic lights, a round-about, or creating another exit/entry point into the carpark along Armadale Road.
79		1	1	-	1	-	1	-	-
80		1	1	-	1	-	1	-	It did not matter what time I arrived back at Cockburn Station between 5-6pm (the previous worse times) I was able to exit the station without any delays. I fully support the implementation.
81		1	1	-	1	-	1	-	I have more than once been stuck for an hour and a half getting out from the back carpark. This is counter intuitive but works. At lights in next street, left hand lane needs to go back further middle lane only for straight ahead and one lane for right turns as right turn cars block centre lane and you can't turn left making the light changes too short. Needs 3 lanes each a different direction.
82		1	1	-	1	-	1	-	Has the option of providing an alternate exit considered? The trial exit is better than previous exit; however, it still requires you to go through a longer journey (via Solomon, cutler and verve). Has an option to increase the green light time on the traffic light of Armadale road/verve drive considered? Other options of exit are: 1. Exit directly on to Armadale Road (I understand this is not possible due its nearness to freeway exit to Armadale Road. 2. Exit from inside the car park directly to Verve Drive/Monash Gate. This is currently where the trees are. It is good to see some action being taken. The current situation (not the trial) is not at all acceptable. The trial would be an incremental step, but suggest looking at a long-term solution as well. Thanks.
83		1	-	1	-	1	-	1	This is a poor solution that disrupts the South Central shopping area and simply moves rather than resolves congestion



No.	Are you a BUSINESS OWNER or COMMUTER?		Did the traffic diversion trial have any effect on time delays experienced when exiting Knock Place?		Did the traffic diversion trial have any effect on your overall travelling time?		Do you support the left-in/left-out treatment at the Knock Place/Solomon Road intersection becoming permanent in the future?		Comment:
	Business Owner	Commuter	LESS time delays	MORE time delays	Good Effect	Bad Effect	YES	NO	
84		1	1	-	1	-	1	-	Excellent solution
85		1	1	-	1	-	1	-	When I arrived at car park at 5:35 pm there was no queue to wait to exit Knock place usually takes 30 minutes plus
86		1	1	-	1	-	-	1	Not the best survey! There is no neutral answer which for me parking in the section at the entrance to knock place has. I think an alternative needs to be provided as the traffic just backs up at the lights outside good guys
87		1	1	-	1	-	1	-	This has made the congestion during peak hour particularly in the evening much less. A welcome relief and hopefully one that can continue as more and more people commute from Cockburn Train Station.
88		1	1	-	1	-	1	-	This has fixed the problem!! Definitely make this a permanent change for the future. I get home within 5 minutes as opposed to sometimes 30 minutes. Amazing!
89		1	1	-	1	-	1	-	This trial definitely saved heaps of time - this definitely needs to be implemented as the wait time normally is just ridiculous - I can wait up to an hour some days. I am 100% for the left in left out!! Thanks
90		1	1	-	1	-	1	-	At this stage I would only support the left-in/left-out intersection if greater measures are taken to reduce the traffic build-up on Verde Drive, such as: 1. Increased green traffic signal time at the intersection 2. Three dedicated lanes at that intersection for turning left onto Armadale Road, straight onto Tapper Road and Turning Right onto Armadale Road.
91		1	1	-	1	-	1	-	-
92		1	1	-	1	-	1	-	-
93		1	1	-	1	-	1	-	Initially, traffic through Verde Drv was very congested, but this stopped happening on the third or fourth day. Travel time for the remainder of the trial was considerably reduced. If there is still an issue with Verde Drv, another option would be a roundabout on corner of Solomon/Cutler - cars could then return to Armadale Rd if they wished via Solomon Rd (this intersection is quite dangerous in any case, warranting a roundabout).
94		1	1	-	1	-	1	-	I didn't think it would work but it was fantastic! I used to wait 45 minutes to get out of the station, now it's all clear with a short delay at the traffic lights near Bunnings. Is there any way you can keep it going until February and not go back to the way it was?!
95		1	1	-	1	-	1	-	I think it's good when left in/left out is done at peak times rather than at all times. Overall, I liked the trial. It made getting out of the Cockburn train station car park a breeze.
96		1	1	-	1	-	1	-	-
97		1	1	-	1	-	1	-	This trial has allowed me to get home 30-40 minutes earlier to see and play with my children before bed time....Great work!
98		1	1	-	1	-	1	-	-

No.	Are you a BUSINESS OWNER or COMMUTER?		Did the traffic diversion trial have any effect on time delays experienced when exiting Knock Place?		Did the traffic diversion trial have any effect on your overall travelling time?		Do you support the left-in/left-out treatment at the Knock Place/Solomon Road intersection becoming permanent in the future?		Comment:
	Business Owner	Commuter	LESS time delays	MORE time delays	Good Effect	Bad Effect	YES	NO	
99		1	1	-	1	-	1	-	Question 3 - one day of the trial the traffic caused more delays as cars were banked back almost halfway up Cutler Drive. The rest of the days it was only banked back to the roundabout near Spotlight which I thought were acceptable. Question 4 - overall it had a good effect. There was only one day when it was very slow to get out due to the comment above. Question 5 - At this time of the year a lot of people are already on holidays, as evidenced by the fact that the carpark is a lot less busy in the mornings than usual in terms of the number of bays still available. Therefore, this trial cannot be conclusive as the full amount of patronage wasn't being tested. I believe another 2 week trial should be undertaken in February 2016 to get a more accurate view of how effective it would be when the number of patrons using the carpark is back to full capacity after the holidays. Please consider doing this before stating the trial was a success.
100		1	1	-	-	1	-	1	Need a better solution. Need to build an exit from car park near station down to Prinsep Rd. Need roundabouts at Knock & Solomon Rds and at Solomon & Armadale Rds.
101		1	-	1	-	1	-	1	MRWA need to alter the times of the traffic lights on the corner of Verde Dr and Armadale Rd for this to work! It has been total chaos in the commercial area near Bunnings during this trial. Bring on the train station at Aubin Grove then you'll find congestion around Cockburn Central will ease significantly. Also build Northlake Rd over the Freeway and widen Armadale Rd in front of Stockland's Caley development. There's lots of work the City should be focusing on to fix issues permanently, not half baked like these useless trials.
102		1	1	-	1	-	1	-	I definitely in support of the traffic diversion in the peak of the afternoon. I have on many occasions been stuck trying to get out of Knock Place turning left onto Solomon Road for anything up to 2 hours. My only issue with the diversion was that other road users were using the petrol station driveway as a U turn point or a short cut through the carpark, which was creating a traffic hazard. If the diversion was made permanent my suggestion would be for very clearly signage to be erected stating "NO U-Turn" and at the entrance of the Puma Station "Petrol Station Users only". However, as a member of Roar 247 Gym and a regular customer of City Farmer/Bunnings/The Good Guys etc I would often shop at these stores after work and I did find it quite restrictive and time consuming having to go all the way around which discouraged me from shopping. So the permanent closure at Knock Place may have a significant effect on the shopping precinct. My only other suggestion is to create an alternate entrance to the carpark which links up to either Monash Gate, Verde Drive or Cutler Road and shutting of the Knock Place entrance to the carpark completely leaving the entrance to the petrol station and shopping precinct able to receive traffic from either direction.
103		1	1	-	1	-	1	-	Normally it would take me 45 minutes to get out of Cockburn Central Train Station. Now I am home within 5-10 minutes which means I am home earlier and doing the 'things' I need to do at home rather than sitting in non-moving traffic. Thanks for giving us the opportunity to have this trial.
104		1	-	1	-	1	-	1	And not only that - if you wish to shop at the retail park at any point between 3-6pm, it's a complete waste of time because you get caught up in the train station traffic! Not good for businesses or the local area.
105		1	1	-	1	-	1	-	It worked extremely well, however, there was extra traffic at the corner of Jandakot Road and Warton Road but my travel time was still significantly reduced. Well worth putting in place permanently.
106		1	-	1	-	1	1	-	-
107		1	1	-	1	-	1	-	-
108		1	-	1	-	1	-	1	-
109		1	1	-	1	-	1	-	I am usually only departing station after 6pm. The day I was before 6pm, I noticed many vehicles u-turning on Solomon Rd and in petrol station.

