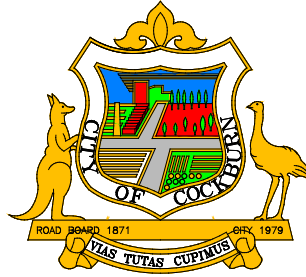


CITY OF COCKBURN



ORDINARY COUNCIL

AGENDA PAPER

FOR

THURSDAY, 12 MAY 2016

CITY OF COCKBURN

SUMMARY OF AGENDA TO BE PRESENTED TO THE ORDINARY COUNCIL MEETING TO BE HELD ON THURSDAY, 12 MAY 2016 AT 7:00 PM

	Page
1. DECLARATION OF MEETING.....	1
2. APPOINTMENT OF PRESIDING MEMBER (IF REQUIRED)	1
3. DISCLAIMER (TO BE READ ALOUD BY PRESIDING MEMBER).....	1
4. ACKNOWLEDGEMENT OF RECEIPT OF WRITTEN DECLARATIONS OF FINANCIAL INTERESTS AND CONFLICT OF INTEREST (BY PRESIDING MEMBER)	1
5. APOLOGIES AND LEAVE OF ABSENCE	1
6. ACTION TAKEN ON PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE	1
7. PUBLIC QUESTION TIME	1
8. CONFIRMATION OF MINUTES.....	2
8.1 (OCM 12/5/2016) - MINUTES OF THE ORDINARY COUNCIL MEETING - 14 APRIL 2016.....	2
8.2 (OCM 12/5/2016) - MINUTES OF THE SPECIAL COUNCIL MEETING - 28 APRIL 2016.....	2
9. WRITTEN REQUESTS FOR LEAVE OF ABSENCE.....	3
10. DEPUTATIONS AND PETITIONS	3
11. BUSINESS LEFT OVER FROM THE PREVIOUS MEETING (IF ADJOURNED)	3
12. DECLARATION OF COUNCILLORS WHO HAVE NOT GIVEN DUE CONSIDERATION TO MATTERS IN THE BUSINESS PAPER	3
13. COUNCIL MATTERS.....	3
13.1 (OCM 12/5/2016) - MINUTES OF THE GRANTS AND DONATIONS COMMITTEE MEETING - 19 APRIL 2016 (162/003) (R AVARD) (ATTACH)	3
13.2 (OCM 12/5/2016) - COCKBURN CENTRAL YOUTHCARE COMMITTEE (162/003) (D GREEN)	7
14. PLANNING AND DEVELOPMENT DIVISION ISSUES	9
14.1 (OCM 12/5/2016) - THE LAKES REVITALISATION STRATEGY – SEEKING SUPPORT TO ADOPT (110/124) (R PLEASANT) (ATTACH)	9
14.2 (OCM 12/5/2016) - ADOPTION FOR ADVERTISING - PHOENIX ACTIVITY CENTRE STRUCTURE PLAN, DESIGN GUIDELINES LOCAL PLANNING POLICY AND CONCEPT FOR ROCKINGHAM ROAD UPGRADE (110/088 & 110/043) (D DI RENZO) (ATTACH).....	21

14.3	(OCM 12/5/2016) - PROPOSED NEW HERITAGE PLACE 'HAMMOND ROAD COTTAGE, SUCCESS' (ADOPTION FOR FINAL APPROVAL) (095/001) (D DI RENZO) (ATTACH)	33
14.4	(OCM 12/5/2016) - CORRIDOR OF TUART, MARRI, AND EUCALYPTUS TREES – CONSIDERATION OF INCLUSION ON 'SIGNIFICANT TREE LIST' (099/228) (D DI RENZO) (ATTACH).....	46
14.5	(OCM 12/5/2016) - NON EXCLUSIVE LICENCE AGREEMENT TO ADVENTUREWORLD FOR RESERVE 26954 Gwilliam Drive, Bibra Lake for the purposes of carparking (1113778) (L GATT / A TROSIC) (ATTACH)	53
14.6	(OCM 12/5/2016) - PROPOSED NAMING OF PUBLIC OPEN SPACE RESERVE ON MIDGEGOOROO AVENUE WITHIN COCKBURN CENTRAL WEST PRECINCT - OWNER: LANDCORP (052/001) (A TROSIC)	59
14.7	(OCM 12/5/2016) - CONSIDERATION TO AMEND CITY OF COCKBURN TOWN PLANNING SCHEME NO. 3 - AMENDMENT NO. 116 (OMNIBUS AMENDMENT) - APPLICANT: CITY OF COCKBURN (109/052) (G LILLEY).....	65
15.	FINANCE AND CORPORATE SERVICES DIVISION ISSUES	72
15.1	(OCM 12/5/2016) - LIST OF CREDITORS PAID - MARCH 2016 (076/001) (N MAURICIO) (ATTACH).....	72
15.2	(OCM 12/5/2016) - STATEMENT OF FINANCIAL ACTIVITY AND ASSOCIATED REPORTS - MARCH 2016 (071/001) (N MAURICIO) (ATTACH)	74
16.	ENGINEERING AND WORKS DIVISION ISSUES.....	84
16.1	(OCM 12/5/2016) - SUSTAINABILITY ACTION PLAN UPDATE 2016- 17 (064/021) (J HARRISON) (ATTACH).....	84
16.2	(OCM 12/5/2016) - TEMPORARY ROAD CLOSURES COCKBURN CENTRAL WEST (052/001; 160/004 & 406846) (C SULLIVAN) (ATTACH)	87
16.3	(OCM 12/5/2016) - INSTALLATION OF FISH CLEANING STATIONS IN SELECTED AREAS (063/003) (C BEATON)	90
16.4	(OCM 12/5/2016) - WASTE MANAGEMENT - GREEN WASTE (167/012) (C SULLIVAN) (ATTACH)	94
17.	COMMUNITY SERVICES DIVISION ISSUES.....	104
17.1	(OCM 12/5/2016) - PROPOSED BIBRA LAKE SKATE PARK FEASIBILITY AND COST ESTIMATE (146/004) (G BOWMAN) (ATTACH)	104
17.2	(OCM 12/5/2016) - JANDAKOT SCHOOL MANAGEMENT COMMITTEE - RELINQUISH LEASE & MANAGEMENT OF 12 POLETTI ROAD, COCKBURN CENTRAL (041/008, 036/001) (GBOWMAN) (ATTACH).....	108
18.	EXECUTIVE DIVISION ISSUES	116
19.	MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN	116
20.	NOTICES OF MOTION GIVEN AT THE MEETING FOR CONSIDERATION AT NEXT MEETING.....	117

21.	NEW BUSINESS OF AN URGENT NATURE INTRODUCED BY COUNCILLORS OR OFFICERS	117
22.	MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE.....	117
23.	CONFIDENTIAL BUSINESS	117
24.	(OCM 12/5/2016) - RESOLUTION OF COMPLIANCE (SECTION 3.18(3), LOCAL GOVERNMENT ACT 1995).....	117
25.	CLOSURE OF MEETING.....	117

CITY OF COCKBURN

AGENDA TO BE PRESENTED TO THE ORDINARY COUNCIL MEETING TO BE HELD ON THURSDAY, 12 MAY 2016 AT 7:00 PM

1. DECLARATION OF MEETING

2. APPOINTMENT OF PRESIDING MEMBER (If required)

3. DISCLAIMER (To be read aloud by Presiding Member)

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

**4. ACKNOWLEDGEMENT OF RECEIPT OF WRITTEN DECLARATIONS OF
FINANCIAL INTERESTS AND CONFLICT OF INTEREST (by Presiding
Member)**

5. APOLOGIES AND LEAVE OF ABSENCE

6. ACTION TAKEN ON PREVIOUS PUBLIC QUESTIONS TAKEN ON NOTICE

7. PUBLIC QUESTION TIME

8. CONFIRMATION OF MINUTES

8.1 (OCM 12/5/2016) - MINUTES OF THE ORDINARY COUNCIL MEETING - 14 APRIL 2016

RECOMMENDATION

That Council adopt the Minutes of the Ordinary Council Meeting held on Thursday 14 April 2016, as a true and accurate record.

COUNCIL DECISION

8.2 (OCM 12/5/2016) - MINUTES OF THE SPECIAL COUNCIL MEETING - 28 APRIL 2016

RECOMMENDATION

That Council adopt the Minutes of the Special Council Meeting held on Thursday 28 April 2016, as a true and accurate record.

COUNCIL DECISION

9. WRITTEN REQUESTS FOR LEAVE OF ABSENCE

10. DEPUTATIONS AND PETITIONS

11. BUSINESS LEFT OVER FROM THE PREVIOUS MEETING (If adjourned)

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

13. COUNCIL MATTERS

13.1 (OCM 12/5/2016) - MINUTES OF THE GRANTS AND DONATIONS COMMITTEE MEETING - 19 APRIL 2016 (162/003) (R AVARD) (ATTACH)

RECOMMENDATION

That Council receive the Minutes of the Grants and Donations Committee Meeting held on 19 April 2016 and adopt the recommendations contained therein.

COUNCIL DECISION

Background

The Council of the City of Cockburn established the Grants and Donations Committee to recommend on the level and nature of grants and donations provided to external organisations and individuals. The Committee is also empowered to recommend to Council on donations and sponsorships to specific groups and individuals.

Submission

N/A

Report

Council approved a budget for Grants and Donations for 2015/16 of \$1,200,000 to be distributed as grants, donations and sponsorships.

At its meeting of 29 July 2015, the Committee recommended a range of allocations of grants, donations and sponsorship, which were duly adopted by Council on 13 August 2015.

Following the September 2015 round of grants, donations and sponsorship funding opportunities, the Committee, at its meeting of 29 October 2015, recommended a revised range of allocations which were duly adopted by Council on 12 November 2015.

The March 2016 round of grants, donations and sponsorship funding opportunities has now closed and the Committee, at its meeting of 19 April 2016, considered revised allocations for the grants and donations budget, as well as the following applications for donations and sponsorship.

A summary of the donations recommended to Council are as follows:

Hamilton Hill YouthCARE Council	\$9,000
South Lake Ottey Family and Neighbourhood Centre	\$10,000
EdConnect Australia (School Volunteer Program)	\$13,500
Second Harvest	\$16,000
Port Community High School	\$15,000
Volunteer Home Support	\$5,000
Business Foundations	\$0

A summary of the sponsorships recommended to Council are as follows:

MACA Ride to Conquer Cancer	\$0
Melville Cockburn Chamber of Commerce (rent, outgoings)	\$20,000
A Cappella West	\$5,000
Western Australian Figure Skating Club	\$3,000
Hamilton Hill Community Group	\$16,604
Woolkabunning Kiaka (Outback Academy Red Dust Healers)	\$0

Strategic Plan/Policy Implications

Community & Lifestyle

- Community environments that are socially cohesive and embrace diversity.
- Communities that take pride and aspire to a greater sense of community.
- Promotion of active and healthy communities.

Leading & Listening

- A responsive, accountable and sustainable organisation.

Budget/Financial Implications

Council approved a budget for grants and donations for 2015/16 of \$1,200,000 to be distributed as grants, donations and sponsorship.

Following is a summary of the revised grants, donations and sponsorship allocations proposed by the Committee.

Summary of Proposed Allocations

Committed/Contractual Donations	\$470,000
Specific Grant Programs	\$485,896
Donations	\$151,500
<u>Sponsorship</u>	<u>\$92,604</u>
Total	\$1,200,000
 Total Funds Available	 \$1,200,000
<u>Less Total of Proposed Allocations</u>	<u>\$1,200,000</u>
Balance	\$0

The next Grants and Donations Committee Meeting will be held in July 2016 to recommend allocations for 2016/17.

The next round of grants, donations and sponsorship funding will be advertised in August/September 2016.

Legal Implications

N/A

Community Consultation

In the lead up to the March 2016 round, grants, donations and sponsorship funding opportunities were promoted through the local media and Council networks. The promotional campaign has comprised:

- Three advertisements running fortnightly in the Cockburn Gazette City Update on 23/02/16, 08/03/16 and 22/03/16.
- Two advertisements in the City of Cockburn Email Newsletter on 24/02/16 and 08/03/16.
- Advertised in the City Staff email banner from 13 to 31 March 2016.
- Advertisement in the February Edition of the Cockburn Soundings.
- Advertisement in the 2016 Sustainable Living Booklet distributed in January.
- All members of the Cockburn Community Development Group, Regional Parents Group and Regional Seniors Group have been encouraged to participate in the City's grants program.
- Additional Advertising through Community Development Promotional Channels:
 - Community Development Calendar distributed to all NFP groups in Cockburn.
 - Cockburn Community Group ENews March 2016 edition.
- Closing dates advertised in the 2016 City of Cockburn Calendar.
- Information available on the City of Cockburn website.
- Reminder email sent to regular applicants.

Risk Management Implications

The Council allocates a significant amount of money to support individuals and groups through a range of funding arrangements. There are clear guidelines and criteria established to ensure that Council's intent for the allocation funds are met. To ensure the integrity of the process there is an acquittal process for individuals and groups to ensure funds are used for the purpose they have been allocated.

The reputation of the City of Cockburn could be seriously compromised should funds allocated to individuals or groups who did not meet the criteria and guidelines and or did not use the funds for the purposes they were provided. Adherence to these requirements is essential.

Attachment(s)

Minutes of the Grants and Donations Committee Meeting - 19 April 2016.

Advice to Proponent(s)/Submissioners

Applicants have been advised that they will be notified of the outcome of their applications following the 12 May 2016 Council Meeting.

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

Nil

13.2 (OCM 12/5/2016) - COCKBURN CENTRAL YOUTHCARE COMMITTEE (162/003) (D GREEN)**RECOMMENDATION**

That Council endorses Mayor Logan Howlett as its delegate to the Cockburn Central Youth Care Committee

COUNCIL DECISION**Background**

The City of Cockburn supports the Cockburn Central Youth CARE Council (CCYCC) by way of an annual donation towards funding of a chaplaincy service at Lakeland Senior High School (LSHS). The amount endorsed by Council for 2015/16 is \$13,000.

Submission

N/A

Report

The CCYCC invites the Mayor to its Committee Meetings in acknowledgement of Councils support for the LSHS Chaplaincy program. The Committee meets on a quarterly basis (February, May, August & November) commencing 9.15am at Jandakot Primary School.

Having a Council representative on the Committee is recommended as a means of assessing the value received by the City of Cockburn for its contribution towards this service.

In accordance with Council's protocol, it is recommended that Council formally appoints Mayor Howlett as its delegate to the CCYCC.

Strategic Plan/Policy Implications

Policy SC35 – "Grants, Donations & Scholarships" refers.

Community & Lifestyle

- Community environments that are socially cohesive and embrace diversity.

Leading & Listening

- Effective and constructive dialogue with all City stakeholders.

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

N/A

Risk Management Implications

There is a low level financial risk to the City of Cockburn if a Council delegate is not appointed to represent its interests on this Committee.

Attachment(s)

Nil

Advice to Proponent(s)/Submissioners

The CCYCC has been advised that this matter is to be considered at the 12 May 2016 Council Meeting.

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

Nil.

14. PLANNING AND DEVELOPMENT DIVISION ISSUES

14.1 (OCM 12/5/2016) - THE LAKES REVITALISATION STRATEGY – SEEKING SUPPORT TO ADOPT (110/124) (R PLEASANT) (ATTACH)

RECOMMENDATION

That Council

- (1) endorse the schedule of submissions;
- (2) adopt the Lakes Revitalisation Strategy, subject to the below modifications:
 1. New recommendation – *Action 2.5 Undertake an update of the transport assessment every 3 – 5 years as required.*
 2. Modify the Transport Recommendations Plan on page 34 of the Strategy to include the following action - *Discuss with the PTA regarding bus services that no longer connect directly with Gateways (used to be 514 and 520 from Murdoch via Bibra Lake to Gateways Shopping Centre) but now stops at the train station.*
 3. Move the R40 coding from Farmhouse Drive to Meller Road.
 4. Add an action to the transport recommendations to investigate the upgrade of a pedestrian crossing in the proximity of the powerline easement across Berrigan Drive.
 5. Amend the implementation table on page 39 of the Strategy to provide as follows:
 Stage 5 (North of Elderberry) - Delivery in 2017/18 (land already a Crown reserve)
 Stage 6 land acquisition only (Lots 12 and 26) - Acquisition targeted for 2016/17
 Stage 6 works (Lots 12, 26 and 13) - Delivery 2019/2020
 6. Investigate an upgrade for Broadwater Park to include an area for teenagers.
 7. Recode 9 Yates Court North Lake from R30 to R40.

8. Recode 35 Needwell Road from R30 to R40.
 9. Include an addition comment to the concept plan on page 43 regarding the upgrade of the verge for public seating.
 10. Modify Strategy Action 2.2 to include - *Secure a commitment (for example an MOU) from the State Government for an increase in Public Transport Services if increased residential infill is secured as part of the Strategy.*
 11. Add a sub action to Action 3.1 – *Investigate and recommend street trees species that provide feed opportunities for local birds.*
 12. Recode Barrine Court from R40 to R60.
 13. Add to the streetscapes table on page 41 the following action –
Investigate the ability to provide a garden bed and location for a tree within the green space provided by a previous cul-de-sac head within Barrine Court.
 14. Add to the transport action table on page 36 the following action –
Explore ‘on-road’ car parking opportunities along key roads.
- (3) proceed to implement the Lakes Revitalisation Strategy in accordance with the actions and timeframes provided in the Strategy; and
 - (4) advise in writing all residents within the project area of the outcome of this decision.

COUNCIL DECISION**Background**

The purpose of this report is to consider the Draft Lakes Revitalisation Strategy for endoresment. In terms of background, Council endorsed the Draft Revitalisation Strategy for adverting at its 10 December 2015 meeting. As a result, the 60 day public advertising period (stage 4) extended from 26 January to 25 March 2015.

Letters were distributed to residents and landowners within the suburbs of Bibra Lake, South Lake and North Lake. During the advertising period, the City ran information sessions at Council's administration centre on Tuesday 23 February 2016 for Bibra Lake (East) and North Lake landowners and residents. A second briefing was held on Wednesday 24 February 2016 for South Lake landowners and residents. The sessions resulted in a great turn out of over 200 residents over the 2 nights. The evenings included a presentation by the City on the proposed recommendations.

As a result of the consultation outcomes and associated analysis, it is recommended Council endorse the Strategy subject to the recommended modifications tabled in the resolution.

Submission

N/A

Report

The purpose of this report is to present the submissions received during the advertising of the draft Lakes Revitalisation Strategy, recommend a response to the issues raised, and inclusive of the proposed modifications resulting from the feedback, seek Council's support to adopt the Strategy.

The aim of the Strategy is to guide the delivery of future residential development within the eastern portion of the Lakes area and identify improvements and infrastructure required to support this growth. The Strategy is largely directed towards identifying appropriate increased residential densities and strategies to encourage diversity of housing options.

Key Strategy Stages

Stage 1 – Preparation and research: Complete
Stage 2 – Community visioning: Complete
Stage 3 – Draft strategy preparation: Complete
Stage 4 – Advertising period: Complete
Stage 5 – Final preparation and adoption of strategy: Current stage
Stage 6 – Implementation including scheme amendment for rezoning

In light of the extensive advertising process that took place, a total of 304 submissions were received plus one petition. Of the 304 submissions, 5 were from government agencies and 2 from utility providers. The submissions are set out and addressed in detail within the Schedule of Submissions (Attachment 3). The following presents a summary and a response of the key issues raised.

Consultation outcomes

Of the 304 responses submitted to the City during the community advertising period, 58% of responses supported the Strategy, a further 12% supported with a request to modify part of the Strategy, 25% opposed the Strategy and 5% did not state a position.

The combined total of submissions in support and those providing overall support with modifications is 70%. Of the support with modification submissions, the majority of modifications relate to:

1. Transport related suggestions/concerns
2. Proposed residential densities
3. Adequate infrastructure/facilities (provided to support growth including upgrading; power lines, cycleways, skatepark and general park upgrades etc).

The 77 objections relate to the proposed densities impacting on:

Suburb	Object (Key issues raised in priority order)
North Lake 15 (45%*)	<ol style="list-style-type: none"> 1. Traffic and car parking. 2. Negative impact and loss of character and greenspace. 3. Increased crime and perceived low socio economic related issues. 4. Impact on privacy. 5. Lack of support facilities/infrastructure.
Bibra Lake 30 (27%*)	<ol style="list-style-type: none"> 1. Traffic and car parking. 2. Character and greenspace. 3. Increased crime and perceived low socio economic related issues. 4. Loss of backyard/property size.
South Lake 31 (21%*)	<ol style="list-style-type: none"> 1. Increased crime and perceived low socio economic related issues. 2. Traffic and car parking. 3. Loss of backyard/property size. 4. Character and greenspace. 5. Privacy.
	*Percentage of total objections received.

Response to submissions

While attachment 3 provides individual detailed responses, the following summarises the City's approach and responses to the abovementioned main submissions.

Transport related suggestions and concerns

A number of submissions echoed one of the key concerns raised during the visioning forums relating to the provision of adequate transport related infrastructure. The Lakes residents expressed a desire for accessibility in and out of the suburbs to be improved and vitally for new development not to negatively impact on traffic levels. As a result the draft Strategy's *Program 2 – Promote sustainable transport options and easy ways to move around the Lakes area*, recommends 4 actions as follows:

- *Action 2.1 Deliver the Recreation Loop – connecting the Lakes area with the emerging Baldivis tramway track and Cockburn Central.*
- *Action 2.2 Work with the Public Transport Authority to undertake a review of bus services and routes.*
- *Action 2.3 Undertake initiatives to promote cycling and walking in and around the Lakes area.*

- *Action 2.4 Undertake road improvements to improve safety and ease congestion.*

The initiatives that fall within these actions are listed within pages 28 to 36 of the draft Strategy document (attachment 4). These actions (approximately 25 in total) were informed by a Transport Assessment undertaken internally by the City. A copy of the Transport Assessment is included within the Background Report of the advertised draft Strategy (Attachment 5).

Importantly the Strategy identifies that the proposed residential density code changes is predicted to have a negligible impact on the transport network in the short to medium term. The predicted increased traffic flows can be managed by the existing road network and already planned intersection upgrades as outlined in the Transport assessment provided within the Background Report. This recognises that development will occur incrementally as we have seen in Spearwood and Hamilton Hill. Over the long term monitoring and targeted improvements where required will be undertaken. There are however some improvements that can be undertaken now and these relate to the recommendations referred to above.

Nonetheless the City recognises the concerns raised and proposes a new action be included within the draft Strategy as follows – *Action 2.5 Undertake an update of the transport assessment every 3 – 5 years as required.* This will ensure appropriate monitoring is undertaken to identify where and when growth occurs and the appropriate transport infrastructure upgrade response.

With regard to public transport the City will be collaborating with the PTA to address and improve services within the Lakes area of which is an important infill area of which is attempting to meet strategic metropolitan objectives. The City will be seeking to secure a commitment from the State Government for an increase in Public Transport Services if increased residential infill is secured as part of the Strategy. The City hopes that the PTA is proactive in its role of supporting the State Government's decision for management of Perth's future growth, which is one of facilitating urban consolidation particularly in areas with excellent access to employment, services, facilities and open space. The Lakes area is one such sub-region.

The submission from the Department of Transport states that a full transport assessment should identify the transport upgrade requirements based on a full build out scenario of the proposed densities. This is not supported by the City. This unnecessary modelling would prove overly onerous to rate payers and contribute nothing to this stage of planning. The State Government is requiring urban consolidation to occur, and the Department of Transport is

responsible in ensuring that the key regional road networks and public transport provision keeps pace of the change occurring. This needs to be actioned by the Department of Transport across the entire metropolitan region. The City has performed a thorough local transport analysis and will continue to monitor changes in growth such that its responsibility in respect of the local road network is matched by the necessary local road upgrades.

Concern increased densities will be detrimental to local amenity, character and greenspace

Supporting the Strategies proposed increased densities, are important planning policy requirements at the development assessment stage to address amenity, streetscape related considerations and privacy between developments. The R-Codes provides a number of planning controls to promote cohesive developments that consider privacy between properties.

In addition to this state level planning policy, the City's Local Planning Policy 1.2 *Residential Design Guidelines* also addresses important design requirements of which complements and adds further rigour to the R-Codes. LPP 1.2 has progressively been developed and refined as each of the City's revitalisation strategies has been developed.

Complementing these policies, the City's key approach to the Strategy is to promote increased housing options while also promoting and protecting local character and for the Lakes area this particularly relates to the natural environment. As a result the Strategy recommendations seek to improve public open spaces and there is no intent to impact on any environmental asset including wetland areas. Rather the proposed upgrades seek to improve the attractiveness of the locality.

Several recommendations within the Lakes Strategy focus on protecting and enhancing the character of the Lakes area. These include:

- Continuing to revitalise key streets by continuing tree planting efforts.
- Continue upgrades to residential parks and improve the maintenance on the eastern side of the Bibra Lake Reserve.
- Undertake public realm upgrades around the 3 local centres.
- Create a multifunctional gathering space on the eastern side of the Beeliar wetland.

