

CITY OF COCKBURN

SUMMARY OF MINUTES OF ORDINARY COUNCIL MEETING HELD ON THURSDAY, 10 MARCH 2016 AT 7:00 PM

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CITY OF COCKBURN

MINUTES OF ORDINARY COUNCIL MEETING HELD ON THURSDAY, 10 MARCH 2016 AT 7:00 PM

PRESENT:

ELECTED MEMBERS

Mr L Howlett	-	Mayor (Presiding Member)
Mrs C Reeve-Fowkes	-	Deputy Mayor
Mr K Allen	-	Councillor
Mrs L Sweetman	-	Councillor
Mr S Portelli	-	Councillor
Ms L Smith	-	Councillor
Mr S Pratt	-	Councillor
Mr B Houwen	-	Councillor

IN ATTENDANCE

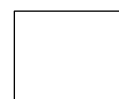
Mr S. Cain	-	Chief Executive Officer
Mr D. Green	-	Director, Governance & Community Services
Mr S. Downing	-	Director, Finance & Corporate Services
Mr C. Sullivan	-	Director, Engineering & Works
Mr D. Arndt	-	Director, Planning & Development
Ms C. Murphy	-	Media Liaison Officer
Mr J Ngoroyemoto	-	Governance & Risk Co-ordinator
Mrs L. Jakovcevic	-	PA – Directors, Engineering & Works and Planning & Development

1. DECLARATION OF MEETING

The Presiding Member formally declared open the 10 March 2016 Ordinary Meeting of Council at 7.00 p.m. and welcomed everyone.

The Presiding Member acknowledged the Nyungar People who are the traditional custodians of the land we are meeting on and I pay respect to the Elders of the Nyungar Nation, both past and present and extend that respect to Indigenous Australians who are with us tonight.

Before moving to the agenda proper the Presiding Member made the following announcements.



Councillor Philip Eva, JP

The City extends its condolences to Councillor Philip Eva and his family on the recent passing of his mother in the United Kingdom.

Connecting South Lake Community Event

Congratulations go to the Connecting South Lake Community Group for their very successful community event held on Sunday 28 February. It was a wonderful family day with a variety of activity for children, in particular, and the opportunity for small businesses and the City to support the event.

Clean Up Australia Events

As we know Clean-Up Australia events are held across Australia each year. Unfortunately, the amount collected appears to be increasing with roadsides, parks, reserves, bushland, lakes and beaches being littered with bottles, cans, takeaway containers, glass and a myriad of other waste, most of which can be recycled.

A big thank you to the City's Environmental Services team, who assisted in the co-ordination of the collection at Bibra Lake; where over 50 volunteers were registered. To the volunteers who turned up at 13 other sites across our City – a job well done.

Cockburn's Got Talent – Heat 1

The first of the Cockburn's Got Talent events was held on Saturday 27 February at the Gateways City Shopping Centre and as always it was a delight to see and hear the performers on stage. I look forward to Heat 2 to be held at the Youth Centre on Saturday 19 March.

Spearwood Library 40th Birthday

The Spearwood Library celebrates its 40th Birthday on 24 March 2016. I urge you to call into the Spearwood Library and congratulate the staff on the great work they do in welcoming visitors and engaging with them where necessary to meet their needs. Of course, the same service delivery standards are provided at the City's Coolbellup and Success Libraries.

Richgro – Official Opening Food Waste to Energy Plant

Councillor Portelli, Mr Stephen Cain and I attended the official opening of Richgro's Food Waste to Energy Plant yesterday, 9 March 2016. The Honourable Albert Jacob MLA, Minister for the Environment officiated at the event alongside Mr Geoff Richards and his sons Tim and Matt, the proud owners of this Australian fourth generation family business that is celebrating its centenary this year.



Summer Night Concert 2

I look forward to seeing everyone at the 'Mental as Anything' Summer Night Concert 2 to be held at Manning Park on Saturday 12 March 2016.

2. APPOINTMENT OF PRESIDING MEMBER (If required)

Nil.

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 (OCM 10/3/2016) - ACKNOWLEDGEMENT OF RECEIPT OF WRITTEN DECLARATIONS OF FINANCIAL INTERESTS AND CONFLICT OF INTEREST (BY PRESIDING MEMBER)

The Presiding Member noted that he had received a written Declaration of Interest from the Chief Executive Officer, Mr Stephen Cain, in relation to Item 17.1 - 'Fremantle Hockey Club Proposed relocation to Lakelands Reserve South Lake and Hockey WA National Stronger Regions Fund Application'.

5 (OCM 10/3/2016) - APOLOGIES AND LEAVE OF ABSENCE

Clr Chamonix Terblanche	-	Leave of Absence
Clr Philip Eva	-	Apology

6. ACTION TAKEN ON PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE

Nil.

7 (OCM 10/3/2016) - PUBLIC QUESTION TIME

The City received two questions from Mr Norman Wilson on items not on the Agenda. Mr Wilson was not at the meeting; therefore, he will receive the response in writing.



8. CONFIRMATION OF MINUTES

8.1 (MINUTE NO 5736) (OCM 10/3/2016) - MINUTES OF THE ORDINARY COUNCIL MEETING - 11 FEBRUARY 2016

RECOMMENDATION

That Council adopt the Minutes of the Ordinary Council Meeting held on Thursday 11 February 2016, as a true and accurate record.

COUNCIL DECISION

MOVED Clr S Portelli SECONDED Clr L Sweetman that the recommendation be adopted.

CARRIED 8/0

9. WRITTEN REQUESTS FOR LEAVE OF ABSENCE

9.1 (MINUTE NO 5737) (OCM 10/3/2016) - LEAVE OF ABSENCE - CLR CHAMONIX TERBLANCHE (083/005) (D GREEN)

RECOMMENDATION

That Council grants leave of absence to Clr Chamonix Terblanche in respect of the March 2016 and April 2016 Ordinary Council Meetings respectively, pursuant to Section 2.25 of the Local Government Act, 1995.

COUNCIL DECISION

MOVED Deputy Mayor C Reeve-Fowkes SECONDED Clr S Pratt that the recommendation be adopted.

CARRIED 8/0

Background

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



Submission

N/A

Report

Clr Chamonix Terblanche has applied for a leave of absence from the 10 March 2016 to 14 April 2016 inclusive as she will be travelling to South Africa.

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

- A responsive, accountable and sustainable organisation.

Budget/Financial Implications

N/A

Legal Implications

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

Community Consultation

N/A

Attachment(s)

N/A

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

10 (OCM 10/3/2016) - DEPUTATIONS AND PETITIONS

Mr Rob McPherson - President, Mr Lee Abbott - Vice President Juniors, Mr Andrew Robertson - Chair Turf Committee and Mr Martin Spencer – Hockey WA, in relation to Item 17.1.



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

Nil

13. COUNCIL MATTERS

AT THIS POINT, TIME BEING 7.23PM, THE FOLLOWING ITEMS WERE DEALT WITH 'EN BLOC'

13.2	14.1	15.1	16.1	17.3	23.1
	14.2	15.2			
	14.4				

13.1 (MINUTE NO 5738) (OCM 10/3/2016) - MOTION - 2016 ANNUAL ELECTORS MEETING - (089/004) (D GREEN/S CAIN)

RECOMMENDATION

That Council upon notification from the Local Government Advisory Board (LGAB) of any community initiated or other proposal to transfer all or any part of the localities of Hamilton Hill, North Coogee or Coogee from the City of Cockburn to the City of Fremantle:

- (1) formally resolves to strongly oppose the proposal and prepares a submission which contains information extracted and updated from the Cockburn Community Steering Group's (CCSG) submission made to the LGAB during the 2014 Metropolitan Local Government Reform process as it relates to the areas affected by any proposal; and
- (2) ensures an immediate community engagement program is commenced to include all residents, businesses and community based organisations within the areas directly affected by any proposal, seeking widespread community rejection of any proposal.



COUNCIL DECISION

MOVED Clr S Portelli SECONDED Clr K Allen that the recommendation be adopted.

CARRIED 8/0

Background

At the Annual Meeting of Electors conducted on 2 February 2016, the following motion initiated by the Coogee Beach Progress Association (CBPA) was carried, unopposed:

That the City of Cockburn take the necessary action to retain the suburbs of Hamilton Hill, North Coogee and Coogee within the boundaries of the City of Cockburn, should the petition be lodged with the Department of Local Government.

The mover of the motion provided the following background in support of the matter:

Adin Lang, the unsuccessful candidate for the recent local government election for the City of Cockburn West Ward, is organizing a petition to transfer the suburbs of Hamilton Hill, North Coogee and Coogee to the City of Fremantle, to provide a rate base to fund a greater City of Fremantle. The CBPA totally opposes this proposal and objects to this action

Pursuant to Section 5.33 (1) of the Local Government Act 1995, decisions made at Electors` Meetings are to be formally considered by Council as soon as practicable thereafter.

Submission

N/A

Report

Apart from the requirement for Council to formally consider the decision made at the Electors` Meeting, the primary reason for proposing the recommendation contained in this report is to enable the City of Cockburn to proactively respond and prepare for any attempt to change the boundaries of the City of Cockburn.

It is known and has been reported in the media that Mr Lang is responsible for a community initiated proposal to cede the entire



locality of Hamilton Hill (excluding Manning Park) and part of North Coogee (north of the *Port Coogee* development) and transfer that area to the City of Fremantle. Essentially, this replicates the proposal lodged by the City of Fremantle to the LGAB in 2014, as part of the failed metropolitan local government *reform* process.

This proposal is somewhat different in that it has been initiated at a community level and requires at least 250 electors from the affected area to support the proposal by signing the prescribed form to accompany the proposal.

It is understood that the requisite number of signatures in support of the proposal will be forthcoming in the near future and that a proposal will subsequently be forwarded to the LGAB for consideration.

At that stage, provided the proposal has been submitted in accordance with statutory requirements, the LGAB will consider the proposal.

Thereafter, if the LGAB does not recommend rejection of the proposal, it will initiate a formal inquiry process by advising the affected local governments (i.e. the Cities of Cockburn and Fremantle) and electors of both districts and inviting submissions to be made to the LGAB within the timeframe nominated in the Notice of advice, which can be for a period of up to 6 weeks maximum.

A final recommendation from the LGAB will not necessarily include the exercise of any direct democratic input from the community, by way of a poll, as the nature of the proposal would be a boundary adjustment. In these circumstances the LGAB is the final arbiter of a recommendation to the Minister for Local Government and Communities, with the Minister making the ultimate decision whether to accept or reject the recommendation. It should be noted at this point that the Minister does have the option to require a poll of electors prior to making a decision on whether or not to accept the recommendation of the LGAB.

Assuming the required number of eligible signatories is provided with the proposal and an inquiry process is instigated by the LGAB, it is important for Council to clearly and quickly announce its position and immediately thereafter engage with the community to solicit the level of support necessary to complement Council's response.

As such early and vigorous community engagement is an essential component of the response. While this occurred comprehensively in the last reform debate, there remained some residents who were unaware of what was happening until the very end of the process.



Much of the necessary information and community support base required for this purpose has been previously obtained through the CCSG submission made in response to the 2014 metropolitan local government reform program, which was ultimately abandoned by the State Government in early 2015.

In relation to the areas which are subject to the latest purported proposal, there was great emphasis made previously by CCSG in reference to the number of community groups and City of Cockburn provided facilities and services that would be vulnerable if the support currently supplied or facilitated by the City of Cockburn was no longer available to them.

Some of the immediate benefits available to City of Cockburn residents which are not provided by the City of Fremantle and would be lost if the proposal was to proceed are:

- loss of tip passes
- loss of CoSafe security patrols
- loss of weekly recycling service and
- loss of potential third bin service, currently available in Hamilton Hill on a trial basis.

Many organisations located in Hamilton Hill with long standing connections to the City of Cockburn were also identified at that time, including:

- Cockburn RSL
- Cockburn Community Cultural Council
- Phoenix Theatre Group; and
- Cockburn Basketball Association, together with the variety of sporting clubs that use the facilities at Davilak Oval and Goodchild Reserve. All expressed great concern that the level of support currently provided by the City of Cockburn to assist them operate would not be available if the control of these facilities were to be transferred to the City of Fremantle.

Similarly, many care services which currently operate from the Jean Willis Centre in Hamilton Hill under contract with the State and Commonwealth Governments would face an uncertain future if that property and its incumbent services were no longer located or available within the City of Cockburn.

In addition, the Cockburn Seniors` Centre, located less than 1 kilometre south of the proposed boundary, comprises a large percentage of members who are also Hamilton Hill residents. If those same residents were no longer located within the City of Cockburn,



they could not access the facility, which is restricted to Cockburn residents.

Also, there are many significant capital works planned for the areas in question and identified in Council's currently adopted Long Term Financial Plan, which would be withdrawn and reallocated to other priority projects within the residual City of Cockburn district in the event of the loss of areas to the City of Fremantle.

Significant projects include:

- Upgrade of Wally Hagan Basketball Stadium
- Upgrade to Goodchild Park Club / Change Rooms
- North Coogee Foreshore Management Plan

Finally, the City of Cockburn has been an integral participant in the planned development of the 'Cockburn Coast' and its component precincts, through membership of the Cockburn Coast Steering Committee and more detailed involvement with the Projects' key stakeholder, LandCorp. Should this partnership be curtailed because of a boundary change affecting the development area, the potential loss of key intellectual capital associated with the vital preparatory stages of the project is likely to have serious implications on the ability to meet critical timeframes.

All of the issues raised in this report are just examples of the effect that would result in the loss of such a significant proportion of the district due to boundary change. If such a proposal was to result in an LGAB inquiry, there is much more information that will clarify the detail that could result in severe disadvantage to the impacted communities.

As can be appreciated, any proposal to transfer significant portions of land from one district to another will create, at least, a heightened concern within the community and particularly amongst key stakeholder associates likely to be disadvantaged, or severely impacted, if the current relationships are unable to continue as an outcome of such a proposal.

Accordingly, Council's response to any such proposal which could result in that outcome should be one of initial strong resistance followed by a community focussed campaign to ensure that information necessary to ensure affected residents and other stakeholders are clear on the potential negative impacts such a severe boundary adjustment would impose on them.

Another intended outcome of a community campaign would be to seek the support of the City's residents and stakeholders in joining Council to denounce the objectives of any proposal to diminish the positive long



standing relationships which have been forged between the City of Cockburn and its community.

Strategic Plan/Policy Implications

Community & Lifestyle

- Community environments that are socially cohesive and embrace diversity.

Leading & Listening

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

Budget/Financial Implications

Sufficient funds have been identified in Council's Consultancy to support a community engagement campaign, if required. It needs to be understood that the cost of preparing submissions to the LGAB could exceed \$50,000 and consume a significant amount of staff time and other resources. In addition to other projects such as the new Aquatic and Recreation Facility and the Strategic Plan Review being delivered by staff and relying on critical deadlines, it may be necessary to provide additional resources to assist in the preparation of a comprehensive submission.

Legal Implications

Schedule 2.1 of the Local Government Act 1995 and Part 2 Division 2 of the Local Government (Constitution) Regulations 1998 refer.

Community Consultation

In the event a proposal is lodged and proceeds to an inquiry stage, the City of Cockburn and affected electors will be notified and provided with a timeframe of up to 6 weeks (maximum) to enable the lodgement of submissions to the proposal.

Attachment(s)

N/A

Advice to Proponent(s)/Submissioners

N/A



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

Nil.

13.2 (MINUTE NO 5739) (OCM 10/3/2016) - MINUTES OF THE DELEGATED AUTHORITIES, POLICIES & POSITION STATEMENTS COMMITTEE MEETING - 25 FEBRUARY 2016 (086/003; 182/001; 182/002) (D GREEN) (ATTACH)

RECOMMENDATION

That Council receive the Minutes of the Delegated Authorities, Policies and Position Statements Committee Meeting held on Thursday, 25 February 2016, and adopt the recommendations contained therein.

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL

COUNCIL DECISION

MOVED Deputy Mayor C Reeve-Fowkes SECONDED Cllr B Houwen that the recommendation be adopted.

CARRIED BY ABSOLUTE MAJORITY OF COUNCIL 8/0

Background

The Delegated Authorities, Policies and Position Statements Committee conducted a meeting on 25 February 2016. The Minutes of the meeting are required to be presented.

Submission

N/A

Report

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

The primary focus of this meeting was to review Policies and Position Statements and associated Delegated Authorities relevant to Executive



Services, including those DAPPS which were required to be reviewed on an as needs basis.

Strategic Plan/Policy Implications

Leading & Listening

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

Budget/Financial Implications

As contained in the Minutes.

Legal Implications

N/A

Community Consultation

As contained in the Minutes.

Attachment(s)

Minutes of the Delegated Authorities, Policies & Position Statements Committee Meeting – 25 February 2016.