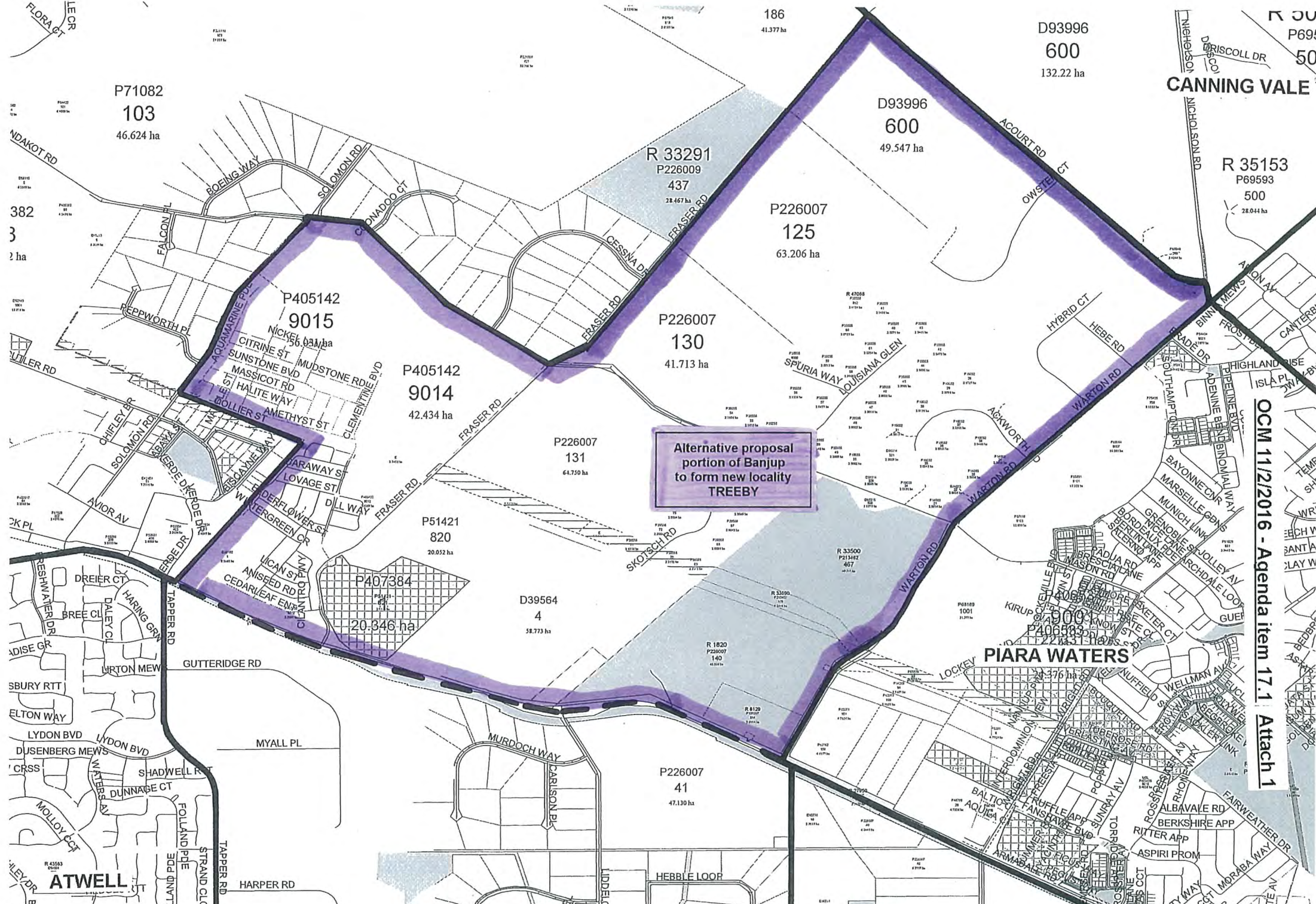
No.	Are you a BUSINESS OWNER or COMMUTER?		Did the traffic diversion trial have any effect on time delays experienced when exiting Knock Place?		Did the traffic diversion trial have any effect on your overall travelling time?		Do you support the left-in/left-out treatment at the Knock Place/Solomon Road intersection becoming permanent in the future?		Comment:
	Business Owner	Commuter	LESS time delays	MORE time delays	Good Effect	Bad Effect	YES	NO	
110		1	1	-	1	-	-	1	An alternate solution must be provided i.e. roundabout or traffic lights or another exit
111		1	1	-	1	-	1	-	But do something about lights at south central shops
112		1	1	-	1	-	1	-	-
113		1	1	-	1	-	1	-	This trial made a significant positive impact to my time. I was able to attend my kids sporting events for the first time. This approach proves drivers multiple journey options (not stuck just staying with the detour route) meaning that traffic can distribute throughout the network. Please please please, make this permanent. I dread my afternoons after December 18 without this in place. This has literally changed my life due to time spent with family.
114		1	1	-	1	-	-	1	The detour adds to my time as I pick my daughter up from day care off Verde Street. It allows for quicker exit but I think that exit needs to be widened for dual car exit instead of just a left turn which is your preferred solution.
115		1	1	-	-	1	-	1	The aim of any improved traffic plans should be to reduce overall commute time. Even though the time to exit Knock place was reduced, the problem was only shifted elsewhere and resulted in my total commute time increasing.
116		1	1	-	1	-	1	-	Please make this a permanent feature if you want to encourage the general public to take public transport to the city. It does not make any sense to make a 25 min train journey and a 45 min wait just to get out of the station carpark.
117		1	1	-	1	-	1	-	I thought this was a work around solution while a permanent solution is sought. This was indicated in the previous survey and information sheets handed out.
118		1	-	1		1	-	1	The traffic problem was only moved to Cutler Road and Biscayne Way and Verde Drive. The only permanent solution is to build the bridge and have multiple exit points from the park and ride.
119		1	1	-	1	-	1	-	Significant reduction in time delays. Great initiative
120		1	1	-	1	-	1	-	-
121		1	1	-	1	-	1	-	-
122		1	1	-	1	-	1	-	-
123		1	1	-	1	-	1	-	This is a good thing as long as the synchronisation of traffic lights are done as well
124		1	1	-	1	-	1	-	Please don't stop the trial! Carry on with temporary measures until a permanent solution can be implemented. The left turn has had a huge impact on getting out of the train station. I really don't want it to go back to how it was before the trial started. Thank you
125		1	1	-	1	-	1	-	Absolutely fantastic compared to the previous wait time. I am able to get in my car and leave the park and ride and get home in a much shorter time. Waiting at the traffic lights at Verde Drive is no problem compared to being stuck at knock place.
126		1	1	-	-	1	-	1	It nearly tripled my commute time, also added more pressure to existing business in and around Cockburn Central. A person with half a brain would know that you have just moved the problem to another area, Also when you ask a question in the survey how about - middle of the road like "No Change", "No Effect",