The City believes local character and amenity can be protected through these initiatives while also accommodating increased densities. It is further noted that the Strategy proposes no reduction in the current provision of parks and wetland areas.

The potential for increased densities to attract undesirable behaviour.

It is not supported that medium density development will reduce the quality of the housing in the Lakes area. Rather, the proposed re-codings are expected to promote the regeneration of older housing stock and there are many examples of high quality medium and high density housing throughout Cockburn and wider Perth.

With regard to crime and low socio-economic problems the City does not support the idea that medium density development alone will attract and intensify crime and anti-social outcomes.

It is understood South Lake in particular in the past has had large pockets of state owned homes and that a number of residents have expressed concern that this number will rise. In response the Department of Housing have again confirmed their approach to state housing and this is detailed for the local context within their submission as follows:

The Lakes Revitalisation Strategy will provide a good opportunity to facilitate diversity in the housing stock, provide opportunities for affordable home ownership and the increased development will likely result in de-concentration of social housing stock. Our general rule of thumb is 1 in 9 when it comes to social housing. Say for example there is a R20 lot with a single dwelling on it and under the proposed up-coding it allows for a yield of 3 dwellings, the two most likely outcomes for redevelopment of that lot would be-

- 1. 3 grouped dwellings, 1 of which is allocated to social housing (to essentially replace the one that was there) and 2 allocated to affordable sales; or*
- 2. 3 grouped dwellings, with all 3 being allocated to affordable sales.*

The outcome would depend on the program the development has been scheduled under, which is essentially informed by the housing demand in the region.

Whilst I'm not aware of any plans for the Lakes suburbs at this stage, the increased development opportunity will attract redevelopment options for older housing stock in the area in the future.

Purchase and upgrade lots under the power lines within South Lake - Petition received

Included within the submissions received, a petition was submitted to the City seeking support for the upgrade of land underneath the large high voltage power lines in South Lake (Attachment 9). The petition has 103 signatories, all City of Cockburn residents (of which 97 signatories are also residents of the Lakes study area) highlighting the need to upgrade sections of the power line easement, stating that Lots 12 and 26 near Elderberry Drive are commonly used for the dumping of rubbish and regularly require clearing. Concept plans for the upgrade of the power line easement have been in place by the City since 2003, however due to certain lots remaining in private ownership, this has prevented the City from being able to undertake the works.

The Lakes Strategy identifies this issue and in response a key action within the Strategy is to deliver the remaining unconstructed works that were proposed within the 2003 concept plans. Importantly this requires the City's Lands Department to purchase the lots that remain in private ownership.

The petition has been addressed as part of the City's formal petition response, primarily circulation to the Mayor and East Ward Councillors as well as the generation of customer requests to address the specific issues relating to maintenance, rubbish and fire load management. The key issues raised by the petition are supported by the recommendations of the draft Strategy. It is acknowledged that further clarity will be beneficial in respect of the process of programming both the acquisition of land and scheduling of works, over the coming medium term period. It is recommended that the following timelines be adopted:

Stage 5 (North of Elderberry) - Delivery in 2017/18 (land already a Crown reserve)

Stage 6 land acquisition only (Lots 12 and 26) - Acquisition targeted for 2016/17

Stage 6 works (Lots 12, 26 and 13) - Delivery 2019/2020

Conclusion

It is recommended that Council endorse the draft Lakes Revitalisation Strategy for final approval. The Strategy presents the latest urban

renewal project within the City of Cockburn of which has evolved out of a balanced process of community engagement, local contextual research and the need to plan for the Lakes community future needs. The Strategy is well aligned with both community views and desires for the future, in addition to metropolitan level aspirations for the future of Perth.

Upon receiving Councils endorsement, the proposed modifications will be made to the Strategy and the City will commence the recommendations as detailed within the implementation table on page 46 of the Strategy.

Strategic Plan/Policy Implications

Growing City

- To grow our City in a sustainable way by: using land efficiently, protecting the natural environment and conserving biodiversity.
- Diversity of housing to respond to changing needs and expectations.

Infrastructure

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

Environment & Sustainability

- A community that uses resources in a sustainable manner.

Moving Around

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

Budget/Financial Implications

Several Strategy actions will be implemented as part of the City's normal processes using existing resources and allocations. These mostly relate to planning related actions, including the scheme amendment process required to implement the proposed re-codings.

However the cost of implementing the works, mostly relating to infrastructure upgrades, will need to be funded and planned for within the City's budgeting framework. Associated costs have (subject to detailed costing) been identified and included within the Strategy. Noting however that the City has refined these figures post advertising and these updated figures form part of the proposed modifications. In summary however the following provides a summary of the associated costs of delivering the Strategy.

Parks related initiatives	
Actions accounted for in existing Council adopted Strategies	\$3.170m
New initiatives proposed within the Lakes	\$1.085m
Transport related initiatives	
Actions accounted for in existing Council adopted Strategies	\$2.005m
New initiatives proposed within the Lakes	\$0.155
TOTAL	\$6.415m

Legal Implications

N/A

Community Consultation

Consultation with the Lakes area community has been an important aspect to the draft Strategy. This has seen a detailed community visioning process undertaken, which was further expanded through an initial visioning survey being sent to all landowners. The outcomes of this visioning revealed a great deal of important information which resulted in construction of the first version of the draft Strategy.

Upon Council adopting the Strategy for advertising, a further phase of community engagement took place. Residents directly affected by the proposal were sent a full information pack including a copy of current and proposed maps identifying residential density changes. The areas directly impacted are landowners located in Bibra Lake (East), parts of North Lake and all of South Lake. Certain residential areas in close proximity and outside this area were sent a letter inviting comment on the proposal only.

Risk Management Implications

The main risk that Council may face if it chooses not to proceed with the revitalisation strategy is the missed opportunities that our communities will experience. These missed opportunities cover all elements that the revitalisation strategy seeks to address, including greater housing choice, improvement of the public domain (parks, streets and centres) and importantly growth to support the services and facilities which exist within the suburbs.

Attachment(s)

1. Table of proposed modifications to the Strategy.
2. Schedule of submissions.
3. Draft Revitalisation Strategy (as advertised).
4. Strategy Background Report.
5. Existing residential density plans.
6. Draft Residential density plans (as advertised).
7. Proposed final residential density plans.

Advice to Proponent(s)/Submissioners

Those who lodged a submission on the proposal have been advised that this matter is to be considered at the 12 May 2016 Council Meeting.

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

Nil.

14.2 (OCM 12/5/2016) - ADOPTION FOR ADVERTISING - PHOENIX ACTIVITY CENTRE STRUCTURE PLAN, DESIGN GUIDELINES LOCAL PLANNING POLICY AND CONCEPT FOR ROCKINGHAM ROAD UPGRADE (110/088 & 110/043) (D DI RENZO) (ATTACH)

RECOMMENDATION

That Council

- (1) adopt the draft Phoenix Activity Centre Structure Plan as contained within Attachment 1 to this report for the purposes of advertising for a period of 28 days;
- (2) undertake the advertising by:
 1. Giving notice of the proposed Activity Centre Structure Plan to owners and occupiers who, in the opinion of the City, are likely to be affected by the plan.
 2. Publishing notice of the proposed Activity Centre Structure Plan in a newspaper circulating in the district.
 3. Publishing a notice of the proposed Activity Centre Structure Plan via the City's website.
- (3) seek comments in relation to the proposed Activity Centre Structure Plan from any public authority or utility service provider that the City considers appropriate;
- (4) provide to the Western Australian Planning Commission a copy of the proposed Activity Centre Structure Plan and all accompanying material as well as the details of the advertising and consultation arrangements;
- (5) adopt the Draft Local Planning Policy Phoenix Activity Centre Design Guidelines as shown in Attachment 2 for the purposes of community consultation, pursuant to City of Cockburn Town Planning Scheme No. 3; and
- (6) adopt the draft Rockingham Road concept plan for community consultation.

COUNCIL DECISION

Background

At the 14 August 2014 OCM, Council endorsed the commencement of a multidisciplinary internal workgroup represented by Strategic Planning, Parks and Engineering Services. The intention of the workgroup was to prepare an Activity Centre Structure Plan, design guidelines and concept for the upgrade of Rockingham Road through the town centre.

This work has been undertaken to the point that this report now seeks Council endorsement to undertake community consultation on these three discrete but interrelated elements:

- i. The Activity Centre Structure Plan
- ii. The Design Guidelines
- iii. The Rockingham Road upgrade project

Submission

NA.

Report

The purpose of this report is for Council to consider adopting a Draft Phoenix Activity Centre Structure Plan (Attachments 1), Draft Design Guidelines (Attachment 2) and Draft Concept Plan for Rockingham Road (Attachment 3) for the purposes of community consultation.

Requirement for Activity Centre Structure Plan

State Planning Policy 4.2 Activity Centres For Perth and Peel ("SPP 4.2") was gazetted in 2010, and its main purpose is to specify broad planning requirements for the planning and development of new activity centres, and the redevelopment and renewal of existing centres in Perth and Peel.

Activity centres are community focal points. They include activities such as commercial, retail, higher-density housing, entertainment, tourism, civic/community, higher education and medical services. They should be designed to be well-serviced by public transport, and to be highly accessible.

SPP 4.2 sets out a policy requirement for activity centre structure plans to be prepared for all district level centres and above.

Activity centre structure plans set out the spatial plan and strategy to achieve a compact, pedestrian-friendly, mixed use activity centre that will offer a range of lifestyle choices, reduce car dependency, and limit environmental impact. They are important strategic planning

documents which guide land use, urban form, transport and infrastructure planning for larger activity centres.

The City of Cockburn's Local Commercial and Activity Centres Strategy ("LCACS") was adopted by Council in 2012 and sets out the strategic vision and broad framework to guide the planning and development of the City's activity centres over the next 15 years.

The LCACS sets out that its successful implementation will require early, targeted activity centre structure planning for major commercial activity centres likely to experience significant future growth in the short-medium term. It sets out the requirement for activity centre structure plans to be prepared for district and larger centres.

For this reason a draft activity centre structure plan has been prepared for Phoenix District Centre in line with SPP 4.2 and the LCACS.

There has already been a considerable amount of strategic planning work completed for both the Phoenix Activity Centre. The Phoenix Revitalisation Strategy was adopted by Council for the Phoenix Centre in 2009. It sets out a vision for the activity centre, and key recommendations to achieve this.

However the Revitalisation Strategy in itself does not provide the type of framework that can specifically guide development within the activity centre. This will be the role of the activity centre structure plan.

Rockingham Road Upgrade Concept Plans

The Revitalisation Strategy identified several actions to address this aspect of the Strategy which included the need to:

- Improve the amenity of the public realm, particularly along Rockingham Road.
- Improve connectivity for various transport modes including pedestrians and cyclists.
- Enhance bus stop facilities.
- Promote mixed use development along the western side of Rockingham Road.
- Overall streetscape enhancement.
- Reduce the negative impact of excessive signage along Rockingham Road.
- Reduce the negative impact of excessive car parking and crossovers along Rockingham Road.

As a result, the first task undertaken by the work group was to identify key objectives and preliminary concept plan options for the revitalisation of Rockingham Road.

The workgroup identified four options and these were presented to Porters Consulting Engineers to review assess against surveys and infrastructure servicing plans to determine the feasibility of these options before undertaking community consultation.

The outcomes of their review and further investigation eliminated three of the options and resulted in one viable option that is considered to meet the key objectives of the project.

The next step is to undertake community engagement work. Therefore Council's support is sought to proceed with community engagement on the Rockingham Road concept plan.

Spearwood District Centre

The Phoenix Revitalisation Strategy was adopted by Council for the Phoenix Centre in 2009. The Strategy was the first of the City's revitalisation strategies that sought to identify infill development opportunities in line with Directions 2031 objectives. It also addressed infrastructure needs resulting from the planned growth. The Strategy is focused on residential infill development, improvements to public open space and streetscapes, and opportunities for improved public spaces.

The Revitalisation Strategy has resulted in an increase to the residential densities within the 800m catchment around the centre, and the introduction of a new 'Mixed Use' zoning on the western side of Rockingham Road. This has facilitated significant development of grouped and multiple dwellings throughout the area.

There have also been a number of improvements to the public realm, including parks upgrades and street tree planting in line with the Revitalisation Strategy.

The Phoenix Shopping Centre is likely to require refurbishing in the near future, and is also likely to increase its floor area. Therefore, the structure plan provides further guidance is required to identify how this will occur.

The draft Activity Centre Structure Plan has a particular focus on built form, connectivity and movement. Many of these issues were identified in the Revitalisation Strategy.

Proposed Activity Centre Structure Plan boundary

The proposed Phoenix Centre activity centre boundary is consistent with that set out in the LCACS. It encompasses the 'District Centre' zoned land, the proposed 'Mixed Use' zoned land on the western side of Rockingham Road, some adjacent residential zoned lots, and the

City's administration site. This area will enable comprehensive consideration of land use and movement.

Draft Activity Centre Structure Plan

The Phoenix Revitalisation Strategy set out key principles that were developed during the preparation and visioning phases of the project which included extensive community input.

These principles have been further refined and consolidated to create a vision for the Activity Centre, which is to create a place that is:

Adaptable - A place that can respond to the diverse and changing needs of the community.

Easy to move around - A place that is easy for all users to move around, particularly pedestrians and cyclists, and that connects well to existing movement networks and key areas of interest in the surrounding area.

Safe and welcoming - A place where people feel safe and secure, and that encourages positive social interaction.

Distinctive - A place that reflects local identity and has a distinctive character.

Attractive - An attractive, enjoyable place where people will want to live, work, and visit

Sustainable - A place that is environmentally sustainable

The draft Structure Plan seeks to identify actions to assist in achieving these objectives. The key actions identified in the Structure Plan are as follows:

- * Adoption of Design Guidelines Local Planning Policy for the Activity Centre – these design guidelines will assist in achieving coordinate development in the new Mixed Use zone on the western side of Rockingham Road. These
- * Adoption of a vehicle access plan for the Mixed Use zone on the western side of Rockingham Road to ensure safe and legible access.
- * Upgrade of Rockingham Road between Coleville Crescent and Phoenix Road to slow traffic, provide opportunities for more landscaping, and to improve the pedestrian and cyclist environment.

- * Investigation of reconfiguration of car parking in the northern end (BP site) to ensure safe traffic movement.
- * Formulation of an Artworks and Wayfinding Strategy that identifies themes to strengthen a unique identity for the Phoenix Activity Centre and improve legibility within the centre, and within the surrounding area.
- * Improvements to Bavich Park and Gerald Reserve to improve their appearance, and make them more attractive pedestrian connections to the Activity Centre.
- * A Master Plan for the Administration site to determine the future of this site, and this should include investigation of the following key elements:
 - Retention of a 'civic presence'
 - Identification of mature trees and vegetation to be retained.
 - Adaptive reuse of the existing administration building
 - Creation of a new 'community space'
 - Residential development with an appropriate interface with surrounding development.
- * Monitor the performance of the activity centre by undertaking a review every two years, addressing the elements discussed within this Structure Plan, relating to:
 - Land use mix diversity targets;
 - Residential density targets;
 - Built form and streetscape intensity;
 - Attracting strategic employment;
 - Floor space demand requirements;

The design and placement of the shopping centre presents visual and functionality issues. Key to this issue is the internal nature of the Phoenix shopping centre with entrances located away from surrounding roads. Whilst not unusual in a shopping centre complex, the entrances do not face the street fronts, creating issues of legibility and reducing pedestrian connectivity and limiting the sense of place. This is an issue that has arisen due to the original frontage of the shopping centre addressing Coleville Crescent, rather than Rockingham Road. Incremental expansion of the centre, particularly the decked parking areas, has therefore closed off opportunities for frontages to the street.

The built form along Rockingham Road does not signify entry into the town centre, given that it is either primarily setback from the street, or is interfaced with inactive frontage.

The Rockingham Road upgrade includes a new entry to the shopping centre. This entry would be from a roundabout at Kent Street and Rockingham Road, and would facilitate the closure of the existing southern entry point to the centre on Rockingham Road.

Importantly, this would allow the closure of the existing entry point which could be converted into a new 'public space' and pedestrian entry to the centre. This could include landscaping and seating, and could provide an active frontage and presence to Rockingham Road that the centre currently lacks. Such a proposal will be subject to full consultation with the shopping centre owners.

Development Requirements and Staging Plan

The Draft Structure Plan sets out development requirements for land within the Activity Centre. It identifies triggers for certain requirements, for example, for improvements to the pedestrian environment.

LCACS Actions and Outcomes

The Draft Structure Plan sets out how the actions address the issues identified for the centre in LCACS, and identifies how the proposed actions are likely to improve the score for each element.

Draft Local Planning Policy –Phoenix Activity Centre Structure Plan

Draft Design Guidelines have been prepared to guide development within the activity centre (Attachment 2) to ensure the objectives of the plan are achieved.

The key objectives of the Local Planning Policy are -

- a) To create a high quality and safe pedestrian environment along Rockingham Road in the Phoenix Activity Centre.
- b) To create a new sense of place with high-quality and dynamic building and landscape design and landmark development sites.
- c) To create an activity centre with a readily identifiable character.
- d) To facilitate safe and convenient pedestrian and cyclist movement within the Activity Centre, resolving vehicle and pedestrian/cyclist conflict points.

- e) To create an Activity Centre that is highly legible.
- f) To create attractive, active frontages that provide visual interest and contribute to pedestrian and cyclist safety and comfort.
- g) To ensure that signage is not visually obtrusive, does not result in excessive visual clutter; and does not hinder passive surveillance.
- h) To ensure that signage is compatible with the scale, design and visual character of the building and activity centre.
- i) To provide adequate opportunities for commercial advertising to support and encourage business activity.
- j) To encourage an increase in pedestrian and cycling trips by maximising the convenience, safety and appeal of these modes of travel.
- k) To create safe, functional and attractive car parking areas that allow for landscaping, and facilitate safe and convenient pedestrian and cyclist movement.
- l) To encourage landmark development features which are integrated with buildings, and which improve legibility within the activity centre.
- m) To utilise artworks to create community identity; improve inactive frontages; improve legibility; and provide functional infrastructure for pedestrians and cyclists.
- n) To promote the integration of wayfinding with urban design, landscaping, architectural design and public art.
- o) To encourage mixed use development and a diversity of land uses.

Rockingham Road Upgrade Concept Plan

The City's multidisciplinary internal workgroup identified objectives for the Rockingham Road upgrade that were in line with the Revitalisation Strategy. The following key objectives were identified:

Objectives

1. To promote pedestrian use across and along Rockingham Road, through the provision of a safe and attractive environment.

2. To improve the amenity around bus stops and encourage the use of buses by giving priority to the bus service.
3. A visual identity which reassures and welcomes people to the town centre by conveying its sense of place.
4. To create safe and legible vehicle access arrangements which serves the town centre as a destination.

The draft concept plan is included at Attachment 3. A key feature of the draft concept plan is the reduction from two lanes in each direction to one lane between Coleville Crescent and Phoenix Road. A reduced speed limit of 50km an hour is also proposed. This will slow traffic and improve safety and amenity for pedestrians and cyclists. Importantly this will allow the introduction of bicycle lanes and landscaping on Rockingham Road, which would not be currently possible within the very narrow road reservation.

The draft concept plan also reduces the number of crossovers to Rockingham Road. This is critical to improve safety for vehicles, and improve the pedestrian and cyclist environment, given that crossovers interrupt pedestrian and cyclist movement and comfort, and reduce safety.

Two new roundabouts are proposed on Rockingham Road, at the intersection with Lancaster Street, and at Kent Street. These roundabouts will provide a means to turnaround to access businesses and properties where access is restricted. They will also provide breaks to the flow of traffic to provide safer access opportunities.

While the changes to access will affect some adjacent landowners and businesses the concept plan seeks to secure good alternatives. The draft concept plan has considered the servicing needs of each business. Furthermore, one on one consultation is proposed with all landowners and businesses on Rockingham Road given the proposed changes to access.

The draft concept plan includes a new entry to the shopping centre. This entry would be from a roundabout at Kent Street and Rockingham Road, and would facilitate the closure of the existing southern entry point to the centre on Rockingham Road. This area has the potential to create a new pedestrian entry and 'public space'.

The draft concept plan is considered to achieve the following:

- * Minimises any land acquisition requirements – there are only very small portions of land required that will not negatively affect existing properties.
- * Creates opportunities for landscaping to beautify the road (currently very limited).
- * Reduces the number of crossovers to Rockingham Road while facilitating access to businesses through a ‘roundabout system’.
- * Reduces traffic speeds through new 50km speed limits, and a narrowing of the road and landscaping that will slow traffic.

It is not currently financially viable to underground the power as part of this project due to the high costs associated with such works in the area at this time. However, the road upgrade as proposed in the draft concept plan does not preclude the undergrounding of power at a point in the future when it may be viable.

Conclusion

The Draft Activity Centre Structure Plan for Phoenix District Centre builds on the objectives and actions of the Revitalisation Strategy and will ensure there is a planning framework to support the growth and maturity of the town centre, including any future expansion of the centres. In conjunction with the proposed Design Guidelines (Local Planning Policy) it will ensure development achieves the objectives of the Revitalisation Strategy.

It is therefore recommended that Council adopt the Draft Activity Centre Structure Plan; Local Planning Policy Design Guidelines for community consultation.

The Draft Concept Plan for Rockingham Road is a critical element of the activity centre, and was a key action of the Revitalisation Strategy. It is therefore recommended that Council adopt this concept plan for the purposes of advertising.

Strategic Plan/Policy Implications

Growing City

- To grow our City in a sustainable way by: using land efficiently, protecting the natural environment and conserving biodiversity.
- Diversity of housing to respond to changing needs and expectations.

Infrastructure

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

Community & Lifestyle

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

A Prosperous City

- Sustainable development that ensures Cockburn Central becomes a Strategic Regional Centre.
- Promotion and support for the growth and sustainability of local businesses and local business centres.

Moving Around

- Facilitate and promote healthy transport opportunities.
- A safe and efficient transport system.
- Infrastructure that supports the uptake of public transport and pedestrian movement.

Budget/Financial Implications

The preparation of the Activity Centre Structure Plan has been funded through the Strategic Planning budget, with further budgeting required at a later stage as the structure plans are formulated.

The Rockingham Road upgrade works have been budgeted for the 2016/2017 financial year with provision for \$4M for this project.

Legal Implications

Nil.

Community Consultation

It is proposed that the draft Activity Centre Structure Plan and Local Planning Policy Design Guidelines be advertised for a period of 60 days to relevant landowners, business owners, government agencies and community groups.

This will include targeted consultation with the most affected landowners within the Activity Centre.

The Rockingham Road Concept Plan community consultation will include targeted, one on one consultation with all affected landowners and business owners on Rockingham Road.

Pre-consultation work has commenced with the Phoenix Working Group (comprised of a small group of interested local residents) and the Phoenix Shopping Centre, with a number of initial discussions and meetings having been undertaken regarding the Rockingham Road concept plan.

Risk Management Implications

The key risk that the City faces in not progressing the Activity Centre Plan, Design Guidelines and Road upgrade concept is the missed opportunity in guiding the town centre's future growth in a comprehensive way. This would further impact the City's delivery of its Phoenix Revitalisation Strategy, which is the comprehensive plan to guide the future growth and prosperity of the suburb.

Attachment(s)

- 1: Phoenix District Centre Activity Centre Structure Plan
- 2: Draft Local Planning Policy Phoenix Activity Centre Design Guidelines.
3. Draft Concept Plans – Rockingham Road

Advice to Proponent(s)/Submissioners

N/A.

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

Nil.

14.3 (OCM 12/5/2016) - PROPOSED NEW HERITAGE PLACE 'HAMMOND ROAD COTTAGE, SUCCESS' (ADOPTION FOR FINAL APPROVAL) (095/001) (D DI RENZO) (ATTACH)

RECOMMENDATION

That Council

- (1) include 'Hammond Road Cottage, Success' on the City of Cockburn Local Government Inventory as a 'Management Category C' place;
- (2) adopt the Place Record for 'Hammond Road Cottage, Success' found at Attachment 2; and
- (3) advise the developer and landowner of the inclusion of 'Hammond Road Cottage, Success' on the Local Government Inventory, and that preparation of an archival record and installation of interpretation, such as a plaque near the oak tree which is to be retained, will be a requirement of any such approval to provide an insight for users of the future Public Open Space into the history of the area.

COUNCIL DECISION

Background

The City received a nomination from a member of the community requesting the inclusion of a former dwelling located on Lot 9015 Hammond Road, Success on the City of Cockburn Local Government Inventory ("LGI").

Council at the Ordinary Meeting of Council 11 February 2016 resolved to advertise the proposed inclusion of the place on the LGI as a 'Management Category C' place, having 'some heritage significance'.