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 **(MINUTE NO 5740)** (OCM 10/3/2016) - RESPONSE TO MATTER FOR INVESTIGATION ON ESTABLISHING A PLANNING COMMITTEE TO SUPPLEMENT THE COUNCIL OF THE CITY OF COCKBURN (082/001) (A TROSIC)

RECOMMENDATION

That Council

- (1) note the information contained within the report, specifically that relating to the high level of customer satisfaction and the relative processing times of planning applications; and
- (2) considers any changes to the delegation of planning applications as part of the DAPPS process.

COUNCIL DECISION

MOVED Cllr S Portelli SECONDED Cllr K Allen that the recommendation be adopted.

CARRIED 8/0

Background

At the 13 August 2015 Ordinary Council Meeting, the following Matter to be noted for Investigation without Debate was raised.

“A report to be presented to a future meeting of Council advising how Council can establish a formal committee of Council to give consideration and recommendation to full Council of matters, not just planning and development, but financial, community, engineering and any other matters that may impact on the current or future Council and its ratepayers in regards to subdivisions and the Town Planning Scheme.”

The following report explores the matter, seeking to provide Council with information that may be of relevance in considering whether to move to a planning committee type arrangement to supplement the decision making of the full Council.



Submission

N/A.

Report

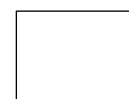
The issue being thought about in respect of this request is one which is often pressing for local government – deciding how Council should balance democratic accountability in planning decision making against the desire for efficiency in planning decision making. This can be represented as deciding between:

1. All planning decision making being undertaken by the democratically elected Council, supported through the likes of formal committees and meetings; versus
2. All planning decision making being undertaken by the administration of the City of Cockburn, according to the oversight (notice of delegation and planning framework) set by Council.

It is important to emphasise the latter part of Point 2 above, in that all delegated decision making by administration is done so under tight reigns and oversight, given the ultimate responsibility that Council has for the good governance of the community. For this reason proponents of delegation often view it as a more efficient way of governing in respect of the regulation of land use and development. Proponents suggest that not only does a more timely vis-a-vis efficient decision making process occur, but Council also maintains its tight grip on control through the key range of instruments it has to deploy. These are specifically:

- The notice of delegated authority to administration, including the associated limitations;
- Council's Local Planning Scheme, comprising the statutory provisions in which to regulate land use and development;
- Council's suite of policy documents, in order to guide the exercise of discretion to achieve consistency in discretionary decisions;
- Council's ultimate Strategic Plan for the district, setting the vision and highest level objectives in which all decision making, delegated or otherwise, must move the district towards.

To understand whether a change is needed, it is important to understand current levels of perception about the natural, residential and business environments of Cockburn. Whereas the sheer volume of applications each year (more than 1100) could arguably make the



contemplation of removing delegation impractical, it is considered more valuable to consider the perception of the community and local business who interface with the outcomes each day of planning – being the combination of natural and urban environments that make up the City of Cockburn.

In respect of the 2015 community perceptions City, it was noted that:

- The City of Cockburn is performing well and is leading the way among Growth Councils and Neighbouring Councils;
- The City is the industry leader in no less than nine areas comprising:
 - o Overall satisfaction with the City as the governing organisation;
 - o Council's leadership within the community;
 - o Having a good understanding of the community's needs;
 - o Cockburn Soundings – Council's newsletter;
 - o Efforts to promote and adopt sustainable practices;
 - o Access to housing that meets community needs;
 - o Facilities and services for families and children;
 - o Facilities, services and care available for seniors;
 - o Opportunities to be included and connected to the community;
- These industry lead benchmarks pertain in a number of areas to planning governance, such as overall satisfaction; leadership; understanding community needs; sustainable development; access to quality housing; facilities for families, children and senior; connected communities;
- Key community priorities were expressed in the areas of service delivery related to traffic and its infrastructure need; overall appearance of streetscapes; safety and security.

The 2015 community perceptions survey appears to reaffirm the appropriate balance that Council has managed to strike in respect of planning decision making. That by a well-developed and robust delegation and planning framework, Council continue to successfully provide oversight of the planning governance function in a way that encourages a responsive and effective decision making process.

In terms of business perceptions, a survey was also run in 2015 to gauge the levels of business satisfaction within the City. Businesses are often proponents in the planning process, undertaking investment to grow and maintain businesses competitiveness in the region. In respect of the 2015 business perceptions survey, it was noted that:



- Overall satisfaction with the City of Cockburn as a governing organisation and place to operate a business was 82% and 89% respectively;
- Similar to the customer perceptions survey, the City was the industry leader in no less than seven areas comprising:
 - o Overall satisfaction with the City as a place to operate a business;
 - o Overall satisfaction with the City as a governing organisation;
 - o Promoting the area as a desirable place to do business;
 - o Control of graffiti, vandalism and anti-social behaviour;
 - o Access to broadband internet services;
 - o Economic development and job creation;
 - o How the business community is informed about local issues;
- These industry lead benchmarks importantly pertained very directly to a number of areas of planning governance, such as overall satisfaction; governance; place promotion; economic development; business development and; how business was kept informed;
- Similar to the community perceptions survey, key priorities were mentioned in respect of service delivery for traffic and infrastructure need, with streetscapes and appearance being a secondary consideration.

This set of quantitative and qualitative data is a recent and reliable measure by which Council can compare what it has achieved in respect of its setup of the planning decision making process. It is difficult to conclude other than the Council has struck a very appropriate level of delegation, and a very appropriate level of call in where certain applications should be removed from delegation and decided by Council.

Implications

Establishing a planning committee to support Council will have significant implications on planning implementation within the City. These implications include statutory determination timeframes for standard and Development Assessment Panel (DAP) applications, staff resourcing and customer service.

Statutory Determination Timeframes

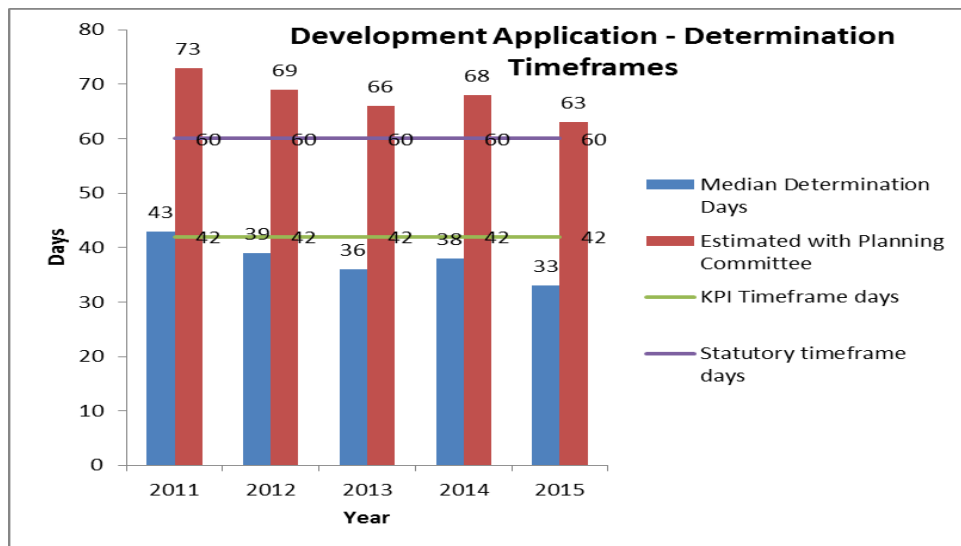
The table below indicates the number of planning applications (including development application, subdivision referrals and subdivision clearances) that were determined by the City of Cockburn's Statutory Planning team over the past five years.

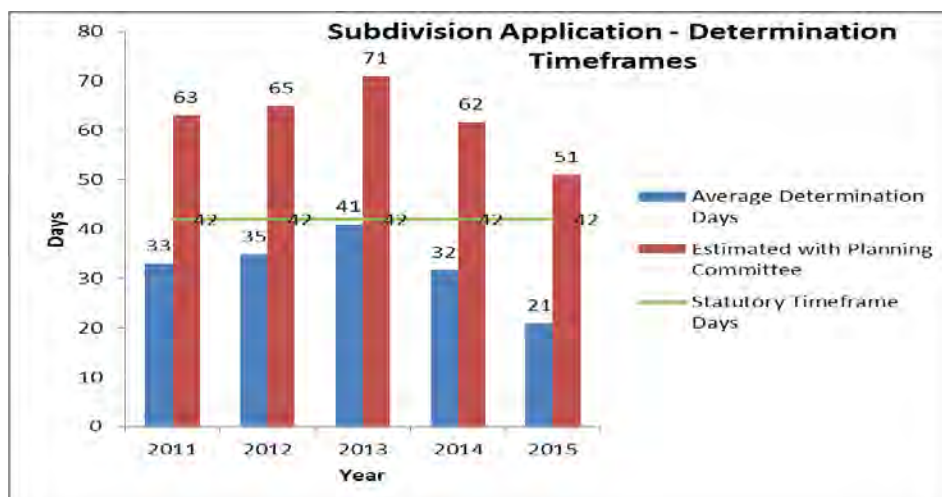


	2011	2012	2013	2014	2015
Development Applications	1089	1120	1203	1167	1052
Subdivision Referrals	186	152	167	198	221
TOTAL	1275	1272	1370	1365	1273

The current framework facilitates approximately 99% of applications being determined under delegation. The establishment of a Planning Committee (meeting monthly) in which all applications are referred to for comment/recommendation could potentially result in over 100 applications and reports being presented to each meeting. This would clearly be unmanageable and a massive administrative burden.

Such a process would severely impact on the City's ability to determine planning applications and subdivision referrals within the statutory timeframes required by the *Planning and Development Act 2005*. Given the 21 day timeframe to finalise Council agenda items and a 14 day timeframe to finalise committee agendas, it would be expected that 30 additional days would be added to the average determination timeframe which would be unacceptable. The graphics below demonstrate over the past 5 years, the average determination timeframes, the statutory timeframes and an estimated timeframe with the addition of 30 days to accommodate a planning committee and subsequent Council meeting into the process. Clearly, the data below shows that statutory timeframes would not be met for development applications or subdivision referrals.





Non-determination of applications within statutory timeframes creates a high risk of appeals being lodged to the State Administrative Tribunal for deemed refusals which occur when a development application is not determined within the statutory timeframe. Exceeding statutory referral timeframes for subdivision applications would also be highly problematic for the Western Australian Planning Commission who determines these applications.

Development Assessment Panel Applications

Development Assessment Panels (DAPs) were introduced in 2011 by the State Government through the *Planning and Development (Development Assessment Panel) Regulations 2011*. According to the Department of Planning, DAPs are a key component of planning reform in Western Australia intended to enhance planning expertise in decision making by improving the balance between technical advice and local knowledge. Based on this, DAPs include three technical experts to provide planning expertise and two elected members to provide local knowledge. Current thresholds for planning proposals to be determined by the DAP is \$10 million with an 'opt in' ability for proposals between \$2 million - \$10 million. Since DAPs were introduced, the City of Cockburn has had 63 DAP applications lodged with an estimated combined cost of development being approximately \$975 million.

Requiring referral of DAP applications to a monthly committee meeting and subsequent Council meeting also poses a number of issues.

Firstly, the responsible authority report (RAR) prepared by technical planning staff is required to contain factual information and a technical recommendation to provide the DAP with the information it needs to determine the application. Should Council establish a planning committee, the RAR would have to also include a separate

recommendation of that committee which may be different to that of the technical officer. This is problematic for administrative reasons, may cause confusion for the DAP and may introduce political bias into the RAR which is clearly undesirable. The two elected members who form part of the DAP are there to represent the Council and the community and provide local knowledge and any alternative recommendation by a planning committee may not result in the best planning outcome.

Secondly, strict timeframes set by the DAP legislation require non-advertised applications to be determined within 60 calendar days from lodgement (RAR due by day 50) and those applications requiring community consultation require determination within 90 days (RAR due by day 80). The timeframe allows for internal processing and assessment, government agency referrals and preparation of the RAR which is currently manageable. However, the introduction of a planning committee which would have its own agenda timeframes would make meeting the DAP deadlines virtually impossible based on Council's monthly meeting regime which would require a minimum of 30 days to meet committee agenda deadlines and Council meeting ratification. This would leave less than 20 days for processing, assessment and referrals to government agencies of complex proposals which is clearly unachievable and may not lead to the best possible planning outcome.

Resourcing

If Council established a planning committee, additional resourcing for extra planning and administrative staff would certainly be required to undertake the large amount of reporting which could equate to a Council report for each planning application. It is estimated that at least two additional full time planning officers and an administration officer would be required which could cost the organisation an additional \$200,000 per year in additional salaries. If a planning committee was established without additional planning staff resources, there is a high risk of applications not being determined within statutory timeframes resulting in appeals to the SAT which is resource intensive, costly and frustrating for both the applicant and the City.

Customer Service Levels

The 2015 City of Cockburn External Customer Service Survey revealed that 81.3% of surveyed customers were satisfied (providing a rating of 6 or more out of 10) with the level of customer service offered by Statutory Planning. In addition, the level of truly satisfied customers (providing a rating of 9-10 out of 10) had increased from 14.2% in 2013 to 38.7% in 2015. Improving the turnaround times for planning applications was recommended by the survey as they key area for improvement.



An increase in statutory processing timeframes caused by the establishment of a planning committee would definitely impact on the ability to meet customer expectations which could see customer service levels decline and is a risk to the reputation and brand of the City. As demonstrated from the graphs above, the City has consistently determined planning applications well within statutory timeframes which has assisted in achieving good customer service results in this area and encourages investment in the City.

Conclusion

The question which is key to Cr Allen's matter for investigation is whether the Council has things right? The planning framework pertaining to local government in Western Australia provides for the delegation of some decision making, and therefore it is expected that this should be used in the right manner to continually pursue good governance and orderly and proper planning. Examples where Council applies restrictions on delegation are where objections are received during advertising of a proposal, recognising logically that significant community opposition to a development elevates such development to needing to be heard by Council. It is at this forum of Council that Council considers a report, may hear from the applicant and submitters, and in considering the relevant planning matters makes a decision based on orderly and proper planning and the protection of public amenities.

In light of the strong community and business perception results and the efforts the City goes to in making it a responsive and proactive local government, Council may wish to consider more specifically where they believe some more (or less) oversight is needed in respect of the governance of decision making for planning. Due to the significant and problematic implications on the establishment of a planning committee including the processing of planning applications within their statutory timeframe, staff resourcing and customer service, reviewing the delegated authorities may be more valuable. The opportune time in which to do this will be at a DAPPS meeting, where all delegated authorities are required to be reviewed. This may provide the right forum in which Council can consider where some changes ought to take place, and the reasons for these changes.

Strategic Plan/Policy Implications

Growing City

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



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

Leading & Listening

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

Budget/Financial Implications

Should Council decide to adopt a formal committee structure for all planning decisions, there will be a significant budget implication associated with the logistics of running such a formal committee according to the requirements of the *Local Government Act 1995*.

Legal Implications

Nil.

Community Consultation

N/A.

Attachment(s)

Nil.

Advice to Proponent(s)/Submissioners

Nil.

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

Nil.



14.2 (MINUTE NO 5741) (OCM 10/3/2016) - DRAFT MAJOR DEVELOPMENT PLAN FOR JANDAKOT AIRPORT (EXTENSION OF RUNWAY 12/30 AND TAXIWAY SYSTEM) - LOCATION: JANDAKOT AIRPORT - APPLICANT: JANDAKOT AIRPORT HOLDINGS (110/001) (A TROSIC) (ATTACH)

RECOMMENDATION

That Council

- (1) advises no objection to the proposed Major Development Plan relating to the extension of Runway 12/30 and taxiway system, on the basis that the associated documentation presents that low and manageable impacts will be associated within the proposal; and
- (2) recommends that upon commissioning of the extended runway, a process of verification occur to ensure that the anticipated low and manageable impacts reflect the reality on the ground and in the air.

COUNCIL DECISION

MOVED Cllr S Portelli SECONDED Cllr K Allen that the recommendation be adopted.

CARRIED 8/0

Background

The City of Cockburn has been invited to provide comment on the proposed Major Development Plan ("MDP") for the first stage of the Jandakot Airport 2014 Master Plan airfield works, being the extension of runway 12/30 and associated taxiway system.

As per the information released by Jandakot Airport Holdings, these works are expected to take three years to complete and will require the clearing of 41ha of vegetation, earthworks, installation of services, construction of taxiways, the extension of runway 12/30 and the commissioning of the extended runway. The clearing of the vegetation has been approved already by the Minister for the Environment under EPBC 2009/4796 approval.

The purpose of this report is for Council to consider making a response on the proposed MDP.

Submission

The proposed MDP has been submitted by Jandakot Airport Holdings.

Report

Legislative Background

The Airports Act 1996 (the Act) and associated Regulations represents Commonwealth legislation. This has a responsibility for the regulation of ownership, management and conduct of major Australian airports. Part 5 of the Act sets out the requirements for land use, planning and building controls.

In accordance with the Act, all major airport development requires a proposed Major Development Plan to be prepared and advertised. The proposed MDP is then submitted to the responsible Federal Minister (Minister of Infrastructure and Regional Development) for assessment. The Minister has the power to approve or to refuse to approve the proposed MDP.