No.	Are you a BUSINESS OWNER or COMMUTER?		Did the traffic diversion trial have any effect on time delays experienced when exiting Knock Place?		Did the traffic diversion trial have any effect on your overall travelling time?		Do you support the left-in/left-out treatment at the Knock Place/Solomon Road intersection becoming permanent in the future?		Comment:
	Business Owner	Commuter	LESS	MORE	Good Effect	Bad Effect	YES	NO	
			time delays	time delays					
									"Unsure".
127		1	-	1	-	1	-	1	All you have done is moved the issue not resolved it. It is not easy now to get around and back into Armadale rd.
128		1	1	-	1	-	1	-	
129		1	-	1	-	1	-	1	I now have no access to the service station or any of the businesses situated behind the road block. It has only diverted congestion to road traffic lights which do not stay green to clear more than four cars at a time.
130		1	1	-	1	-	1	-	It saved me on average 35 minutes each night; please please please please please make this a permanent change!!!!
131		1	-	-	1	-	-	1	It takes longer as I have to drive through the shopping centre.
132		1	-	1	-	1	-	1	Hopeless trial. Early finishers now punished same as 5pm travellers.
133		1	1	-	1	-	1	-	
134		1	-	1	1	-	-	1	There needs to be another lane for exiting vehicles out of Knock place to allow vehicles to turn left only (additional lane on the left). A roundabout would potentially reduce the risk of accidents occurring especially for cars exiting knock place having to look left, right and forward when turning right heading towards Armadale Road.
135		1	1	-	1	-	1	-	I commend you for this trial and I definitely support the left-in/left-out rule to be permanent. Previously I could spend up to 1.5 hours waiting to get out of the carpark. Now it is strait out with no delays making my trip only 2 hours per day travel. (1hr to work & 1Hr home). Very happy, thank you.
136		1	1	-	1	-	1	-	Please bring in as soon as possible. Normally takes 5-6 mins on a clear day, to get home. Was taking up to 55 mins during heavy congestion. During the trial, consistently 8-10 mins. Resounding success in my mind!
137		1	1	-	1	-	-	1	It only shifts the impact to other areas - the lights at Tapper and Armadale Roads become even more congested. This is especially compounded by traffic turning right from Tapper Road (North Side) and doing so from the left lane. Traffic movement would be helped from this point if Tapper Road on the north had only one right turning lane and a dedicated straight ahead lane.
138		1	1	-	1	-	1	-	This has had such a positive effect on traffic that it has to be made positive!!
139		1	1	-	1	-	1	-	This has worked in the last three days. Definitely a solution which is working. Please make this a permanent solution to this.
140		1	1	-	1	-	-	1	The timing of the trial was poorly thought through the volume had already started to abate the week before as people had already started breaking for Christmas and school holidays so will skew the results. This will also just move the log jam to the lights but also impact the regular traffic trying to exit at these already slow lights. Also as a result some drivers are pulling a U turn at the first intersection past the divider, this is a dangerous situation. The only real solution is to open one or two more exits the first being an exit to Prinsep Rd around the Sheet Metal Fabricators from the North Eastern parking area.

No.	Are you a BUSINESS OWNER or COMMUTER?		Did the traffic diversion trial have any effect on time delays experienced when exiting Knock Place?		Did the traffic diversion trial have any effect on your overall travelling time?		Do you support the left-in/left-out treatment at the Knock Place/Solomon Road intersection becoming permanent in the future?		Comment:
	Business Owner	Commuter	LESS time delays	MORE time delays	Good Effect	Bad Effect	YES	NO	
141		1	1	-	1	-	1	-	Although traffic exiting Knock Place is now non-existent all the congestion has simply moved to Jandakot Road which backs up to Fraser Road (2km). Somewhat free flowing congestion if there is such a thing but still adds a 10 minute delay but hey better than 30 minutes. City of Armadale's problem now I guess...
142		1	-	1	1	-	-	1	I agree the original structure is terrible; however forcing commuters down Solomon Road is creating traffic jams on Cutler/Biscayne/Verde. The traffic lights at Verde/Armadale are terrible. If this plan stays in effect, the timing of the traffic lights will need to be altered. I feel the City of Cockburn need to come up with something better. The whole area of Cockburn is a debacle due to terrible planning from the beginning. It may take up to 45 minutes with the original structure but it seems nothing has changed with this trial. Instead of waiting in-line on Knock Place for 30+minutes, you're just waiting in line on Cutler/Biscayne/Verde for 30+ minutes instead. All this trial does is move the congestion to around the corner. It was terrible before but I feel it's even worse with this proposed plan. Back to the drawing board.
143		1	-	1	1	-	-	1	
144		1	1	-	1	-	1	-	I Absolutely support this change. The traffic can be horrendous trying to get out of Knock place.
145		1	1	-	1	-	-	1	This needs a fuller solution to reduce delays on exit & also to reduce accidents on entry to the car park (i.e. timed lights/roundabout) at the intersection of Armadale Rd/Solomon Rd. Too many accidents have occurred there resulting in injury and loss of life. Just sending cars on a 3km detour will not solve this.
146		1	1	-	1	-	-	1	The solution has merely shifted the congestion to another road. It takes longer to get through the detour than it did to exit the train station under the original traffic layout. Although you get out of Knock Place quicker you are soon met by an even longer line of traffic through the shopping complex area and a lot of really frustrated drivers.
147		1	1	-	1	-	1	-	This trial only caused the congestion to be diverted. Whilst it makes getting out of knock place easier, total travel time is extended because of the detour and the congestion coming through Cockburn Central (Spotlight roundabout). Traffic lights at the Armadale round intersection might be a better solution
148		1	-	1	1	-	-	1	Until a viable safe/alternative option is available this temp barricade situation is an absolute farce. Yesterday afternoon created very unsafe conditions & driver confusion. I would have thought that the council would have considered driver safety more conscientiously.
149		1	1	-	-	1	1	-	-
150		1	-	1	1	-	-	1	Who thought it was a good idea to send everyone around the industrial estate and through a set of traffic lights that let about 6 cars through on 1 cycle? The industrial estate is already blocked and now it's a nightmare with traffic dodging all over the place and using service lanes to units, the whole estate becomes unusable and the business owners would be livid, as I can assure you I would not go anywhere near it. The problem at the knock place junction is people turning right and right onto Armadale road, stop the right turn and problem solved.... Until the lights at Tapper road. I am known spending a lot longer to get home and the anger is worsened.
151		1	-	1	1	-	-	1	Very dangerous practice, people cutting through the shops car park, cars everywhere, people not giving way, put an extra 20 minutes on my travel home. Basically a very ill thought out dangerous idea which needs to be stopped. Also couldn't get into the garage to get fuel so hope the City of Cockburn is paying compensation to the owners of the station. My belief is wait for the increase in accidents. Knock Place needs to be dual lane, and ideally with lights at the end of Knock Place and also at Solomon Road onto Armadale Road, that is traffic management not the debacle currently in place