The proposal was subsequently advertised for public comment for a period of 21 days. The purpose of this report is for Council to consider

the submissions that have been received and to make a decision regarding the inclusion of the place on the LGI.

Submission

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

Report

Subject Land

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

The potential heritage value of this former dwelling has recently come to light, following information provided by a member of the community. Until the recent clearing of the pine plantation on Hammond Road, and further clearing for residential development, this former dwelling was not visible from Hammond Road.

Occupation and Landownership

The nomination states that the former dwelling was built and occupied by James Hammond and sons in 1887. The Hammond's were a pioneering family of the district for whom Hammond Road was named after.

However, further research, including a land title search, reveals that the land was never owned by the Hammond family.

This is supported by information taken from 'Cockburn: The making of a community' by Michael Berson, and historical newspaper articles, which indicate that James Hammond's landholding was located further south at Location 458.

The following is an excerpt from Berson's book regarding James Hammond landholding:

'In January, 1887 James Hammond took up the lease on 100 acre block south-east of Thomsons Lake. This selection had a small lake in its north west corner and Hammond judged it to be good ground.....At Jandakot James Hammond and his sons Chris and Syd established a thriving market garden which has produced continuously for 90 years and still flourishes today' (ie. 1978 when the book was published).

The 'Clarence Townsite Lots and Jandakot Agricultural Area 1895' map (included in Berson's book) shows 'J. Hammond' labelled on a lot that is 100 acres, and this site correlates to an area of land to the south east of Copulup Lake. This is consistent with the statement that his land had a 'small lake in the north west corner', which is Copulup Lake. Historical aerial photographs confirm that this area contained various structures and market gardens at least until the 1980s, further supporting the information contained in Berson's book.

The oldest land title available reveals that the subject land was originally owned by William Henry Barfield and his son John Henry Barfield, and the land remained in the ownership of the Barfield family until 1945. This is supported by the 1895 map contained in Berson's book, which labels the land as being that of 'WH and JH Barfield'.

Subsequent to the death of William Barfield in 1912 the land was transferred to his wife, Annie Fowler Barfield and son John Henry Barfield. When Annie Fowler Barfield died in 25 May 1932, the landownership was transferred to John Barfield.

The land was sold in 1945 to Stanley Melville Thomas Kingdon, who passed away in 27 June 1951 at the age of 82.

It was subsequently purchased by Edward Fruzynski in 1952, and the Fruzynski family ran the Jandakot Caravan Park on the site from around 1970 until 2013. Edward Fruzynski passed away 9 July 2013.

History of the Barfield Family

There is no further reference to the Barfield family in Berson's book; however land title searches, historical newspaper articles provide additional information.

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

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

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

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

John Barfield was enlisted in WWI on 24 March 1916 at the age of 32. His unit, the 11th Battalion, 19th Reinforcement, embarked from Fremantle, Western Australia, on board HMAT A28 Miltiades on 7 August 1916.

It is known from his medical record that he lost his eyesight and was captured 14 April 1917 and made a prisoner of war.

He was later quoted in a newspaper article as saying he lost his eyesight in an explosion in the Battle of Somme (Sunday Times 3 November 1929). However the Battle of Somme was fought in 1916 therefore it is considered possible that while he was at the Somme he actually lost his eyesight at the later Battle of Arras (9 – 16 April 1917). This possibility is also supported by the fact that his Battalion was at Arras, and he was captured at Reincourt, which is in the vicinity of where the Battle of Arras took place.

He was subsequently treated at London General Hospital and returned to Western Australia on 28 August 1919.

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

History of the Dwelling

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

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

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

When he was serving in WWI his wife was living in Fremantle, and based on the evidence, it seems unlikely that he lived on the subject land when he returned from the war, and it appears more likely that he lived in Fremantle on his return. Certainly from 1932 onwards his address is listed as Hampton Road, Fremantle.

It is not known if the land was occupied between 1919, when items associated with a farm were sold, and later in 1945 when the land was sold to Stanley Melville Thomas Kingdon.

It is not currently known exactly when the former dwelling was built. However, a member of the Fruzynski family has stated that when they purchased the property in 1952 the dwelling was incomplete, and Edward Fruzynski (now deceased) completed the cottage. This would explain why the dwelling has many features from the 1950s.

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

Description of the Place

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

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

There is evidence of various modifications to the roof beams, and it is possible that the original dwelling did not have verandahs, and these were added at a later date. The verandah has slender timber verandah posts and simple timber balustrading.

The doors and window frames in the front façade date from the late 1940s and/or 1950s and the majority of the other window frames and doors in the former dwelling are modern aluminium. Portions of the timber flooring are also from the 1950s, and this was likely associated with the works undertaken by the Fruzynski family when they completed the dwelling.

In recent years the dwelling has been substantially modified further, particularly internally, and it has been refurbished as an office. At this time there was no knowledge of any potential heritage value of the building.

Features of the former dwelling that may date to the time the land was owned by the Barfield family include a timber lined ceiling (painted

white), and wide floorboards in a portion of the building. Based on information from the Fruzynski family that the dwelling was incomplete in 1954 when they purchased the property, it is likely that these features were part of the original incomplete dwelling.

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

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

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

Preliminary Heritage Assessment

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

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

Nature of Significance

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

Degree/Level of Significance

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

Criterion 1: Aesthetic Value

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

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

For a place to be considered a local landmark it needs to be visually prominent and a reference point for the local district. While recent development in the surrounding area has resulted in the dwelling having visual prominence, the place never had landmark value in the locality, as it has remained hidden from Hammond Road until recently. It therefore is not considered to be a reference point for the local district.

Criterion 2: Historic Value

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

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

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

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

Criterion 3: Research Value

A place included under the criterion may be a standing structure that is an important benchmark or reference site. It should provide or demonstrate a likelihood of providing evidence about past activity which may include important information about construction technology, land use or industrial processes not available elsewhere. This information should be inherent in the fabric of the place.

There is no evidence to suggest that the dwelling has any research value.

Criterion 4: Social Value

A place is considered for inclusion under this criterion where the community, or a significant part of the community, has held the place in high regard for an extended period, and where the community has a special attachment to the place.

Places of social value tend to be public places, or places distinctive in the local landscape, and generally make a positive contribution to the local 'sense of place' and local identity.

Community consultation has not highlighted any specific social value associated with the place. This may be because it has been hidden from public view until recently. It is therefore not considered to be a place that the community, or a significant part of the community, have a longstanding special attachment to the place.

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

Criterion 5: Rarity

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

The dwelling is rare in the locality as one of the remaining pre 1960 farming homesteads. There are no other similar dwellings included on the LGI.

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

Criterion 6: Representativeness

A place is considered to meet this criterion when it is significant in demonstrating the characteristics of a class of cultural places or environments in the local district. To be considered a good representative example, the place should have a high level of authenticity.

Condition, Integrity and Authenticity

Condition – refers to the current state of the place in relation to the values for which it has been assessed. The place is considered to be

in fair condition, with the exterior appearing highly modified but intact. The interior is highly modified.

Integrity – The extent to which a building retains its original function. The former dwelling is considered to have ‘low’ integrity as it has been significantly modified, particularly internally, and it is difficult to read the original use of the building.

Authenticity – The extent to which the fabric is in its original state. The dwelling rates ‘low’ as it has been significantly modified, particularly the interior.

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

Heritage Recommendations

It is considered that the place has some heritage significance, specifically demonstrating some historic and rarity value given that it is one of the remaining pre 1960s farm dwellings in the locality. For this reason, it is considered worthy of inclusion on the LGI.

However, the level of significance is considered to be low for the following reasons:

- * The dwelling has limited historic value - Given that information received suggests the dwelling was incomplete in 1952, it appears unlikely that the Barfield family lived in the dwelling. In addition, the Barfield family did not have a longstanding association with the area, and there is no evidence to suggest the Barfield family were specifically important in shaping the locality.
- * The dwelling has limited aesthetic value – while the dwelling does contribute to the quality of its setting given that it is an attractive historic homestead, it is not considered to be a local landmark, nor is it considered to be a reference point for the local district as it has remained hidden from Hammond Road until recently.
- * While the place has some rarity value the substantial modifications to the dwelling mean that it is very difficult to distinguish the building’s function, or the farming way of life.
- * The place is considered to be in fair condition, with the exterior appearing highly modified but intact.

The dwelling's integrity and authenticity is considered to be low as it has been significantly modified over time, particularly internally, and it is difficult to read the original form and use of the building.

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

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

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

In accordance with the Scheme, Council is required to establish and maintain a Heritage List to identify those places which are of cultural heritage significance and worthy of conservation pursuant to the Scheme.

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

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

Future of the Site

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

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

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

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

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

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

Community Consultation

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

There are no other statutory requirements for advertising of places for inclusion on the LGI; however, the City normally uses an advertising period of 21 days. The proposal was therefore advertised for a period of 21 days, which included letters to the landowner and developer, and advertisements in the newspaper seeking comment.

A submission was received from the developer of the site, who has advised that they support the proposed inclusion of the place on the LGI as a 'Management Category C' place. In line with this recommendation they would not support the inclusion of the place on the Heritage List, as it their intention to demolish the former dwelling to accommodate a drainage basin consistent with the approved structure plan and subdivision approval.

The nominator has provided a submission requesting that the place be protected and relocated if it cannot remain in this area. While it is acknowledged that the place has some heritage significance, when assessed against the criteria for local heritage places, produced by the

Heritage Council the former dwelling is not considered to have high heritage value for the reasons discussed in this report.

The nominator has stated that the dwelling should be retained (or relocated) because it has historical and educational potential. However, the potential of the former dwelling to offer educational value to the community is considered very limited for the following reasons:

- * The exterior, and in particular the interior of the former dwelling have been completely modified, and does not offer any insight into a former use or way of life.
- * There is very little historical information known about the former dwelling. It is not known when the dwelling was constructed. It is not known who constructed or resided in the former dwelling, and what land use it may have been associated with.

Conclusion

The advertising period has not resulted in any additional information that is considered to change the heritage significance of the place. It is therefore recommended that Council include 'Hammond Road Cottage' on the LGI as a 'Management Category C' place, as shown in Attachment 2.

Strategic Plan/Policy Implications

Infrastructure

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

Community & Lifestyle

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

A Prosperous City

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

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

Clause 45 (4) of the *Heritage of Western Australia Act* requires that local governments compile a LGI with proper public consultation. The proposal was advertised for a period of 21 days. This included letters to the landowner and developer, and advertisements in the newspaper seeking comments.

Risk Management Implications

The key risk that the City faces in respect of not progressing this change to the Local Government Inventory is the inability to obtain elements such as an archival record and interpretation should the place be proposed for demolition in to the future.

Attachment(s)

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

Advice to Proponent(s)/Submissioners

The person who nominated the place for inclusion on the LGI, and the landowner, have been advised that this matter will be presented to the 12 May 2016 Ordinary Council Meeting.

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

Nil.

14.4 (OCM 12/5/2016) - CORRIDOR OF TUART, MARRI, AND EUCALYPTUS TREES – CONSIDERATION OF INCLUSION ON ‘SIGNIFICANT TREE LIST’ (099/228) (D DI RENZO) (ATTACH)

RECOMMENDATION

That Council

- (1) include the corridor of Tuart, Marri, and Eucalyptus trees as listed in Attachment 2 (excluding those located within the City of Melville) on the City of Cockburn ‘Significant Tree List’ pursuant to the Local Government Inventory; and
- (2) advise Main Roads WA and all submitters of Council’s decision.

COUNCIL DECISION

Background

A nomination has been received from the Save Beelihar Wetlands Group nominating trees within the Roe Highway Regional Road Reservation for inclusion on the ‘Significant Tree List’ pursuant to the Local Government Inventory (“LGI”).

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

The West Australian Supreme Court in a decision on 16 December found that the previously obtained environmental approval for Roe Highway is invalid. Accordingly the project comprises no lawful environmental approval to proceed.

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

At the Ordinary Meeting of Council 11 February 2016 Council resolved to advertise the proposed inclusion of the corridor of trees on the 'Significant Tree' list pursuant to the LGI.

The purpose of this report is for Council to consider the submissions received during the advertising period, and to make a decision regarding whether to include the corridor of trees on the 'Significant Tree' list pursuant to the LGI.

Submission

The nomination was submitted by the Save Beeliar Wetlands group.

Report

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

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

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

City of Cockburn Criteria for 'Significant Trees'

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

Historical Significance

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

Horticultural Value

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

Rare or Localised

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

Location or Context

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

Exceptional Size, Age and Form

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

Indigenous Association

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

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

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

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

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

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

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

Significant Tree Listing – What does it mean?

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

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

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

5. Crown bound

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

6. Public works, Act does not interfere with

- (1) Subject to section 5(2) and (3) and subsections (2) and (3) of this section, nothing in this Act interferes with the right of the Crown, or the Governor, or the Government of the State, or a local government —*
 - (a) to undertake, construct or provide any public work; and*
 - (b) to take land for the purposes of that public work.*
- (2) Rights referred to in subsection (1) are to be exercised having regard to —*
 - (a) the purpose and intent of any planning scheme that has effect in the locality where, and at the time when, the right is exercised; and*
 - (b) the orderly and proper planning, and the preservation of the amenity, of that locality at that time.*

- (3) *The responsible authority is to be consulted at the time when a proposal for any public work, or for the taking of land for a public work, is being formulated to ensure that the undertaking, construction, or provision of, or the taking of land for, the public work will comply with subsection (2).*

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

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

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

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

Community Consultation

The proposed inclusion of the trees on the 'Significant Tree' list was initially advertised for a period of 21 days from 1 March until 22 March 2016. However there were requests from members of the community to extend the advertising period. Given that there is no statutory time period for advertising this request was granted and advertising was extended to 5 April 2016.

Community consultation included an advertisement in the Cockburn Gazette, and letters to community groups and Main Roads WA.

A total of 114 submissions were received, with 112 of these supporting the proposal. There was one objection received from a member of the community. Main Roads WA objected to the proposal on the basis that they consider there is insufficient grounds to include the trees on the 'Significant Trees'.

However, the receipt of 114 submissions in support of the proposal demonstrates the importance of this corridor of trees to the community.

Conclusion

It is recommended that Council include the corridor of trees on the 'Significant Tree' list pursuant to the LGI.

Strategic Plan/Policy Implications

Growing City

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

Community & Lifestyle

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

Environment & Sustainability

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

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

The proposed inclusion on the 'Significant Tree' list was advertised for public comment from 1 March 2016 until 5 April 2016. Community consultation included an advertisement in the Cockburn Gazette, and letters to community groups.

A total of 114 submissions were received, with 112 of these supporting the proposal.

Risk Management Implications

Should Council choose not to support the inclusion of this network of trees within the Significant Tree Register of the Local Government Inventory, it may send mixed messages about the significant objection that the City holds to the Roe Highway project going ahead. Council have been one of the strongest opponents of the project, and support for this item will continue the Council's consistent decision making in this regard.

Attachment(s)

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

Advice to Proponent(s)/Submissioners

The Save Beeliar Wetlands Group and all submitters have been advised that this matter is to be considered at the 12 May 2016 Ordinary Council Meeting.

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

Nil.

14.5 (OCM 12/5/2016) - NON EXCLUSIVE LICENCE AGREEMENT TO ADVENTUREWORLD FOR RESERVE 26954 GWILLIAM DRIVE, BIBRA LAKE FOR THE PURPOSES OF CARPARKING (1113778) (L GATT / A TROSIC) (ATTACH)

RECOMMENDATION

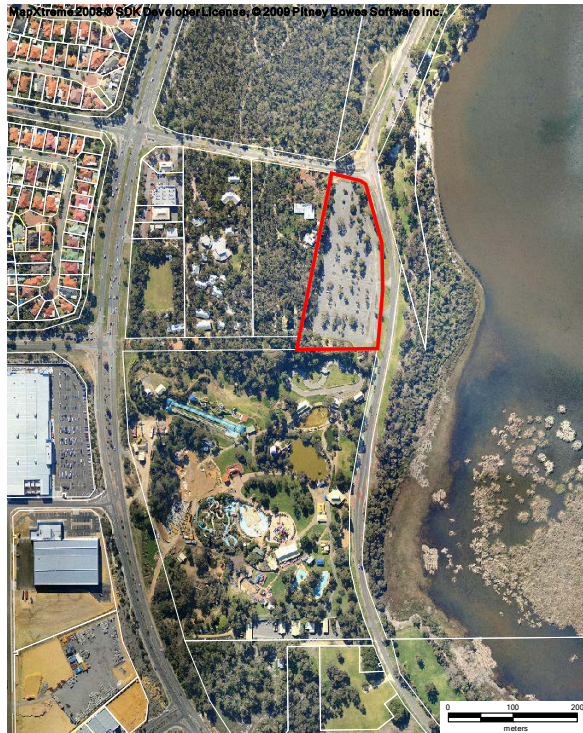
That Council

- (1) enter into a non-exclusive licence agreement with Adventure World (WA) Pty Ltd (Adventure world) over Reserve 26954 Gwilliam Drive, Bibra Lake for the purposes of car parking, subject to the following key terms:
 1. The licence agreement being for a period of ten years plus an option at Adventure World's choosing for a further ten years.
 2. The licence agreements being non-exclusive, meaning that Adventure World patrons have no more or less right to the carpark compared to the community (essentially functioning on a first come first parked basis).
 3. The licence fee being either:
 - a. if the carpark is not comprehensively redeveloped to the satisfaction of the City, a proportion of \$104,000 based on forecast annual utilisation of the carpark by Adventure World; and
 - b. if the carpark is comprehensively redeveloped and maintained at the full cost of Adventure World and to the satisfaction of the City, \$1 per annum;
 4. All costs for the preparation of the licence agreement to be borne by Adventure World.
 5. If the licence fee is based upon (3)b, all costs for the construction of the carpark to be borne by Adventure World and to be finalised before the 16/17 season commences.
 6. If the licence fee is based upon (3)b, all maintenance costs for the carpark are to be borne by Adventure World.
- (2) advise Adventure World of Council's decision.

COUNCIL DECISION

Background

Reserve 26954 is a Crown reserve with a management order and power to lease to the City for the purpose of “parking”. The carpark on Reserve 26954 was constructed by Adventure World in the 1980s. The carpark has continued to be used since that time by both Adventure World patrons and members of the public. A sketch of the carpark on Reserve 26954 is below:



In 2013 Council consented by way of Delegated Authority LGAFC9 to enter into a non-exclusive licence agreement to formalise the use of the carpark which had previously operated on an informal basis. The 2013 licence agreement included a licence fee of \$10,000 per annum, on the understanding that Adventure World were intending to propose a full redevelopment of the carpark and a scenario to inform a future non-exclusive licence. This is the proposal of focus in this report.

Adventure World has requested that a new licence agreement be considered for a period of ten years with an option for a further ten years. Adventure World has agreed to completely redevelop and maintain the carpark at their cost on the basis that they be granted a suitable length of tenure and nominal licence fee to enable them to recoup their investment. Based upon financial modelling which reveals the cost of the carpark redevelopment as well as maintenance costs, it is recommended that Council enter in to a non-exclusive licence agreement.

Importantly the terms of such agreement need to be robust, to reflect the likelihood that the carpark will be redeveloped, but to also provide a fall-back position should the carpark not be redeveloped.

Submission

Adventure World and the City have been in discussions since 2013 regarding the future of the carpark on Reserve 26954. Attached is a recent submission from Adventure World by way of a letter dated 7 January 2016 requesting consideration of a licence fee based on their estimated costs for the construction of the carpark and future annual maintenance.

Report

The opening season for Adventure World commences in October, the short term licence agreement between Adventure World and the City has expired and is operating on the holding over provisions. This licence attracts a licence fee of \$10,000.00 per annum, and was always designed to run on a short term basis to enable Adventure World sufficient time in order to consider a proposal involving full redevelopment of the carpark.

Adventure World have requested a new licence agreement be considered by Council for a period of ten years plus an option for a further ten year term at a nominal fee, on the basis that they would completely redevelop the carpark and maintain it at their cost for the term of the licence and any exercised option.

The carpark has deteriorated since its construction in the 1980. It represents a carpark of low visual amenity, has a number of structural issues and also inefficiently utilises the space available by virtue of the adopted angular parking design. Adventure World have proposed redevelopment of the carpark to the City's satisfaction, such that it becomes a welcoming, attractive and safer carpark for entire Bibra Lake area. This logically includes Adventure World, but also the significant visitors which are attracted every day to Bibra Lake, and which will only increase with the City's adventure playground proposal and future Aboriginal Cultural and Visitors Centre, which will likely include a café. Importantly the carpark will continue to operate on a non-exclusive basis, meaning that Adventure World patrons have no more or less right to the carpark compared to the community (essentially functioning on a first come first parked basis).

A letter of submission detailing their estimated costs for construction (\$1m) and their maintenance costs (\$36,929) can be seen at Attachment 1. This required careful analysis, as the City needed to consider business modelling which potentially looked at the costs and

whether a nominal licence fee was appropriate to be imposed. In this case, the City adopted the annual maintenance estimate, however chose to adopt a lower capital redevelopment cost to reflect the cost that the City estimated an outside organisation could do the work for. This was \$793,000.00. While adopting annual maintenance, the City also considered a scenario of basic maintenance (\$10,000).

These are a net present value analysis of the proposal put by Adventure World. The NPV value as a negative in all scenarios expresses that if the City built the carpark and maintained the carpark, and charged a licenced fee based on annual utilisation, the City would never recover its money. This is true for all three modelled scenarios, including:

- capital cost of \$1m, annual maintenance of \$36,929
- capital cost of \$739,000, annual maintenance of \$36,929
- capital cost of \$739,000, annual maintenance of \$10,000

The following inputs were used for this purpose:

Car park			
Capital activities	Units	Amount	
Cost	\$	\$ 100,000.00	then 739,000
Life of car park	years	21	
Depreciation method	straight line		
Annual depreciation rate	%	4.76%	
Annual depreciation	\$	\$ 4,761.90	
Accumulated depreciation after 21 years	\$	\$ 100,000.00	
Written down value after 21 years	\$	\$ -	
Valuation of car park according to McGees Valuation Report	\$	\$ 104,000.00	
Operating activities	Units	Amount	
Annual utilisation by adventureworld	%	35%	
Annual utilisation by adventureworld pro rata licence fee	\$	\$ 36,400.00	
Annual maintenance	\$	\$ 36,929.00	then 10,000
Annual inflation	%	3%	
Discount rate	%	4%	

The carparking concerns associated with Adventure World each year and the redesign and redevelopment of the carpark will increase the number of car bays available to the Adventure World patrons and the general public on Reserve 26954. The estimated number of car bays when constructed will be 712 plus seven disabled bays an increase from approximately 600 bays. The carpark will still be available for use by the general public at all times.

A recent valuation by a licensed valuer has indicated that the recommended licence fee for Reserve 26954 would be \$104,000.00 per annum based on a year round exclusive use. The City has been in discussions with Adventure World regarding the redevelopment of the carpark to a standard acceptable to the City. The estimated costs for

the redevelopment of the carpark are \$793,000.00 and Adventure World has advised that they estimate their maintenance costs would be \$36,929.00 per annum.

Council is bound by Section 3.58 of the *Local Government Act 1995* to advertise the disposition for a period of 15 days, the advertising period closed on 14 April 2016 and three written submissions were received and have been dealt with as detailed in the attached submission table.

Based on the proposal from Adventure World to redevelop the carpark at its cost for their patrons and the general public's use it is recommended that Council consent to the new licence agreement based on the following terms:

1. The licence agreement being for a period of ten years plus an option at Adventure World's choosing for a further ten years.
2. The licence agreements being non-exclusive, meaning that Adventure World patrons have no more or less right to the carpark compared to the community (essentially functioning on a first come first parked basis).
3. The licence fee being either:
 - a. if the carpark is not comprehensively redeveloped to the satisfaction of the City, a proportion of \$104,000 based on forecast annual utilisation of the carpark by Adventure World; and
 - b. if the carpark is comprehensively redeveloped and maintained at the full cost of Adventure World and to the satisfaction of the City, \$1 per annum.
4. All costs for the preparation of the licence agreement to be borne by Adventure World on (3)b., all costs for the construction of the carpark to be borne by Adventure World and to be finalised before the 16/17 season commences.
5. If the licence fee is based upon (3)b, all maintenance costs for the carpark are to be borne by Adventure World.

Strategic Plan/Policy Implications

Infrastructure

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

A Prosperous City

- Investment in the local economy to achieve a broad base of services and activities.
- Promotion and support for the growth and sustainability of local businesses and local business centres.

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

Budget/Financial Implications

Current arrangements continue until redevelopment of the carpark is complete.

Legal Implications

Section 3.58 *Local Government Act 1995*

Community Consultation

Section 3.58 *Local Government Act 1995* public advertising occurred on 30 March 2016 and to date three written submissions were received which are detailed in Attachment 2 including the responses provided.