Section 89 of the Act sets out all those activities defined as major airport development, thus triggering the requirement of an MDP process. The airfield developments included in the proposed MDP constitute major development pursuant to Section 89(1) of the Act by virtue of them involving:

- (b) *extending the length of a runway; and*
- (m) *a development of a kind that is likely to have significant environmental or ecological impact.*

Master Plan

Under Section 70 of the Act, every five years each Commonwealth airport is required to produce a final master plan which establishes the strategic direction for efficient and economic development at the airport over the 20 year planning period of the plan. A final master plan is one which has been approved by the Federal Minister of Infrastructure and Regional Development. The airport is required to take into account public comments prior to submitting a draft master plan to the Minister.

In accordance with these requirements, Master Plan 2005 was approved by the then Minister for Transport and Regional Services on 3 January 2006. Master Plan 2009 was approved by the then Minister for Infrastructure, Transport, Regional Development and Local Government on 9 March 2010. The current master plan, Master Plan 2014, was approved by the Minister for Infrastructure and Regional Development on 17 February 2015.



Development at the airport must be consistent with the final master plan. The extension of runway 12/30 has been proposed and documented in Master Plan 2005, Master Plan 2009, and current Master Plan 2014. The taxiway augmentation detailed in Master Plan 2005 was refined for Master Plan 2009, and further amendments made in Master Plan 2014 following consultation with Air Traffic Control and local operators. The construction of the runway 12/30 extension and associated taxiways comprises the first stage of the airfield development proposed in Master Plan 2014. This does not include the fourth runway component, which will be subject to a future proposed MDP.

The extent of works is depicted in the following aerial image (blue showing new taxiways, hatching showing the runway extension):



A more detailed image of the above is included as Attachment 1.

New runway development and airport security

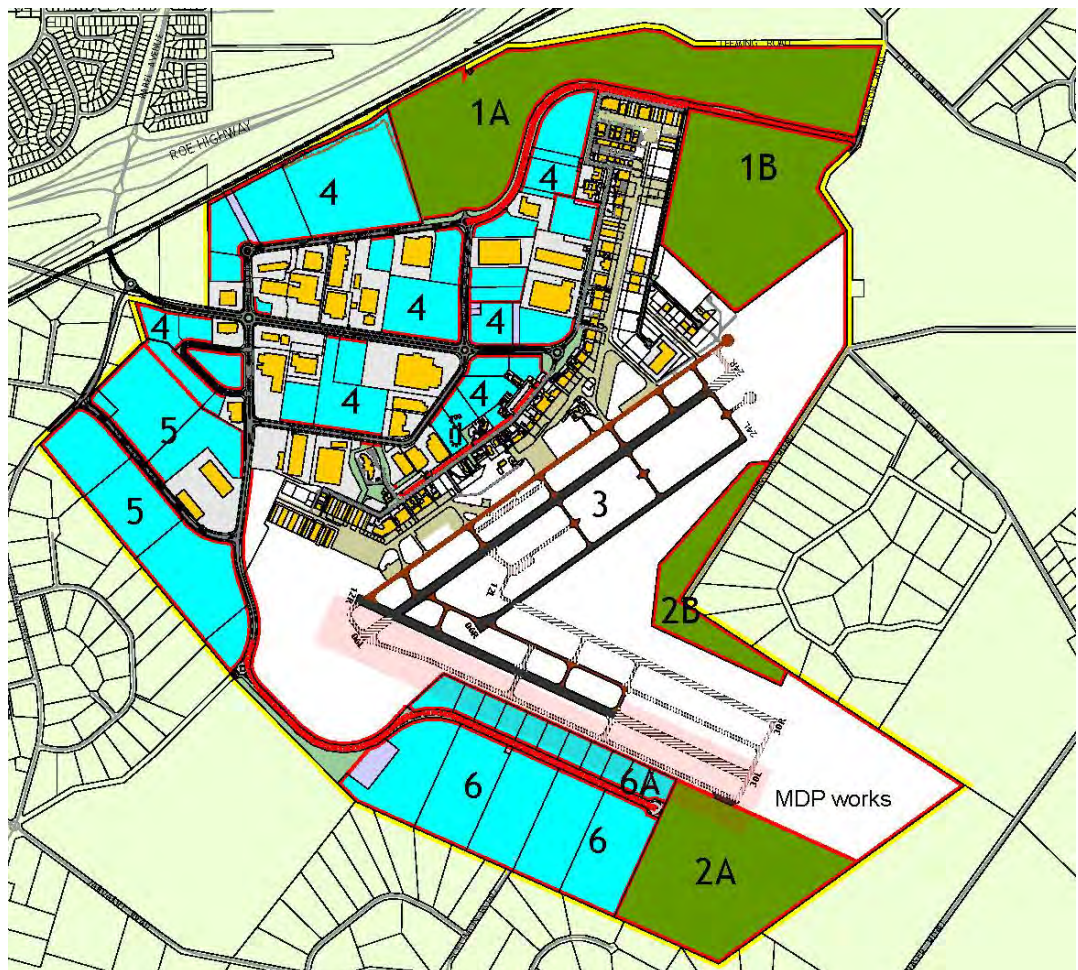
As stated within the proposed MDP documentation, Jandakot Airport is a category 6 security controlled airport under the Aviation Transport Security Act 2004 and Aviation Transport Security Regulations 2005. This legislation requires Jandakot Airport to have an approved Transport Security Plan in force that details aviation security measures applied at the airport to safeguard against unlawful interference with aviation. All activities at the airport, from planning, construction and through to operation, are considered in the airport's risk context statement and the applicable security measures are detailed in the approved Jandakot Airport Transport Security Plan.

Aviation legislation differentiates the requirements for airside (any part of the airport grounds or buildings to which the public does not have free access) and landside (any part of the airport grounds or buildings to which the public does have free access). The works for the extension

of runway 12/30 and the taxiway system will take place within the airside boundary. Security arrangements for the airside area will be applied in accordance with the approved Jandakot Airport Transport Security Plan.

Current planned usage of Jandakot Airport

The following image shows the current 2014 Master Plan for Jandakot Airport. It shows in a simplistic way the ultimate airfield configuration, and can be used to show the works under this proposed MDP and the works not under this proposed MDP.



In terms of the land use precincts within the Master Plan, the following exists:

- Conservation (green) - 119 hectares (19%);
- Aviation Operations (white includes runways and taxiways) - 260 hectares (42%).
- Non-Aviation Development (blue) - 195 hectares (31%).
- Existing and Proposed Internal Roads and Services Area (black) - 48 hectares (8%).



The works proposed in this MDP comprise:

- Extension of runway 12/30 from 990m to 1,508m.
- Construction of new taxiways K, V1, V2, X1, Y1 and sealing of taxiway U.
- Installation of a wind-direction indicator for runway 30.

These are shown in more detail in Attachment 1.

Runway 12/30 is used for aircraft operations in north westerly and south-easterly wind conditions. Runway 12/30 was 762m in length and 30m wide when it was sealed in 1964, and then extended a further 228m to the current 990m length in 1972/1973. Master Plan 2005 provided for the extension of runway 12/30 to 1,390m in length, while Master Plan 2009 and Master Plan 2014 have provided for an extension to 1,508m length to align the extended runway 30 threshold with the proposed parallel fourth runway threshold. This preliminary draft MDP details the extension of runway 12/30 from 990m to 1,508m.

Runway selection is determined by wind direction and strength as pilots prefer to take-off and land into the prevailing wind. During Air Traffic Control tower operating hours, the Air Traffic Controllers stipulate which runway direction is to be used. When the tower is closed, the pilot will determine which runway to use based on the direction and speed of the wind. Runway directions will change throughout the day due to the constantly changing wind conditions.

Less than 15% of all movements are on runway 12/30 due to the weather conditions at Jandakot favouring use of the 06 or 24 directions. Use of the runway 12 and 30 directions is very seasonal. Nearly 95% of all movements in the runway 12 direction occur between October and May due to the south-easterly winds which are experienced mainly in the morning periods between October and December, and early afternoon from January to March.

The current length of runway 12/30 is not able to easily accommodate some of the larger and/or faster aircraft types, particularly on a hot or humid day where a longer runway distance is required for take-off and landing (hot air is less dense, resulting in less lift and a slower climb performance) and in wet weather which reduces braking ability. Due to the runway length not being suitable, these aircraft operators request use of primary runway 06L/24R even when the 12 or 30 directions are in use. This results in traffic management complexities for Air Traffic Controllers in having to coordinate aircraft operations in two runway directions simultaneously.

An extension to runway 12/30 provides significant safety benefits by facilitating all code 2B aircraft types on this runway even in hot, wet or windy weather, thereby avoiding delayed operations due to conflicting

flight paths and complexities for Air Traffic Controllers in managing concurrent aircraft operations across two runway directions.

Key issues for City of Cockburn - noise and aircraft activity

According to the proposed MDP, the change in movements using runway 12/30 once extended has been calculated as an additional 0.7% of overall movements using runway 12, and an additional 0.5% of overall movements using runway 30. Based on current movement levels, this would result in an increase of 1,680 annual movements for runway 12 and 1,200 annual movements for runway 30. Currently the annual usage of runway 12 is 23,468 and runway 30 is 13,062. The new annual usage of these runways, following the new airfield works, is runway 12 - 25,149 and runway 30 - 14,263. These are increases of 7% and 9.2% respectively.

The actual impact may be slightly lower as fixed-wing aircraft engaged in emergency response activities, such as the Air tractor bushfire water-bombers and Royal Flying Doctor Service, may continue to request use of the runway that provides the quickest arrival or departure for priority flights, regardless of the runway direction in use.

Due to the seasonal use of runway 12/30, based on the current average monthly runway use data, this would result in an additional 200-300 movements per month (daily average <10 additional movements) between December and March on runway 12, and an additional 100-220 movements per month (daily average <8 additional movements) between August and November on runway 30.

While no doubt this is an increase, the proposed MDP also provides details in respect of how departing aircraft will likely gain higher altitude before passing over western residential properties. Specifically the proposed MDP states that the extended length of the runway will mean that aircraft are departing runway 30 from a further 518m east of the current threshold, and will thus reach 500ft altitude level much earlier. More aircraft will be conducting the prescribed altitude turn within the airport boundary, and this will result in aircraft being at a higher altitude over the impacted residential areas to the southwest, west and north-west of the airport.

It is noted however that for arrivals, aircraft will be approximately 15-30m lower, with the impacted areas being over Jandakot Regional Park and the residential areas located in between the airport and Nicholson Road, within the City of Canning.

From the perspective of the City of Cockburn, there aren't considerable noise impacts that are associated with the proposal.



Conclusion

The proposed MDP represents the first stage of airfield works contemplated in the Jandakot Airport Master Plans prepared five yearly since 2005. Being contemplated within the Master Plan, the proposed MDP does not represent development that environmentally was not anticipated (in terms of vegetation clearing) nor impacts by way of aircraft noise or movement (given the building of the noise exposure forecast in to the Master Plan document).

It is recommended that Council receive the proposed MDP, and on the basis that the proposed MDP depicts that impacts on the community will be manageable, advise no objection. Noting the assumptions made within the document, particularly in respect of noise and aircraft activity, it is appropriate that Council seek reporting back to it from Jandakot Airport upon commissioning of the runway in about three years, on whether the manageable impacts envisaged by the proposed MDP are the reality that take places.

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

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

Budget/Financial Implications

There are no specific financial implications associated with this report.

Legal Implications

Airports Act 1996

Community Consultation

There is no specific community consultation being undertaken by the City in this respect. As part of requirements of the Airport Act, 1996, the proposed MDP is being advertised for public comment by Jandakot Airport Holdings until 24 March 2016. This includes direct referral to surrounding local governments, newspaper advertisement and website advertisement. The City has also ensured that the Banjup Resident's Group Association is aware of the proposed MDP.

Attachment(s)

Plan showing detail of airfield works covered by this MDP

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

14.3 (MINUTE NO 5742) (OCM 10/3/2016) - SUBMISSION PERTH AND PEEL GREEN GROWTH PLAN FOR 3.5 MILLION (105/001) (C CATHERWOOD) (ATTACH)

RECOMMENDATION

That Council

- (1) request that the Department of Premier and Cabinet grant an extension of time in which to make comment on the draft Perth and Peel Green Growth Plan for 3.5 Million, as the detailed maps associated with the suite of documents have yet to be released and therefore the City is unable to provide specific comments relating to areas within the City; and
- (2) adopt the Schedule of Comments (see Attachment 1 of the report) on the Draft Perth and Peel Green Growth Plan for 3.5 million suite of documents and refer the Schedule of Comments to the Department of Premier and Cabinet for their consideration; noting that these comments are offered based on the poor quality of mapping and implementation measures set out in number of documents in the Green Growth Plan.. When accurate GIS mapping and details of implementation measures are made available, the City of Cockburn will provide further comments.

COUNCIL DECISION

MOVED Cllr S Portelli that :

- (1) as recommended;
- (2) Council adopt the Schedule of Comments (see Attachment 1 of the report) subject to Comment 44 being amended to indicate that whilst the Council of the City of Cockburn does not support



Roe Highway Stages 8 and 9 due to its environmental impacts that it acknowledges that Roe Highway Stages 8 and 9 will reduce traffic congestion on local roads within the City; and

- (3) the City refers the amended Schedule of Comments to the Department of Premier and Cabinet for their consideration, noting that these comments are offered based on the poor quality of mapping and implementation measures set out in a number of documents in the Green Growth Plan. When accurate GIS mapping and details of implementation measures are made available, the City of Cockburn will provide further comments.

MOTION LAPSED FOR WANT OF A SECONDER

MOVED Deputy Mayor C Reeve-Fowkes SECONDED Cllr L SMITH that the recommendation be adopted.

CARRIED 7/1

Background

The Department of Premier and Cabinet is seeking public comment on the draft Perth and Peel Green Growth Plan for 3.5 million, ("Green Growth Plan").

The Green Growth Plan is a whole of government initiative and has been developed in collaboration with the Western Australian Planning Commission's (WAPC) draft Perth & Peel @ 3.5million sub-regional planning frameworks which Council commented upon in 2015. A decision on these draft frameworks is still some time away, and it is noted that the comments provided by City of Cockburn have not filtered through to changes in this draft document.

The Green Growth Plan proposes a comprehensive environmental program for the protection of both Commonwealth matters of national environmental significance and State environmental values.

The Green Growth Plan will secure approval under Part 10 of the Commonwealth Environment Protection and Biodiversity Conservation Act 1999 (EPBC Act) and deliver streamlined approvals processes under the Western Australian Environmental Protection Act 1986 (EP Act) for a number of development actions or 'classes of action'.

At the centre of the Green Growth Plan is the Strategic Conservation Plan, which sets out the conservation and environmental outcomes and objectives that will be achieved over its 30 year lifespan.

These outcomes and objectives will be delivered through the implementation of:

- The avoidance, mitigation and rehabilitation requirements that will be implemented through the processes set out in Action Plans A to E; and
- The Conservation Framework, which includes the specific conservation and environmental commitments set out in Action Plans F and G and the Conservation Program set out in the Strategic Conservation Plan and Action Plan H.



Over the lifetime of the Green Growth Plan, an additional 170,000 hectares of areas that contain significant environmental values are proposed be protected through the creation of new and expanded conservation reserves.

This is proposed to be implemented in two phases:

- Phase 1 - implementation of an initial package immediately following the endorsement of the Plan of approximately 80,000 hectares of new conservation reserves from Crown land and State owned freehold land within and adjacent to the Perth and



Peel regions. This includes expansion of Jandakot Regional Park.

- Phase 2 - creation of a further 18,000 hectares of new conservation reserves in every five year period from the commencement of the Strategic Conservation Plan to a total of 90,000 hectares, including approximately 20,000 hectares of proposed acquisitions. The 90,000 hectares will be selected from over 160,000 hectares of potential Phase 2 additions as shown in the Conservation Reserves map

There are problems with some of the land which seems to be shown on these plans for conservation. These are outlined in the Schedule of Submissions.

Submission

Submissions are due 8 April 2016.

Report

Detailed comments have been set out in Attachment One arranged under each of the document headings. In general, the comments can be categorised as:

- Structural concerns;
- Poor mapping quality;
- Incorrect annotations on mapping;
- Lack of implementation measures;
- Lack of certainty

It is apparent the draft Green Growth Plan was developed in conjunction with the draft Perth and Peel @3.5m plan. A number of previous City comments should be repeated to ensure they are not overlooked.

The advertised documents are unwieldy, repetitive and do not sufficiently address implementation matters.

The mapping associated with the documents is indecipherable and given its scale (covering whole of Perth and Peel) it is almost impossible to provide any clarity at lot level. This is particularly concerning as there may be Cockburn landowners affected by the land proposed for Conservation Reserves. If they are affected, there is no funding allocated to acquire the land.