No.	Are you a BUSINESS OWNER or COMMUTER?		Did the traffic diversion trial have any effect on time delays experienced when exiting Knock Place?		Did the traffic diversion trial have any effect on your overall travelling time?		Do you support the left-in/left-out treatment at the Knock Place/Solomon Road intersection becoming permanent in the future?		Comment:
	Business Owner	Commuter	LESS time delays	MORE time delays	Good Effect	Bad Effect	YES	NO	
152		1	-	1	1	-	-	1	-
153		1	-	1	1	-	-	1	This trial highlighted how sad the planning process was when the area of Cockburn Central was originally subdivided. Now today, you think by pushing the problem into another area, the problem will go away. The traffic flow through the Cockburn Central has reached saturation point, everyone is looking for every advantage they can to cut through the traffic jam. Your diversion has infuriated the shoppers in the area, by not being able to get out of the grid-locked traffic through Verde Drive, which by the way is another design disaster. As I am an engineering designer, I can speak with experience and I say making this diversion a permanent fixture would be a very bad move.
154		1	-	1	-	1	-	1	-
155		1	-	1	-	1	-	1	This is a stupid decision - people will just cut through the service station and go through those shops or just turn back on to Solomon Rd - surely with all that vacant land around a more sensible option of adding more exits would be advisable such as one out the back of the new car park, or through the old car park onto Armadale Rd. This trial is just moving the traffic problem from one spot to another. Surely some consultation with computers would have been an idea. If there was an incident on the inspection or fire or anything similar there is no other way out - which is a major safety risk that needs to be addressed and this option will not address this!!
156		1	1	-	-	1	1	-	Overall time is similar, however much quicker for people heading north on Solomon. lots of people cutting through the Puma petrol station to jump ahead at the roundabout causing delays
157		1	1	-	1	-	1	-	On Monday 7 December 2015, it took me less than 5 minutes to get out of Knock Place Car Park. It's excellent!!! Even though the detour is longer (distance wise), but I was able to reach home within 20 minutes. Before the trial, I was always stuck in the Knock Place Car park for up to one hour. However, I think the real solution is to prohibit right turn from Solomon Rd into Armadale Road during peak times. People have to use Verde Drive Traffic Light if they want to turn right into Armadale Road.
TOTAL	0	157	120	33	119	34	105	50	
		100%	76%	21%	76%	22%	67%	32%	



Alternative proposal  
portion of Banjup  
to form new locality  
**TREEBY**

OCM 11/2/2016 - Agenda item 17.1 Attach 1



OCM 13/08/2015

**Attachment(s)**

1. April 2015 correspondence from DFES
2. Correspondence from City of Cockburn Local Emergency Management Committee
3. Correspondence from Jandakot Volunteer Bushfire Brigade
4. Current Emergency Services Levy category 1 & 3 Map
5. Current Emergency Services Levy category 3 Map
6. Proposed Emergency Services Levy area for City of Cockburn

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

The Department of Fire and Emergency Services have been advised that this matter is to be considered at the 13 August 2015 Council Meeting.

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

Nil.

**17.2 (MINUTE NO 5578) (OCM 13/8/2015) - PROPOSED AMENDMENT TO BANJUP SUBURB BOUNDARY AND NEW LOCALITY NAME (159/008) (D GREEN) (ATTACH)**

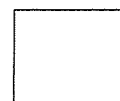
**RECOMMENDATION**

That Council

- (1) advises the Geographic Names Committee (GNC) that it supports:
  1. The creation of a new locality to be named "Quendalup" for the area of Banjup bounded by Armadale Road, Warton Road, Jandakot Road, Solomon Road, Dollier Road and the current Jandakot (north / south) location boundary between Dollier Road (to the north) and Armadale Road (to the south), as shown in the Attachment to the Agenda.
  2. The inclusion of the area of Banjup bounded by Jandakot Road, Warton Road, Acourt Road and Fraser Road into the existing locality of Jandakot.
- (2) informs those who lodged a submission of Council's decision.

**COUNCIL DECISION**

MOVED Clr S Portelli SECONDED Clr K Allen that That the recommendation be adopted with the following amendment to sub –



recommendation (1) 1.

“delete the name “Quendalup” in the first line and substitute the words “Treeby” as first priority and “Quendalup” as second priority.

**CARRIED 6/3**

### **Reason for Decision**

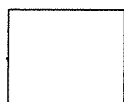
Cockburn and Banjup Residents would be respectful of having a name relative to its military history, especially in acknowledgement of the World War 1 ANZACS. The Banjup Memorial is in the proposed new suburb. Banjup has had most of its new suburbs named after pioneers (Atwell, Hammond, Aubin,) of the area and Treeby would be the most poignant of them all. The Banjup Resident’s Group represents the majority of the existing suburb and a petition organised by them shows the support. The Calleya estate newer residents respectfully have not been exposed to this history. Quendalup is a name that pays respects to the original land owners, the Noongar people, but it has no other relevance as it is a suburb where Quendas no longer exist.

### **Background**

At the Ordinary Meeting of Council held on 9 July, 2015 it was resolved, as follows:

*MOVED Clr S Portelli SECONDED Clr Y Mubarakai that Council:*

- (1) *propose to amend the boundary of the locality of Banjup and create a new suburb bounded by Armadale Road to the south, Jandakot Road to the north, Warton Road to the east and Solomon Road to the west, excluding the landholdings within the Jandakot Industrial Area (as shown in the attachment to the Minutes), to be called ‘Quendalup’ or ‘Kwentalup’;*
- (2) *proposed that the remaining area of the locality of Banjup to the north of Jandakot Road and west of Warton Road be included within the existing locality of Jandakot;*
- (3) *advise those affected landowners within the current locality of Banjup, together with the developer of the Calleya estate (Stockland), by letter of the proposal to create a new locality, to be called ‘Quendalup’ or*



*'Kwentalup' and of the proposed boundary adjustment to the locality of Jandakot to include part of Banjup;*

- (4) invite affected landowners to make a written submission on the proposal, the recommended names and any alternate names which conform to Geographic Names Committee (GNC) Guidelines within a 21 day period;*
- (5) refer the submissions regarding the proposal, the recommended names, and any alternate names with Officers recommendations to Council for consideration; and*
- (6) advise GNC of Council's decision.*

### **Submission**

N/A

### **Report**

In accordance with sub – recommendation (4), letters were sent to all landowners subject to the potential locality name changes, together with a short survey form to indicate whether they supported or opposed the proposed change, in addition to submitting any alternatives which could be considered by Council as suburb names. This entailed two separate letters being forwarded to landholders in the areas affected by Council's decision.

One letter was sent to around 400 landowners in the area proposed to be renamed "Quendalup" or "Kwentalup" (known as Survey 1). This included 7 owner / occupier residential properties in the area branded "Calleya Estate" and 10 rural (2 ha) property owner / occupiers. The remaining landholders are either absent owners, property developers, Government Agencies or operating business premises. At the closing date for submissions, 131 responses have been received. Of these, 74 supported the proposal and 57 opposed. Of the 74 who responded in favour, 54 specified Quendalup and only 5 noted Kwentalup as the preference. Significantly, only 7 of the 17 owner / occupiers responded. Of these 2 supported the proposal and 5 opposed the proposal.

Of the opponents there were a number who offered an alternative for Council's consideration. These are listed separately on the Attachment, together with officer comment on their suitability. The most favoured alternatives were "Treeby" (5), "Oxley" (5) and a merger with adjoining Jandakot (5). The suggestion of merging this part of Banjup with Jandakot is not supported as it would create an abnormally large location which would contain a number of vastly differing land uses and





would forego the obvious opportunity to rebrand a developing residential suburb.

Both “ Treeby” and “Oxley” could be acceptable, as they are generally in compliance with GNC Guideline 7.1.1, given the relativity of these names to early settlers. Treeby is historically the more significant, as it refers to Joseph Treeby and his wife, Emma, who settled in the area and developed a vegetable garden in the 1890`s. In addition, 3 of the Treeby sons served in World War 1, with one killed in action. Oxley refers to the surveyor of the area, James Oxley, who first recorded Lake Bangup, (later altered to Banjup Lake) in 1889.