Risk Management Implications

If Adventure World choose to not construct the carpark, the City will charge a licence fee based on forecast annual utilisation of the current valuation of the carpark. This is currently 35% of \$104,000. The main risk is therefore in having a continued unattractive carpark, which sets a negative tone for the overall Bibra Lake precinct. This would be a negative outcome for the City and community. If the City chooses to build the carpark itself, it would need to carefully consider a business plan which demonstrates how cost recovery could be achieved. The other alternative is for the City to build, and not be too concerned with full cost recovery.

Attachment(s)

1. Letter from Adventure World
2. Submissions Table

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 12 May Ordinary Council Meeting.

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

Nil.

14.6 (OCM 12/5/2016) - PROPOSED NAMING OF PUBLIC OPEN SPACE RESERVE ON MIDGEGOOROO AVENUE WITHIN COCKBURN CENTRAL WEST PRECINCT - OWNER: LANDCORP (052/001) (A TROSIC)

RECOMMENDATION

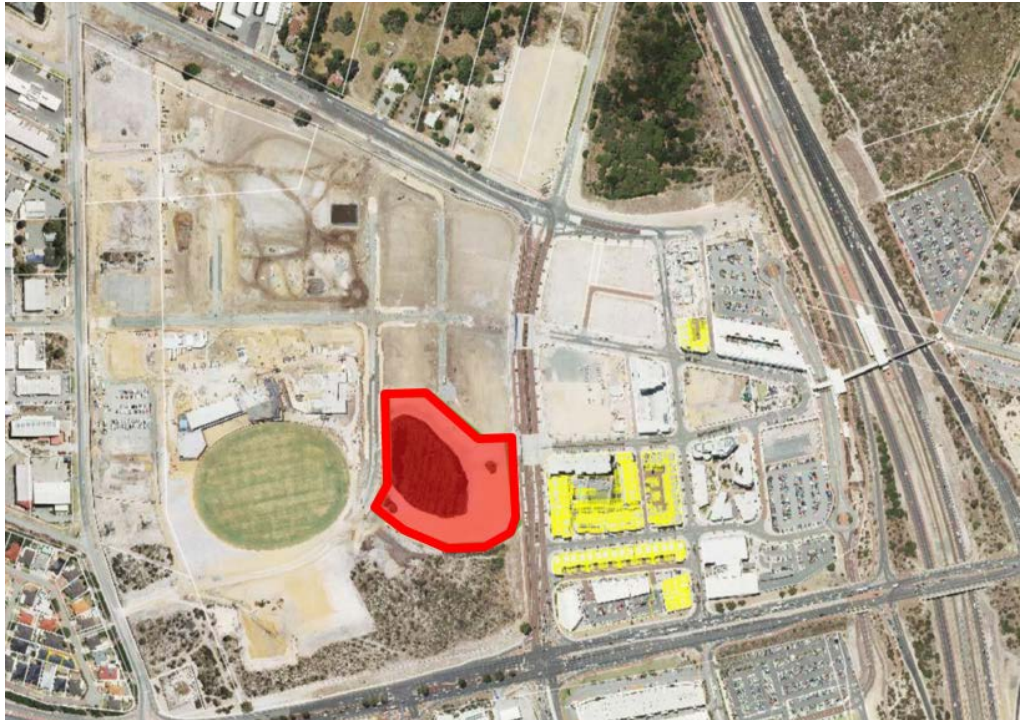
That Council

- (1) endorse the name 'Yandi' Reserve for the public open space reserve on Midgegooroo Avenue, within the Cockburn Central West Precinct at Cockburn Central;
- (2) place a notice in a newspaper circulating in the district inviting community submissions on the proposed name;
- (3) upon close of the community submission period and subject to there being no objections, present the request to the Geographic Names Committee for its consideration; and
- (4) should objection(s) be received, a future report be presented to Council for consideration.

COUNCIL DECISION

Background

The City requested its Aboriginal Reference Group to propose a name for the proposed public open space reserve adjoining Midgegooroo, being created within the Cockburn Central West Precinct. The land in question is shown in red following:



The suggestion received from the ARG was for Yandi Reserve. In accordance with Council policy and delegation, the request has been considered according to Council Policy PSPD20 (Naming of Parks and Reserves) and the Geographic Names Committee ("GNC") Principles, Guidelines and Procedures document. It is deemed consistent with these.

As per Delegated Authority Code ADP57, all Elected Members were initially notified of the proposal, and given the opportunity to comment prior to an advert appearing in the newspaper to make the broader community aware. The City received two submissions from Elected Members that did not support the name, and accordingly the matter isn't able to be proceeded until it is placed before Council to determine whether Council wish to proceed with the proposed name or not.


Submission

Submission from the City's Aboriginal Reference Group (ARG) proposing the name Yandi Reserve.

Report

The ARG has been approached to consider the naming of the public open space reserve within Cockburn Central West. The ARG has recommended the name Yandi Reserve, with the following justification provided:

Name	Submitted justification
Yandi Reserve	<p>The Cockburn Aboriginal Reference Group (ARG) welcomed the opportunity to have input into the naming of the wetlands area with the preference name of Yandi Reserve.</p> <p>The ARG had been in touch with Sharon Gregory who is a linguistic and has her own business kaart-koort Consultancy. Sharon provides the correct information for the naming of the reserve.</p> <p>Ms Gregory had sent the ARG the correct spelling, pronunciation of the word and the meaning of the bowl (Yandi) and what it is used for.</p> <p>The ARG has agreed to the spelling and meaning is correct for "Yandi Reserve".</p> <p>I trust that this information is useful and please feel free to contact me on the telephone or email.</p> <p>Yours sincerely</p> <p>Leonard Thorn Chair person</p> <p>Yandi</p> <p><i>A Yandi is a very important implement for women.</i></p> <p><i>It was made by the men by carving from a soft wood creating a scar tree. The outer back was removed and then moulded over the fire with deep ridges made using a quartz stone knife. Once the bark was treated it then needed to stand for a number of days with a stick of wood holding it open to keep the shape.</i></p> <p><i>Yandi's were used by the women for collection of seeds and other foods, crushing of grains to make flour, separating grass seeds from their husks, carrying water, carrying babies, digging tool, ceremonial smoke carrier and also used as an umbrella. The Yandi was well cared for and oiled regularly with Emu fat.</i></p> <p><i>All wetlands have an extreme importance to them as they were areas of water, food and medicine collection. Many of the waterways also hold</i></p>

	<p><i>significant creation stories and are home for a number of animals and birds.</i></p> <p><i>The wetlands were also area of ceremony and meeting place because of the abundance of resources available.</i></p> <p>Nidja yandi.</p> <p><i>This is a bowl.</i></p> <p>Yoka baalap yandi warn boorn-ak.</p> <p><i>Women they bowl make tree-from.</i></p> <p>Yoka wedjan maal, koondil, djildjit, djidong, kooboolong.</p> <p><i>Women collect berries, seeds, fish, (small) lizards, frogs.</i></p> <p>Benang-benang baalap kangow baalabang maawit yandi-k.</p> <p><i>Sometimes they carry their babies bowl-in.</i></p> <p>Baalap djari wer kep korang yandi-k, warn mandjarli.</p> <p><i>They flour and water mix bowl-in, make damper.</i></p> 
--	---

In respect of Nyungar names, these are particularly encouraged by the GNC guidelines under Section 4 for use within Geographic naming. This provides as follows:

4: Recognition and Use of Indigenous Names

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

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

This is considered particularly important justification which supports this naming request. The fact that it has originated from the City's Aboriginal Reference Group is also indication of support for the name.

It is also worth noting that Council's 2013-2016 Reconciliation Action Plan (under Action 12) seeks to encourage the use of Aboriginal names for, inter alia, Cockburn sites and reserves.

Specifically it states:

12	SIGNAGE AND NAMING:			
	12.1 Create a list of appropriate Nyungar names to be used in naming Cockburn sites, roads and trails.	Family Services Manager	Ongoing	List is developed and accessed for signage and naming purposes.
	12.2 Encourage dual language on public signs, such as park signs, welcoming signs etc. where possible, plus historical descriptions of the land use.	Manager Parks Environment	July 2015 Existing	Where possible and appropriate dual language is used.
	12.3 Encourage the use of Aboriginal names for buildings/parks.	Manager Parks Environment	July 2014	Use of appropriate Aboriginal names/words for buildings or parks is considered in planning.

According to action 12.3, naming of the reserve as Yandi Reserve would continue to demonstrate the City's commitments to reconciliation, through being a very iconic park set in the vicinity of the new recreation centre. The location is also at the heart of the regional centre for Cockburn.

An alternative suggestion was submitted by an Elected Member, being to name the reserve after an associated ANZAC theme, either the name of the adjoining road (Remembrance Ave or Service Mews) or an Aboriginal serviceperson. In terms of naming after an Aboriginal serviceperson, Elected Members would know that a recent subdivision within the Hammond Park / Wattleup residential locality has had a road naming theme approved to recognise Aboriginal servicepersons. Accordingly, it would not be appropriate to name a park in a similar way (due to the potential for confusion) to this theme already being used elsewhere.

While noting the recommended alternatives, staff do believe that Yandi Reserve is a fitting name which meets the principles contained within the City's policy and the GNC Naming Guidelines, and which has also been suggested by the City's Aboriginal Reference Group. It is recommended that this be adopted by Council.

Strategic Plan/Policy Implications

Lifestyle and Aspiration Achievement

- To foster a sense of community spirit within the district generally and neighbourhoods in particular.

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

Public notice in the newspaper will occur should Council resolve to support the name.

Risk Management Implications

The key risk that the City faces in not progressing this naming is the perception that it is not supporting the implementation of its Reconciliation Action Plan, which calls for these types of initiatives to occur.

Attachment(s)

N/A

Advice to Proponent(s)/Submitters

The City's Aboriginal Reference Group has been advised that this matter is to be considered at the 12 May Ordinary Council Meeting.

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

Nil.

14.7 (OCM 12/5/2016) - CONSIDERATION TO AMEND CITY OF COCKBURN TOWN PLANNING SCHEME NO. 3 - AMENDMENT NO. 116 (OMNIBUS AMENDMENT) - APPLICANT: CITY OF COCKBURN (109/052) (G LILLEY)

RECOMMENDATION

That Council

- (1) in pursuance of Section 75 of the Planning and Development Act 2005 amends City of Cockburn Town Planning Scheme No. 3 ("Scheme") as follows:
 1. Modifying the Scheme Text by replacing the term 'Ancillary Accommodation' where used throughout, with 'Ancillary Dwelling'.
 2. Modifying the Scheme Text by correcting the definition 'Storage' included in the Schedule Dictionary of Defined Words and Expressions to read 'Storage Yard', to accord with the Land Use Table.
 3. Deleting the definition of 'Region Scheme – Metropolitan' from the Schedule – Dictionary of Defined Words and Expressions.
 4. Relocating the definition of 'Vehicle – Disused' from the General Definitions section of the Schedule titled Dictionary of Defined Words and Expressions, to the Land Use Definitions section of the same schedule.
 5. Modifying the Scheme Text by amending the 'Tourist Accommodation' definition in the Schedule titled Dictionary of Defined Words and Expressions to read:

"tourist accommodation: means land and buildings used for the purpose of short term accommodation primarily for tourists visiting the district and includes cabins, chalets, short stay self-contained accommodation and similar forms of tourist accommodation, together with uses ancillary to the primary use, but does not include a caravan park, hotel, bed and breakfast or motel. "
 6. Modifying the Scheme Text by replacing the current SU23 related to Lot 100 and 101 Cockburn Road, Hamilton Hill with the new number SU29 in the Schedule of Special Use Zones.
 7. Modifying the Scheme Text by amending the Convenience

Store definition in the Schedule titled Dictionary of Defined Words and Expressions to read:

“convenience store: means premises –

- (a) used for the retail sale of convenience goods commonly sold in supermarkets, delicatessens or newsagents;*
- (b) operated during hours which include, but may extend beyond, normal trading hours; and*
- (c) the floor area of which does not exceed 300 m2 net lettable area”.*

8. Modifying the Scheme Text by amending the Service Station definition in the Schedule titled Dictionary of Defined Words and Expressions to read:

“service station: means premises other than premises used for a transport depot, panel beating, spray painting, major repair or wrecking, that are used for–

- (a) the retail sale of petroleum products, motor vehicle accessories and goods of an incidental or convenience nature; or*
- (b) the carrying out of greasing, tyre repairs and minor mechanical repairs to motor vehicles”.*

9. Deleting the definition of ‘Petrol Filling Station’ from the Schedule – Dictionary of Defined Words and Expressions.

10. Amending the Scheme Map accordingly.

- (2) note the amendment referred to in resolution (1) above is a ‘basic amendment’ as it satisfies the following criteria of Regulation 34 of the Planning and Development (Local Planning Schemes) Regulations 2015:

an amendment to correct an administrative error;

an amendment to the scheme so that it is consistent with the model provisions in Schedule 1 or with another provision of the local planning scheme; and

an amendment to the scheme text to delete provisions that have been superseded by the deemed provisions in Schedule 2.

- (3) upon preparation of amending documents in support of resolution (1) above, determine that the amendment is consistent with Regulation 35 of the Planning and Development (Local Planning Schemes) Regulations 2015 and the

amendment be referred to the Environmental Protection Authority (“EPA”) as required by Section 81 of the Act, and on receipt of a response from the EPA indicating that the amendment is not subject to formal environmental assessment, ensure the amendment documentation, be signed and sealed and then submitted to the Western Australian Planning Commission along with a request for the endorsement of final approval by the Hon. Minister for Planning.

COUNCIL DECISION

Background

The purpose of this report is to consider an omnibus amendment to City of Cockburn Town Planning Scheme No. 3 (“Scheme”). The amendment proposes a number of changes to the Scheme Text, aiming in all cases to correct anomalies and ensure that the definitions in the Schedule of the Scheme Text are appropriately updated to align both within the Scheme and with the Planning and Development (Local Planning Schemes) Regulations 2015.

Being a relatively simple amendment, if it is resolved for adoption, it will proceed to environmental approval and then the minister’s determination.

Submission

This amendment proposes minor changes to both the Scheme Text and Map.

Report

Through the administration of the Scheme, a number of minor amendments have been identified in the Scheme Text. These are set out in the table below together with the rationale for their inclusion:

Proposed Amendment	Rationale
Modifying the Scheme Text by replacing the term 'Ancillary Accommodation' where used throughout, with 'Ancillary Dwelling'.	To accord with the updated R-Codes.
Modifying the Scheme Text by correcting the definition 'Storage' included in the Schedule titled Dictionary of Defined Words and Expressions to read 'Storage Yard', to accord with the Land Use Table.	To apply consistent terminology between the Land Use Table and the Schedule titled Dictionary of Defined Words and Expressions.
Deleting the definition of 'Region Scheme – Metropolitan' from the Schedule – Dictionary of Defined Words and Expressions.	The definition is now redundant and has been effectively been replaced by the Deemed Provision definition 'Region Scheme'.
Relocating the definition of 'Vehicle – Disused' from the General Definitions section of the Schedule titled Dictionary of Defined Words and Expressions, to the Land Use Definitions section of the same schedule.	This is a Land Use Class prescribed in the Land Use Table and requires definition.

<p>Modifying the Scheme Text by amending the Tourist Accommodation definition in the Schedule titled Dictionary of Defined Words and Expressions to read:</p> <p><i>"tourist accommodation: means land and buildings used for the purpose of short term accommodation primarily for tourists visiting the district and includes cabins, chalets, short stay self-contained accommodation and similar forms of tourist accommodation, together with uses ancillary to the primary use, but does not include a caravan park, hotel, bed and breakfast or motel".</i></p>	<p>To remove contradiction within the original definition which referred to activities within caravan parks, but then specifically excluded caravan parks. Current definition reads:</p> <p><i>"tourist accommodation: means land and buildings used for the purpose of short term accommodation primarily for tourists visiting the district and includes cabins, chalets, camping grounds, caravan parks, short stay self-contained accommodation and similar forms of tourist accommodation, together with uses ancillary to the primary use, but does not include a caravan park, hotel, bed and breakfast or motel".</i></p>
<p>Modifying the Scheme text by replacing the current SU23 related to Lot 100 and 101 Cockburn Road, Hamilton Hill with the new number SU29 in the Schedule of Special Use Zones.</p>	<p>To correct a <u>duplication</u> in the current numbering within the Schedule of Special Use Zones inadvertently created by earlier Scheme Amendments 42 and 88.</p>
<p>Modifying the Scheme Text by amending the Convenience Store definition in the Schedule titled Dictionary of Defined Words and Expressions to read:</p> <p><i>'convenience store: means premises –</i></p> <p><i>(a) used for the retail sale of convenience goods commonly sold in supermarkets, delicatessens or newsagents; and</i></p> <p><i>(b) operated during hours which include, but may extend beyond, normal trading hours; and</i></p> <p><i>(c) the floor area of which does not exceed 300 m2 net lettable area'.</i></p>	<p>To align the definition with the Schedule 1 definition for convenience store contained in the Planning and Development (Local Planning Schemes) Regulations 2015, Model Provisions for local planning schemes.</p>

<p>Modifying the Scheme Text by amending the Service Station definition in the Schedule titled Dictionary of Defined Words and Expressions to read:</p> <p><i>'service station: means premises other than premises used for a transport depot, panel beating, spray painting, major repairs or wrecking, that are used for —</i></p> <p><i>(a) the retail sale of petroleum products, motor vehicle accessories and goods of an incidental or convenience nature; or</i></p> <p><i>(b) the carrying out of greasing, tyre repairs and minor mechanical repairs to motor vehicles'.</i></p>	<p>To align the definition with the Schedule 1 definition for convenience store contained in the Planning and Development (Local Planning Schemes) Regulations 2015, Model Provisions for local planning schemes.</p>
<p>Deleting the definition of 'Petrol Filling Station' from the Schedule – Dictionary of Defined Words and Expressions.</p>	<p>The definition is now redundant (being sufficiently covered by the definition of Service Station) and there is no such definition contained in the Planning and Development (Local Planning Schemes) Regulations 2015, Model Provisions for local planning schemes.</p>
<p>Amending the Scheme map accordingly.</p>	<p>To reflect changes which also affect the Scheme map.</p>

The amendments to the Scheme are relatively minor; however, all changes will have an impact on the efficiency in which the Scheme operates. It is recommended for adoption on this basis.

Strategic Plan/Policy Implications

Leading & Listening

- A responsive, accountable and sustainable organisation.
- A culture of risk management and compliance with relevant legislation, policy and guidelines.

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

Not applicable. This amendment is an administrative matter and there is no opportunity for any party to suggest changes or modifications.

As per Part 5 of the Planning and Development (Local Planning Schemes) Regulations, there several amendment types: basic, standard and complex. These are defined in Part 5, Division 1, Regulation 34.

A basic amendment (such as this) requires no consultation. A standard amendment is 42 days consultation and a complex amendment is 60 days consultation in recognition that such proposals which have a greater impact on the community are given a longer period of consideration.

Risk Management Implications

The key risk that the City faces in not progressing this amendment is a Scheme which is not optimally organised in respect of providing for the regulation of land use and development.

Attachment(s)

N/A

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

15. FINANCE AND CORPORATE SERVICES DIVISION ISSUES

15.1 (OCM 12/5/2016) - LIST OF CREDITORS PAID - MARCH 2016 (076/001) (N MAURICIO) (ATTACH)

RECOMMENDATION

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

COUNCIL DECISION

Background

It is a requirement of the Local Government (Financial Management) Regulations 1996, that a List of Creditors be compiled each month and provided to Council.

Submission

N/A

Report

The list of accounts for November and March 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

Risk Management Implications

The report reflects the fact that the payments covered in the attachment are historic in nature. The non-acceptance of this report would place the City in breach of the Regulation 13 of the Local Government (Financial Management) Regulations 1996.

Attachment(s)

List of Creditors Paid – March 2016.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

15.2 (OCM 12/5/2016) - STATEMENT OF FINANCIAL ACTIVITY AND ASSOCIATED REPORTS - MARCH 2016 (071/001) (N MAURICIO) (ATTACH)

RECOMMENDATION

That Council

- (1) adopt the Statement of Financial Activity and associated reports for March 2016, as attached to the Agenda; and
- (2) amend the 2015/16 Municipal Budget as detailed in the report as following:

Revenue Adjustments	Increase	(40,000)
TF from Reserve Adjustments	Increase	(1,146)
Expenditure Adjustments	Increase	69,146
Net change to Municipal Budget Closing Funds	Decrease	\$28,000

TO BE CARRIED BY AN ABSOLUTE MAJORITY OF COUNCIL

COUNCIL DECISION

Background

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

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

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

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

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

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

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

This regulation requires Council to annually set a materiality threshold for the purpose of disclosing budget variance details 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 necessary.

Submission

N/A

Report

Opening Funds

The opening funds of \$13.7M brought forward from last year has 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 City's actual closing funds of \$43.8M is \$10.1M lower than the YTD budget target. This result comprises a combination of favourable and unfavourable cash flow variances across the operating and capital programs (detailed throughout this report).

The budgeted end of year closing funds currently shows \$0.36M, compared to \$0.39M last month and \$0.36M originally adopted. Budget amendments made during March resulted in a net reduction of \$28,000 to the budget surplus.

The budgeted closing funds will fluctuate throughout the year due to the ongoing impact of Council decisions and the 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.

Operating Revenue

Consolidated operating revenue of \$119.7M was over the YTD budget target by \$3.0M.

The following table shows the operating revenue budget performance by nature and type:

Nature or Type Classification	Actual Revenue \$M	Revised Budget YTD \$M	Variance to Budget \$M	FY Revised Budget \$M
Rates	(89.3)	(87.4)	2.0	(89.0)
Specified Area Rates	(0.3)	(0.3)	0.1	(0.3)
Fees & Charges	(17.5)	(17.5)	0.0	(22.1)
Service Charges	(1.1)	(1.1)	(0.0)	(1.1)
Operating Grants & Subsidies	(5.8)	(5.5)	0.2	(7.5)
Contributions, Donations, Reimbursements	(1.1)	(0.6)	0.5	(0.8)
Interest Earnings	(4.5)	(4.3)	0.2	(5.6)
Other Revenue	(0.1)	(0.0)	0.0	(0.0)
Total	(119.7)	(116.6)	3.0	(126.3)

The significant variances at month end were:

- Rates revenue was over the YTD budget by \$2.0M due to interim rating related to strong growth in the rating property base. This will be partially offset by a \$0.5M rating adjustment in April on commercial property previously overstated.

- Subsidies received for childcare services were \$0.33M ahead of YTD budget. These are offset by higher payments to the Caregivers.
- Interest earnings were \$0.2M ahead of budget with investment interest contributing an extra \$0.21M.
- Contributions and Donations were collectively \$0.5M ahead of YTD budget, but this comprises several below threshold items.

Operating Expenditure

Reported operating expenditure (including asset depreciation) of \$86.8M was under the YTD budget by \$4.5M.

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	32.9	33.9	1.0	46.8
Employee Costs - Indirect	0.4	0.5	0.1	1.1
Materials and Contracts	25.5	28.1	2.6	38.3
Utilities	3.3	3.4	0.1	4.6
Interest Expenses	0.0	0.0	(0.0)	0.1
Insurances	2.1	2.1	0.0	2.1
Other Expenses	4.5	4.6	0.1	6.8
Depreciation (non-cash)	19.6	20.6	1.1	27.5
Internal Recharging-CAPEX	(1.5)	(2.1)	(0.6)	(3.0)
Total	86.8	91.3	4.5	124.3

The significant variances at month end were:

- Material and Contracts were \$2.6M under YTD budget with the main contributors being Waste Collection (\$0.62M) and Parks Maintenance (\$0.35M). The balance comprised below threshold variances across many activity areas.
- Salaries and direct employee on-costs were \$1.0M under the YTD budget with Roads Construction wages down \$0.20M and Waste Collection wages over by \$0.24M. All other variances were under the materiality threshold with many underspending variances due to delays in filling vacant positions.
- Under Other Expenses, Council's grants, donations and contributions scheme was running \$0.42M behind the YTD budget. Conversely, the landfill levy was \$0.35M over the adjusted YTD budget.

- Depreciation on assets were \$1.1M under the YTD budget mainly due to lower depreciation for road assets of \$0.49M (due to EOFY revaluations) and lower depreciation for parks equipment of \$0.23M.
- The internal recharging of overhead costs to the CAPEX program was \$0.60M behind the YTD budget setting, being in line with the under spend for the program (particularly roads infrastructure projects).

Capital Expenditure

The City's total capital spend at the end of the month was \$41.4M, representing an under-spend of \$22.3M against the YTD budget.