The documents state funding mechanisms for implementation of the Strategic Conservation Plan and Action Plans are 'being developed' but are likely to include contributions from proponents applied through



the approval processes. This does not provide clarity for a landowner with no intention of development, or a landowner looking to sell their property. It is disappointing to see this has not been thought through yet. It gives no certainty for landowners, prospective purchasers or the local government. The documents also mention there may need to be legislative changes to enable the Plan to be implemented (which conflicts with the supposed timing to roll out Phase 1 'immediately').

The document discusses how infrastructure projects will be classed either:

- Green (able to proceed), or
- Amber (requiring investigation).

It mentions that the representation of infrastructure projects as either green or amber will appear in 'future versions'. This is disappointing, the Green Growth Plan purports that it will provide certainty and 'cut red tape' however, it is yet to provide either of these given it has failed to give categorisation of projects now.

Coupled with the lack of appropriate mapping, implementation measures, and categorisation, the documents are effectively just a list of projects with no certainty for any party.

Strategic Plan/Policy Implications

Growing City

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

Environment & Sustainability

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

Moving Around

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

Budget/Financial Implications

Nil.

Legal Implications

Nil



Community Consultation

The Green Growth Plan has been advertised by the Department of Premier and Cabinet from 17 December 2015 – 8 April 2016.

Attachment(s)

Schedule of Comments

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

14.4 **(MINUTE NO 5743) (OCM 10/3/2016) - DRAFT 2015 STATE PLANNING POLICY 5.3 LAND USE PLANNING IN THE VICINITY OF JANDAKOT AIRPORT – OWNERS: JANDAKOT AIRPORT HOLDINGS – AUTHORITY: DEPARTMENT OF PLANNING (L SANTORIELLO) (ATTACH)**

RECOMMENDATION

That Council make a submission to the Department of Planning on the basis of the officer's report, which recommends the draft 2015 State Planning Policy 5.3 be amended to incorporate the following:

1. The policy should recognise that Jandakot Airport is unique and differs considerably from Perth Airport, and other airports. This being due to the training airfield and general aviation function, which results in bursts of more frequent but less intense noise in the immediate vicinity of the Airport, as well as the considerable variability in the types and age of aeroplanes used.
2. The policy should recognise that there is an increasing reality that Jandakot is in an urbanised / urbanising environment, and therefore management of the actual aeroplane operations may also need consideration as it is these elements that can influence the ANEF shape. There is a need to build in to the policy a process whereby the community are invited to engage in the process of formulating the ANEF.
3. The policy should recognise that as a long term planning document, the ANEF should not be expected to drastically change, as given the strategic expectation associated with land use planning.
4. The requirement for notifications on land titles for all new

- noise sensitive development within the 'Frame Area' and also the N60 100 daily noise event contours.
5. The requirement for 6.38mm laminated glass on all new noise sensitive development within the existing/ proposed 'Frame area' under SPP 5.3;
 6. Include frequency-based noise charts (N60, N65 & N70 Noise Contours) to supplement the ANEF within SPP 5.3 as recommended in NASF Guideline A.
 7. Expand the 'Frame Area' boundary within SPP 5.3 to be consistent with Attachment 4 of this report for the purposes of notifications on title.

COUNCIL DECISION

MOVED Clr S Portelli SECONDED Clr K Allen that the recommendation be adopted.

CARRIED 8/0

Background

The City of Cockburn has been invited to provide comment on the preliminary version of the 2015 draft *State Planning Policy 5.3 Land Use Planning in the Vicinity of Jandakot Airport* ('draft SPP'). This is the key opportunity for the City to provide a formal response to the draft SPP, before it is finalised by the Department of Planning.

The department has advised that the advertising period closes 16 March 2016 and that all comments are to be submitted on or prior to this date.

As discussed in the report, it is recommended that Council provide its recommendation to amend key elements of the 2015 draft SPP 5.3 as per the above mentioned recommendations and 'report' section below.

Submission

This report is in response to an invitation by the Department of Planning to provide comment on the draft 2015 SPP 5.3.

Report

Jandakot Airport

Jandakot Airport is the principal general aviation airport in Western Australia. It is one of the busiest airfields and largest pilot training



bases in Australia, and operates 24 hours per day, seven days per week.

The strategic importance of Jandakot Airport supports the need for it to be recognised in the planning of the region, and for its operation to be well planned as part of the broader planning for its regional setting.

State and Local Governments are responsible for managing land-use planning around airports. State Planning Policy No. 5.3 - Jandakot Airport Vicinity has been developed to protect Jandakot Airport from encroachment by incompatible land use and development, so as to provide for its ongoing, safe, and efficient operation, and to minimise the impact of airport operations on existing and future communities with particular reference to aircraft noise.

The objectives of the draft 2015 SPP 5.3 remains unchanged from the objectives of the 2013 SPP 5.3 which are to:

1. *“Protect Jandakot Airport from encroachment by incompatible land use and development so as to provide for its ongoing, safe, and efficient operation”; and*
2. *“Minimise the impact of airport operations on existing and future communities, with reference to aircraft noise”.*

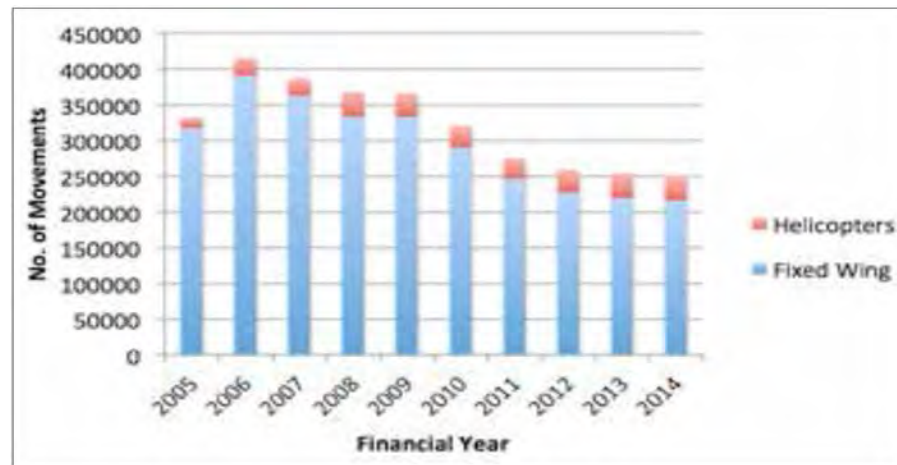
The airport has a significant role as a major training base for both local and international pilots. Flight training activities account for approximately 80% of the annual movements conducted at the airport, with some 60% of movements being repetitive ‘touch-and-go’ circuit operations.

Charter and aerial work operations related to agriculture, mining, tourism related activities and rural services have been estimated to contribute about 16% of the total aircraft movements at the airport. Flights related to mining are mainly ad-hoc charters that fly out to remote areas not covered by major airline routes or ‘fly-in fly-out’ operators. Aerial work services include air ambulance (e.g. Royal Flying Doctor Service), bushfire surveillance and water bombing, media, aerial spraying and surveying. Other operations relate to private flying and helicopter operations.

The bellow image illustrates the total aviation movements recorded by Airservices Australia for the last 10 years for Jandakot Airport.



Figure 1 – Jandakot Airport Total Annual Aircraft Movements (Air Services Australia)



Aircraft Noise Modelling

There are four types of noise chart indicators used in Australia:

- Australian Noise Exposure Index (ANEI), which depicts the actual noise exposure over a previous period of time, usually a year (see Attachment 1);
- Australian Noise Exposure Concept (ANEC), which is a planning tool used to test possible changes to noise exposure resulting from possible changes to airport operations;
- Australian Noise Exposure Forecast (ANEF), which is endorsed for technical accuracy by Airservices Australia and is the official land use planning reference. There can only be one ANEF in force at a particular time. Under the Act, Jandakot Airport's ANEF is required to be updated at least every five years, in conjunction with the Master Plan update (see Attachment 2); and
- Noise Above Contour (N60/65/70) charts, which calculate the average daily noise events above 60, 65 or 70 decibels (dB(A)). The Noise Above Contours represent the frequency of the expected aircraft noise impact and provide a more readily understood measure of noise exposure for the general public (see Attachment 3).

The below sections aim to provide a consolidated analysis of the ANEF and the Noise Above Contours as these are considered to be the most relevant noise chart indicators for the purposes of this report.



Australian Noise Exposure Forecast ('ANEF')

For land use planning purposes in Australia, noise impact is illustrated using the ANEF system. An ANEF chart displays the predicted noise exposure levels for aircraft movements 20 years into the future.

The ANEF chart illustrates noise contours plotted at 20, 25, 30, 35 and 40 ANEF units. The contour plot is the calculated total noise energy at that given point on the ground on an annual average day. The higher the ANEF value, the greater the expected exposure to aircraft noise in that area.

The Airports Act 1996 requires the ANEF contours to be endorsed in a manner approved by the Minister for Infrastructure. It is important to note Australian Standard 2021-2000 Appendix 'A' states that the actual location of the 20 ANEF contour is difficult to define accurately because of variations in aircraft flight paths, pilot operating techniques and the effect of meteorological and terrain conditions on noise propagation. For that reason, the 20 ANEF contour is shown as a broken line on ANEF plans (see Attachment 2). AS2021 recognises that the ANEF contours are not necessarily an indicator of the full spread of noise impacts, particularly for residents newly exposed to aircraft noise.

Noise Above Contour (N60/ 65/ 70 charts)

Noise Above Contour (N60/65/70) charts, calculate the average daily noise events above 60, 65 or 70 decibels (dB(A)). The Noise Above Contours represent the frequency of the expected aircraft noise impact and provide a more readily understood measure of noise exposure for the general public.

The noise chart indicators are prepared using the US Federal Aviation Administration Integrated Noise Model (INM) computer program. The INM is the standard noise modelling tool that has been used worldwide since 1978, and the software is continuously upgraded by the US Federal Aviation Administration as new aircraft or other factors are added to improve the accuracy of the exposure forecast.

The INM is a scientific measure that takes into account:

- Meteorological conditions at the airport;
- Forecast aircraft movement volume and frequency;
- Allocation of these movements to flight paths and distribution over the day and night time periods; and
- The noise signature (intensity, duration and tonal content) and performance characteristics of the specific aircraft types.



The time of day is also factored into the noise computation to allow for people being more sensitive to aircraft operations at night.

The ANEF and ANEI charts presented in this Master Plan were produced with INM Software Version 7.0d. The main change in this version of the software has been to allow helicopters to be modelled for all phases of flight, including ground idle and hovering. The INM version used at the time of the preparation of ANEF 2029/30, as included in Master Plan 2009, had a limited ability to model helicopter operations.

The N60, N65 and N70 noise contours were produced using INM in conjunction with the Transparent Noise Information Package software developed by the Department of Infrastructure and Regional Development.

Key consideration between 'ANEF' and 'Noise Above Contour'

The higher the ANEF value, the greater the expected exposure to aircraft noise in that area. It is crucial to recognise the ANEF is not necessarily an indicator of the full spread of noise impacts, and as mentioned above, the 20 ANEF contour is difficult to define accurately.

This is of concern considering 'Appendix 1' of the 2015 draft SPP 5.3 is proposed to guide statutory decision making in land use planning and with respect to notifications on title advising landowners that their property (or the property they are considering purchasing) may currently be affected or may be affected in the future by aircraft noise.

The N70 Contours display the calculated average daily aircraft noise events above 70 decibels (dbA). A 70 decibel outside noise corresponds to a 60 decibel noise event indoors, which is the noise level specified in Australian Standard AS2021 as the indoor design sound level for normal domestic areas in dwellings that may interfere with activities such as normal conversation and watching television.

The N60 Contours display the calculated average daily aircraft noise events above 60 decibels. A 60 decibel outside noise corresponds to a 50 decibel noise event indoors, which is specified in Australian Standard AS2021 as the sleep disturbance level.

The N60, N65 and N70 contours charts (see Attachment 3) have been calculated using the ANEF ultimate capacity data, which is when Jandakot Airport will be operating at the maximum number of aircraft movements. Contours are shown in intervals from 10 average daily events up through to 700+ average daily events.



It is important to note that the Noise Above charts show the average daily noise events, calculated by dividing the total annual events by 365. For comparison purposes, N60 contours have also been prepared for a Busy Day. The N60 Busy Day diagram, included as Attachment 3 page 3, depicts the projected amount of noise events for a day where the airport will be operating at its peak daily movement level (i.e. extremely favourable weather conditions for flying training).

'ANEF' vs 'Noise Above Contours'

The 2014 Jandakot Airport Master Plan states *"JAH requests additional measures such as notifications on land titles for development within the N60 100 daily noise event contours, adequate noise attenuation measures (e.g. window glazing), aircraft noise impact area signage and provision of aircraft noise impact information to potential residents."*

JAH acknowledges, within the 2014 Master Plan, the City of Cockburn's recommendation of these additional measures for the recently approved Banjup Quarry Redevelopment. It is important to note that from the City's officers perspective both the developer, Stockland, and the residents within the Calleya Banjup Structure Planning area, were both generally supportive of notifications on title and the requirement to install 6.38mm glazing to all habitable rooms on all new noise sensitive development within the 'Frame area'. The requirement for 6.38mm laminated Glazing is consistent with the WAPCs *'Aircraft Noise Insulation for residential development in the vicinity of Perth Airport Final Report – February 2004'*. Figure 3 below provides an extract of one of the approved development control mechanisms which is currently being used to guide decision making at the development application stage for new dwellings in Banjup. It is important for the community members to note this only applies to new dwellings and not existing dwellings.

Figure 3 – Extracts from approved Local Development Plan ('LDP')/ Detailed Area Plan ('DAP') No.2 – Northern Precinct – Calleya Estate Stockland (Banjup) – applicable to NEW dwellings only.



7. NOISE MANAGEMENT

- a) Building Permit applications to the City of Cockburn must demonstrate compliance with the relevant 'Deemed to Satisfy Construction Standards'. Alternative construction methodology can be used subject to the City of Cockburn approval upon advice from a suitably qualified acoustic consultant.
- b) All residential lots are within the Jandakot Airport 'Frame Area' and are to incorporate 6.38mm glazing to all habitable rooms, including kitchens. Building Permit applications must clearly indicate that 6.38mm laminated glazing is provided to all applicable rooms. Alternate glazing with an equal or greater weighted sound reduction index (noise attenuation properties) may be used subject to Council approval.
- c) 'Package A – Deemed to Satisfy Construction Standards' required, as identified on the DAP, for lots affected by one or more of the following:
 - Aircraft noise within the 'Core Area' (20 ANEF Contour);
 - Neighbouring industrial noise' and/or
 - Solomon Road traffic noise.
- d) 'Package B – Deemed to Satisfy Construction Standards' required, as identified on the DAP, for lots affected by one or more of the following:
 - Aircraft noise within the 'Core Area' (20 ANEF Contour);
 - Neighbouring industrial noise' and/or
 - Solomon Road traffic noise.
- e) For Lots 907 – 920, advice from a suitably qualified acoustic consultant must be sought for the upper floor of any two storey housing product. The ground floor shall be compliant with the provisions above.



LEGEND

- Lots within 100m of "Classified Vegetation" and subject to a Bushfire Attack Level Assessment. Refer Fire Management Plan and any subsequent Bushfire Attack Level assessments.
 - 'Package A Deemed to Satisfy Construction Standards' required. Refer DAP Provision 7c.
 - 'Package B Deemed to Satisfy Construction Standards' required. Refer DAP Provision 7d.
- Note: All lots subject of the DAP are within the Jandakot Airport 'Frame Area'. Refer to DAP Provision 7b.

The formal 'recommendation' section of this report, above, aims to ensure that SPP 5.3 is updated in line with current best practices as demonstrated in the recent Banjup development area.

It is important to note Planning, Building and Health officers at the City who liaise with property owners within aircraft noise areas have indicated there is a general willingness in the community, and the development industry, to upgrade windows (and incorporate Package 'A' and 'B' requirements) and provide notifications on title in noise affected areas.

The associated costs for notification and window upgrades, for example, are considered to be manageable. It is understood that a 'standard residential' window frame in most cases can accommodate 6.38mm glazing without the need for window frame upgrades. On that basis it is understood that the associated relative cost of increased glass thickness is expected to be in most cases negligible in the context of the associated costs of a new home.

The potential benefits of improved health and lifestyle outcomes, associated with residents benefitting from a peaceful sleeping environment is considered to be sufficient justification, and good governance, to warrant glazing upgrades for all new noise sensitive development within the 'Frame area'.

Recommendations '4' and '7' above aim to increase the extent of the properties which should be considered for notification on title purposes. It is important to note the current processes for implementing notification/(s) on title is not suggested to change.



The draft 2015 SPP 5.3 specifies ‘A ‘*notice on title*’ advising of the potential for noise nuisance is to be required as a condition of any subdivision or planning approval, within the frame area.’ The current wording for notifications on title, as extracted from the draft 2015 SPP 5.3 is as follows;

“This property is situated in the vicinity of Jandakot Airport and is currently affected, or may be affected in the future by aircraft noise. Noise exposure levels are likely to increase in the future as a result of an increase in aircraft using the airport, changes in aircraft type, or other operational changes. Further information about aircraft noise is available from the Jandakot Airport website. Information regarding development restrictions and noise insulation requirements for noise-affected property is available on request from the relevant local government offices.”