Both of these names are commemorated in the area already, with Emma Treeby Reserve and Oxley Road, existing in the Banjup locality, to the south side of Armadale Road.

Given this information, it is considered that the name “Quendalup” is widely favoured by the majority of respondents and it is recommended for Council endorsement accordingly.

The other letter (Survey 2) was sent to 98 owners of land in the area of Banjup proposed to be ceded into Jandakot. The majority of these (71) are owner / occupiers with the remainder being either absent owners or Government Agencies. Responses have been received from 39 landowners with 15 in favour of the suggestion (to amalgamate into Jandakot) and 24 in opposition. 2 respondents who opposed the proposal indicated a preference for the area to be integrated with the proposed new locality area. All responses are summarised in the attachments, together with the officer`s commentary.

While there are more opponents to the proposal (to merge with Jandakot) than supporters, the statistical fact is that less than 25% of the landowners in the area have formally registered this opposition, while the remainder are either in favour (16%), or are ambivalent (59%), by not expressing a particular preference.

In addition to the formal responses received, two petitions have been submitted (one on each proposal) offering alternative names for Council to consider on each proposal. However, in both instances, the majority of signatures are from people not directly affected by the proposals (i.e. are not landowners in those areas). For the sake of consistency, the intent of the petitions have been described in the attachments, indicating the wishes of the ‘eligible’ respondents who would not have otherwise provided comment as identified in the statistics above.

Overall, it is considered that, while the level of support for the proposals has not been overwhelming, neither has opposition to them.



Accordingly, it is now timely for Council to resolve its preferred nomenclature outcomes for these areas, because the opportunity to introduce a new locality name is limited, as the rate of development (and associated home occupancy) increases in the area.

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

#### **Community & Lifestyle**

- The significance and richness of our local Indigenous people and diverse multicultural community will be recognised and celebrated.
- Conservation of our heritage and areas of cultural significance.

#### **Leading & Listening**

- Effective and constructive dialogue with all City stakeholders.

### **Budget/Financial Implications**

N/A

### **Legal Implications**

The Geographic Names Committee (GNC) is the branch of the relevant State Government agency ultimately responsible for allocating names to localities across the State. The GNC has comprehensive guidelines which it uses to support its decisions and these must be adhered to by local governments wishing to name / rename localities.

### **Community Consultation**

The landowners in the areas of Banjup directly affected by these proposals (approximately 500 in total) have been contacted and provided an opportunity to support, oppose or offer alternative suggestions to be applied. Respondents had until 3 August 2015 to reply.

### **Attachment(s)**

1. Item previously presented to July 2015 Council Meeting.
2. Map identifying affected areas.
3. Schedule of Submissions (Survey 1).
4. Schedule of Submissions (Survey 2).

### **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 13 August 2015 Council Meeting.



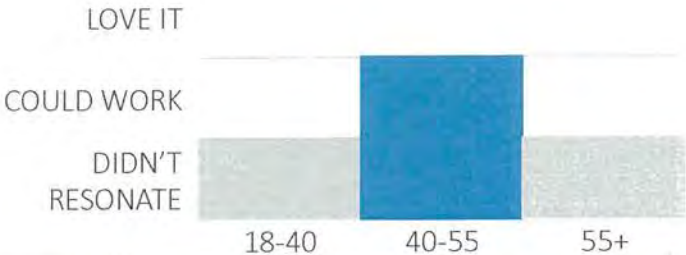
**BOWLING AND RECREATION FACILITY PROJECT KEY MILESTONES**

Facility Construction	Dec-15	Jan-16	Feb-16	Mar-16	Apr-16	May-16	Jun-16	Jul-16	Aug-16	Sep-16	Oct-16	Nov-16	Dec-16	Jan-17	Feb-17	Mar-17	Jun-17	Dec-17
Review and signing of the Funding agreement for the NSRF																		
Revise Development Application and submit for approval																		
Review and reappoint Fratelle Group																		
Design development with stakeholders																		
Tender for QS and Project Manager																		
Concept design to Council for approval																		
Detailed design documentation for tender for building works																		
Tenders advertised																		
Tender to Council for approval																		
Submit building application																		
Building works begin																		
Building completed																		
Management model development with key stakeholders																		
Preparation of legal instruments for management and leasing																		
Council agreement on Management Model																		
Signing agreement to lease and leases																		

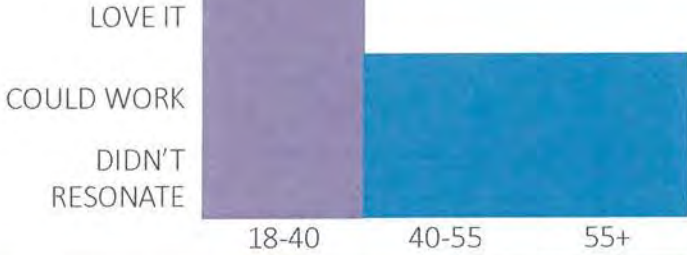
The above program is indicative only and consideration needs to be given to the possibility of a project delay.

# naming preferences

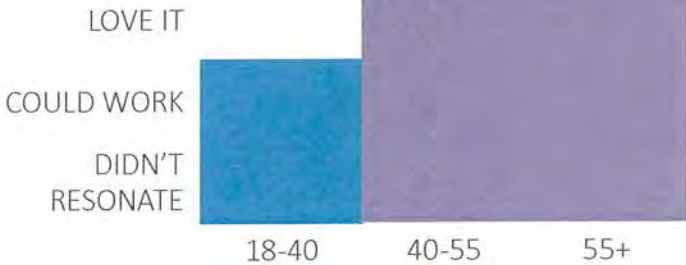
## AVIVA COCKBURN



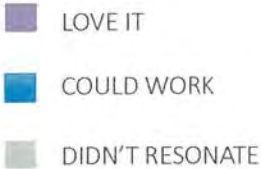
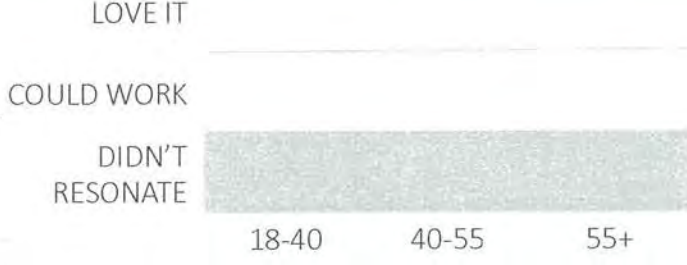
## REQUA COCKBURN



## COCKBURN ARC



## STADIUM CENTRAL



## participants – 18-40's

Most but two participated – however **participation was very dry**, I.e. Quick decisions, **low levels of discussion** and disagreement between the group

Most were **mothers with young children** currently using South Lakes Leisure Center

Comments were made about South Lakes gym classes' instructors being great and that's why they've chosen that gym not the facilities, so they hope those trainers/instructors will be going over to the new center. They also liked the crèche staff and services



participants – 40 to 55

Very **informed** and **active** group, all participated in group discussion

Many were **users of the South Lake** Leisure Centre

All had read the article in the Gazette RE the names and branding

All were residents for over 5 years in the Cockburn area

the **brand** agency

## participants – over 55's

All were long time residents of Cockburn, most had lived there for **over 20 years**  
They were all very **complimentary** of the City's developments and had **strong ties**  
with the Cockburn community