The following table details the budget variance by asset class:

Asset Class	YTD Actuals \$M	YTD Budget \$M	YTD Variance \$M	FY Revised Budget \$M	Commit Orders \$M
Roads Infrastructure	4.3	7.4	3.1	13.1	4.5
Drainage	0.6	0.7	0.1	1.4	0.0
Footpaths	0.7	0.6	(0.1)	1.2	0.0
Parks Hard Infrastructure	2.1	4.5	2.4	7.6	0.2
Parks Soft Infrastructure	0.3	0.9	0.6	1.3	0.0
Landfill Infrastructure	0.2	0.3	0.1	0.5	0.0
Freehold Land	0.3	1.0	0.7	1.6	0.0
Buildings	30.4	41.4	11.0	64.7	54.8
Furniture & Equipment	0.0	0.0	(0.0)	0.0	0.0
Computers	0.3	0.8	0.6	1.0	0.1
Plant & Machinery	2.1	6.0	3.9	6.2	2.8
Total	41.4	63.6	22.3	98.6	62.3

These results included the following significant items:

- Buildings – had a net under spend against YTD budget of \$11.0M comprising the Operations Centre upgrade (\$5.0M), CCW RAEPEC project (\$4.4M), Civic building energy reduction initiative (\$0.25M) Coleville Crescent carpark extension (\$0.22M) and Atwell clubrooms upgrade (\$0.39M).
- Roads Infrastructure - The roads construction program was \$3.1M under-spent against the YTD budget, mainly due to Beeliar Drive [Spearwood Ave to Stock Rd] under by \$2.3M; Berrigan Drive [Kwinana Fwy to Jandakot Rd] under by \$1.3M; and North Lake Road [Hammond to Kentucky] under by \$0.2M.

- Plant & Machinery - The plant replacement program was \$3.9M behind the YTD budget with \$2.8M of heavy and light fleet items currently on order and awaiting delivery.
- Parks Hard Infrastructure - The parks capital program is collectively \$2.4M behind YTD budget with the only material variance being the adventure playground at Bibra Lake (\$0.7M). The balance is comprised of below threshold under spends across the program.
- Parks Soft Infrastructure - The parks streetscaping program is collectively \$0.44M behind the YTD budget.
- Computers - The City's technology capital spend budget is collectively \$0.6M behind its 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 \$18.1M below YTD budget due to the capital budget under spend.
- Developer contributions received under the Community Infrastructure plan were \$1.1M over the YTD budget.
- Regional road grant funding for the roads construction program was \$0.57M behind YTD budget as a result of the YTD under spend.
- External funding for CCW RPAEC project was \$20.7M behind YTD budget comprising \$12.5M from loan funds (to be drawn down in June now), \$5.0M from development partner contributions and \$3.2M from government grants.
- Proceeds from the sale of land were \$13.2M below the YTD budget due to several unrealised land sales on Beeliar Drive (\$11.8M) and Davilak Avenue (\$1.3M).
- Proceeds from the sale of plant items were \$0.8M 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 \$155.4M, down from \$158.0M the previous month. \$103.8M 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 \$44.7M represented the City's liquid working capital, available to fund current operations,

capital projects, financial liabilities and other financial commitments (e.g. end of year reconciling transfers to financial reserves).

Investment Performance, Ratings and Maturity

The City's investment portfolio made a weighted annualised return of 3.03% for the month, slightly up from 3.00% the previous month and 2.98% the month before that. This result compares favourably against the UBS Bank Bill Index (2.78%) and the falling trend has reversed in recent months as new investment placements are at similar or higher rates to those on maturing investments. The cash rate set by the Reserve Bank of Australia remains at 2.00% with any potential future adjustment likely to be downwards by 0.25%. Financial markets are pricing this cut in within the next several months.

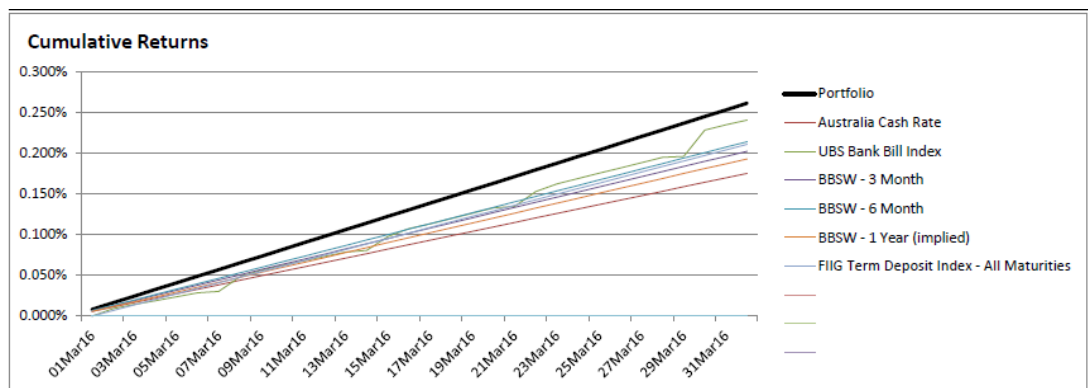


Figure 1: COC Portfolio Returns vs. Benchmarks

The majority of investments are held in term deposit (TD) products placed with highly rated APRA (Australian Prudential Regulation Authority) regulated Australian 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:

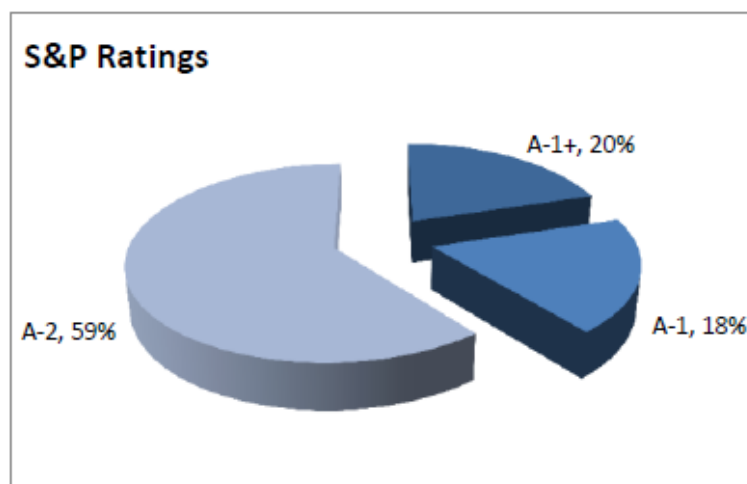


Figure 2: Council Investment Ratings Mix

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 137 days or 4.5 months (up slightly from 125 days the previous month) with the maturity profile graphically depicted below:

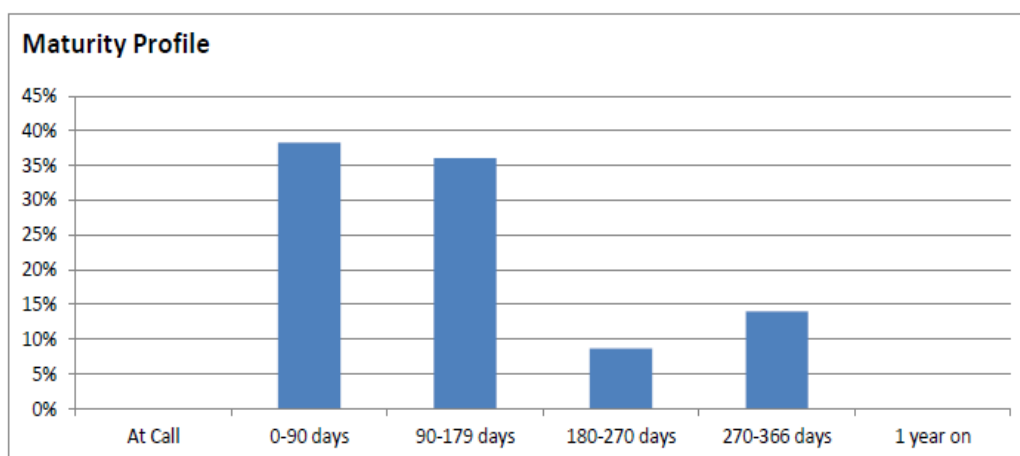


Figure 3: Council Investment Maturity Profile

Investment in Fossil Fuel Free Banks

At month end, the City held 61% (\$91.4M) of its TD investment portfolio in banks deemed as free from funding fossil fuel related industries. This is down from 65% the previous month and up from 36% a year ago. This outcome has been achieved without compromising investment return through increased awareness and more thoughtful funds placement.

Budget Revisions

Several budget amendments were required in March as follows:

- \$101,700 transferred from the EM Budget Contingency to fund Community Connect South costs.
- \$40,000 received from developer for Hobson Park Improvements.
- \$28,000 of budget surplus used to fund extra consultancy costs for Statutory Planning, resulting from SAT appeals.
- \$1,146 transferred from Welfare Employee Entitlements Reserve for LSL payment.

These amendments are reflected in the following schedule:

PROJECT/ACTIVITY LIST	EXP +/-	FUNDING SOURCES (+/-)		
		TF FROM RESERVE	EXTERNAL	MUNI
Statutory Planning - salaries	(70,000)			70,000
Statutory Planning - superannuation	(10,000)			10,000
Statutory Planning - conference & seminars	530			(530)
Statutory Planning – advertising	1,000			(1,000)
Statutory Planning - legal costs	45,000			(17,000)
Statutory Planning – consultancy	70,000			(70,000)
Statutory Planning - software expenses	(7,000)			7,000
Statutory Planning – subscriptions	(530)			530
Statutory Planning – telecommunications	(1,000)			1,000
Cockburn Early Years Salaries (LSL)	1,146	(1,146)		
Hobson Park Improvements	40,000		(40,000)	
EM Budget Contingency	(101,700)			101,700
Community Connect South	101,700			(101,700)
	69,146	(1,146)	(40,000)	0
Surplus: (Increase)/Decrease	28,000			

Description of Graphs & 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 has decreased by \$28,000 to \$360,698 due to the proposed budget amendments.

Legal Implications

N/A

Community Consultation

N/A

Risk Management Implications

Council's budget for revenue, expenditure and closing financial position will be misrepresented if the recommendation amending the budget is not adopted.

Attachment(s)

Statement of Financial Activity and associated reports – March 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 (OCM 12/5/2016) - SUSTAINABILITY ACTION PLAN UPDATE 2016-17 (064/021) (J HARRISON) (ATTACH)

RECOMMENDATION

That Council adopts the Sustainability Action Plan 2016-17.

COUNCIL DECISION

Background

In June 2012, Council adopted the City's first Sustainability Action Plan with a commitment to an annual review. This Action Plan is aligned with the City's Sustainability Policy (SC37), Sustainability Strategy 2013 – 2017, Strategic Community Plan 2012 – 2022 and Corporate Business Plan 2013-2017.

The 2016-17 Sustainability Action Plan is the City's blueprint for action towards sustainability for the next financial year and will be reported

upon in the release of the fifth *State of Sustainability (SoS) Report* in November 2017.

The City's Executive and Strategic Business Management Group have developed the actions in this plan in conjunction with the Sustainability Officer.

Submission

N/A

Report

The 2016-17 Sustainability Action Plan presents 77 key performance indicators, balanced across the four sustainability themes of Governance, Environment, Society and Economy.

Highlights for the 2016-17 include:

Governance

- ◆ Establishing a Design Review Panel for complex planning applications to improve sustainable design outcomes in developments.
- ◆ Implementing new software to facilitate electronic plan assessment and a move towards a paperless planning assessment process.
- ◆ Promoting sustainability throughout the organisation with staff engagement activities and the City's Sustainability Committee

Environment

- ◆ Employment of a full time waste education officer to promote waste separation and improve recycling outcomes.
- ◆ Developing a Coastal Management and Adaptation Plan for the long-term benefit of the Cockburn coast and community.
- ◆ Installing a large scale solar photovoltaic system and geothermal energy unit at the new recreation, education and aquatic centre to help achieve the City's renewable energy target of 20% by 2020.

Community

- ◆ Construction of a new multifunctional recreation, education and aquatic centre at Cockburn Central West for residents
- ◆ Ensuring City events are sustainable by developing and implementing a set of guidelines for sustainable event management.
- ◆ Delivering an annual festival of free, accessible and inclusive events to the Cockburn community.

Economy

- ◆ Constructing a regional playground at Bibra Lake to create a community and tourism destination and a place of connection to the natural environment.
- ◆ Undertake the Community Connect South campaign to relieve traffic congestion in Cockburn Central and facilitate economic development.
- ◆ Supporting training placements with educational institutions at the Cockburn GP clinic and new recreation, education and aquatic centre.

Through the implementation of the actions identified in the 2016-17 Plan, the City will progress to a more socially equitable, diverse and inclusive community, whilst achieving excellence in governance, environmental and financial management.

Strategic Plan/Policy Implications

Growing City

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

Infrastructure

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

Community & Lifestyle

- Promotion of active and healthy communities.

Leading & Listening

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

A Prosperous City

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

Environment & Sustainability

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

Budget/Financial Implications

N/A

Legal Implications

N/A

Community Consultation

N/A

Risk Management Implications

The 2016-17 Sustainability Action Plan is the City's blueprint for action towards sustainability for the next financial year.

If the Council does not adopt the plan the City will lose traction in its sustainability program. This may reflect badly on the City's ability to plan and deliver its long term environmental and sustainability outcomes.

Attachment(s)

Sustainability Action Plan 2016-17

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

16.2 (OCM 12/5/2016) - TEMPORARY ROAD CLOSURES COCKBURN CENTRAL WEST (052/001; 160/004 & 406846) (C SULLIVAN) (ATTACH)

RECOMMENDATION

That Council providing no objections are received by the closing date, and pursuant to Section 3.50 of the Local Government Act 1995, authorises the CEO to temporarily close the road reserves shown on Deposited Plan 406846 for a period of approximately ten (10) months to March 2017 or until completion of the construction works of the Cockburn ARC.

COUNCIL DECISION

Background

Construction works by Landcorp and Brookfield Multiplex have been progressing in the Cockburn Central West precinct. Landcorp have recently completed the road construction in the precinct being Veterans Lane, Remembrance Avenue, Service Mews, Centenary Lane, Commemoration Approach and Legacy Way. These road reserves are described on Deposited Plan 406846 which is Attachment 1. Practical Completion of the road construction contract was achieved in April 2016.

Construction of Cockburn ARC is expected to be completed in March 2017 so public access on the created road reserves in this area represents a safety risk until the construction works are completed.

Submission

N/A

Report

All of the service authorities have been advised of the proposal, and there have been no objections. The proposal has also been publicly advertised in accordance with the requirements of the Local Government Act 1995, with no objections received.

It is recommended that Council proceed with the temporary road closure request as per the officer recommendation.

Strategic Plan/Policy Implications

Growing City

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

Leading & Listening

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

Budget/Financial Implications

N/A

Legal Implications

Section 3.50 of the Local Government Act 1995 refers.

Community Consultation

The advertisement in Attachment 2 was advertised in the local newspaper on 12 April 2016. The Act requires a reasonable time for the receipt of any objection. Fourteen (14) days in this case is deemed to be reasonable. At the conclusion of this period there has been no objections received by the City.

Risk Management Implications

The risk to the City, if Council does not support the temporary closure of the road reserves would be that public access could not be denied during the remaining construction period of the Cockburn Recreation Centre. This could potentially be a safety risk to any persons or vehicles accessing the site and its environs during the works and hence a liability for the City.

Attachment(s)

- 1 Deposited Plan 406846
- 2 Copy of Advertisement of Temporary Road Closures

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

**16.3 (OCM 12/5/2016) - INSTALLATION OF FISH CLEANING STATIONS
IN SELECTED AREAS (063/003) (C BEATON)**

RECOMMENDATION

That Council endorse the City to continue working with the Department of Transport (DoT) and Department of Parks and Wildlife (DPAW) and other relevant agencies to identify opportunities for improvements to the Woodman Point Ammunition jetty, including dealing with issues created by its popularity for fishing.

COUNCIL DECISION

Background

At the 14 April 2016 Ordinary Council Meeting Councilor Pratt requested that a report be brought back to the May Ordinary Council Meeting on the installation of fish cleaning stations at popular fishing locations within the City of Cockburn, in particular the Ammo Jetty.

Recent fishing activity on the Woodman Point Ammunition Jetty associated with the annual salmon run has generated a number of complaints due to the number of people using the jetty and the act of “bleeding” salmon that have been caught. Bleeding salmon involves cutting the gills of the fish to allow the blood to run out of the fish to make them subsequently more palatable to eat.

Numerous salmon where being caught and bled on the jetty resulting in a crowded environment with fish being strewn around the fishers and the jetty being covered in blood. Images of the crowds, fish and blood stained jetty generated numerous negative comments through social media and inquiries being made to the City and the other agencies as to what can be done about it.

It has been suggested by various parties that a fish cleaning station be permanently or temporarily installed on the jetty and possibly at other popular locations, to allow fishers to bleed and clean salmon and other

fish at the stations, which will help to address some of the issues currently being noted at the jetty.

Submission

N/A

Report

Recent images of fishers on the jetty and anecdotal reports indicate that use and misuse of the Woodman Point Ammunition Jetty is getting out of hand, and that current activities on the jetty are a major issue both on the environmental front (discarded rubbish and animal harm) and for recreational amenity and safety for the general public.

Whilst the City does not have any management responsibility for the jetty, the City does have a responsibility for the beach area adjacent, whilst DPAW have a responsibility for the Woodman Point Reserve adjacent. We also recognise that members of our community utilise the jetty.

The City has for some time been represented on a Working Group comprising (other than the City) the DoT, Department of Fisheries (DoF), Fremantle Ports, DPAW and RecFish West, looking at the safety, on-going public access, use and the future of the jetty.

DoT has taken a lead role in dealings with the jetty on account of neither DPaW, the City, or Fremantle Ports, wished to take responsibility for the jetty due to its deteriorating condition.

Over the last six months or so concerns rose both internally and from the community regarding the amount of discarded fishing lines, plastics and such on and in vicinity of the jetty, as well as the targeting and mistreatment of sharks and rays caught from the jetty. In regard to the latter, it could not be established that any laws were being broken.

In regard to the litter issue, City officers have liaised with DPAW and a funding arrangement had been negotiated several months ago for DPAW's rubbish collection contractors to empty bins located near to the jetty and on the jetty on a daily bases during summer and three to four times per week at other times of the year. Additionally more bins have recently been installed on the jetty. There is also a Keep Australia Beautiful funded litter education campaign being arranged by the City, specifically aimed at recreational fishing waste.

The current issues concerning the fishing activities from the jetty, including the bleeding of the salmon, are problematic to deal with as it is probable that no existing fisheries regulations or other laws and

bylaws are being flouted. This is compounded by there not being an agency with direct management authority of the jetty, other than the DoT by default.

The City has encouraged the Department of Fisheries (DoT) and RecFish West, to get actively involved in responding to the issues being encountered on the jetty. It was also proposed that, in addition to public education, specific regulations are developed that could be enforced by DoT and/or DPAW, such as no fish bleeding or cleaning on the jetty and fish bag limits. The City continues to liaise with the Department of Transport to encourage a multi-agency response to the issues.

The provision of one or more mobile fish cleaning stations on the jetty has been suggested and this is currently being investigated by the working group to determine what are the practicalities and ongoing management responsibility considerations of installing such a facility on the jetty.

Other less popular fishing sites along the Cockburn coast do not seem to generate the same issues as those on the ammunition jetty and it is felt that fish cleaning stations at other locations, particularly those managed by the City, are not warranted.

Strategic Plan/Policy Implications

Infrastructure

- Community facilities that meet the diverse needs of the community now and into the future.
- Partnerships that help provide community infrastructure.

Community & Lifestyle

- Community environments that are socially cohesive and embrace diversity.
- Safe communities and to improve the community's sense of safety.

Leading & Listening

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

Environment & Sustainability

- A community that uses resources in a sustainable manner.
- To protect, manage and enhance our natural environment, open spaces and coastal landscapes.

Budget/Financial Implications

An allocation of \$3,500 per annum had been made to support the ongoing cleaning of the ammunition jetty in conjunction with DoT and DPAW, based on equal sharing of cost and is to be renewed annually.

Legal Implications

N/A

Community Consultation

The community has been kept informed of the efforts to address issues at the Woodman Point Ammunition Jetty by way of social media and the City's website. The City continues to liaise with members of the working group.

Risk Management Implications

There is low risk in not installing fish cleaning stations at sites along the coast managed by the City as currently no cleaning facilities are in place and no risks have been identified due to the lack of facilities

There will be a risk to the image of Council if the issues associated with the ammunition jetty are not addressed in the long term.

Attachment(s)

N/A

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

**16.4 (OCM 12/5/2016) - WASTE MANAGEMENT - GREEN WASTE
(167/012) (C SULLIVAN) (ATTACH)**

RECOMMENDATION

That Council

- (1) maintain the third (green) waste bin service in the Hamilton Hill trial area post completion of the trial;
- (2) make provision in the 2016/17 budget to commence the roll out of the green waste third bin across the City;
- (3) prepare a detailed plan for the implementation of the third (green) waste bin across the City for the period 2016/17 to 2018/19;
- (4) make application to the Waste Authority of WA for funding under the Better Bin Program Phase 2;
- (5) share the preliminary findings of the third (green) waste bin trial with the SMRC Member Councils; and
- (6) advise the SMRC Member Councils and the SMRC that the City will not introduce a Food Organic and Garden Organic (FOGO) collection service in future.

COUNCIL DECISION

Background

At the Special Council Meeting of 23rd June 2015, Council resolved that:

- (1) *approve the implementation of the Third Bin (Green Waste) Trial in 2015/16 in accordance with the Implementation Plan attached to the Agenda;*
- (2) *brief the Chairman of the Waste Authority on the trial and other waste initiatives that the City has undertaken; and*
- (3) *seek potential funding from the Waste Authority for this trial, or the expansion of the service if the trial is successful.*

The third bin trial for green waste began in the Hamilton Hill trial area on 7th October 2015 and is continuing. Parts 2 and 3 of the resolution were carried out with the result that funding could be available through the Waste Authority under the Better Bins program (Phase 2) but only if the City decides to expand the third bin across the whole of the municipality.

The funding covers both infrastructure (bins) and public education programs. This report presents the results of the third bin trial for green waste and also seeks to progress the Council resolutions at the Special Council Meeting of 29th June 2015, where Council resolved in part:

- (4) *advises the other members of the Project Participants Agreement that the City will be undertaking a trial of a third bin system in a part of the District and needs to divert the green waste collected during the trial to Henderson Waste Recovery Park for processing during this time;*
- (5) *agrees to provide a copy of the report on this trial to the SMRC and its members;*
- (6) *withdraws the City from the Project Participants Agreement for green waste with effect FY16/17, in order to be able to expand the third bin system across the remainder of the District;*

Subsequent to part 4 of the Council's resolutions at the SCM of 29th June 2015, the SMRC Member Council's resolved not to approve the City's request to carry out the third bin trial for green waste. Furthermore, the SMRC resolved (Ordinary Council Meeting of 25th February 2016) to nominate an independent engineer to determine the lost tonnes of green waste for the purpose of calculating the City's contribution to the SMRC operating expenditure, subject to further discussion between the Member Councils. This matter is discussed further under Legal Implications.

Further to part 5 of the Council's resolution above, the CEO and senior staff conducted a meeting with representatives of the other Member Councils on 2nd May 2016 to brief them on the results of the green waste third bin trial to date and discuss the lessons learned as well as tonnages collected. A copy of the report will be provided at the conclusion of the trial and in the meantime an estimate of the total green waste tonnes expected from the trial was demonstrated (approximately 320 tonnes).

Further to part 6 of the Council's resolution above, City officers have assessed the cost and practical requirements of rolling out the third bin for green waste across the City and propose a program over three financial years, beginning in 2016/17. This extended implementation

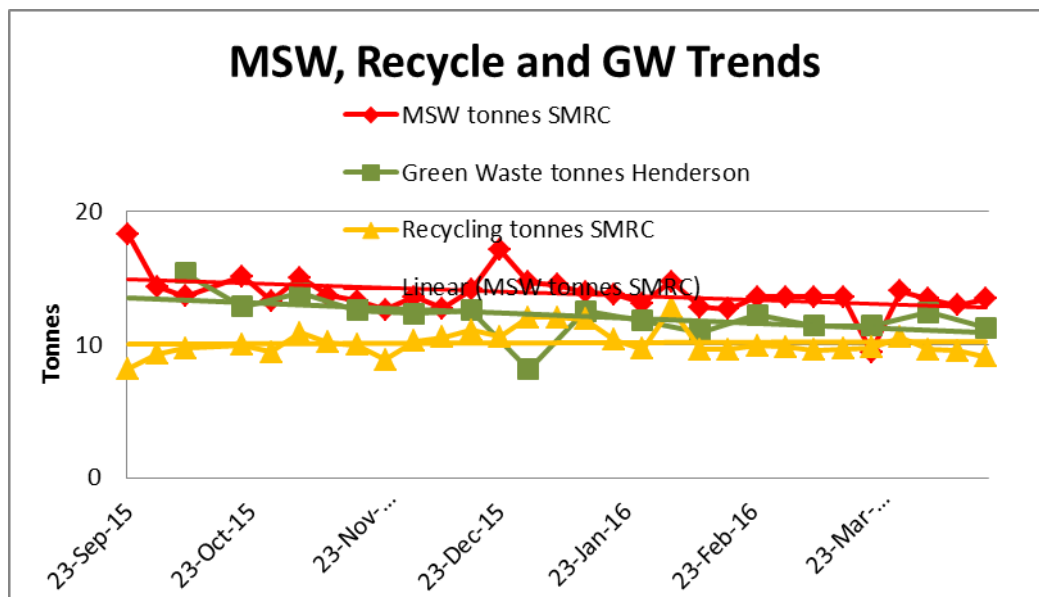
period is due to the scale and complexity of the project and the crucial need for public education and consultation, which is a lesson learned from the green waste bin trial area.