There are, approximately, an additional 26 lots that fall within the frame area that aren’t already covered by the current SPP requirements. The requirement of a notification on title for the abovementioned purposes requires the consent of the landowner in the absence of either a subdivision condition or a condition of planning approval. On this basis the SPP is not the appropriate mechanism to mandate notifications on titles for all properties within the Frame Area, or otherwise. Notifications are only intended to be applied to the titles of properties that are the subject of either subdivision or planning approval. It is understood that each respective landowner will incur a \$164 fee from Landgate to apply the above-mentioned notification on each of their respective certificates of title. This cost is currently assigned to the land owner (for noise sensitive land uses) for each certificate of title at subdivision or development application stage.

Frame Area

The incorporation of the ANEF contours is proposed to change under the draft 2015 SPP 5.3. Under the 2013 draft SPP 5.3 the ANEF contours are depicted within the SPP itself as sourced from the Master Plan.

The Jandakot Airport Master Plan is required to be updated every 5 years, pursuant to the Airports Act 1996. Part 3 ‘State Planning Policies’ of the Planning and Development Act 2005 does not specify that SPP are required to be reviewed nor does the Planning Act specify a period when the Commission should consider reviewing SPP.

It is understood that the Commission is cognisant of the issues in having a SPP which reflects specific ANEF contours where the ANEF are sourced from a separate document. It is understood that should the



source of the information, the Master Plan, be updated this would render ANEF details within the SPP as outdated, yet still enforceable under the planning system. This level of risk is understood.

The approach taken by the Commission as part of the draft 2015 SPP 5.3 review is to completely remove the ANEF contours from the SPP but to still reference the 'Frame 'Area'. 1. The policy is predicated upon the ANEF as prepared by JAH within the Master Plan. The 2015 draft SPP specifies in section 2.3 that the ANEF contours may be reviewed every 5 years in association with reviews of the master plan for Jandakot Airport.

"The updated ANEF resulting from such review will be automatically included in this policy [SPP 5.3] by reference. Updates to the ANEF are subject to a public consultation process by JAH. There will be no additional public consultation or separate amendment process to this policy [SPP 5.3] as the ANEF is updated from time to time as amendments will occur automatically and concurrently."

This approach, of referencing to the 'source' of the contours rather than reflecting the information, has recently been adopted within the review of a similar SPP, the revised 2015 SPP 5.1 *Land use planning in the vicinity of Perth Airport*. The proposed reference to the ANEFs rather than reflecting the ANEFs is considered to be a reasonable approach and consistent with proper and orderly planning. This however may raise concerns with regards to adequate 'public consultation' with respect to informing the community of changes to the ANEFs.

Section 79 of the Airports Act 1996 provides for '*Public comment and advice to State*'. The prescribed processes for advertising a draft Master Plan is principally consistent with the processes of Public Consultation as prescribed for amendments to a SPP under the Planning and Development Act. It is important however to understand that the ANEF is prepared, approved by Air Services Australia and included in the Master Plan for comment. This does not appear to provide a legitimate opportunity for public comment.

It is noted that the City of Cockburn was invited to comment on the most recent ANEF; however, this did not extend to public consultation broadly.

Conclusion

The key recommendations of the officer report as summarised as follows:



- a) The policy should recognise that Jandakot Airport is unique and differs considerably from Perth Airport, and other airports. This being due to the training airfield and general aviation function, which results in bursts of more frequent but less intense noise in the immediate vicinity of the Airport, as well as the considerable variability in the types and age of aeroplanes used.
- b) The policy should recognise that there is an increasing reality that Jandakot is in an urbanised / urbanising environment, and therefore management of the actual aeroplane operations may also need consideration as it is these elements that can influence the ANEF shape. There is a need to build in to the policy a process whereby the community are invited to engage in the process of formulating the ANEF.
- c) The policy should recognise that as a long term planning document, the ANEF should not be expected to drastically change, as given the strategic expectation associated with land use planning.
- d) The requirement for notifications on land titles for all new noise sensitive development within the 'Frame Area' and also the N60 100 daily noise event contours. This equates to approximately an additional 26 lots.
- e) The requirement for 6.38mm laminated glass on all new noise sensitive development within the existing/ proposed 'Frame area' under SPP 5.3.
- f) Include frequency-based noise charts (N60, N65 & N70 Noise Contours) to supplement the ANEF within SPP 5.3 as recommended in NASF Guideline A.
- g) Expand the 'Frame Area' boundary within SPP 5.3 to be consistent with Attachment 4 of this report for the purposes of notifications on title. This equates to approximately an additional 3,500 lots.

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

- Promotion of active and healthy communities.

Environment & Sustainability

- Identification and minimisation of impacts to human health risk.

Moving Around

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



- Facilitate and promote healthy transport opportunities.

Budget/Financial Implications

N/A

Legal Implications

In terms of statutory context, under Section 26 of the Planning and Development Act 2005 the Commission may, with the approval or on the direction of the Minister, prepare State Planning Policies ('SPP').

A SPP is to be directed primarily towards broad general planning and facilitating the coordination of planning throughout the State by local governments. A SPP may apply in a specified portion or specified portions of the State, which is the case with SPP 5.3.

The matters to be considered by the Commission when preparing SPP are identified under Section 27 of the Planning Act.

Community Consultation

The Draft SPP is out for comment until 16 March 2016.

Attachment(s)

1. Attachment 1 – ANEI
2. Attachment 2 – ANEF
3. Attachment 3 – Noise Above Contours
4. Attachment 4 – Proposed Frame Area (City of Cockburn Officers).
5. Attachment 5 – Draft 2015 SPP 5.3 for public comment (the subject of this report).

Advice to Proponent(s)/Submissioners

The Proponent(s) and those who lodged a submission on the proposal have been advised that this matter is to be considered at the 10 March 2016 Council Meeting.

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

Nil.



15. FINANCE AND CORPORATE SERVICES DIVISION ISSUES

15.1 **(MINUTE NO 5744)** (OCM 10/3/2016) - LIST OF CREDITORS PAID - JANUARY 20165 (076/001) (N MAURICIO) (ATTACH)

RECOMMENDATION

That Council adopt the List of Creditors Paid for January 2016, as attached to the Agenda.

COUNCIL DECISION

MOVED Clr S Portelli SECONDED Clr K Allen that the recommendation be adopted.

CARRIED 8/0

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 January 2016 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 – January 2016.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

15.2 (MINUTE NO 5745) (OCM 10/3/2016) - STATEMENT OF FINANCIAL ACTIVITY AND ASSOCIATED REPORTS - JANUARY 2016 (071/001) (N MAURICIO) (ATTACH)

RECOMMENDATION

That Council adopt the Statement of Financial Activity and associated reports for January 2016, as attached to the Agenda.

COUNCIL DECISION

MOVED Clr S Portelli SECONDED Clr K Allen that the recommendation be adopted.

CARRIED 8/0

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.

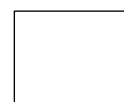
Submission

N/A

Report

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 and 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 Statement attached to the Agenda.

The City's closing funds of \$62.0M were \$7.2M lower than the YTD budget target. This comprises a combination of favourable and 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 \$113.3M was just over the YTD budget target by \$0.6M.

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

Nature or Type Classification	Actual Revenue \$M	Revised Budget YTD \$M	Variance to Budget \$M	FY Revised Budget \$M
Rates	(88.7)	(87.1)	1.6	(89.0)
Specified Area Rates	(0.3)	(0.3)	0.1	(0.3)
Fees & Charges	(13.8)	(16.2)	(2.4)	(25.1)
Service Charges	(1.1)	(1.0)	0.0	(1.0)
Operating Grants & Subsidies	(4.9)	(4.5)	0.4	(7.5)
Contributions, Donations, Reimbursements	(0.8)	(0.4)	0.4	(0.8)
Interest Earnings	(3.7)	(3.2)	0.4	(5.4)
Other Revenue	(0.0)	(0.0)	0.0	(0.0)
Total	(113.3)	(112.7)	0.6	(129.1)



The significant variances at month end were:

- Commercial landfill revenue of \$4.1M was \$2.2M behind the YTD budget. (a mid-year budget review adjustment was approved at February OCM).
- Rates revenue was over the YTD budget by \$1.6M due to the processing of significant interim rating adjustments. Revenue to date has almost achieved the expected full year budget target.
- Subsidies received for childcare services were \$0.31M ahead of YTD budget. These are offset by higher payments to the Caregivers.
- Interest earnings were \$0.4M ahead of budget with investment interest contributing an extra \$0.18M, interest on a deferred land settlement of \$0.10M and interest on outstanding rates \$0.15M ahead of the cash flow budget.

Operating Expenditure

Reported operating expenditure (including asset depreciation) of \$68.5M was under the YTD budget by \$3.3M.

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	25.9	26.7	0.8	46.6
Employee Costs - Indirect	0.3	0.4	0.1	1.1
Materials and Contracts	19.6	21.3	1.7	37.0
Utilities	2.4	2.7	0.3	4.6
Interest Expenses	0.0	0.0	(0.0)	0.1
Insurances	2.1	2.1	0.1	2.1
Other Expenses	3.9	3.9	(0.0)	8.9
Depreciation (non-cash)	15.3	16.1	0.7	27.5
Internal Recharging-CAPEX	(1.1)	(1.5)	(0.3)	(3.0)
Total	68.5	71.8	3.3	125.0

The significant variances at month end were:

- Material and Contracts were \$1.7M under YTD budget with Waste Services (\$0.42M), Parks and Environment Services (\$0.39M), Community Development Services (\$0.23M) and Infrastructure Services (\$0.21M) contributing mostly to this result.

- Utilities were \$0.27M under the YTD budget, mainly due to power expenses being under by \$0.2M because of bill lag.
- Salaries and direct employee on-costs were \$0.8M under YTD budget across the board without any material variances (ie. greater than \$0.2M) in any one business area.
- Depreciation on assets were \$0.75M under the YTD budget mainly due to lower depreciation for road assets of \$0.35M (due to EOFY revaluations) and lower depreciation for parks equipment of \$0.17M.

Capital Expenditure

The City's total capital spend at the end of the month was \$27.9M, representing an under-spend of \$16.0M against the YTD budget of \$43.9M.

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	3.1	5.0	1.9	13.5	3.5
Drainage	0.4	0.8	0.3	1.6	0.4
Footpaths	0.5	0.5	-0.1	1.1	0.1
Parks Hard Infrastructure	1.5	3.3	1.8	7.4	7.8
Parks Soft Infrastructure	0.2	0.6	0.4	1.2	0.4
Landfill Infrastructure	0.2	0.4	0.2	0.6	0.1
Freehold Land	0.1	0.5	0.3	1.2	0.3
Buildings	19.9	26.8	6.9	66.6	63.7
Furniture & Equipment	0.0	0.0	0.0	0.0	0.0
Computers	0.2	0.9	0.7	1.0	0.1
Plant & Machinery	1.8	5.2	3.5	6.5	2.0
Total	27.9	43.9	16.0	100.7	78.3

These results included the following significant items:

- The Works Depot upgrade (\$2.4M), CCW RAEPEC project (\$1.8M), Civic building HVAC upgrade works (\$0.9M) Coleville Crescent carpark extension (\$0.3M) and Atwell clubrooms upgrade (\$0.3M) were the significant variances in the net \$6.9M under-spend against YTD budget for Buildings.
- The roads construction program was \$1.9M under-spent against the YTD budget, mainly due to Berrigan Drive [Kwinana Freeway to Jandakot Road] under by \$1.4M; North Lake Road [Hammond to Kentucky] under by \$0.6M and Beeliar Drive [Spearwood Avenue to Stock Road] under by \$0.5M. Cockburn Road and Poore Grove intersection project was \$0.2M over the YTD budget.



- The plant replacement program was \$3.5M behind the YTD budget although \$2.7M of heavy and light fleet items is on order and awaiting delivery.
- The parks capital program is collectively \$1.8M behind budget with the adventure playground at Bibra Lake the only significant variance at \$0.7M behind YTD budget.
- The City's technology capital spend budget is collectively \$0.7M behind YTD budget.

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 \$14.8M below YTD budget due to the capital budget under-spend.
- Developer contributions received under the Community Infrastructure plan were \$0.53M over the YTD budget.
- Developer contributions for roads infrastructure across various developments were collectively \$0.14M over YTD budget.
- Regional road grant and R2R funding for the roads construction program was \$0.96M behind YTD budget, directly as a result of the YTD under spend.
- External funding for CCW RPAEC project was \$6.3M behind YTD budget comprising \$3.9M from development partner contributions, \$1.3M from state capital grants and \$1.1M from Federal capital grants.
- Proceeds from the sale of land were \$15.2M below the YTD budget due to several unrealised land sales. These were addressed in the mid-year budget review presented to the February meeting of Council.
- 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 \$163.2M, slightly down from \$164.1M the previous month. \$102.3M 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 \$54.0M 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 (eg. end of year reconciling transfers to financial reserves).

Investment Performance, Ratings and Maturity

The City's investment portfolio made a weighted annualised return of 2.98% for the month, slightly up from 2.96% the previous month and 2.97% the month before that. This result compares favourably against the UBS Bank Bill Index (2.52%) and has levelled off in recent months as new investments are placed at similar or higher rates than maturing investments. The cash rate set by the Reserve Bank of Australia currently sits at 2.00% and is not expected to change in the next couple of months.

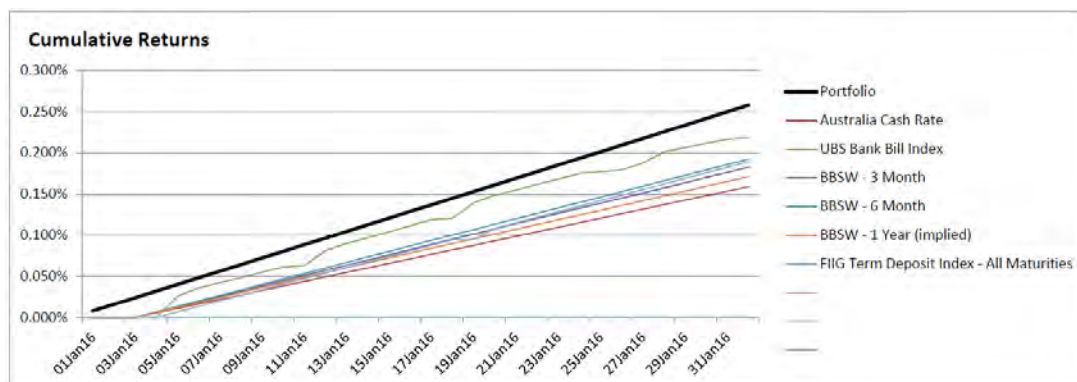


Figure 1: COC Portfolio Returns vs. Benchmarks

The majority of investments are held in term deposit (TD) products placed with highly rated APRA (Australian Prudential Regulation Authority) regulated Australian and foreign owned 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 and Poor's short term risk rating categories:

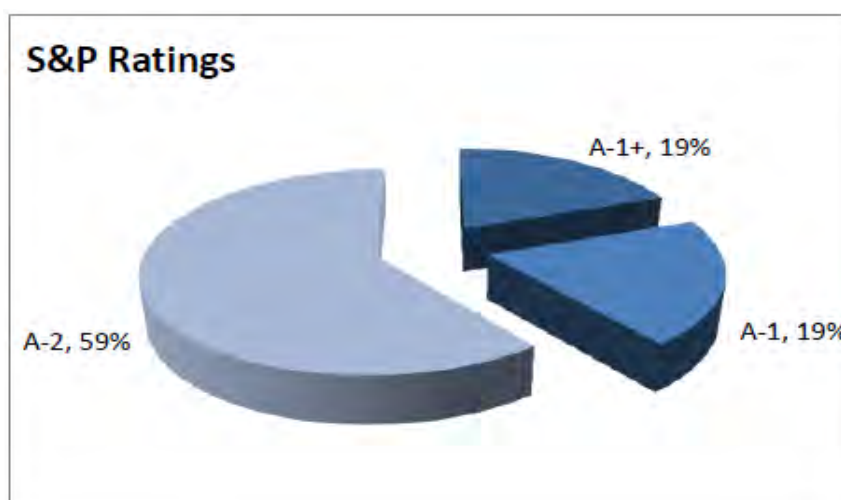


Figure 2: Council Investment Ratings Mix



The current investment strategy seeks to secure the best possible rate on offer over the longest duration term allowed under legislation and policy (up to 12 months for term deposits), subject to cash flow planning requirements. The City's investment portfolio currently has an average duration of 132 days or 4.4 months (increasing from 118 days the previous month) with the maturity profile graphically depicted below:

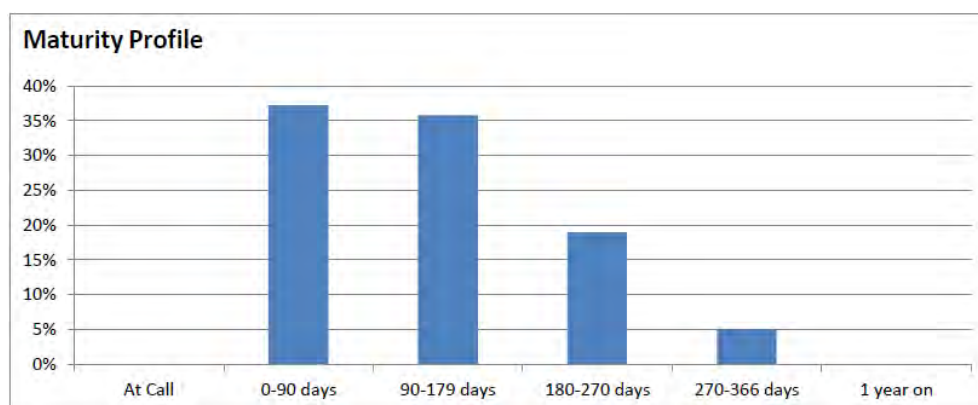


Figure 3: Council Investment Maturity Profile

Investment in Fossil Fuel Free Banks

At month end, the City held 61% of its TD investment portfolio in banks deemed as free from funding fossil fuel related industries. This is up from 59% the previous month and up from 36% a year ago. This has been achieved without compromising investment return through awareness and more thoughtful funds placement.