Three group members showed **great passion** and ownership for the city  
The group was very vocal with their opinions, **all having an input** into the discussion



# the facility

## 18-40

- Only a few were familiar with the details of the new facility, (e.g. Where it will be, what it will offer, etc.)
- Mainly learnt about it from notices going around the internet
- Definitely a service all of them would use themselves and with their children

## 40 -55

- All knew of the new development, from reading the newspaper and word of mouth
- All members of the group agreed that the facilities are something they would use
- The group all had positive feelings towards the facility and were excited to see it built

## 55 +

- Most members knew of the new development. A few knew more detailed information from reading the newspaper and word of mouth
- All members of the group agreed that the facilities are something they would use
- The group all had positive feelings towards the facility and were excited to see it built

AVIVA  
COCKBURN

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# AVIVA COCKBURN

None of the groups particularly resonated with the name Aviva

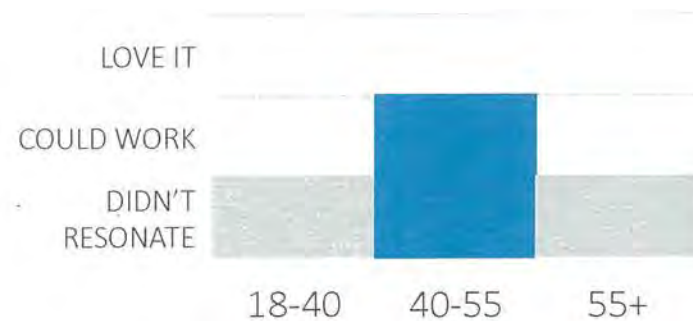
## POSITIVES

- ✓ The name grew on the 40-55 group as the session went on, but was still not a favourite

"Sounds like a day spa"  
"Like the bus company"  
"Reminds me of Viva Photography"

## NEGATIVES

- ✗ Doesn't resonate with Cockburn or the type of facility
- ✗ Doesn't specifically describe the destination
- ✗ Don't know the meaning of it (One participant did know its Latin Origin)
- ✗ Hard to pronounce
- ✗ Function unclear from the name
- ✗ Association to other businesses: Viva Photography and Arriva bus company in the UK



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# REQUA

## COCKBURN

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# REQUA COCKBURN

All groups understood the amalgamated name. Two groups thought it would particularly resonate with younger generations. Comments were predominantly favourable since name fit the criteria and wasn't limiting to any particular recreational services on offer. 'Cockburn' in the title is appreciated because it instills a sense of ownership and local pride

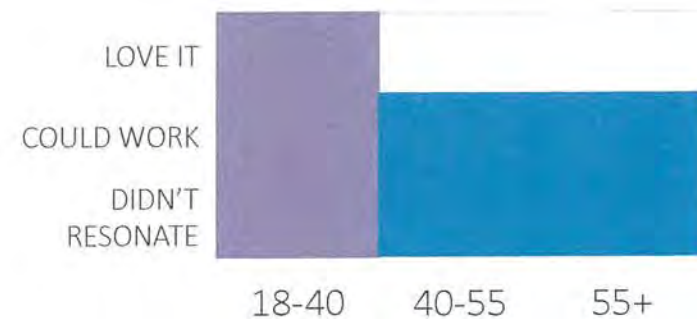
## POSITIVES

- ✓ The 55+ group felt very strongly that Cockburn should be in the name
- ✓ Immediately understood the meaning
- ✓ Liked the play on words / sound of the word
- ✓ Resonate with younger generations (Some 18-40's said they would be disappointed if it wasn't named Requa)
- ✓ Meets criteria, not limiting
- ✓ Explains where the centre is

## NEGATIVES

- ✗ Not descriptive enough
- ✗ Didn't like the play on words

"descriptive, easy to say and easy to remember"  
"we belong to Cockburn, this is Cockburn"  
"you can all come and visit but it's ours"



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# Cockburn ARC

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# COCKBURN ARC

Cockburn ARC was the most positive response for the 40-55 year and the 55+ demographics despite concerns the name could be shortened to 'CARC' or misspelt as 'ARK.' Participants thought it fit criteria, is easy to say and is easy to use in a sentence. The 18-40's thought the name might not be cool enough for younger generations.

## POSITIVES

- ✓ Recognised ARC as an acronym
- ✓ Easy to use in a sentence
- ✓ Strong feeling of community and unity – also associating to Noah's Ark
- ✓ Name is unique
- ✓ Name covers criteria

## NEGATIVES

- ✗ Concerns it might be shortened to 'CARC'
- ✗ Concerned people might spell as 'ARK'
- ✗ Question whether Melville's recreation is known as ARC also (It's not)
- ✗ Concerns it's not cool enough, or may not resonate with younger audiences
- ✗ Not modern or specific enough

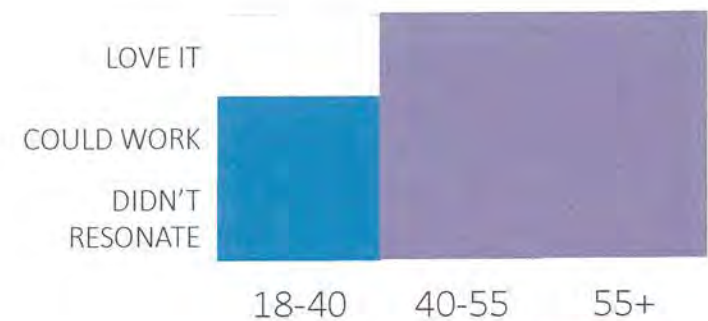
"I've been to the ARC ... not a cool thing to say"

"Yes, now we're talking"

"Better than Aviva, but still not ideal"

"easy to say "let's go to the ARC""

"Kids could remember it, and you could say it if you were drunk"



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# Stadium Central

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# STADIUM CENTRAL

None of the groups particularly resonated with the name Stadium Central because they did not feel it adequately embodied the services on offer and did not appear to fit the criteria. Participants thought the name was too general, and reminded them more of watching rather than participating in sport.

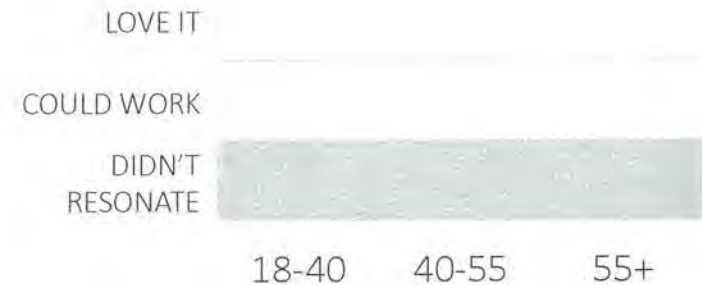
## POSITIVES

- ✓ Liked the idea of 'Central' in the name

## NEGATIVES

- ✗ All 55+ participants thought this did not fit the criteria
- ✗ Name does not embody any facilities or services
- ✗ Association to the football and stadium seats – causes confusion – does it have a stadium in it?
- ✗ Too general
- ✗ Reminds participants of the train station
- ✗ Felt it was the wrong name, no correlation to aquatic facilities
- ✗ Implies watching sports events rather than participating
- ✗ Thought the association means it's part of the Dockers Development