Submission

N/A

Report

The result of the third bin trial to the end of April 2016 is best summarised in the graph below:



The trends indicate a gradual decrease in MSW and green waste tonnages per collection with a very slight increase in recyclables tonnage. The total green waste collected in the third bin trial is averaging 12 tonnes per fortnightly collection or 199.42 tonnes to date. This would indicate approximately 320 tonnes by the end of the twelve month period. Presentation rate for the third bin has been averaging just over 50%.

Contamination in the green waste, while high in the early stage of the trial has stabilised at 4%. Auditing of the green waste received has shown that the majority of the contamination in the green waste bin is household waste that should have been placed in the MSW bin and timber products. A number of different contaminants (plastics, metals, glass, building materials, gravel) make up the rest.

Two forums have been carried out with the Council on the future of waste management in the City on 17th March and 28th April 2016. A third forum is proposed to discuss the master plan for the future

development of the Henderson Waste Precinct. One of the items presented at the first two forums was the result of the satisfaction survey carried out in the third bin trial area in March 2016, which indicated strong public support for the trial. A summary of the findings is shown below.

- 119 responses were received out of 1,200 residents. (10%)
- 89% of respondents were satisfied (19%) or very satisfied (70%)
- Over 80% said they found tagging the bins helpful for making decisions about what to put in each of the bins.
- More than 80% indicated they used the lime green bin for garden waste.
- Over 60% were happy with fortnightly collections

The green waste collected from the trial has been sorted at Henderson Waste Recovery Precinct and processed into mulch at a rate of \$30 per tonne. The contamination component recovered has been landfilled. The trial results have shown a low level of support for the at home composting initiative and strong support for the source separation of recyclables in the home, hence the improvement in recycling tonnage.

When considering implementation of a third bin for green waste across the City, a major consideration was lot size as recent data released from the UDIA (December quarter 2015) indicates the average lot size in metropolitan Perth is now 372 square meters.

Areas of intensive urban development produce very small quantities of green waste so an assumption of 400 square meters as a minimum lot size for a green waste bin was considered appropriate. City of Stirling recently implemented a third bin for green waste based on these criteria.

An analysis of current lot sizes across the City is shown in the Table below – Lot Size Analysis. The analysis shows that almost one third of the properties in the City are less than 400 square meters and hence would produce very little in green waste tonnage and hence not be suitable for a third bin for green waste. This report proposes the roll out of a third bin for green waste to all the residential properties in the City that are larger than 400 square meters other than rural large lots as these properties dispose of their green waste by other means such as disposal within the property or by verge collection.

Providing a third bin service to over 29,000 properties would be a substantial task and knowing the lessons learned from the green waste trial area (1200 properties) it is proposed to roll out the service over three financial years. This timeframe allows for public consultation and education in the first year which is a crucial part of the success of the

third bin service in reducing contamination and increasing recyclables capture. The cost estimate to implement the third bin service is discussed under Budget/Financial Implications.

Lot Size Analysis

Suburb	Res and Vacant Lots >400m2	Total Res and Vacant	Difference	% of Res Properties Without a 3rd Bin
ATWELL	2614	3,072	458	15%
AUBIN GROVE	1695	2,141	446	21%
BANJUP	208	1,027	819	80%
BEELIAR	2130	2,778	648	23%
BIBRA LAKE	1857	2,401	544	23%
COCKBURN CENTRAL	118	735	617	84%
COOGEE	1473	1,869	396	21%
COOLBELLUP	1738	2,357	619	26%
HAMILTON HILL	2649	4,664	2,015	43%
HAMMOND PARK	1255	1,844	589	32%
JANDAKOT	678	960	282	29%
LEEMING	674	741	67	9%
MUNSTER	1274	1,752	478	27%
NORTH COOGEE	370	1,390	1,020	73%
NORTH LAKE	452	490	38	8%
SOUTH LAKE	2067	2,326	259	11%
SPEARWOOD	2788	4,517	1,729	38%
SUCCESS	2571	3,872	1,301	34%
YANGEBUP	2446	2,909	463	16%
Blank				
Grand Total	29057	41,845	12,788	31%

In considering the green waste component, it is necessary to examine the whole of the waste stream. An analysis has been carried out based on current tonnages and is included as Attachment 1. For example, if a third bin for green waste is provided and the green waste processed at Henderson Waste Recovery Precinct, it would be logical to also process the green waste from the City's bulk verge collections in the same way to gain economy of scale. Based on the experience gained during the trial period to date, City officers have assessed how the collection of all green waste across the City would impact on current operations at Henderson Waste Precinct.

The expected total green waste per annum would be approximately 9500 tonnes, with both the bulk verge collection and from the GO bin. An existing hardstand area adjacent to the Hazardous Waste building compound would be suitable on which to establish a green waste sorting unit. A preliminary cost estimate and concept of such a unit indicates a capital cost of approximately \$600,000.

The waste stream analysis presents the current domestic and commercial waste profiles and then compares what the future profile would be if a third bin for green waste was rolled out across all residential properties in the City, with the exception of properties less than 400 square meters or rural properties. Commercial and industrial properties and multiunit developments would not be envisaged as having a green waste service. The future profile allows for the processing of MSW at a waste to energy facility. Cost estimates are included based on the estimated tonnages for comparison.

The cost comparison of the future profile clearly indicates a substantial saving compared to the current costs of processing the domestic component of the waste stream. Transportation costs are also allowed for in the estimates. The table below summarises the data. The recycling service will be the subject of another service agreement over the coming ten years and hence is not included. The recycling mentioned below in the future scenario is the capture of recyclables from the MSW bin into the correct bin which is based on the experience of the third bin trial.

Table 1: Processing Costs of MSW

MSW NOW	Tonnage	Organic	Residual	Compost Produced	Process Cost \$/T	Collection Cost \$/T	Total
SMRC WCF	100%	58%	42%	20%			
CoC MSW Domestic	28,800	16,704	12,096	5,760	\$232	\$65	\$8,556,769
MSW WITH 3RD BIN GREEN WASTE	Tonnage	Organic	Residual and Contamination		Process Cost/T	Collection Cost \$/T	Total
3rd Bin GO	7672	7365	307		\$31	\$63	\$715,932
Recycling	3,168	0	475		\$65	\$99	\$520,290
MSW	17,805	4,807	534		\$120	\$70	\$3,390,780
Landfill			1,316		\$155		\$36,826
Total	28645						\$4,627,003

The analysis above allows for a waste to energy processing cost of \$120 per tonne based on current market research in Perth. Clearly, there would be an interim period between the start of the third bin GO service and the commencement of a waste to energy facility during which the MSW would be processed at the SMRC. Best indication at present is a three year period between now and the availability of waste to energy in Perth.

Another method of testing cost scenarios is shown in Attachment 2, which compares total annual cost of the MSW and recycling disposal service. The summary is shown below, which shows the most cost effective option for the future to be the GO bin service allied with the waste to energy processing the MSW. The waste to energy rate per tonne was tested at both \$120 and \$150. At \$150 per tonne the solution is still cheaper than the interim stage of introducing the GO bin service and processing MSW at the SMRC.

Table 2: Total Waste Service Costs for MSW and Recycling

Scenario	Average Cost per HH per year	Annual Cost	Annual Saving
Current System	\$337.08	\$13,632,215.24	
Garden Organics + SMRC (WCF \$232/T, MRF \$65/T)	\$317.91	\$12,856,889.63	\$775,325.62
Garden Organics + Waste to Energy (\$150/t) + SMRC (MRF \$65/T)	\$272.87	\$11,035,597.81	\$2,596,617.43
Garden Organics + Waste to Energy (\$120/t) + Private MRF(\$25/T)	\$241.98	\$9,786,324.37	\$3,845,890.87

For the purpose of this cost comparison, the gate fee for recyclables disposal has been left at \$65 per tonne until the result of the sale of the MRF becomes public information.

FOGO

The Food Organic/Garden Organic (FOGO) option was also assessed as a possibility for the City. Research indicates that the Food Only (FO) component in a typical bin is 2-4 kilograms per week. In other local authorities around Australia where a FOGO service has been trialled or introduced, the proportion between food and garden organics is generally 20%/80%. The bin has to be collected weekly due to the putrescible component.

In the more heavily urbanised areas that produce very little green waste, the FOGO bin service would be still incurring the cost/bin to collect for a small weight of FO. Clearly this is not economic for a City like Cockburn which in the future will trend towards even more small lot size developments in the future than at present (almost one third of properties less than 400 square meters). Where FOGO has been

successful is in rural or large lot size areas such as regional Victoria, rather than in more heavily urbanised areas.

In summary, a number of points led to the conclusion that a GO service is a more cost effective, practical solution for the City:

- FOGO waste is more expensive to compost to create a usable end product.
- FOGO bin must be collected weekly
- 3rd Bin not justified for properties <400m²
 - Little or no garden waste
 - Lack of room for 3rd bin.
- Residue bin needs to be collected weekly if no FOGO bin.
- FOGO will result in complicated collection system unless all FOGO and residue bins are collected weekly.
- FOGO – 3 x weekly collections
- GO – 2 x weekly collections, 1 x fortnightly collection.

Roll out of GO service

The main points to consider in the City wide roll out of a GO bin service are:

- Early preparation with public education and consultation
- Promotion of source separation within the home
- Auditing and bin tagging during the early stages of deployment
- Staged roll out in a manageable process
- Minimise contamination level to 4%

Conclusion

The result of the analysis and research leads to the conclusion that a GO bin service would provide the City with a cost effective solution for collecting green waste currently being placed in the MSW bin and hence providing substantial cost savings compared to the current collection system.

Strategic Plan/Policy Implications

Infrastructure

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

Environment & Sustainability

- Identification and minimisation of impacts to human health risk.
- Community and businesses that are supported to reduce resource consumption and manage waste.

- Greenhouse gas emission and energy management objectives set, achieved and reported.

Budget/Financial Implications

The cost of the green waste trial to end of April 2016 is \$182,000, compared to the original cost estimate of \$324,000 in agenda report 9.4 to the Special Council Meeting of 23rd June 2016. A comparison appears in Table 3 below. This cost estimate made no allowance for any compensation to SMRC operating expenditure. At this point in time, the expected total of green waste is 320 tonnes which at the green waste rate of \$78 per tonnes equates to a compensation of \$24,960.

This aspect is discussed further under Legal Implications. The tracking of the expenditure indicates the trial will be completed within the estimated cost.

Table 3 – Third Bin Trial Expenditure

Third Bin Trial Costs	Estimate (\$)	Current (\$)
Capital	83,000	83,000
Operational	135,000	76,000
Educational	56,000	23,000
Contingency	50,000	0
Total	324,000	182,000

The roll out of a third bin for green waste across the City is a project to carry out over more than one year, due to the scale and public education required. A cost estimate for 2016/17 to 2018/19 is detailed below. The total cost of implementation is estimated as \$3.5M with a cost recovery period of approximately 3.5 years, excluding any external funding. There would be no cost increase for the ratepayers in the implementation of the third bin for green waste across the whole of the City due to the cost savings in the green waste processing.

The specifics of the service will be provided in a further report to Council.

Funds would need to be included on the Draft 2016/17 Budget to cover the cost of the implementation based on access to Waste Authority funds from the Phase 2 Better Bins program. It is expected the funding from the Waste Authority would be of the order of \$30 per bin which equates to a total of approximately \$900,000, which would decrease the cost recovery period mentioned above.

The funding can also be retrospectively applied to the trial area as part of the whole of City roll out. Funding payments would be matched to the predicted cash flow during the implementation period.

Legal Implications

Further to the SMRC resolution relating to compensation cost to be paid by the City for the tonnage of green waste collected in the third bin trial, the City sought an opinion from lawyers Jackson McDonald on the potential liability of proceeding with the green waste trial without the agreement of the other SMRC Member Councils. The terms and conditions of the Project Participants Agreement and Deed of Variation give guidance. A copy of the opinion from Jackson McDonald is included as a Confidential Attachment. As noted above, the tonnes from the trial are expected to be about 320 so any compensation to the SMRC is a minor cost of the overall waste stream.

Should Council resolve to withdraw from the Project Participants Agreement, a twelve month notice period must be given and compensation would be payable to the SMRC for any green waste diverted during that time. As noted above, the City has the capacity to process all green waste at the Henderson Waste Recovery Precinct into the future.

Council could still remain as a member of the SMRC under the Establishment Agreement and enter into a separate service agreement for the disposal of MSW in same way as any commercial customer. The impending sale of the recyclables MRF will entail a ten year agreement for the member Councils for the disposal of recyclables as another service agreement. The City's portion of SMRC debt servicing would continue.

Community Consultation

Should Council resolve to proceed to implement the third bin for green waste across the City, a program of public education and consultation will be required over the implementation period and beyond.

Risk Management Implications

Should Council not resolve to adopt the officer's recommendation, the third bin trial would come to an end in October 2016 and the waste collection and disposal across the City would continue as it was prior to the trial.

The City would not benefit from the cost savings in the disposal of green waste from a third bin implementation across the City and not see the reduction in waste processing of municipal solid waste that

would occur when the green waste currently in MSW bins would be separated and processed as a different stream (source separation).

Attachment(s)

1. Waste Stream Analysis
2. Waste Stream Cost Comparison
3. Legal Advice from Jackson McDonald (Confidential Attachment provided under separate cover)

Advice to Proponent(s)/Submissioners

The SMRC Member Councils have been advised that this matter with be considered at the 12 May 2016 Ordinary Council Meeting.

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

Nil.

17. COMMUNITY SERVICES DIVISION ISSUES

17.1 (OCM 12/5/2016) - PROPOSED BIBRA LAKE SKATE PARK FEASIBILITY AND COST ESTIMATE (146/004) (G BOWMAN) (ATTACH)

RECOMMENDATION

That Council receive the report providing feasibility information and a cost estimate for a proposed permanent skate park facility in Bibra Lake, noting the timeframe for this project is provided for in the 2019/20 financial year.

COUNCIL DECISION

Background

At the Ordinary Council Meeting on 8 October 2015, Cr Phil Eva requested a report into the feasibility of the temporary Skate Park at Bibra Lake being upgraded to a permanent facility, at or adjacent to, the current location and costings being sought, with the intention of including funding for a permanent Skate Park being included for consideration in the 2016/17 Budget.

Submission

N/A

Report

The City has undertaken a Geotechnical Survey to determine if it is feasible to construct a permanent skate park structure on the Eastern side of Bibra Lake where the temporary skate park is currently located. The Geotechnical Survey did not identify any issues which would prevent a permanent skate park being constructed at that location.

The Bibra Lake Management Plan includes a proposed standalone permanent Skate Park facility in Bibra Lake with a cost estimate of \$500,000 which is planned for the 2019/20 financial year.

However, in order to provide a consistent standard of facilities compared with other permanent skate parks in the district there would need to be a number of ancillary amenities provided at the site. The standard requirements at other skate parks include provision of a minimum 12 bay car park, seating, a drinking fountain, and landscaping.

The Tender prices for the 1,000 sq.m. Spearwood skate park design and construct tender ranged from approximately \$250,000 up to \$650,000, with the median being \$450,000. It is likely that the City will receive tenders in the vicinity of \$450,000 for a skate park of 1,000 sq.m. with similar design principles to Spearwood. This figure is similar to the Bibra Lake Management Plan cost estimate of \$500,000. However, a concept plan and quantity surveyor report will be required to gain a more accurate cost estimate and this will require a budget allocation of \$40,000. The concept design process would also require extensive community consultation with young people, the Bibra Lakes Residents' Group and other stakeholders. It is estimated the consultation will take 6 months, using existing youth services staff resources.

Based upon the most recent Spearwood skate park costs, car park costs and other parks infrastructure costs a budget of \$647,000 will be required as identified below.

Budget Estimate

Skate Park Concept Design and QS Report	\$40,000
Detailed Design and Construction	\$460,000
12 Bay Car Park design and construction	\$80,000
Landscaping	\$50,000
2 bench seats	\$5000
Drinking fountain	\$12,000
Total Estimated Cost	\$647,000

The Lakes Revitalisation Strategy, a Bibra Lake Resident's Group community survey and a City Youth Services survey all identified that the community would like an upgrade.

The Lakes Revitalisation Plan Eastern Precinct Recreation node as attached to the Agenda, also includes shaded seating, pathways, fenced dog park, relocation of an existing playground and a proposed upgrade of the current toilet block facility. Please see the attached plan. The estimated cost of the Bibra Lake eastern recreation node including the skate park is approximately \$985,000, however this figure will not be confirmed until a Concept Plan and Quantity Surveyor report is completed.

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

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

Budget/Financial Implications

The current cost estimate for a Concept Plan and quantity surveyor report for the proposed Bibra Lake Permanent Skate Park is \$40,000. This would be the first stage of the process for developing a permanent skate park structure at Bibra Lake.

The approximate cost of design and construction of a 1,000 sq.m. Skate Park is estimated at \$500,000, with other standard infrastructure costs valued at \$147,000.

The City will not be able to confirm a more accurate cost estimate for the skate park and the other infrastructure until the Concept Design and quantity surveyor report is undertaken.

The Long Term Financial Plan includes an estimated sum of approximately \$1m in 2019/20 to undertake these works as part of the upgrade to the Bibra Lake Eastern Precinct Recreation Node, as identified in the Lakes Revitalisation Strategy and Bibra Lake Management Plan.

Legal Implications

N/A

Community Consultation

The Bibra Lake Residents' Association undertook a community survey receiving 152 respondents. The 152 respondents were in favour of the upgrade of the existing temporary skate park into a permanent skate park structure. The majority also requested shaded seating, a car park, and a drinking fountain and in many cases a barbecue facility and the upgrade of the toilet block facility was also requested. Similar requests were received through the Lakes Revitalisation submissions and therefore the Lakes Revitalisation Report contains a permanent proposed skate park in the Eastern Precinct co-located with other facilities.

The City's Youth Services staff also undertook a survey of young people at a skate park competition where 100% of the 35 respondents identified they were in favour of upgrading the temporary Bibra Lake Skate Park into a permanent skate structure.

The consultation findings indicate that the skate park if constructed will be well utilised.

Risk Management Implications

1. There is a moderate level of 'financial' risk to the City if this project is brought forward in priority without deleting alternate capital works.
2. There is a moderate risk of adverse publicity to the City if this project is substituted for another in advance of its scheduled implementation.

Attachment(s)

Lakes Revitalisation Bibra Lake Eastern Recreation Node – Draft Plan.

Advice to Proponent(s)/Submissioners

N/A

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

Nil.

17.2 (OCM 12/5/2016) - JANDAKOT SCHOOL MANAGEMENT COMMITTEE - RELINQUISH LEASE & MANAGEMENT OF 12 POLETTI ROAD, COCKBURN CENTRAL (041/008, 036/001) (GBOWMAN) (ATTACH)

RECOMMENDATION

That Council:

- (1) endorse the Old Jandakot School Management Committee request to relinquish their lease and management of 12 Poletti Road, Cockburn Central, as shown in the attachment to the Agenda;
- (2) approve for the Old Jandakot School Buildings at 12 Poletti Road as shown in the attachment to be made available for hire through the City of Cockburn's booking system, pursuant to the City's Booking Fees and Charges;
- (3) allocate a \$7,000 capital works budget and an \$8,000 operational budget for the 2016/17 financial year for the management of the Old Jandakot School complex;
- (4) endorse the 'Friends of the Old Jandakot School' Group to be an advisory body relating to the heritage of the Old Jandakot School Building, and permit the Group to conduct gardening, monthly meetings, school reunions, and general caretaking for the property;
- (5) enter into a lease agreement with the Portuguese Culture and Welfare Centre Inc (PCWC) for the Community Hall buildings at 12 Poletti Road, as attached to the Agenda, subject to the PCWC satisfying the City that they are in a sustainable financial position; and

- (6) approve the following key terms and conditions in the lease agreement with the Portuguese Culture and Welfare Centre:
1. An initial lease period of 1 year, with an option to renew for 1 year.
 2. The PCWC to pay a peppercorn (\$1) rent.
 3. The PCWC to pay all outgoings including water, electricity, gas, ESL, security and rubbish charges.
 4. The PCWC to be responsible for the costs of maintaining and replacing fixtures and fittings, regardless of 'fair wear and tear' up to an amount of \$1,000 per single item verified by a City of Cockburn sourced quotation.
 5. The City will be responsible for structural maintenance, tree removal, and the costs of maintaining and replacing fixtures and fittings over the value of \$1,000 per single item.
 6. The PCWC will effect and maintain public liability insurance, contents insurance, and workers compensation insurance.
 7. The PCWC will be required to provide a copy of their annual financial report each year for the City to review and ensure the PCWC remain financially capable to sustain the lease; and
 8. Any other terms and conditions that are to the satisfaction of the Chief Executive Officer.

COUNCIL DECISION

Background

The City of Cockburn is the registered proprietor of freehold land at Lot 33, 12 Poletti Road Cockburn Central (please see site plan attached). Under the City of Cockburn's Town Planning Scheme No.3 the site is zoned Parks and Recreation.

There are two main facilities located on this site, the Old Jandakot School Building (the School) which is a heritage building, and the Community Hall (the Hall) which is a fixed brick building.

The City has been leasing the whole site to the Old Jandakot School Management Committee (OJSM Committee) for a number of years, and the lease is currently operating under the holding over clause.

Submission

A motion was put forward at the OJSM Committee's AGM on 12 October 2015 to relinquish the lease to the City of Cockburn upon the City agreeing to manage the heritage building through their facility bookings system. Further, the OJSM Committee passed a motion that they would wind-up their not-for-profit incorporation and form an advisory group known as "The Friends of the Old Jandakot School" to ensure that the heritage School continued to be preserved and suitably maintained.

Report

The Old Jandakot School Committee Inc has identified that they no longer have the capacity to manage the Old Jandakot School buildings and would like to relinquish their lease. They have requested the City place the School building on the booking system permitting current hirers, and other low risk educational and children's activities to be accommodated in the facility. The OJSM Committee would then provide an advisory role to the City to ensure the heritage school is preserved.

The Portuguese Culture and Welfare Centre Inc. (PCWC) have an informal arrangement with the OJSM Committee to manage and exclusively use or sub-hire the Community Hall buildings and Bus Shed. The PCWC has requested that the City provide them with a lease agreement for the Community Hall and Bus Shed so they can continue with their current exclusive use on a cost recovery basis for outgoings.

The City proposes to manage the Old Jandakot School (the School) and the Community Hall (the Hall) as outlined below respectively:

1. *Recommended Option the School Managed via the Community Centre's Bookings System*



The School, currently maintained and managed by the OJSM Committee, is a relatively underutilised building, and generally unoccupied Monday to Saturday between 8am – 3pm.

The regular bookings include the OJSM Committee's monthly meetings on Monday evenings, the Lodge's fortnightly meetings on Monday and Friday evenings, the Lions Club of Jandakot Lakes' fortnightly meetings on Tuesday evenings, the Spanish Church on Sunday mornings, and occasional bookings made by a private hirer. They all pay \$10 per hour for their bookings.

The Jandakot school building is included within the city's municipal heritage inventory and heritage list and is classified category B, having considerable local significance. The building, it is well maintained with a functioning kitchen and a large classroom space. The classroom has a number of historic memorabilia and photographs displayed along the walls which, upon termination of the lease, the OJSM Committee will transfer into a secure display cabinet. The classrooms are furnished with tables and chairs and the kitchen has a dining table and fridge.

To optimise the use of the building, the City recommends the School is placed on the City's community centre bookings system for the public to hire. The School will make an appropriate location for low-risk hire such as mother's groups, small children's' birthday parties, playgroups and meetings. The City and the OJSM Committee envision a synergy between the history of the Primary School and the future hire for children's and educational activities.

The City will ensure the current user groups (ie. The Lodge, The Lions Club, the Spanish Church, and private hirer) can continue hiring the School at their preferred time slots, at the City's hourly hall hire rates.

The current 2015/16 financial year Fees and Charges for small facilities is \$14 per hour.

The City would undertake all maintenance and repairs and the City would commence a regular cleaning schedule for the School and demountable toilet block.

If the School is made available for public hire, the City will need to make minor modifications to ensure the site is accessible and safe for the public. This will include installation of an access control system, installation of a disability access ramp, and line-marking the bitumen car park.