Budget Revisions

Several budget amendments are required as per the Detailed Budget Amendments Report included in the attachment to the Agenda. These are internal reallocations only, which do not alter the City's closing budget position or any of the adopted budget line items (ie. revenue, operating expenditure, cash reserves or capital budget items). Therefore, there is no requirement for Council to adopt these changes.

Description of Graphs and Charts

There is a bar graph tracking Business Unit operating expenditure against budget. This provides a 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 remains unchanged from the previous month at \$303,059.

Legal Implications

N/A

Community Consultation

N/A

Attachment(s)

Statement of Financial Activity and associated reports for January 2016.

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 **(MINUTE NO 5746)** (OCM 10/3/2016) - UNDERGROUND POWER ROUND SIX (159/012) (C SULLIVAN) (ATTACH)

RECOMMENDATION

That Council endorse the submission to the State Underground Power Program of all projects listed in the attachment for Round Six.

COUNCIL DECISION

MOVED Clr S Portelli SECONDED Clr K Allen that the recommendation be adopted.

CARRIED 8/0

Background

The WA Department of Finance by letter dated 13th November 2015 notified the City that the Minister for Energy had announced the arrangements for Round Six major residential projects of the State Underground Power Program. Tenders WA will administer the process for submission of proposals for Round Six.

Tenders WA on 4th December 2015 issued the invitation to respond to request EOISUPP6 'Major Residential Projects'. Until the state budget is voted (expected in May 2016) it is unclear what the total program funding will be for Round Six of the SUPP. The maximum project of any individual project is \$11 million. EOISUPP6 gives guidance on the average cost per lot based on the previous projects carried out in metropolitan Perth.

Submission

The closing date for submissions for Round Six proposals is 29th April 2016. The announcement of short listed submissions to proceed to detailed proposal stage is proposed for August 2016. The commencement of the first Major Residential Project is timed for March 2017, with the other projects following in accordance with the state

wide project schedule. Projects are envisaged to be a twelve month design and construction period.

Report

Proposal submissions for Round Six must comply with a number of mandatory requirements. They are:

- one submission for each proposal area only;
- the proposal should cover between 500 and 800 allotments;
- the proposal area must be predominantly residential zoning;
- the proposal submission must be approved by the local authority Mayor/President and the CEO; and
- the local authority must detail the funding arrangement proposed for each project and how the local authority will fund its share of the project cost.

The Round Six selection criteria are:

Western Power Network Priorities 50%

This criteria addresses risk to the electricity network by the replacement of aging infrastructure and reduction of maintenance costs to Western Power. To assist local authorities in identifying the higher risk network areas, Western Power provided a risk assessment of the City of Cockburn as shown on the map attached.

As shown on the map, the higher risk areas and hence the areas with a higher probability of successful proposals are Hamilton Hill, Coolbellup, Spearwood, Yangebup and South Lake.

Local Authority Funding Contribution 25%

The minimum funding contribution from local authorities is 50% of the total project cost. Proposals that offer greater than 50% from the local authority will be ranked higher in this criteria.

Demonstrated Community Support for Projects 25%

The minimum threshold for property owner support from the public consultation is 50%. Project proposals at the detailed proposal stage that demonstrate higher community support than the threshold will be ranked higher in this criteria.

While there is no limit to the number of project proposals at the EOI submission stage, Western Power will carry out a more detailed cost estimate than that based on the average cost per lot for the five project proposal areas. This allows the local authority to check if the higher



cost estimates in project areas are likely to exceed the mandatory \$11 million limit for individual projects.

City officers have therefore requested Western Power to carry out the more detailed cost estimate for the five highest cost project areas to assist in composing the submission for the EOI.

Strategic Plan/Policy Implications

Growing City

- Reduction in energy dependency and greenhouse gas emissions within our City.

Infrastructure

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

Budget/Financial Implications

The State will fund 50% of the cost of projects in Round Six of the SUPP, with the local authorities funding the remainder. The City has a Policy AES10 'Underground Power' which allows for 20% of the remaining 50% to be funded from Municipal Funds (i.e. 10% of the total cost) with the remainder (40%) funded by the property owners.

Legal Implications

N/A

Community Consultation

Public consultation would be carried out for any projects short listed for detailed proposal stage in Round Six of the SUPP.

Attachment(s)

1. Western Power Network Priorities Map
2. Maps of Proposed Project Areas and concept Cost Estimates.

Advice to Proponent(s)/Submissioners

Nil.

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

Nil.



17. COMMUNITY SERVICES DIVISION ISSUES

17.1 (MINUTE NO 5747) (OCM 10/3/2016) - FREMANTLE HOCKEY CLUB - PROPOSED RELOCATION TO LAKELANDS RESERVE, SOUTH LAKE & HOCKEY WA NATIONAL STRONGER REGIONS FUND APPLICATION (154/003) (R AVARD) (ATTACH)

RECOMMENDATION

That Council endorse:

- (1) a joint National Stronger Regions Fund (NSRF) application with Hockey WA (HWA) for the construction of the Lakelands Reserve Synthetic Hockey Turf; and
- (2) a contribution of \$3.5m from Council sources towards the construction of the proposed clubrooms at Lakelands Reserve, South Lake, comprising \$2.5m for minor sports and \$1m for hockey;

to support the proposed relocation of the Fremantle Hockey Club (FHC) and minor sports to Lakelands Reserve.

COUNCIL DECISION

MOVED Deputy Mayor C Reeve-Fowkes SECONDED Cllr K Allen that Council:

- (1) endorse a joint National Stronger Regions Fund (NSRF) application with Hockey WA (HWA) for the construction of the Lakelands Reserve Synthetic Hockey Turf; and
- (2) endorse a contribution of \$3.5m from Council sources towards the construction of the proposed clubrooms at Lakelands Reserve, South Lake, comprising \$2.5m for minor sports and \$1m for hockey;

to support the proposed relocation of the Fremantle Hockey Club (FHC) and minor sports to Lakelands Reserve.

- (3) encourage the Hockey Club to apply to the Department of Sport and Recreation for a grant for additional funding to support the capacity of the organisation in terms of strategic planning, business plan, policies and procedures and an operational budget.

CARRIED 8/0



Reason for Decision

In supporting the recommendation, Council believes that the Club should explore funding opportunities through the Department of Sport and Recreation to increase its capabilities in future.

Background

A report was presented to Council on 10 October 2013 proposing the relocation of the Fremantle Hockey Club to Lakelands Reserve in South Lake, including a Feasibility Study and Business Case. Council decided to defer the decision until a full briefing was provided to Elected Members. A briefing was provided to Elected Members on 7 November 2013 by representatives of the Fremantle Hockey Club.

Since this time, City staff have been working with representatives of Fremantle Hockey Club, Department of Education and Department of Sport and Recreation on a 'roadmap' to develop and co-locate facilities on the Lakelands site that optimises the needs and aspirations of each of the stakeholders and the Cockburn community.

A critical factor to progress this development is securing funding for the synthetic turf and clubrooms.

Submission

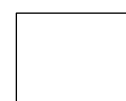
N/A

Report

There is an opportunity for the City of Cockburn and Fremantle Hockey Club to apply for funding for the construction of the Lakelands Reserve Synthetic Hockey Turf under the Federal Government's National Stronger Regions Fund (NSRF) Round 3 in a joint bid with Hockey WA (as the applicant), as well as the City of Gosnells and Southern River Hockey Club, in March 2016.

The existing distribution of synthetic hockey turfs are mostly located in the economically advantaged areas of Perth, on State Government and University controlled sporting facilities and on a small number of elite private boys schools. The least advantaged regions (south-east, south west and eastern corridors) are underserved and have no facilities, as identified in the Hockey WA State Sporting Strategic Facilities Plan 2009 to 2025.

The proposed Hockey WA Facilities Project is a dynamic initiative that will lift the profile, presence and participation of hockey at multiple



levels, and address disadvantage in the southern metropolitan region. The proposal is for a whole-of-Perth solution, providing a regional distribution of hockey facilities through:

- A synthetic turf and clubrooms at Lakelands Reserve, South Lake (Cockburn) to service the south-west corridor;
- A synthetic turf at Sutherland Park, Southern River (Gosnells) to service the south-east corridor; and
- An additional turf and upgrade of Perth Hockey Stadium facilities to service the central and eastern population catchments.

The new Fremantle Hockey Club turf is to be located next to Lakeland Senior High School. In conjunction with the club, this school could become the third government school to offer a specialist hockey program. The Education Department has agreed to a draft Heads of Agreement between the Fremantle Hockey Club, Western Australian Education Department and the City of Cockburn. The agreement essentially allows for the lease of an area of land from the Education Department to establish the synthetic turf and an arrangement for the school to use the active playing areas and the turf during school hours.

The Fremantle Hockey Club – Lakelands Reserve Master Plan prepared by Davis Langdon for the Department of Sport and Recreation includes a design schedule and functionality requirements, a concept plan and costings for the development of the turf, clubrooms and associated infrastructure at Lakelands Reserve.

The design schedule takes into consideration the needs identified by Fremantle Hockey Club, the stated guidelines of Hockey WA, known site constraints and is informed by consideration of the current situation in respect of the development of the sport; benchmarking research; and the outcome of the consultation process.

Design Schedule

The following components were considered to be essential provision for the clubrooms at Lakelands Reserve:

- Change rooms (multi-gender) (x 4)
- Change Room Toilets (multi-gender) (x 6)
- Universal Toilets (x 1)
- Medical/Umpires Room
- Kiosk
- Club/Function room at 200m²
- Internal Storage Rooms (x 2)
- Served
- Fridge room
- Food Storage
- Kitchen



- Additional toilets to service clubrooms
- External Store Rooms (x 3)
- Office
- Meeting Room
- Bin Store Rooms
- Seating Match Viewing Areas
- Communication/Plant Cupboards/Areas
- Cleaners Room/Toilet Ducts
- Plant and Circulation - Approximately 25% of the total area. Includes foyer spaces.

The overall floor area of the building including the circulation space is 865m².

In addition the field dimensions for the turf incorporated:

- 91.44m x 55m max with 3m side and 4.5m end buffer zones
- Floodlighting at 300lux.

Concept Design

The concept design is attached. A number of functional aspects should be noted:

- The building is oriented with the Club / Function room facing what is perceived as the main entry from the site – towards South Lake Drive to serve as an ‘address for the building’.
- The building is separated with a series of ‘breezeways’ which can be either open or locked down with gates (as shown) depending on client preference and to allow parts of the building to be shut down / opened depending on usage.
- The kiosk is placed at the heart of building to be visible for the main Hockey field but also accessible for other future fields.
- The clubroom toilets are shown as external to the building and with an additional shower so that they may be shared with the change rooms. As such there 4 x change room toilets in this option.
- Ancillary functions such as the bin store and external store are located towards the back of the building.
- The car parking will utilise some of the existing carpark space on the site.

The reserve will also be offered to minor sports in accordance with the DCP 13. These minor sports include cricket, Ultimate Frisbee, lacrosse and Gaelic football.

Costing

The cost summary is also attached and identifies the full cost of the extent of the turf, clubrooms and car park development escalated to 2018.



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

Community & Lifestyle

- Promotion of active and healthy communities.

Budget/Financial Implications

The independent cost estimates for the synthetic turf (\$2.87 million) and clubrooms and associated works (\$3.65 million) at Lakelands Reserve total \$6.52 million (ex. GST), with proposed contributions as follows:

NSRF grant application.....	\$2.52 million
Fremantle Hockey Club	\$0.5 million
<u>City of Cockburn</u>	<u>\$3.5 million</u>
Total.....	\$6.52 million

The above includes:

Design contingency (10%) – \$0.47m
 Construction contingency (10%) - \$0.52m
 Escalation contingency (4%) - \$0.24m

Given the current building and construction environment it is unlikely that the construction and escalation contingencies will be required.

It is proposed that the City's contribution of \$3.5m is made up of \$1.7m from DCP 13 funds and \$1.8 from municipal funds.

As the facility will be managed by the City, the minor sports intended for this reserve: cricket, Ultimate Frisbee, lacrosse and Gaelic football, as prescribed by the DCP 13 (adopted by Council) will be offered use of the reserve. This will ensure that the DCP 13 contribution of \$1.7m for the project should be forthcoming.

Funding for any further variations to the clubrooms or increases in functionality will be sought from the Department of Sport and Recreation's Community Sporting and Recreation Facilities Fund (CSRFF) or Lotterywest.



Legal Implications

N/A

Community Consultation

The Fremantle Hockey Club has previously met with the Connecting South Lake Group who is in support of the project. The Fremantle Hockey Club – Lakelands Reserve Master Plan has been developed in consultation with representatives of the Fremantle Hockey Club, Hockey WA, Department of Sport and Recreation, Department of Education and the City of Cockburn.

Attachment(s)

1. Report on concept plans prepared by AECOM commissioned by Department of Sport and Recreation

Advice to Proponent(s)/Submissioners

Fremantle Hockey Club and Hockey WA have been advised that this matter is to be considered at the Council Meeting to be held on 10 March 2016.

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

Nil.

17.2 (MINUTE NO 5748) (OCM 10/3/2016) - PROPOSED ENCLOSED DOG EXERCISE PARKS - SUCCESS/COOGEE (144/003) (R AVARD) (ATTACH)

RECOMMENDATION

That Council

- (1) seek public comment on the establishment of a dog park on the areas identified in the attached plan for the following parks:
 1. Jan Hammond Reserve, Success.
 2. Len McTaggart Reserve, Coogee
- (2) allocate \$80,000 in the 2016/17 budget for consideration of an enclosed dog park; and
- (3) allocate \$80,000 in the 2017/18 budget for the establishment of an enclosed dog park.

COUNCIL DECISION

MOVED Mayor L Howlett SECONDED Cllr K Allen that Council:

- (1) seek public comment on the establishment of a dog park on the areas identified in the attached plans for the following parks:
 1. Jan Hammond Reserve, Success
 2. Powell Reserve, Coogee
- (2) provide the results of the public comment received to Council for determination of a location(s) for an enclosed dog park(s) during the budget deliberations for 2016/17;
- (3) allocate \$80,000 in the 2016/17 budget for consideration of an enclosed dog park;
- (4) require potential areas to be identified for a dog park to be established for the following parks:
 1. Perena Rocchi Reserve, Yangebup
 2. Manning Park, Hamilton Hill
- (5) provide plans identifying the potential areas for a dog park in these reserves back to Council for further consideration; and
- (6) consider the allocation of funding for identified dog parks in the Long Term Financial Plan and future budgets.

CARRIED 8/0

Reason for Decision

Expanding the options for dog parks to at least four locations provides scope for Council to inform itself of the public's opinion prior to making a decision.

The recommendation also needs to reflect the fact that Council will give consideration to the allocation of funding in the 2016/17 and future budgets for enclosed dog parks.

Background

At the 13 August 2015 Ordinary Council Meeting, the following Matters to be Noted for Investigation Without Debate were raised:



A report be presented to Council on potential sites for a dog park in the Hammond Park/Success area similar to that newly completed Yarra Vista dog park in Jandakot. This should be carried out in consultation with the residents of the suburbs of Hammond Park and Success.

A report be presented to a future meeting of Council on a possible location and feasibility of an enclosed dog park in the Spearwood Coogee area.

This report has been prepared bringing these to matters for investigation together and including a more detailed analysis of a number of options for enclosed dog parks across the City.

In the City of Cockburn approximately 40% of households own one or more dogs, many of these regularly use the dog exercise areas where owners are allowed to run their dogs off lead. There are 28 unfenced dog exercise areas spread throughout the City.