"name feels wrong ... false advertising"  
"not inviting, don't like it at all"



the brand agency

# other name suggestions / comments

## 18-40

- No new names but suggestion to use 'Central' with 'Requa', i.e. 'Requa Central' rather than 'Requa Cockburn' to make it more inclusive for those outside the City of Cockburn
- Thought it would be valuable to also consult with younger generations since they would be using the facility for many years to come

## 40-55

- AVIVA Central
- Cockburn ARC
- Liked the word 'central', and also 'Cockburn' being in any option

## 55+

- Comrec was one idea
- Cockburn Sporting Arena
- The group didn't think they could come up with anything better than the 4 suggested names
- One participant brought in a paper with their own naming ideas and associations



Australian Government  
IP Australia

**Attach 2**



ABN 38 113 072 755

Discovery House, Phillip ACT 2606  
PO Box 200, Woden ACT 2606  
Australia

P 1300 651 010  
Int +61 2 6283 2999  
[www.ipaustralia.gov.au](http://www.ipaustralia.gov.au)

8 December 2015

This has been emailed to [sseymour@cockburn.wa.gov.au](mailto:sseymour@cockburn.wa.gov.au)

## Trade Mark Headstart Results Report

### *Application Details*

**Application Number:** 1739376  
**Applicant(s)** CITY OF COCKBURN  
**Trade Mark:** Cockburn Arena  
**Your Ref:** Cockburn Arena

Recently you requested assessment of your trade mark through the TM Headstart (pre-application service).

I have attached the results of the assessment of your TM Headstart request. You now have **5 working days** to pay the Part 2 fee and formally file your trade mark application, or to contact me to discuss the outcome of the assessment of your trade mark. I have also attached the details of your TM Headstart request.

After the Part 2 fee is paid only very minor amendments that do not extend the scope of your claim will be allowed to your application.

**The assessment process will be discontinued on 15 December 2015 if no further action is taken or the Part 2 fee is not paid.**

Paul Kelly  
for Registrar of Trade Marks  
Phone: 0262832230



Robust intellectual property rights delivered efficiently

## TM Headstart Results Report

The results of the assessment of your TM Headstart request indicate that your trade mark would not meet the requirements for acceptance for registration under the Trade Marks Act 1995. This is for the following reason(s):

### Section 41

#### **Trade marks which are likely to be needed by other traders**

Other traders are likely to need to use it in relation to their goods and/or services in the normal course of trade

The following options are available to you:

- Change your trade mark so that it is able to distinguish your goods and services from the similar goods and services of others. Please note that you will need to pay an additional fee to provide a new representation for assessment.
- Pay the Part 2 fee to file a formal application. Once this occurs I will issue a formal report and you will have 15 months in which to address the issues by agreeing to amend your statement of goods, or providing submissions and/or evidence of use.
- Enlist the assistance of a registered trade mark attorney or an Intellectual Property Professional. The Institute of Patent and Trade Mark Attorneys of Australia (IPTA) provides a listing of registered Patent and Trade Mark attorneys on their website, available at [www.ipta.org.au](http://www.ipta.org.au). Alternatively you may wish to consult a telephone or business directory.

If you choose to take no further action this request will automatically discontinue on the date indicated on the first page.



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## Information for TM Headstart Customers

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<b>Provision of advice</b>	<p><b>TM Headstart cannot provide legal or business advice</b>, such as the following:</p> <ul style="list-style-type: none"><li>• Whether the trade mark is the most apt for your business. We can only provide information on whether it is able to be accepted under the <i>Trade Marks Act 1995</i></li><li>• Whether you will be infringing another trader's common law rights</li><li>• How your business can make the best strategic use of a trade mark</li><li>• Whether you have the optimum coverage for your business, in terms of the goods and/or services you have specified</li><li>• Strategies for protecting the trade mark and enforcing protection</li></ul> <p><b>Information of this nature will require the services of a registered trade mark attorney or other intellectual property professional.</b></p>
<b>Filing Date Reminder</b>	<p>Please remember that you have not yet completed the process of filing a formal application and have not been allocated a filing date. The filing date is important because this is the date from which your protection begins.</p>
<b>TM Database</b>	<p>There is a risk that an application had been made for a similar trade mark which had not been captured on our system when I searched our database as part of the assessment of your TM Headstart Request.</p> <p>This is because there is a time delay between the date an application is received by IP Australia and the date we are able to put that information onto our database.</p> <p>As a result, a top up search of our Register will be conducted 10 working days after the Part 2 fee is paid.</p>
<b>Time Frame</b>	<p>TM Headstart is a 'fast turn-around service'. It is in your interest to complete the filing process as soon as possible. Every day you wait other traders may file applications for similar trade marks. This means that if I need input from you about your TM Headstart Request, your response will need to be quick.</p> <p><b>The results of my searches are valid at this point in time only.</b></p> <p>Your TM Headstart Request will discontinue after 5 working days if your Part 2 fee is not paid. This deadline cannot be extended and you cannot revive a TM Headstart request once it has discontinued.</p>
<b>If you choose to file this trade mark at a later date</b>	<p>It is important to note that if you choose to not pursue the registration of this trade mark and then use the same trade mark to re-enter TM Headstart or file a standard application to register a trade mark in the future, there is no guarantee that you would get the same result. This is because the Trade Mark Register is constantly changing with new trade marks appearing and old or unwanted trade marks being removed. There are also changes in Office practice and legislation from time to time that may affect the outcome.</p>
<b>Cost of Application</b>	<p>To complete the TM Headstart process and convert the request into a formal application you <b>must</b> pay the Part 2 fee. If your application proceeds to registration you will also need to pay a registration fee.</p> <p>Please refer to the relevant information regarding fees on the IP Australia website at: <a href="http://www.ipaustralia.gov.au">www.ipaustralia.gov.au</a></p>
<b>Convention claims</b>	<p>Australia is party to an agreement that allows applicants who lodge a trade mark application in one of a set of countries to file for protection of the same trade mark in Australia afterwards and claim the overseas filing date as their filing date in Australia. They have a 6 month time limit from the date they file overseas to file in Australia.</p> <p>If you intend to apply for an International trade mark after you have paid the Part 2 fee, please refer to the relevant information regarding time frames and fees on the IP Australia website at: <a href="http://www.ipaustralia.gov.au">www.ipaustralia.gov.au</a>.</p> <p>Please note a trade mark application cannot be registered within 7½ months of the date of filing the application (ie the date you pay the Part 2 fee). This is to allow for other trade marks with overseas convention claims and the opposition period (see below)</p>



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**Opposition**

Once a trade mark has been advertised as accepted the opposition period will begin. Registration of your trade mark application can be opposed by another party and it is your responsibility to defend any opposition action. However, less than 5% of accepted trade marks are opposed.

If you wish to defend an opposition to the registration of your trade mark, it may be in your interests to seek expert legal assistance from a registered trade mark attorney or intellectual property professional. Please refer to the relevant information regarding opposition on the IP Australia website at:

[www.ipaustralia.gov.au](http://www.ipaustralia.gov.au)

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**Adverse result does not mean the trade mark is unregistrable**

If you received an assessment that indicated that your trade mark may face some issues that could prevent its acceptance and you choose not to pursue an application, this does not mean that this trade mark may never be registered by anyone. Another trader may be able to register this trade mark or one very similar at some point in the future. They may be able to provide sufficient evidence of use or there may be changes in legislation or office practices.