By operating the School under the Bookings System, the City envisages the facility will be utilised more frequently providing a community benefit and increased revenue to the City.

2. *Recommended Option the Community Hall Managed via lease with the Portuguese Culture and Welfare Centre*



In 1995, the Community Hall was built at 12 Poletti Road. The Portuguese Culture and Welfare Centre Inc (PCWC) has managed and maintained the building and has been almost exclusive hirers of the Community Hall for a number of years. They are currently paying \$200 per month to the OJS Management Committee Inc for their arrangement.

The Hall can be separated into five distinct areas:

1. The administration office, where the PCWC provide social work and welfare assistance to its members.

2. The radio recording room, where the PCWC stream and record an online Portuguese radio channel.
3. The function room/dining hall, where they run weekday luncheons for seniors and Bingo on Thursday evenings
4. The commercial grade kitchen, where the PCWC prepare the food/meals and they make Portuguese delicacies and snacks which they sell to their members as revenue for their organisation.
5. The garage, where they store their bus, used to transport seniors to and from their functions.

The PCWC has installed a number of fixtures to the Hall (including a security surveillance system and air-conditioning) and made a significant number of improvements and upgrades to the building. The PCWC also regularly clean and maintain the Hall, the School and the demountable toilets.

The City considered two options to operate the Hall. The first option was to place the Hall under its community centre bookings system. However, after the PCWC advised they use the Hall most days of the week, it soon became evident that there would not be many available time slots remaining under the bookings system for other groups to hire the Hall. The second option considered is for Council to enter into a lease with PCWC.

In 2013, the PCWC had written to the City requesting to enter into a lease. The City reviewed the financial statements the PCWC provided and advised that the PCWC did not appear to be in a strong financial position to sustain a lease. Therefore, based on this assessment, the City advised the PCWC that they would not recommend to Council to enter into a lease.

In 2016, the PCWC reported to the City that they are in a financially sustainable position and provided recent bank statements but not full income and expenditure reports. The OJSM Committee has also reported that the PCWC are up to date with payments. The PCWC has requested that they would like to undertake the responsibility of a lease agreement. Therefore, it is recommended that the City undertake an assessment of their recent annual financial statements and bank statements to confirm their financial position is sustainable before entering into a lease agreement.

If the City is satisfied that the PCWC is financially viable, the recommended lease term would be for an initial one year with an option to renew for one year which is appropriate for a first time lessee.

The PCWC will be required to provide to the City annual financial statements with all revenue and expenditure documented.

In the interim period, while the City assesses the PCWC's financial position, the PCWC will continue to utilise the facility as an Interim Hire Arrangement where they will still have exclusive use of the Hall and they will be required to pay \$50 per week to the City towards outgoings.

The lease terms outlined in the Recommendation are pursuant to Policy APD85 'Process for Leasing & Licensing - City of Cockburn Owned or Controlled Property for Recreational or Community Purposes'

Other Facilities on the site



Another structure for the City to consider is the assembly shelter (as illustrated above) situated within the car park. The City, with the support of the "The Friends of the Old Jandakot School", will maintain and preserve the heritage of this structure.

The Lions Club keep a storage sea container on the north-eastern end of the site. The City intends to permit the Lions Club to continue utilising the sea container for storage purposes.

Summary

The proposed School booking system management model which permits low risk compatible activities and consultation with the Friends

of Jandakot School will preserve the School's heritage and increase its community use.

The proposed lease of the Community Hall to the PCWC will enable continued access of the facility to the current hirer on an outgoing cost recovery basis.

Strategic Plan/Policy Implications

Policy APD85 'Process for Leasing & Licensing - City of Cockburn Owned or Controlled Property for Recreational or Community Purposes'.

Infrastructure

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

Community & Lifestyle

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

Budget/Financial Implications

A capital budget will be required of \$7,000 for the 2016/17 financial year, to ensure the School is at an acceptable standard to be hired by the public. This would include installation of an access control system, universal access ramp for entry, and line-marking the car park.

An operational budget allocation of \$8,000 for the 2016/17 financial year will be required for School Building outgoing costs, ongoing maintenance, security monitoring and cleaning of the toilet block.

This will be off-set to some extent by an anticipated increase in hire revenue. However, the sum will not be known until a full year's activity is completed and a more accurate assessment can be undertaken.

Legal Implications

N/A

Community Consultation

Two community consultations meetings were held with the Old Jandakot School Management Committee, the Portuguese Culture and Welfare Centre Inc, the Lions Club of Jandakot Lakes and The Lodge.

Risk Management Implications

The facility is listed on the city's municipal heritage inventory and which needs to be carefully maintained, managed and preserved so a decision needs to be made regarding the ongoing management by the City as soon as possible.

The proposed Bookings system will require Officers to ensure that low risk activities are permitted in the School building to manage the risk of potential damage. The Facilities Maintenance Unit will need adequate resources to maintain the facility to a reasonable standard and they will be required to seek heritage advice from the Friends of the Old Jandakot School to ensure the character of the building and surrounds is preserved.

The City proposes to manage the financial risk of the outgoings for the lease area by confirming that the Portuguese Culture and Welfare Centre is financially sustainable and able to meet their outgoing and operational costs.

Attachment(s)

Old Jandakot School Site Plan.

Advice to Proponent(s)/Submissioners

The OJSM Committee and the PCWC have been advised that this matter is to be considered at 12 May 2016 Council Meeting.

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

Nil.

18. EXECUTIVE DIVISION ISSUES

19. MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

20. **NOTICES OF MOTION GIVEN AT THE MEETING FOR CONSIDERATION AT NEXT MEETING**
21. **NEW BUSINESS OF AN URGENT NATURE INTRODUCED BY COUNCILLORS OR OFFICERS**
22. **MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE**
23. **CONFIDENTIAL BUSINESS**
24. **(OCM 12/5/2016) - RESOLUTION OF COMPLIANCE (SECTION 3.18(3), LOCAL GOVERNMENT ACT 1995)**

RECOMMENDATION

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

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

COUNCIL DECISION

25. **CLOSURE OF MEETING**

CITY OF COCKBURN

SUMMARY OF MINUTES OF THE GRANTS & DONATIONS COMMITTEE MEETING HELD ON TUESDAY, 19 APRIL 2016 AT 6:00 PM

	Page
1. DECLARATION OF MEETING	1
2. APPOINTMENT OF PRESIDING MEMBER (IF REQUIRED)	1
3. ACKNOWLEDGEMENT OF RECEIPT OF WRITTEN DECLARATIONS OF FINANCIAL INTERESTS & CONFLICT OF INTEREST (BY PRESIDING MEMBER).....	2
4. (GAD 19/4/2016) - APOLOGIES & LEAVE OF ABSENCE	2
5. CONFIRMATION OF MINUTES	2
5.1 (MINUTE NO 92) (GAD 19/4/2016) - MINUTES OF THE GRANTS AND DONATIONS COMMITTEE MEETING - 29/10/2015 (ATTACH).....	2
6. DEPUTATIONS & PETITIONS	2
7. BUSINESS LEFT OVER FROM THE PREVIOUS MEETING (IF ADJOURNED)	2
8. DECLARATION OF COUNCILLORS WHO HAVE NOT GIVEN DUE CONSIDERATION TO MATTERS IN THE BUSINESS PAPER.....	2
9. COUNCIL MATTERS.....	3
9.1 (MINUTE NO 93) (GAD 19/4/2016) - GRANTS AND DONATIONS COMMITTEE RECOMMENDED ALLOCATIONS 2015/16 (162/003) (R AVARD) (ATTACH).....	3
9.2 (MINUTE NO 94) (GAD 19/4/2016) - PARTICIPATORY BUDGETING (162/003) (G BOWMAN).....	23
10. MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN.....	27
11. NOTICES OF MOTION GIVEN AT THE MEETING FOR CONSIDERATION AT NEXT MEETING	27
12. NEW BUSINESS OF AN URGENT NATURE INTRODUCED BY DECISION OF MEETING BY COUNCILLORS OR OFFICERS	27
13. (GAD 19/4/2016) - MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE.....	27
14. CONFIDENTIAL BUSINESS.....	27
15. (GAD 19/4/2016) - CLOSURE OF MEETING	27

CITY OF COCKBURN

MINUTES OF THE GRANTS & DONATIONS COMMITTEE MEETING HELD ON TUESDAY, 19 APRIL 2016 AT 6:00 PM

PRESENT:

Mr L. Howlett	-	Mayor (Presiding Member)
Mrs C. Reeve-Fowkes	-	Deputy Mayor
Mrs L. Sweetman	-	Councillor
Mr S. Portelli	-	Councillor
Ms L. Smith	-	Councillor

IN ATTENDANCE:

Mr R. Avard	-	Manager, Recreation & Community Safety
Ms M. Bolland	-	Grants & Research Officer
Ms K. Green	-	Grants & Research Support Officer

1. DECLARATION OF MEETING

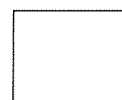
The Manager, Recreation and Community Safety declared the meeting open, the time being 6:14pm.

2. APPOINTMENT OF PRESIDING MEMBER (If required)

The Manager, Recreation and Community Safety advised that in the absence of the appointed Presiding Member, and pursuant to Section 5.44 of the Local Government Act, 1995 he had been delegated the power to preside at the Grants and Donations Committee Meeting held on 19 April 2016 and to conduct the election to determine the Presiding Member of the Committee, in accordance with Schedule 2.3 Division 1 of the Act.

The Manager, Recreation and Community Safety called for nominations and received a nomination for Mayor Logan Howlett to be appointed Presiding Member for the meeting from Cllr Steven Portelli.

There being no further nominations, Mayor Logan Howlett was duly declared Presiding Member.



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

Nil

4. (GAD 19/4/2016) - APOLOGIES & LEAVE OF ABSENCE

Clr Stephen Pratt	-	Apology
Clr Philip Eva	-	Apology
Clr Bart Houwen	-	Apology

5. CONFIRMATION OF MINUTES

5.1 (MINUTE NO 92) (GAD 19/4/2016) - MINUTES OF THE GRANTS AND DONATIONS COMMITTEE MEETING - 29/10/2015 (ATTACH)

RECOMMENDATION

That the minutes of the Grants and Donations Committee Meeting held on 29 October 2015 be adopted as a true and accurate record.

COMMITTEE DECISION

MOVED Deputy Mayor C Reeve-Fowkes SECONDED Clr S Portelli that Council adopt the Minutes of the Grants and Donations Committee Meeting held on 29 October 2015 as a true and accurate record.

CARRIED 5/0

6. DEPUTATIONS & PETITIONS

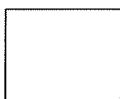
Nil

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

Nil

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

Nil



9. COUNCIL MATTERS

9.1 **(MINUTE NO 93) (GAD 19/4/2016) - GRANTS AND DONATIONS COMMITTEE RECOMMENDED ALLOCATIONS 2015/16 (162/003) (R AVARD) (ATTACH)**

RECOMMENDATION

That Council adopt the revised grants, donations and sponsorship allocations for 2015/16 as attached to the agenda.

COMMITTEE RECOMMENDATION

MOVED Deputy Mayor C Reeve-Fowkes SECONDED Cllr S Portelli that the recommendation be adopted subject to the following amendments as shown in the attachment to the minutes:

- (1) Recommended \$0 Donation to Business Foundations, with a request for additional information to be provided to all Elected Members prior to the May 2016 Council Meeting;
- (2) Recommended \$0 Sponsorship to MACA Ride to Conquer Cancer;
- (3) Recommended \$0 Sponsorship to Woolkabunning Kiaka (Outback Academy Red Dust Healers); and
- (4) Recommended revised allocation of \$0 for the Safety House School Program, with a request for a report to be presented on this program at the next Grants and Donations Committee Meeting in July 2016.

CARRIED 5/0

COUNCIL DECISION

Reason for Decision

Business Foundations

The Grants and Donations Committee requested additional information to be sought from Business Foundations and provided to all Elected Members prior to the May 2016 Council Meeting, including how many of the new businesses assisted in the last year were NEIS funded, a list

of the businesses from Cockburn (new and existing) that were assisted, and clarity about how funding from the City of Cockburn would be used to create a new way to measure the impact of the services provided by Business Foundations.

MACA Ride to Conquer Cancer

The Committee did not support this request based on the inferior application.

Woolkabunning Kiaka (Outback Academy Red Dust Healers)

The Committee did not support this request based on the unsatisfactory application and requested feedback be provided to the applicant.

Safety House School Program

The Committee recommended a revised allocation of \$0 for the Safety House School Program until further information has been received about the program including: policies, procedures, budgets and State Government funding, monitoring, reporting and compliance (Working with Children Checks), school participation rates and long-term sustainability. A report on this program has been requested (under Item 13.1) to be presented at the next Grants and Donations Committee Meeting in July 2016.

Background

Council approved a budget for Grants and Donations for 2015/16 of \$1,200,000. The Grants and Donations Committee is empowered to recommend to Council how these funds are to be distributed.

At its meeting of 29 July 2015, the Committee recommended a range of allocations of grants, donations and sponsorship, which were duly adopted by Council on 13 August 2015.

Following the September 2015 round of grants, donations and sponsorship funding opportunities, the Committee, at its meeting of 29 October 2015, recommended a revised range of allocations which were duly adopted by Council on 12 November 2015.

The March funding round was advertised to close on 31 March 2016. A total of 28 applications were received, including 15 applications for Community Grants, which will be reviewed under delegated authority of the Manager of Recreation and Community Safety. The Committee is to consider the remaining seven applications for Donations and six applications for Sponsorship, as well as revised allocations for the 2015/16 grants, donations and sponsorship budget.



Submission

Coogee Beach Progress Association (CBPA), Perth Modern School, and Safety House Cockburn.

Report

In the Summary of Grants, Donations and Sponsorship Recommended Allocations Budget 2015/16, attached to the agenda, there are the following items for the Committee to consider:

- 2 proposed adjustments to the committed/contractual donations
- 7 applications for donations
- 6 applications for sponsorship, and
- 3 proposed adjustments to grant funding allocations.

The proposed adjustments and applications for donations and sponsorship are described in brief below.

COMMITTED AND CONTRACTUAL

As can be seen in the attachment, a number of donations are deemed to be committed by legal agreements, such as leases, or by Council decision.

The total proposed for committed/contractual donations will be \$470,000 for 2015/16.

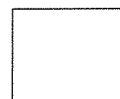
There is one adjustment and one new proposed commitment highlighted:

South Lake Leisure Fee Subsidy

There has been an increase in uptake of the South Lake Leisure Fee Subsidy for the South Lake Dolphins Swimming Club (SLDSC), a year-round swimming club based in South Lake. The subsidy is based on membership numbers and has been oversubscribed, so it is proposed to increase the allocation for this subsidy from \$110,000 to \$125,000.

Coogee Beach Progress Association - Defibrillator

Please see attached request from Coogee Beach Progress Association (CBPA) for a one-off donation for the purchase of a Defibrillator (\$2,450) from the Defib For Life Organisation (www.defibforlife.org.au) for installation in the Coogee Community Hall.



CBPA have advised in their request letter that "Defibrillators are specifically designed for the layman in mind and no training is required because simple user instructions are integral to the device", however, one of their members "who has intimate knowledge and operation of defibrillators is a retired nurse and is happy to arrange for training at the hall, as she did at her tennis club, through Sports Medicine who run a certified CPR/DEFIB course run by paramedics. Those who use the hall on a regular basis could be invited to attend."

It is proposed to support this request as a pilot project and, if successful, develop a subsidy scheme for shared cost of defibrillators through an allocation in the Grants and Donations budget so that other community and sporting groups can afford to have defibrillators in future, if the subsidy scheme is approved by Council.

Perth Modern School – "Raise the Roof" Project

Please see attached request from Perth Modern School for the "Raise the Roof" project to build a new 700 seat multi-purpose auditorium. This request is not recommended for funding as it is located out of the Cockburn district and deemed an Education Department responsibility.

DONATIONS

The proposed total for donations for 2015/16 is \$161,500, following are the latest round of application summaries for consideration.

Applicant: **Hamilton Hill YouthCARE Council**

Requested: **\$9,000**

Recommended: **\$9,000**

The Hamilton Hill YouthCARE Council supports a full time chaplain at Hamilton Hill Senior High School.

The City has provided annual donations for this program for a number of years:

October 2006	\$9,000
March 2008	\$9,000
March 2009	\$9,000
March 2010	\$9,000
March 2011	\$9,000
March 2012	\$9,000
March 2013	\$9,000
March 2014	\$9,000
March 2015	\$9,000



The YouthCARE mission is to provide pastoral care, and provide personal and professional development to staff and volunteers.

Hamilton Hill YouthCARE Council has requested a donation of \$9,000 to assist with their aim to serve the school community and provide positive benefits for the whole community. It is recommended to support this application.

Applicant: South Lake Ottey Family and Neighbourhood Centre

Requested: \$10,000

Recommended: \$10,000

The South Lake Ottey Family and Neighbourhood Centre provide diverse programs and outreach activities in the community in collaboration with solid partnerships and networks. The Centre works closely with the City of Cockburn, St. John of God Murdoch, One Healthy Community, Uniting Care West and local disability services.

The Centre is available to individuals and families in Cockburn and surrounds, offering support and activities in response to demonstrated community needs. The Centre aims to provide an integrated service and is seen as a 'one stop shop' by centre users and external stakeholders. In responding to needs, the Centre sees 'the whole person' and seeks to provide a mix of formal and informal programs and interactions.

The centre has previously received a number of donations for operating costs and community grants for specific projects from the City:

Donations:

March 2007	\$5,000
March 2008	\$5,000
March 2009	\$5,000
March 2010	\$5,000
March 2011	\$5,000
March 2012	\$10,000
March 2013	\$7,000
March 2014	\$10,000
March 2015	\$10,000

Community Grants:

October 2001	\$1,000
March 2003	\$1,000
March 2008	\$1,500
September 2009	\$1,260



This round, the group has requested a donation of \$10,000 towards general operating costs. This group is well supported by operating grants from Department for Communities and Lotterywest. It is recommended to support this application for \$10,000.

Applicant: **EdConnect Australia**
 (trading as the School Volunteer Program)

Requested: \$13,500

Recommended: \$13,500

EdConnect Australia connects volunteers who want to make a difference with young people in school who need extra help. The organisation trains volunteers to provide mentoring and learning support in schools for young people who are at risk of not fulfilling their educational potential. It's about inspiring older generations to inspire the next. It's about raising literacy and numeracy standards, but also equipping young people with the life skills they need.

The organisation (as the School Volunteer Program) received a donation for \$15,000 in March 2009 to assist with the initial engagement, recruitment and ongoing support of volunteers within the City.

The organisation has partnered with six schools in the Cockburn community (Atwell, Bibra Lake, Harmony, South Coogee, Success, Yangebup), and the City of Cockburn has acknowledged the work of EdConnect Australia with two awards presented at the Get Connected Expo in November 2015.

Arising from recent service improvements the organisation is making available a range of programs to the Cockburn community such as the Learning Support Program, Mentor Me Program, and Mentor Mates Program, which are all complemented by high quality volunteer training. These programs are designed to improve the social, emotional and academic outcomes of young people who need help the most with the added benefit of creating volunteer health and wellbeing benefits.

Benefits to the Cockburn community will be many and varied;

- Young people will benefit by reporting improved self-esteem, confidence, improved relationships with peers and improved academic performance.
- Volunteers will report improved mental health and wellbeing benefits and report how they feel more connected to their community.



- Volunteers will have the opportunity to gain new skills by accessing high quality training (at no cost) in topics such as Mentoring, Communication skills, Resiliency, Child Protection, Literacy.
- Local volunteers will have the opportunity to access a range of morning teas, additional workshops and symposiums further enhancing their sense of community.
- Older members of the Cockburn community will be less socially isolated through engagement with EdConnect Australia and their local school communities.
- Young people will be more likely to succeed in school, have improved self-esteem, and confidence which in turn will help them become more responsible community members. Research evidence for example cites a lack of school engagement and educational attainment in greater incidences of involvement in the criminal justice system, drug use, anti-social behaviour etc. which impacts on local communities and quality of life.

With support from a donation, EdConnect Australia will connect at least 40 older Australians from the City of Cockburn as Mentors or Learning support volunteers to their local school communities and who in turn will support over 80 local young people who need help the most. It is recommended to support this request.

Applicant: **Second Harvest Inc.**

Requested: **\$20,000**

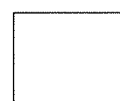
Recommended: **\$16,000**

The objective of Second Harvest is to relieve hardship in the community, which is achieved by:

- Offering a wide range of low cost food lines, including general grocery, frozen goods, dairy produce and other household commodities.
- Emergency food relief.
- Opportunities for volunteering.
- Work for the Dole and Community Youth Programmes and Advocacy.

Second Harvest has a long history of working in the community to achieve immediate assistance to families and individuals via low cost food centres and emergency food relief.

Emergency Relief (ER) is a vetted process that sees individuals and families experiencing financial hardship provided with food hampers to feed themselves and their families with 3 - 4 days of basic grocery lines. More recently Second Harvest opened an Op Shop that will assist with providing funds to the ER program and a soon to be opened



Community Centre. Throughout their programs they seek to provide employment to individuals via the support of work for the dole programs and an avenue for volunteering for retirees or people wanting to get back to the community.

By opening the Community Centre this will provide a much needed space to allocate the ER hampers, provide the community with ongoing (3 days per week) opportunities to purchase low cost basic food items and allow individuals to feel a part of the community. Second Harvest aim to service the community with the required empathy to make it a safe and compassionate place for people to come. To increase the community spirit they will provide tea and coffee facilities, free sausage sizzle Fridays and a space where they can meet others.

The projected numbers that will benefit from this are:

Average family for ER = 3 (1 adult and 2 children)

No. of scheduled appointments per week = 36

Centre will be opened 50 weeks of the year = 5,400 people for ER

Projected at least 8 additional people per day to visit the community centre = 24 per week x 50 weeks = 1,200

Total anticipated numbers annually = 6,600.

Second Harvest has received the following funding from the City to assist with their ongoing costs in providing emergency relief food hampers:

March 2012	\$8,850 (Community Grant for fridge and freezer)
March 2013	\$10,000 (Donation)
March 2014	\$12,000 (Donation)
March 2015	\$14,000 (Donation)

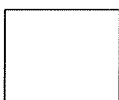
Second Harvest is also supported through Lotterywest, Westpac and Commonwealth Bank grants. It is recommended to support this application for \$16,000.

Applicant: Port Community High School

Requested: \$15,000

Recommended: \$15,000

Port School is an independent school that caters for at risk youth, with the student intake coming mainly through referrals from Schools, Juvenile Justice, and Child Protection and Family Services. The school serves students that have not been able to achieve success in mainstream schooling, including some students that have very specific needs and are severely disadvantaged.



The school has 75 students, of which 30 have a diagnosed mental health condition with the majority fitting into the areas of PTSD, Autism, Anxiety and Foetal Alcohol Spectrum disorder. The school offers the students a safe environment with small classes and caring staff who deliver academic work that is at the student's level.

The core subject areas are Numeracy, Literacy and Health and Wellbeing and the classes are based on ability rather than age. Option classes are woodwork, art, healthy eating and physical education.

The school has four arms:

1. Main School Campus
2. Bus Programme
3. Outreach Programme
4. Young Parent and Early Learning Centre.

The school has previously received the following donations:

September 2010	\$9,000
September 2011	\$15,000
September 2012	\$15,000
March 2014	\$15,000
March 2015	\$15,000

Community Grants:

September 2014	\$15,000
----------------	----------

This is the second year the school has employed their chaplain full-time rather than an arrangement with YouthCARE. This arrangement means that the chaplain can put more time and energy into the highly successful and dynamic team sport and community service programme, which takes at-risk youth and gives them the skills to coach and mentor upper primary students from surrounding schools. Also, having the chaplain's time freed from some of the other pastoral care duties allows him the time to coordinate an extension programme for our older students to do certified coaching and umpiring courses and for these students to be placed at local primary schools to help with their team sport programme. Thus, this extra day would also allow Port students to be more involved in community service through a volunteer programme.

Having a full-time chaplain as well as a full-time counsellor gives the school a greater ability to cater for its emotionally needy clientele. Port School currently has five students that are school-phobic and who need constant emotional and academic support to reengage them back into a school programme. The chaplain would take a pivotal role in working with these students through phone, Skype and contact visits in the home.

The application is supported by the WA Police Youth Policing Operations and Southwell Primary School.

The chaplain has been a huge asset to Port School and continued support from the City through a donation for the Chaplaincy program helps the school to deliver a service to a section of the community that is in dire need. The requested donation of \$15,000 will continue to support extra chaplaincy hours so the school community has access to a full-time chaplain. It is recommended to support this request.