In the early part of 2014 the City of Cockburn identified Yarra Vista Park within the suburb of Jandakot to establish the City's first ever dog park, a fenced area specifically designed for dogs to run free. This park provides an alternative environment catering for dogs and their owners, where dogs can play off lead. The park was opened in May 2015. This park has proven to be very popular amongst dog owners to such an extent that there is now an increased demand from the City's residents to seek alternate locations for additional similar dog parks within the City.

The development of additional dog parks would be similar to what has been provided at the Yarra Vista Park location. The locations selected by the City of Cockburn will include a fenced off and landscaped area with equipment where dog owners can meet, play and exercise their pets in a pleasant environment, with provision for water fountains for both animal and human use. The park would provide an outlet for meetings by Dog Training Organisations dealing with dog nuisance issues and a venue for annual events such as Pets in the Park.

These venues would provide occasions for Rangers to make contact with dog owners and provide them with information in relation to pet care, preventing and dealing with dog attacks, dog registration, and dog barking nuisances.

Submission

N/A



Report

There are a number of parks in the area which are considered suitable for developing into a Dog Park. When deciding which park would be the most suitable, a number of issues had to be considered.

For a park to accommodate the needs for a potential Dog Park the following criteria will need to be on offer or be able to be offered:

Required Criteria

- At least 7,000m² in area.
- Parking close by (not off major road)
- Water available close by for drinking fountain and dog watering bowls
- Suitable trees for shade
- Pooch Pouch Station on site (desirable)
- Suitable Seating
- Minimal Lighting (desirable)
- Toilets on site (desirable)
- Pathways on site or nearby (desirable)
- Waste Bins for general rubbish collection

Undesirable Criteria

- Wetlands close by (undesirable depending on fencing)
- Motorbike activity complaints in park received.

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

As a result thirteen (13) parks were generally considered to meet the criteria:

1. Jan Hammond (Property No 5517049) (East Ward), Bartram and Banning Ave, Success.
2. Manning Park (Property No 2200831) (West Ward), Azelia Lane, Hamilton Hill.
3. Powell Reserve (Property No 293250) Parakeet Way, Coogee (West Ward).
4. Len McTaggart (Property No 3300313) (West Ward) Arlington Loop, Coogee.
5. Christmas Tree Park (Property No 5520289) (East Ward), Serenity Parkway, Hammond Park.
6. Hargreaves Park ,(Property No 268851) (Central Ward) Dorcas Way and Counsel Ave, Coolbellup
7. Perena Rocchi (Property No 47313663) (Central Ward) Sandpiper Loop, Yangebup.



8. Hagan Park (Property No 3313543) (Central Ward) Compton Close, Coolbellup.
9. Dubove (Property No 2201177) (West Ward), Alfred and Dubove St, Spearwood.
10. MacFaull Park (Property No 2210528) (West Ward) Pomfret Road, Falstaff Crescent and Melum Street, Spearwood.
11. Dixon Park (Property No 2200821) (West Ward) Hurford and Starling Streets, Hamilton Hill.
12. Davilak Reserve (Property No 2201157) (West Ward) Recreation Road, Strode Avenue, Rockingham Road, Hamilton Hill.
13. Bibra Lake Reserve (Reserve No. 44060) Bibra Drive, Bibra Lake.
14. Of these parks, only four (4) are currently listed as Dog Exercise Areas.

From the investigation on the above parks the following nine (9) parks were selected as best meeting the required criteria –

Manning Park, Azelia Road, Hamilton Hill

Located in the west ward, this is one of the City's premier parks and is well developed and highly utilised by the City's residents and visitors to the City. The park already provides sufficient parking, plenty of natural shade with the mature trees on site, as well as provisions for reticulated water to accommodate the running water to fill dog bowls and water fountain for park users and does have some lighting scattered throughout the park mainly in and around the facilities on site

Should this site be established as one of the preferred sites, the area would need to be established as a gazetted dog exercise area.

Other facilities such as toilet and other amenities are within close walking distance of the proposed site.

The recommendation from staff would be for the Dog Park itself to be built adjacent to and at the rear of the Spearwood Dalmatinac Sporting Facility. The dog park will run parallel to this facility, running from the entry point off Azelia Road and head north south towards Lucius Park.

This proposed location having little or no impact on any residents living nearby would ensure that there would be no direct effects on the residential properties identified.

There would be a cost in the establishment of this dog park as fencing, agility equipment, water and drinking fountains, pathways to and from the site will be required and in addition lighting around the park area would be desirable.



Jan Hammond Reserve, Bartram and Banning Drive, Success

Located in the east ward this is an ideal park which is a large area and well able to accommodate a dog park. The park is not a gazetted dog park.

Parking provisions are possible on verge area off Bartram Road, as well a further 8-10 bay in a small parking area off Marav Court.

The park has shady maturing trees, a small gazebo type structure with BBQ facilities and a nearby water fountain for public use and a pathway through the park. The area is reticulated, and has six park benches. There are no lighting or toilet facilities available. Significant further funding would be required if toilet facilities are installed and as there is minimal lighting, lighting around park area would be desirable.

The area is relatively isolated from residential housing apart from Marav Court where two (2) houses may be minimally affected depending on the location of the dog park.

Should this site be established it would need to be a gazetted dog exercise area. There would be a cost in the establishment of this dog park as fencing, agility equipment, water fountains, and pathways to and from the site would be required. Significant further funding would be required if parking and toilet facilities are installed.

The recommendation from staff would be for the Dog Park itself to be built nearer to Bartram Road on the south eastern side of the park. This would ensure that there would be no direct effects on residential properties identified.

MacFaull Park Spearwood

Located in the west ward an ideal location and park, large in size, already listed as a gazetted dog exercise area. Sufficient parking located within the site itself (50 bays).

The park is reticulated and has scheme water nearby for water fountain and animal bowls needed for the dog areas themselves.

The park itself contains a number of large maturing trees and has a mixture of open grass land and mulched natural canopies that will allow the dogs to discover and dig into without causing any major damage.

The park contains seven park benches and two dog poo bin stations. There are no established playgrounds within the park although there is some exercise equipment located within the park.



There would be a cost in the establishment of this dog park as fencing, agility equipment, water fountains, and pathways to and from the site would be required. Significant further funding would be required if parking and toilet facilities are installed.

The recommendation from staff would be for the Dog Park itself to be built in the north western corner of the park. This would ensure that there would be limited direct effects on nearby residential properties.

Bibra Lake Reserve, Bibra Drive, Bibra Lake

The proposed area is located in Central Ward on the south eastern side of Progress Drive.

Located within the Bibra Lake reserve, this portion of land is a great location for a dog park. The park is covered with a large number of shady mature trees and it already has an established gravel parking facility just off Progress Drive accommodating up to 30 parking bays, the area is reticulated and also have two dog poo bin stations, but there will be no direct effect on residential properties in the area.

The area in question is not a gazetted dog exercise area.

Should this site be established as one of the preferred sites the area would need to be established as a gazetted dog exercise area. There would be a cost for fencing, agility equipment, water fountains, and pathways to and from the site. Significant further funding would be required if toilet facilities are installed although there are toilets on other areas of the park.

The recommendation from staff would be for the Dog Park itself to be built in the north eastern corner of the park. This would ensure that there would be no direct effects on local residential properties.

Dixon Park, Starling Street, Hamilton Hill

Located in the west ward this park is different to most of the other parks recommended. The land area is sparse in tree coverage, with trees only located on the external boundaries. The centre of the park is an established overflow storm water drain area which is susceptible to flooding during the winter months or high rainfall periods.

The park is underutilised and is a gazetted dog exercise area. Parking is available around the park and at the nearby Wally Hagan Stadium.



There is scheme water on site to accommodate the required for water fountain and animal bowls needed for the dog park, but the park itself is not reticulated.

Toilets are located at the Wally Hagan Stadium but agreement would need to be reached with the Cockburn Basketball Association to allow access for the dog park patrons. There is no established lighting on site other than street lighting and on the building.

There is a one dog poo station and two park benches located within the park. There is a playground located in the northern part of park off Ommaney Street and a basketball hoop (one on one court) and small BMX track located on the most western side of the park nearest to the basketball stadium and there would be minimal disruption to nearby residents.

There would be a cost in the establishment of this dog park as fencing, agility equipment, water fountains, and pathways to and from the site would be required. Significant further funding would be required if toilet facilities are installed.

The recommendation from staff would be for the Dog Park itself to be built in the central area of the park. This would ensure, that there would be no direct effects on residential properties identified.

Len McTaggart, Arlington Loop, Coogee

Located in the west ward, is another ideal park. The park itself is located next to the Coogee Community Hall and already has parking provision of up to 60 parking bays on hand when the facility is not in use.

The park is scattered with mature trees for shade, easy road access, with little or no impact on residents living within the area. There are no lakes or waterways which may be impacted on. The grounds are reticulated.

The park is not a gazetted dog exercise area.

There would be a cost in the establishment of this dog park as fencing, agility equipment, water and drinking fountains, and pathways to and from the site would be required. Significant further funding would be required if toilet facilities are installed and lighting around park area would be desirable. There is lighting currently on site around the carpark area only. Based on resident requests regarding existing Yarra Vista Dog Park further funds would be required for additional seating.



The recommendation from staff would be for the Dog Park itself to be located on the western side of the play area but would require the Football and Soccer goals on site to be removed.

Powell Reserve, Parakeet Way, Coogee

Located within the west ward this park is located ideally within the suburb of Coogee. The park is a gazetted dog exercise area, has a pathway running from Parakeet Way through to Amity Boulevard located to the most western boundary.

The park is reticulated with scheme water provision in place. There are various shady trees and four park benches spread out throughout the park and there are three dog poo bin stations located within the park.

There are no parking facilities or on street parking bays located within the park and there is no toilet facility or lighting, whilst there is a small playground area and a basketball half court located on the park but these facilities should not be impacted in anyway based on where the park itself is proposed to be located by staff.

The inclusion of a dog park will have traffic flow impact on residents living at this location which may create some objections from residents living there.

There would be a cost in the establishment of this dog park as fencing, agility equipment, water fountains and pathways to and from the site would be required. Significant further funding would be required if toilet facilities are installed.

The recommendation from staff would be for the Dog Park itself to be located on the western side situated between the pathway and the western boundary of the park itself. Additional bench seating and other basic amenities would be required.

This proposed location of the park itself will have little or no direct effect on nearby residential properties other than the anticipated increase in traffic using the facility and installation of a parking facility.

Hargreaves Park, Counsel Avenue, Coolbellup

Located in the central ward area, this is a very well developed park. It is a gazetted dog exercise which has three dog poo bag stations with plenty of trees for shade throughout and a number of park benches throughout.

There is no parking bay provisions but plenty of scope for this to be installed if needed. There are four sets of play equipment mostly on the



eastern side off Dorcas Way. The park is reticulated and currently parking is only available on the Dorcas Way side.

There appears to be no toilet facility or lighting and there appears to be scheme water on site for both a water fountain and animal drinking bowls.

Should this site be established as one of the preferred sites by council, there would be a cost in the establishment of the dog parks, including fencing, agility equipment and the required water fountains and bowls, toilets and lighting if required.

As this is a large park there are numerous locations within the park itself to locate a dog park. However the main issue would be placing this at a location where it would have little or no impact on nearby residents and the cost would be in establishing a parking area for this to occur.

Perena Rocchi, Sandpiper Loop Yangebup

Located in the central ward, this park is surrounded by Sandpiper Loop, Osprey and Moorhen Drives. There are a number of pathway networks through this park and various types of vegetation at varying levels of maturity.

The park itself is not a gazetted dog exercise area and there is a small playground located within this facility along with a bench seat. There would be a cost for fencing, agility equipment, water fountains, and pathways to and from the site. Significant further funding would be required if toilet facilities are provided.

There is no lighting at this location and no parking bays located on site. There is also a lake is located near the corner of Moorhen Drive and Sandpiper Loop.

Should this site be selected the area would need to be established as a gazetted dog exercise area.

There are various locations which could be considered within the park itself to locate the dog park, where there would be little or no impact caused to nearby residents or wildlife at the lake itself. However additional cost would be incurred in installing a designated car park area for this dog park.

Attached is a summary of all parks inspected by Ranger and plans on preferred locations for a dog park on the selected reserves.



Strategic Plan/Policy Implications

Infrastructure

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

Community & Lifestyle

- Promotion of active and healthy communities.

Budget/Financial Implications

Approximately \$80,000 will be proposed in the 2016-2017 for the development of the proposed dog park selected by council.

If Council were to identify another two parks from the list provided then it would have been a further recommendation that council also approve similar amounts in the 2017-2018 and 2018-2019 budget periods for these parks to be developed.

If approval from Council were to be given for the top three proposed site(s) then a more detailed scope of works and costs will need to be submitted at a later date and in future budgets to ensure currency with the costings.

Legal Implications

N/A

Community Consultation

Hammond Park Community Consultation Association contacted residents via email where 41 positive responses were received. There is no Resident Association for Success.

Attachment(s)

1. Summary of Parks in the City of Cockburn
2. Copy of map of the 13 identified locations.

Advice to Proponent(s)/Submissioners

N/A



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

Nil.

**17.3 (MINUTE NO 5749) (OCM 10/3/2016) - CITY OF COCKBURN
EMERGENCY MANAGEMENT VEHICLE (027/006) (R AVARD)
(ATTACH)**

RECOMMENDATION

That Council approve the purchase of an Emergency Management vehicle as recommended by the City of Cockburn Local Emergency Management Committee be included in the 2016/17 Budget.

COUNCIL DECISION

MOVED Cllr S Portelli SECONDED Cllr K Allen that the recommendation be adopted.

CARRIED 8/0

Background

The City of Cockburn has various legislative requirements under the *Emergency Management Act 2005*. The City is responsible for the prevention, response (in some cases) and the recovery of natural and human-made disasters. The City manages these risks through ongoing strategic planning and preparation that meets requirements under the Act and hazard specific state risk plans.

Key considerations for preparing and recovering the community pre, during and post emergencies are; ongoing community education, meaningful engagement, in addition to timely and proportionate response from the City.

The community expectation on the City is to assist Hazard Management Agencies, such as WA Police and the Department of Fire and Emergency Services during emergency events with co-ordinated support as outlined within the Local Emergency Management Arrangements. The City will also assist in the identification and initial set-up of a welfare centre on behalf of the Department of Child Protection and Family Support, when the community could be temporarily displaced.



Submission

N/A

Report

At the City of Cockburn Local Emergency Management Committee (LEMC) meeting held on 25 February 2015, it was mentioned that the Mayor, as Chair of the Committee, would discuss the provision of an adequate vehicle to resource the practical requirements of necessary personnel attending emergency incident sites in the District with the City's Executive.

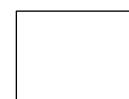
At the LEMC meeting held on 2 June 2015, it was recorded that this discussion had not yet occurred. In any case, a motion was carried unanimously at this meeting to support a recommendation to Council for the purchase of a fit for purpose emergency management vehicle for use in future callouts and the day to day duties of the Emergency Management Co-ordinator role. However, this information was not forwarded to Council in time for it to be included for consideration in the 2015/16 Budget documents, which were subsequently passed at the Council Meeting held on 11 June 2015, without including funding for the provision of a vehicle for this purpose.

With the adoption of the City of Cockburn Bushfire Risk Management Plan 2015–2020 by Council, at its June 2015 Ordinary Council Meeting, there is an increased requirement of the City, ensuring there is effective engagement with residents about bushfire management activities being undertaken and increase awareness of prevention and risk. In addition to bushfire, the City has obligations to increase awareness and resiliency to other specified hazards.

The City of Cockburn is required under s36 of the *Emergency Management Act 2005* to manage the recovery activities after an incident has occurred. During recent events within the City and across the State, there has been an increased reliance on Local Governments to assist during emergencies and recovery. This new model allows for a seamless transition and with an aim to reduce community impact.

Due to the requirements of the City to assist and commence recovery from the onset of an emergency incident, it is often a requirement for regular representation at Operational Support Groups or Incident Management Teams. These groups are normally located within areas restricted to the public due to safety and hazards, or near the areas affected, depending on the nature of the event.

The City's Emergency Management Co-ordinator would be tasked with liaising with these groups and attending as the City of Cockburn



representative. However, this position is currently limited to personal vehicle transport not fit for purpose, creating a potential safety hazard to the staff member, community, incident response staff and corporate risk to the City. In past emergencies within the City, the Emergency Management Co-ordinator has been hindered in his duties due to the above mentioned concerns.

As part of this report, a survey was conducted (see table 1 below) of other Perth Metropolitan Local Government Authorities. The survey was restricted to LGA's with similar risk profiles. The results of the survey shows all similar LGA's and positions have a vehicle to be used for the activities outlined within this report.