---

**IP Australia**  
**Trade Mark :1739376**

**Word:** Cockburn Arena  
**Class(es):** 41  
**Kind:** n/a

**Owner(s):** CITY OF COCKBURN  
PO BOX 1215  
BIBRA LAKE DC WA 6965  
AUSTRALIA

**Address for service:** CITY OF COCKBURN  
PO BOX 1215  
BIBRA LAKE DC WA 6965  
AUSTRALIA

**Goods & Services:**

41 Operation of aquatic recreation areas



All communications should be directed to the  
Chief Executive Officer

241 Rokeby Road SUBIACO WA 6008

PO Box 270 SUBIACO WA 6904

Telephone: 08 9237 9222 Facsimile: 08 9237 9200

Email: city@subiaco.wa.gov.au Web: www.subiaco.wa.gov.au

Enquiries: Don Burnett  
File: A/3828

11 December 2015

Mayor Logan Howlett, JP  
City of Cockburn  
PO Box 1215  
Bibra Lake DC WA 6965

<b>CITY OF COCKBURN</b>	
DOC No	
	15 DEC 2015
SUBJECT	091/004
RETENTION	67.4 D7
PROPERTY	
APP	
ACTION	011/011

Dear Mayor Howlett

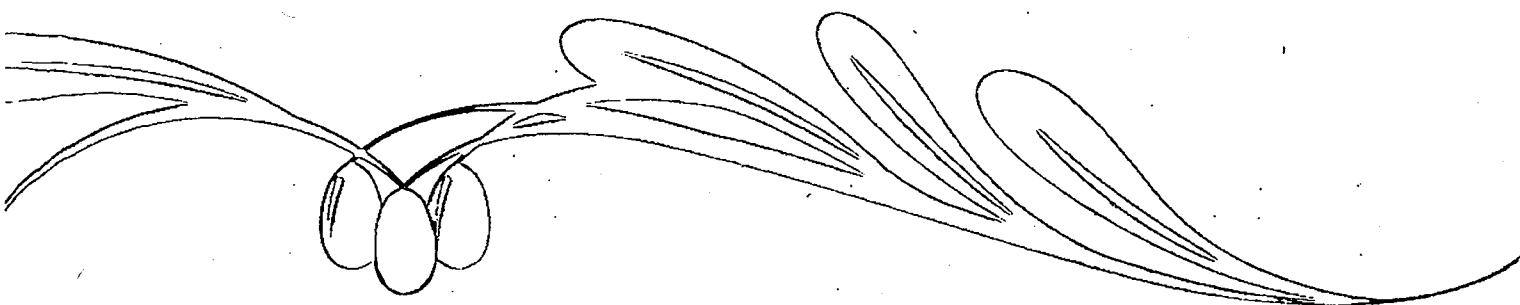
**CITY OF PERTH BILL – REQUEST FOR YOUR SUPPORT**

As you will be aware, the State Government is pursuing the introduction of the City of Perth Act which deals with a number of issues relating to the City of Perth and also affects the City of Subiaco directly. It now affects all Local Governments through a late amendment requiring all Local Governments to deal with gift and travel disclosures.

The City of Subiaco does not have any concerns about strengthening the City of Perth as the premier Local Government interface for Western Australia and the rest of Australia and the world, nor do we have any issues with the requirement to report gifts and travel contributions in a more transparent way.

The City does have a concern over the arbitrary decision to change the boundaries of the City's south ward and for the majority of this ward to be transferred to the City of Perth. There was no consultation with the City, no consultation with the community and no determination by the Local Government Advisory Board on this proposal.

This decision has a significant effect on this community of 3000 Subiaco residents who would be transferred to an entity they did not ask to be part of. There is also a significant financial impact on the City through loss of rates and other revenue streams. This will have to lead to either rate increases and/or a reduction of services. All Local Governments need to be aware of the possibility of being on the receiving end of a similar decision and the potential impacts on your organisation and community.



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The City of Subiaco Council has been fighting the impact of this agenda and has formally adopted the following statement of principle in relation to the City's relationship with the executive branch of the State Government:

*"The City of Subiaco holds it to be a fundamental principle that Local Governments are elected by their residents to be representative and accountable for civic governance. Residents do not want State Government to override the city's Council. Loopholes in the law intended to protect the rights of residents to a local government of their choice must be closed so that trust and respect can be restored."*

The Bill is in the upper house at the moment and will not be determined until February at the earliest. I ask that you write to your local members, and more particularly your Legislative Council representative, expressing your concerns over the arbitrary decision to excise 3000 residents from the City of Subiaco and seek their support to reject this Bill.

Please do not hesitate to contact me if you would like to discuss this further.

Yours sincerely

A handwritten signature in black ink that reads "Heather Henderson". The signature is written in a cursive style with a large initial "H".

**HEATHER HENDERSON  
MAYOR**



Enquiries: 9411 3401  
File No: 084/002

22 December 2015

Hon Simon O'Brien, MLC  
Member for South Metropolitan Region  
PO Box 919  
CANNING BRIDGE WA 6153

Dear Mr ~~O'Brien~~ <sup>Simon</sup>

**CITY OF PERTH ACT – CHANGES TO BOUNDARIES CITY OF SUBIACO**

I am writing on behalf of the City of Cockburn in support of the City of Subiaco's opposition to the arbitrary changes to its boundaries, which are proposed by the draft new Capital City legislation.

While the City of Cockburn supports the notion of strengthening the role and focus of our Capital City, the legislation also includes moving 3,000 residents (4% of the current population) from the Subiaco Local Government Area (LGA) into the Perth LGA.

This change is not supported by the City of Subiaco and would have a deleterious impact on that local government's operations. Given the strong financial position of the City of Perth, this change will only benefit a local government that does not directly need additional financial support. However, the loss of 4% of rateable properties will increase the cost of services for all Subiaco's remaining residents.

There has been no consultation with the residents, nor is there a proposal for a plebiscite on this matter. Had a similar proposal been progressed as a boundary adjustment under the provisions and processes of the Local Government Act (1995), residents would have been entitled to exercise a democratic decision on this matter.

We seek your support in removing this aspect of the proposed Bill. There would still remain an option for the Minister for Local Government and Communities to propose a boundary adjustment and have this matter properly assessed by the Local Government Advisory Board.

Yours sincerely

Stephen Cain  
**Chief Executive Officer**

cc: Hon Nick Goiran MLC, Hon Phil Edman MLC





# Hon Nick Goiran MLC

Member for the South Metropolitan Region

Phone: 08 9398 3800

Fax: 08 9398 3822

Email: [nick.goiran@mp.wa.gov.au](mailto:nick.goiran@mp.wa.gov.au)

Office: Suite 2, 714 Ranford Road  
SOUTHERN RIVER WA 6110

[www.nickgoiran.com.au](http://www.nickgoiran.com.au)

30 December 2015

Stephen Cain  
Chief Executive Officer  
City of Cockburn  
9 Coleville Crescent  
SPEARWOOD WA 6163

<b>CITY OF COCKBURN</b>
DOC No
05 JAN 2016
SUBJECT 089/003
RETENTION 67.2 7
PROPERTY
APP
ACTION 011/010

Dear Stephen,

## CITY OF PERTH ACT

Thank you for your letter dated 22 December 2015.

As it is uncommon for me to receive correspondence from a local government within my region advocating on a piece of legislation that has no impact on it or its ratepayers, it would assist me if you could provide me a copy of the minutes of the Council meeting at which the City's Councillors resolved that the matters concerning the City of Subiaco should become a concern to the City of Cockburn.

With the benefit of this contextual information I hope to be better placed to reply more substantively.

Yours faithfully,

Hon Nick Goiran  
Member for the South Metropolitan Region

Cc: Hon Simon O'Brien MLC, Hon Phil Edman MLC