Table 1: Comparison to other Local Government Authorities

LOCAL GOVERNMENT	TITLE	VEHICLE TYPE	VEHICLE USES
City of Rockingham	Emergency Services Co-ordinator (LGA Employed)	4WD Dual Cab	<ul style="list-style-type: none"> Day to day duties Call outs Promotion events Commuter use/private use
City of Kwinana	Emergency Services Co-ordinator (LGA Employed)	4WD Wagon	<ul style="list-style-type: none"> Day to day duties Call outs Promotion events Commuter use
City of Armadale	Emergency Services Co-ordinator (LGA Employed)	4WD Dual Cab	<ul style="list-style-type: none"> Day to day duties Call outs Promotion events Commuter use
City of Joondalup	Senior Emergency Management & Community Safety Co-ordinator	Currently mid-size sedan (replacing with 4WD SUV)	<ul style="list-style-type: none"> Day to day duties Call outs Commuter use/private used
City of Swan	Emergency Services Co-ordinator	4WD Dual Cab	<ul style="list-style-type: none"> Day to day duties Call outs Commuter use

The LEMC recommend a fit for purpose vehicle purchased to oversee the community engagement and awareness requirements under the Emergency Management Act and the Bushfire Risk Management Plan 2015-2020 in conjunction to assist with recovery requirements legislated on the City.

This vehicle will become part of the City of Cockburn fleet and be available for use by rangers, security and community safety staff in the performance of their duties.



Strategic Plan/Policy Implications

Community & Lifestyle

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

Leading & Listening

- Effective and constructive dialogue with all City stakeholders.
- A skilled and engaged workforce.
- 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

During an evaluation of other metropolitan Local Governments with similar risk profiles, a dual cab four wheel drive has been selected to fit the purpose of the requirements highlighted within this report.

Budget estimates were completed on a dual cab utility model vehicle, widely used throughout the City.

- Utility four wheel drive\$43,000
- Body modification and accessories\$14,000

The use of a storage pod will allow for the carrying of equipment required by staff assisting in support roles.

Should Council decide to proceed with the purchase it will be required to be funded from Municipal funds (from Plant Reserve Funds).

Legal Implications

Emergency Management Act 2005.

Community Consultation

N/A

Attachment(s)

1. Minutes of the Local Emergency Management Committee Meeting – 25 February 2015.



2. Minutes of the Local Emergency Management Committee Meeting – 2 June 2015.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

18. EXECUTIVE DIVISION ISSUES

Nil.

19. MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

- 19.1 **(MINUTE NO 5750)** (OCM 10/3/2016) - NOTICE OF MOTION - CLR ALLEN - COOGEE BEACH SURF LIFESAVING CLUB CAR PARKING (164/002) (C SULLIVAN) (ATTACH)

RECOMMENDATION

That Council

- (1) endorses the actions of City officers to continue with the resolution of the land tenure of Lot 193 on Plan 20550 Cockburn Road with the Public Transport Authority, and
- (2) does not proceed with the construction of a car park in the area currently licenced by the City from the Public Transport Authority (shown as Option 1 on the attachment) until the land tenure issue is resolved.

COUNCIL DECISION

MOVED Clr K Allen SECONDED Deputy Mayor C Reeve-Fowkes that Council:

- (1) as recommended; and
- (2) proceed to prepare a detail design and costings of the car park in the area currently licensed by the City, including the clearing and offset costs to enable an earlier start and completion schedule once approval to the City is granted by the state government.

CARRIED 8/0



Reason for Decision

The public Regional Beach Access Node at Poore Grove, Coogee Beach has become extremely popular with Cockburn residents with the existing carparks well utilised 7 days a week from 5am in the morning, and overflow car parking occurring in the overflow 4WD carpark (on PTA licenced land), illegally on carpark access roads including Poore Grove, and along the verges of Cockburn Rd on multiple days each week during the Summer, creating safety issues for vehicles and pedestrians.

In addition, there are a growing number of marine sporting activities being conducted at Poore Grove Coogee Beach by the seven community groups now based at the Integrated Community Facility at Poore Grove. These include regular surf lifesaving activities, multiple ocean swimming events, triathlons, regular outrigger canoe and kite racing activities, including regattas, with both competitors and spectators requiring parking space. Attendances at these events can range from the weekly 1500 to 4-5000 for particular events.

The initial City of Cockburn preferred additional car parking site (Option 2) has become quite problematic, as it is the location of two previous DER required offset revegetation projects, and it is highly likely that DER will not approve the construction of the option 2 additional carpark site, or, will require offset revegetation in the order of a ratio of 25-30:1 or higher. This would be extremely expensive, and a suitable offset revegetation site of this size, or multiple sites to achieve this area of offset, is not currently available within the City. In addition the proposed location of the option 2 carpark abuts the Coogee Beach Holiday Park, and is strongly opposed by park residents.

The design of a carpark on PTA land (option1) including the construction and offset revegetation costs (Possible DER requirement 3-5:1), needs to be developed and considered in conjunction with the design, construction and offset revegetation costs for Option 2, in parallel with the discussions with the PTA to resolve the land tenure issues.

Discussions between the Coogee Beach Progress Association, the Coogee Beach SLSC, and the Minister of Transport on this PTA parcel of land, has obtained the Ministers support for the management of this land required for the additional carpark to be transferred from PTA to the City.



Background

At the Council Annual General Meeting held on 2 February concerns were raised by the Coogee Beach Progress Association representative (Mr Geoff Sachs) regarding the proposed car park capacity and the quality of the vegetation to be cleared under Option 2 (attached) that was resolved by Council at the OCM of 11 June 2015.

At the Ordinary Meeting of Council on 11 February 2016, a Notice of Motion was raised by Cr Kevin Allen for consideration at the next meeting. The Notice was:

- (1) *City officers proceed with the preparation of the design of the car park area in Lot 193 to the east of the Coogee Beach Surf Lifesaving Club (Option 1), submit an application to the DER for vegetation clearing of this area and progress the land tenure options to enable the City to invest in public infrastructure works on land owned or managed by the City as an activity in parallel with the development of the design of the car park extension (Option 2) as resolved by Council at the OCM of 11 June 2015, which is currently underway.*
- (2) *Construction of Option 1 proceed under the Public Transport Authority (PTA) Licence while the land tenure is being resolved, subject to the required funding allocation by Council.*

Submission

N/A

Report

The City's officers lodged the application for the clearing permit for Option 2 in February 2016, following completion of the necessary flora and fauna studies at the change of season in 2015. The application is currently being considered by the Department of Environmental Regulation (DER). A decision is not expected for several months allowing for the mandatory advertising and appeals process.

In the meantime, City officers have been in discussion with the Public Transport Authority (PTA), Department of Land Administration and the Department of Transport in relation to the land tenure constraints of Lot 193. The City understands from these discussions that the land in question has now been transferred to the PTA in fee simple under section 266 of the Land Administration Act 1997 pursuant to the powers in the Railway Discontinuance Bill 2000 which means that the land could be disposed of by the PTA as a commercial transaction.



The City has proposed amalgamation of the land into the Woodman Point Regional Park under the care, control and management of the City. This proposal is supported by the Coogee Beach Progress Association, who made a submission to the Minister for Transport to that effect. Discussions on this matter are ongoing.

City officers are currently preparing an application for vegetation clearing to the DER for Option 1 but this application could not currently be submitted without the support of the PTA under the current licence agreement between the PTA and the City.

Should the land tenure matter be resolved by vesting of Lot 193 in favour of the City, the clearing permit application could be submitted by the City in its own right. To submit the vegetation clearing application now for Option 1 prior to the application for Option 2 being determined is a potential risk to the DER assessment of either location. This action could well cause the entire DER review process to cease and the City to have to initiate this over again.

Strategic Plan/Policy Implications

Infrastructure

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

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

A meeting was held on site on 10th February 2016 with representatives of the Coogee Beach Progress Association and the Coogee Beach Surf Lifesaving Club to explain the actions underway by City officers.

Attachment(s)

Car Park Options 1 and 2.



Advice to Proponent(s)/Submissioners

Nil

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

Nil.

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

Nil

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

21.1 (MINUTE NO 5751) (OCM 10/3/2016) - CHANGE OF SPEED ZONE COCKBURN ROAD (163/006) (MAYOR HOWLETT) (S SULLIVAN)

RECOMMENDATION

That Council request Main Roads WA to continue the 60kph trial on Cockburn Road (between O'Kane Court and Spearwood Avenue) until 31 December 2016 to allow the analysis and evaluation report on the trial to be prepared and the outcomes discussed with the City and other stakeholders.

COUNCIL DECISION

MOVED Mayor L Howlett SECONDED Cllr K Allen that the recommendation be adopted.

CARRIED 8/0

Reason for Decision

The 60kph trial along Cockburn Road (between O'Kane Court and Spearwood Avenue) commenced on 29 September 2015 for a six month period and is due to conclude at the end of March 2016. Discussion occurred with a number of stakeholders including the Coogee Beach Progress Association to establish a reduction in the speed limit given the number of people attempting to cross the road at various points to enjoy the recreational opportunities along the coastline. The Coogee Beach Permanent Residents' Association also report that there has been a significant improvement to road safety since the trial commenced. It would be prudent to request an



extension of the trial period while the analysis and evaluation report is prepared and the outcomes discussed with the City and other stakeholders.

22 (OCM 10/3/2016) - MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE

Cr. L. Sweetman – Impounded and abandoned cars

A report to be brought back to the April Ordinary Council Meeting detailing the process of how the owners of cars reported as abandoned or impounded are notified.

The report should also include a recommendation on how to manage a suitable outcome to the recent impounding of a car in Hamilton Hill, and feasibility of holding yards closer to the City.

Cr. Lee-Anne Smith – CEO's Performance Review

A report to be brought back to the April Ordinary Council Meeting stating: When it comes to choosing who gives feedback in a 360 degrees feedback process, who would generally choose the members who would take part in that 360 degrees performance feedback, and whether it would be a mix of subordinates feeding into the CEO.

Basically, in the report to come back, who generally makes up the members that give feedback on a 360 degrees feedback process.

23. CONFIDENTIAL BUSINESS

23.1 **(MINUTE NO 5752) (OCM 10/3/2016) - MINUTES OF THE SPECIAL CEO PERFORMANCE AND SENIOR STAFF KEY PROJECTS APPRAISAL COMMITTEE MEETING - 1 MAR 2016**

RECOMMENDATION

That Council adopt the Minutes of the Special Chief Executive Officer Performance & Senior Staff Key Projects Appraisal Committee Meeting held on Tuesday 1 March 2016, as attached to the Agenda, and adopt the recommendations therein.

COUNCIL DECISION

MOVED Cllr S Portelli SECONDED Cllr K Allen that the recommendation be adopted.

CARRIED 8/0

Background

The Chief Executive Officer's Performance and Senior Staff Key Projects Appraisal Committee met on 25 November 2015. The minutes of that meeting are required to be presented to Council and its recommendations considered by Council.

Submission

The Minutes of the Committee meeting are provided as a confidential attachment to the Agenda. Items dealt with at the Committee meeting form the basis of the Minutes.

Report

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

Strategic Plan/Policy Implications

Leading & Listening

A responsive, accountable and sustainable organisation.

A skilled and engaged workforce.

Budget/Financial Implications

Committee minutes refer.

Legal Implications

Committee minutes refer.

Community Consultation

N/A

Attachment(s)

Minutes of the Special Chief Executive Officer Performance and Senior Staff Key Projects Appraisal Committee meeting held 1 March 2016 are provided to the Elected Members as a confidential attachment.



Advice to Proponent(s)/Submissioners

The CEO and Senior Staff have been advised that this item will be considered at the March 2016 Ordinary Council Meeting.

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

Committee Minutes refer.

24 (MINUTE NO 5753) (OCM 10/3/2016) - 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

MOVED Deputy Mayor C Reeve-Fowkes SECONDED Cllr B Houwen the recommendation be adopted.

CARRIED 8/0

25 (OCM 10/3/2016) - CLOSURE OF MEETING

The meeting closed at 8:01 p.m.

CONFIRMATION OF MINUTES

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

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





City of Cockburn
G.I.S Services Department

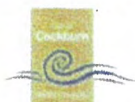
Jan Hammond Doggy Park Proposal

PRINTED ON:
23/02/2016

SCALE = 1:954

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City of Cockburn
GIS Services Department

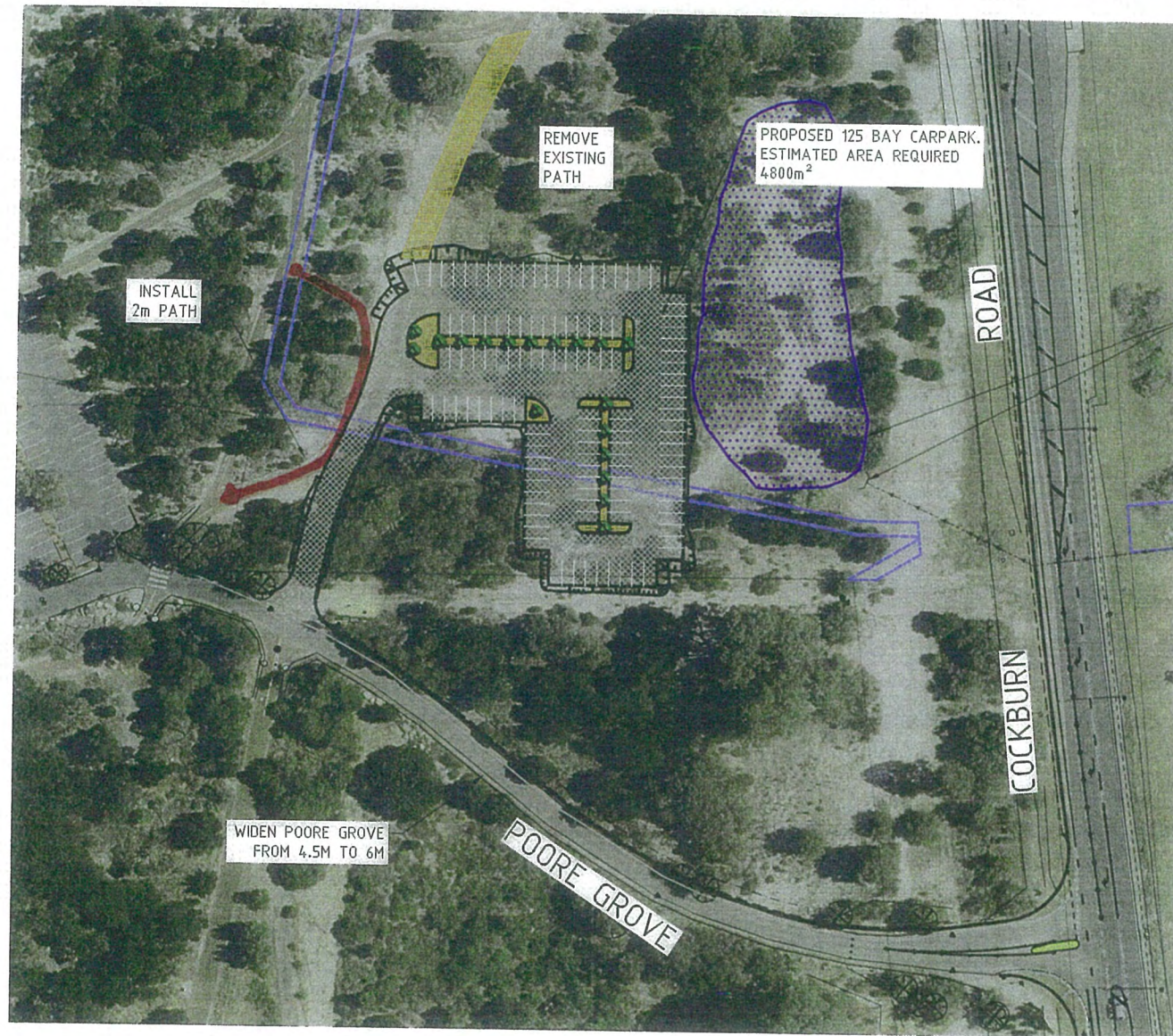
Powell Reserve

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23/02/2016

SCALE = 1:1450

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APPROXIMATE LOCATION OF
EXISTING OVERFLOW CULVERT
AND RETENTION BASIN FOR
POWELL RESERVE

OCM 10/3/2016 - Item 19.1

				CITY OF COCKBURN		TITLE		COOGEE SURF CLUB PROPOSED CARPARK CONCEPT PLAN OPTION 1		DESIGNED T.C.		APPROVED		ORIGINAL SIZE A3	
A				ADDED EXISTING POWELL RESERVE OVERFLOW SUMP AND CULVERT		T.C.		DRAWN T.C.		CHECKED		DESIGN MANAGER		SCALE 1:1000	
REV				DESCRIPTION		DRAWN		DATE		CHECKED		JOB No.		DWG No.	
														SHEET No.	
														REV	
														A	



9 COLEVILLE CRESCENT, SPEARWOOD WA 6163
PHONE: (08) 9411 3444 FAX: (08) 9347 3333

Engineering and Infrastructure Design Projects\Projects\Cockburn Road and Poore Grove\Project 2. Design\3.3 Drawings\Updated Design\For Park V 3 & Survey 20 Design.dwg