Applicant: **Volunteer Home Support Inc.**

Requested: \$5,000

Recommended: \$5,000

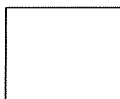
Volunteer Home Support (VHS) was established 33 years ago and provides Government subsidised domestic cleaning, transport, handyman, lawn and gardening services to around 940 people that are frail, aged and with disabilities. In their fourth bi-annual client satisfaction survey, preliminary results are indicating an outcome in excess of 98% in all service areas. They currently have around 45 volunteers and subsidise other independent programmes such as weekly 'Movies with Lunch' and distant outings, which are heavily subsidised by VHS with no Government contribution. Paid staff provide all services except transport, which is provided by the 45 volunteers who, in 2015, contributed 10,665 hours at an average of 215 hours per week or 43 hours per day.

VHS has been able to dump waste material arising from gardening activities at clients' homes at the Henderson Waste Management site for many years. In the past there were no tip fees charged, but that changed in May 2012 when tip fees were applied to VHS.

The City has seen fit to make an annual donation of \$5,000 since the introduction of tip dumping charges so that VHS didn't have to pass on the cost of these fees to Cockburn residents. However, residents of Fremantle, East Fremantle and Melville don't enjoy the same level of consideration from their respective Councils so VHS must charge them a tip fee after each lawn or gardening service.

The City has provided the following donations to cover some of the costs towards their waste disposal from the Cockburn homes that VHS service.

October 2006	\$5,000
May 2012	\$5,000



March 2013	\$5,000
March 2014	\$5,000
March 2015	\$5,000

Following a review of the VHS database, there are 408 client households within the boundaries of the City of Cockburn. VHS has again requested a \$5,000 donation and it is recommended to support this application.

Applicant: **Business Foundations Inc.**

Requested: **\$10,000**

Recommended: **\$10,000**

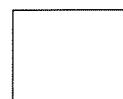
Business Foundations Inc. is a not-for-profit provider of business development services to owners of small businesses in Cockburn. Their services benefit the local community and economy through employment creation. Clients range from people wanting to start a small business to existing small to medium sized businesses wanting to grow. The services are provided for free or low cost and they include one-to-one advisory sessions, small business mentoring and small group training.

Business Foundations provides an important service to people wanting to start in business or become self-employed and to existing business owners that require professional business management know-how. As the downturn in the Western Australian economy bites harder, more people will find that self-employment is the only way to generate an income and this will increase demand for their services. Also, existing business people will be facing challenging economic conditions and will require better management skills and professional management support to assist in making the right decisions to ensure survival.

Business Foundations continue to innovate, providing new services every year, including training seminars regarding on-line business, specific support program for Home Based (small office/home office SOHO) businesses, early stage ventures and technology business incubation.

In 2015, Business Foundations assisted over 100 existing businesses and 25 new businesses to start with an economic impact of approximately \$6.25 million, which is an increase on the 2014 figures of 81 existing businesses, 10 new businesses, and \$2.2 million of economic value.

The organisation has received funding from the City in previous years, as follows:



October 2007	\$10,000
March 2009	\$10,000
March 2010	\$10,000
March 2011	\$10,000
March 2012	\$10,000
March 2013	\$10,000
March 2014	\$10,000
March 2015	\$10,000

Business Foundations is supported by major State and Federal Government funding bodies, receiving \$277,000 from the Small Business Development Corporation, and \$250,000 from New Enterprise Incentive Scheme.

Business Foundations will make use of the support from the City of Cockburn to create a new way to measure the impact of their services. There have been many changes to the way not-for-profits demonstrate their benefit to the communities they serve and it is now time for Business Foundations to better determine the impact of their support for small business.

Business Foundations also utilises the support from the City of Cockburn to ensure that the one to one advisory service is provided to the residents of Cockburn. The funding allows a staff member of Business Foundations to maintain a presence at Melville Cockburn Chamber of Commerce events promoting the services available to Cockburn business people. The funding also allows for delivery of workshops within the City to focus the services on the Cockburn community. It is recommended to support this application for \$10,000.

SPONSORSHIP

The proposed total for sponsorship is \$102,604, please see following the latest round of proposal summaries.

Applicant: **MACA Ride to Conquer Cancer**

Proposal: **'Pit Stop Sponsor'**

Requested: **\$10,000**

Recommended: **\$5,000 ('Official Sponsor')**

The MACA Ride to Conquer Cancer is a two-day cycling fundraising event for the registered charity Harry Perkins Institute of Medical Research. Participants must each raise \$2,500. To be held on October 15-16, the 200-kilometre Perth event includes a lunchtime 'pit stop' at



Coogee Beach Reserve. The applicant advises that City of Cockburn sponsorship will enable them to offset costs associated with the setup of the Coogee pit stop, including permit fees, popup marquees, toilets, water etc. They intend to use a small portion of the funding for bean bags and lawn games volunteers and participants.

The applicant advises that in return, the branding benefits to 'Pit Stop' sponsors are website recognition, social media coverage; the City's logo on the event homepage and sponsors page, selected emails, promo material, signage and crew apparel; and the opportunity to distribute the City's promotional material.

The applicant has provided an inferior application in that: they declined to provide a requisite financial statement (however, a financial statement to December 2014 was able to be downloaded from the Australian Charities website) and did not provide: 1) letters of support, 2) cost breakdown of the event or the Coogee pit stop, and 3) Certificate of Incorporation (however, evidence of the organisation as a registered charity was obtained from the Australian Government website).

An alternative to the category of 'Pit Stop' sponsorship (\$10,000-\$30,000) is 'Official' sponsorship (\$5,000), for which the branding benefits are: logo on sponsors' page of event website; logo on selected event signage and other communications; logo on back of crew and volunteer captain shirts. It is therefore recommended to support this application for \$5,000.

Applicant: Melville Cockburn Chamber of Commerce

Proposal: Partnership Sponsorship

Requested: \$20,000

Recommended: \$20,000

The City has funded MCCC for many years to assist with the cost of delivering information and networking events to the City of Cockburn's business community. Previous funding includes:

October 2006	\$20,000
October 2007	\$20,000
September 2008	\$20,000
September 2009	\$20,000
August 2010	\$10,000 (interim funding)
March 2011	\$20,000
March 2012	\$20,000
March 2013	\$20,000

March 2014	\$20,000
March 2015	\$20,000

The MCCC has applied for \$20,000 for a Partnership Sponsorship to provide 10-12 large scale business networking events over the following year, with at least half of all events conducted in the City of Cockburn. The applicant advises that in return the City will receive: City logo on Partnership Position on MCCC website, 'ShoutOut' newsletter (distributed to 1000 businesses), mail-outs and on their big screen at events; and public acknowledgement at MCCC events.

The 2015 Sponsorship arrangement was for MCCC's office accommodation (24.3m²) rent at the Cockburn Health and Community facility and outgoings be deducted from the approved sponsorship. In 2015 Council responded to concerns from the Grant and Donations area that MCCC were not meeting their acquittal requirements, and requested that the Conditions of Sponsorship also include a "detailed Sponsorship Report outlining all aspects of the Joint Principal Partnership Sponsorship Proposal including lessons learned".

To date, the MCCC has not met its acquittal responsibilities for the 2015 Sponsorship of \$20,000. In addition, the MCCC has not provided prerequisite documents for assessing the current Sponsorship application, including confirmation of the City of Melville's sponsorship. A letter of support for the applicant is provided by Business Foundations.

It is recommended that the current Sponsorship application be approved and paid in instalments direct to MMJ (the City's Cockburn Health and Community Facility Property Manager) for MCCC's office accommodation (24.3m²) rent at the Cockburn Health and Community facility and outgoings, conditional on the 2015/16 Sponsorship Conditions of Funding being met and the outstanding documents for the current Sponsorship application for 2016/17 be received and satisfactory.

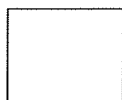
Applicant: A Cappella West

Proposal: 'Partners in Harmony'

Requested: \$10,000

Recommended: \$5,000

A Cappella West is a women's 'barbershop' chorus with one-quarter of the chorus's 99 members being Cockburn residents. The group's rehearsal venue is at Murdoch University. The chorus performs at many community events throughout the year; in the past 12 months the



chorus performed at Cockburn Gateway Shopping Centre, at St John of God Hospital, at the Cockburn Spring Fair, St Ives Nursing Home and the Mater Christi Church concert.

In 2015, the chorus won a national competition of significance and will represent Australia at the subsequent international competition in the USA in October 2016. The chorus is applying for sponsorship to assist with the cost of attending this event (accommodation, registration and meals).

In return, the applicant advises that 1) chorus members will provide up to four performances for City of Cockburn community events (according to availability) or for community events recommended by the City's Community Development area, 2) the City's support will be promoted via the applicant's website, social media and newsletter, and at performances and in radio interviews and other media, 3) the City of Cockburn logo will be displayed at performances and included on marketing materials, and 4) the City will be able to distribute publications at A Cappella West performances. Letters of support for the applicant are provided by Mater Christi, Hammond Park resident Richard Kilmartin and four Cockburn chorus members.

It is recommended to support this application for \$5,000.

Applicant: **Western Australian Figure Skating Club**

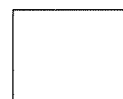
Proposal: **Western Australian Figure Skating Development Camp and Performance**

Requested: **\$3,000**

Recommended: **\$3,000**

The Western Australian Figure Skating Club was founded two years ago at Cockburn Ice Arena. Current membership is 74, with the majority from the Cockburn area. The club now hosts two competitions annually as well as training workshops, and a development camp supported by Cockburn Ice Arena and the Western Australian Ice Skating Association, for which an experienced coach or high-level figure skater is engaged (usually from overseas or interstate). Skaters from all skill levels are encouraged to participate.

The Club has applied for Sponsorship of the 2016 development camp, which will comprise a four-day workshop for about 50 figure skaters at Cockburn Ice Arena to be held in July. The club has secured four-time U.S. national champion and Olympic bronze medallist Jeremy Abbott to coach and facilitate the workshop, which will see increase substantially the profile of figure skating in WA. In addition to the workshop, Jeremy



will undertake an exhibition performance at Cockburn Ice Arena, which will open to the public and promoted widely. Given his high standing, the club is expected the performance to attract 200-300 spectators, which will both raise awareness of the sport and benefit Cockburn Ice Arena by attracting new participants and customers to this local business.

In return for Sponsorship, the City of Cockburn's support will be promoted via the club's website, social media, in local newspapers, in all advertising of the event and via signage at the Cockburn Ice Arena. The City of Cockburn will receive two tickets to the public performance by Jeremy Abbott and will be invited to distribute publications at this event.

Letters of support are provided by the Western Australian Ice Skating Association and Cockburn Ice Arena.

It is recommended to support this application.

Applicant: Hamilton Hill Community Group

Proposal: 'Back to Country – Celebrating our History'

Requested: \$16,604

Recommended: \$16,604

The Hamilton Hill Community Group was re-formed in 2011; the group's mission statement states that they "promote and drive initiatives that further develop Hamilton Hill as the 'Heart of Cockburn'", and "...work with our community to preserve and take pride in our cultural heritage and environment".

The HHCG and the Randwick Stables Community Garden are proposing that, following the Randwick Stables Open Day held in 2009 and 2013, the City of Cockburn sponsor the *Back to Country – Celebrating our History* event that aims to "celebrate the Aboriginal, colonial, and post-colonial history of Hamilton Hill". To be held on 5 June, during Western Australia Heritage Week, the event also aims to host a free family fun day; consult with the community about HHCG and RSCG priorities such as a community hub in Hamilton Hill; raise environmental awareness of the remnant heritage-listed tuart trees behind Clontarf Hill; and to potentially name and acknowledge the Hamilton Hill (swamp) Wetlands Heritage Precinct.

For its sponsorship, the City will be recognised in all promotional material (flyers, posters, banners, social media and websites), and via radio interviews and newspaper articles.



Letters of support are provided by the Historical Society of Cockburn and Friends of Clontarf Hill.

It is recommended to support this application.

Applicant: **Woolkabunning Kiaka Inc.**
 Outback Academy Red Dust Heelers

Proposal: Official Sponsor

Requested: \$15,255

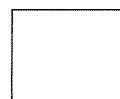
Recommended: \$5,000

Woolkabunning Kiaka Inc. (WKI) is part of the Outback Academy Foundation (OA) that was formed to accelerate economic development, employment and wellbeing with Indigenous communities and landholders across Australia. The Red Dust Heelers (RDH) wheelchair basketball team was formed under the OA banner to bring together athletes with disabilities (Aboriginal and non-Aboriginal) to raise awareness about disability within communities, as well as levels of social inclusion and participation in sports and recreation, education and employment. The team's home base is Wally Hagan Stadium in Hamilton Hill.

The sponsorship proposal is for the City to sponsor 1) the Heelers' four National Wheelchair Basketball League (NWBL) home games at Wally Hagan Stadium in May and June; 2) a major event called 'Rio Goes to Cockburn' (May 2016) collaborating with the City's Recreation Services team and DAIP officer to deliver a 'come and try' Paralympic sports and concluding with a wheelchair basketball game (expected attendance 200-300); and 3) six clinics at Wally Hagan Stadium for children/youth with disability.

The sponsorship proposal (from WKI as OA is not an incorporated organisation) is that in return for combined events' sponsorship of \$15,255 the City will receive branding benefits through promotion via the RDH website, social media, signage/posters/flyers, media interviews and joint media release. The Mayor will be requested to open the first NWBL game played at Cockburn. The applicant is also offering to provide the City with a customised DAIP workshop.

Upon checking with the Basketball Association's NWBL coordinator, it appears the budget provided by the applicant is inaccurate, with the cost of hosting NWBL games being overestimated. City's Recreation Services and Disability and Access Inclusion Officer have not been contacted by the applicant. A letter of strong support has been provided



by the Cockburn Basketball Association. This applicant also provided an inadequate application in the same round last year and has not followed feedback provided.

The organisation and proposed events appear worthwhile for the Cockburn community, so it is recommended to provide \$5,000 in this instance to see what the organisation can deliver, conditional on the outstanding requirements of the application being met.

GRANTS

As can be seen in the attachment, there are a number of grants for which there are established criteria and processes in place.

The total proposed for grant programs is \$465,896 with the following recommended amendments to the allocations.

Emergency Disaster Fund

An increase in allocation from \$15,000 to \$30,000, as there have been two large donations made under Delegated Authority ACS13 "Emergency Relief Fund" to the Esperance and Waroona/Yarloop Fire Appeals for a current total of \$22,500.

Cockburn Community Group Volunteer Insurance

The actual premium for this year's insurance was \$8,511.28, so a small increase from the \$8,500 allocation.

Safety House School Program

An increase in allocation from \$500 to \$1,000 as to the attached proposal from the Safety House Cockburn Committee. Safety House Cockburn would like to increase participation from 8 schools to 15 schools by the end of 2017 and use the increased allocation for Annual Group Affiliation fee (\$300), Annual Safety House Show fee (\$200) and Safety House merchandise and promotion to be divided between the schools (\$500).

Strategic Plan/Policy Implications

Community & Lifestyle

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



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

Leading & Listening

- A responsive, accountable and sustainable organisation.

Budget/Financial Implications

Council approved a budget for Grants and Donations for 2015/16 of \$1,200,000. Following is a summary of the proposed grants, donations and sponsorship allocations.

Summary of Proposed Allocations

Committed/Contractual Donations	\$470,000
Specific Grant Programs	\$465,896
Donations	\$161,500
Sponsorship	\$102,604
Total	\$1,200,000

Total Funds Available	\$1,200,000
<u>Less Total of Proposed Allocations</u>	<u>\$1,200,000</u>
Balance	\$0

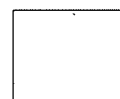
Legal Implications

N/A

Community Consultation

In the lead up to the March 2016 round, grants, donations and sponsorship funding opportunities were promoted through the local media and Council networks. The promotional campaign has comprised:

- Three advertisements running fortnightly in the Cockburn Gazette City Update on 23/02/16, 08/03/16 and 22/03/16.
- Two advertisements in the City of Cockburn Email Newsletter on 24/02/16 and 08/03/16.
- Advertised in the City Staff email banner from 13 to 31 March 2016.
- Advertisement in the February Edition of the Cockburn Soundings.
- Advertisement in the 2016 Sustainable Living Booklet distributed in January.
- All members of the Cockburn Community Development Group, Regional Parents Group and Regional Seniors Group have been encouraged to participate in the City's grants program.



- Additional Advertising through Community Development Promotional Channels:
 - Community Development Calendar distributed to all NFP groups in Cockburn.
 - Cockburn Community Group ENews March 2016 edition.
- Closing dates advertised in the 2016 City of Cockburn Calendar.
- Information available on the City of Cockburn website.
- Reminder email sent to regular applicants.

Risk Management Implications

The Council allocates a significant amount of money to support individuals and groups through a range of funding arrangements. There are clear guidelines and criteria established to ensure that Council's intent for the allocation funds are met. To ensure the integrity of the process there is an acquittal process for individuals and groups to ensure funds are used for the purpose they have been allocated.

The reputation of the City of Cockburn could be seriously compromised should funds allocated to individuals or groups who did not meet the criteria and guidelines and or did not use the funds for the purposes they were provided. Adherence to these requirements is essential.

Attachment(s)

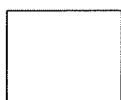
1. Grants, Donations and Sponsorship Recommended Allocations Budget 2015/16.
2. Coogee Beach Progress Association (CBPA) request for Defibrillator.
3. Perth Modern School – "Raise the Roof" Project request.
4. Safety House Cockburn Committee Proposal.

Advice to Proponent(s)/Submissioners

Applicants have been advised that they will be notified of the outcome of their applications following the 12 May 2016 Council Meeting.

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

Nil



9.2 (MINUTE NO 94) (GAD 19/4/2016) - PARTICIPATORY BUDGETING (162/003) (G BOWMAN)

RECOMMENDATION

That Council

1. Support in principle that a Participatory Budgeting model is developed, adopted and implemented;
2. Support the development of a Policy and Guidelines to be approved by the DAPPS Committee; and
3. Consider an allocation for the Participatory Budgeting project in the 2016/17 financial year Grants and Donations budget.

COMMITTEE RECOMMENDATION

MOVED Cllr L Sweetman SECONDED Cllr L Smith that a more detailed report is to be provided to the Grants and Donations Committee for consideration, on a Participatory Budgeting model for the City of Cockburn, including Budget and Financial implications.

CARRIED 5/0

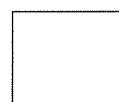
COUNCIL DECISION

Reason for Decision

The Committee would like more information and details about what the proposed Participatory Budgeting model for the City of Cockburn would be like, including what sorts of projects would be eligible, how the system would work, the budget and financial implications, and if there is scope for a separate budget from the Grants and Donations budget.

Background

Participatory budgeting is a partnership approach to the budgeting process. It was first implemented in Brazil and has since been used in many places and organisations. The process in its most basic form is providing residents with the opportunity to brain storm spending ideas and projects. They are then required to develop a proposal and budget. These proposals are then promoted to the wider public and residents vote on their preferred proposal. The chosen proposals will then



receive either a pre-determined share of the budget or an allocated amount. It can then be implemented either by the group or by the Local Government depending on the project.

Submission

N/A

Report

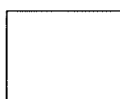
The City of Cockburn is investigating the possibility of implementing a Participatory Budgeting Model in the 2016/17 Financial Year and would like the Committee's support in principle toward progressing this.

As in other participatory budgeting models, the City is proposing to develop a process where the community are invited to identify community ideas and projects that will benefit City of Cockburn residents. The City will then work in partnership with the community members to identify each proposal's details and requirements. The City will also provide advice on technical requirements, how risks could be managed, identify operational costs, and any legal issues with the proposed projects. Subject to the development of the Policy and guidelines, it is likely that the projects that demonstrate benefit to the community, are deemed safe, sustainable, and are lawful will then be approved for advertising and voting. The guidelines will also need to include how to ensure a level playing field, so that there is equity of access to funds by diverse groups and that projects are spread across the District.

The participatory budgeting model will require additional staff resources and it is proposed that this project would be administered by the soon to be appointed Community Engagement Officer. The Community Engagement Officer would manage community and staff liaison, development of project details, assessment of the projects against the criteria, advertising, and the management of the Engagement HQ Software program enabling on-line voting for the projects that have been approved.

A number of Local Governments in Australia have implemented some form of Participatory Budgeting. Some well-known examples include the City of Melville Robin Hood Project which started in 2012, where they provided \$100,000 in grants of up to \$20,000 per project developed by the community. They used an online budget allocator tool to coordinate voting from the community on the projects.

The City of Melville found the benefits of the project to be encouraging community participation, supporting creative and community owned



ideas and improving relationships between the community and the Council.

Similarly, the City of Fremantle recently announced its interest in implementing a Participatory Budgeting Process. Their model would include a Citizen Jury to make final decisions on a set amount of Council expenditure.

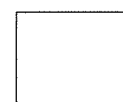
The Participatory Budgeting Project, a not-for-profit that specialises in Participatory Budgeting processes, suggests six benefits to implement a participatory budgeting process:

1. **Deeper Democracy:** Ordinary people have a real say—and they get to make real political decisions. As a result, Participatory Budgeting tends to engage many people who are otherwise cynical about government. Politicians build closer relationships with their constituents, and community members develop greater trust in government.
2. **Transparency & Accountability:** Budgets are policy without the rhetoric—what a government actually does. When community members decide spending through a public process, there are fewer opportunities for corruption, waste, or backlash.
3. **Public Education:** Participants become more active and informed citizens. Community members, staff, and officials learn democracy by doing it. They gain a deeper understanding of complex political issues and community needs.
4. **More Informed Decisions:** Budget decisions are better when they draw on residents' local knowledge and oversight. Once they are invested in the process, people make sure that money is spent wisely.
5. **Fairer Spending:** Everyone gets equal access to decision making, which levels the playing field. When people spend months discussing project ideas, they end up prioritising projects that address the greatest community needs.
6. **Community Building:** Through regular meetings and assemblies, people get to know their neighbours and feel more connected to their city.

The proposed participatory budgeting model will provide increased community engagement through community voting on Council funding which also aligns with the City's Community Engagement Policy.

It is likely that this new model will attract considerable community interest and generate many community ideas which will then require staff resources to assist in developing many detailed project briefs.

If approved, a policy and procedure will be developed and submitted to the DAPPS Committee, with an allocation of funds potentially up to



\$200,000 to be considered by the Grants and Donations Committee from the Grants and Donations 2016/17 budget.

Strategic Plan/Policy Implications

Community & Lifestyle

- Community environments that are socially cohesive and embrace diversity.
- Communities that are connected, inclusive and promote intergenerational opportunities.
- Communities that take pride and aspire to a greater sense of community.
- People of all ages and abilities to have equal access to our facilities and services in our communities.

Leading & Listening

- Effective and constructive dialogue with all City stakeholders.

Budget/Financial Implications

An allocation from within the Grants and Donations Budget for the 2016/17 Financial Year.

Legal Implications

Nil

Community Consultation

Community working group to be set up to assist with development of the Participatory Budgeting Model.

Risk Management Implications

As this has not yet been adopted, this is not on the City Operational Risk Register.

Attachment(s)

Nil

Advice to Proponent(s)/Submissioners

Nil



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

Nil

10. MOTIONS OF WHICH PREVIOUS NOTICE HAS BEEN GIVEN

Nil

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

Nil

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

Nil

13. (GAD 19/4/2016) - MATTERS TO BE NOTED FOR INVESTIGATION, WITHOUT DEBATE

13.1 Mayor Logan Howlett requested a detailed report be prepared for the next Grants and Donations Committee Meeting in July 2016 on the Safety House School Program including: policies, procedures, budgets and State Government funding, monitoring, reporting and compliance (Working with Children Checks), school participation rates and long-term sustainability.

14. CONFIDENTIAL BUSINESS

Nil

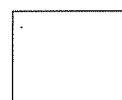
15. (GAD 19/4/2016) - CLOSURE OF MEETING

7:36pm

CONFIRMATION OF MINUTES

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

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



GRANTS, DONATIONS & SPONSORSHIP COMMITTEE RECOMMENDED ALLOCATIONS BUDGET 2015/2016

Activity OP 315 Natural Acc 6810	Description	Allocated 2015/2016	Actual as at April 2016	Proposed Adjustments 2015/2016	Comments
	Donations				
	Committed/Contractual				
9109	Indian Ocean Fireworks Australia Day	25,000	25,000	25,000	Annual donation towards the Indian Ocean Fireworks on Australia Day (Co-ownership with City of Fremantle for 3 years as to proposed Sponsorship Agreement)
9239	Native ARC	87,922	43,961	87,922	Donation to Support the annual administration cost of Native ARC (plus CPI 1.4%) as to Council Decision 14 August 2014
9310	Cockburn Wetlands Education Centre	87,922	43,961	87,922	Donation to Support the annual administration cost of the Cockburn Wetlands Education Centre (plus CPI 1.4%) as to Council Decision 14 August 2014
9242	Burdiya Aboriginal Corporation - Rental Costs	3,000	2,248	3,000	Donation to cover rental costs at 8 Caffrey Place (internal transfer) two year agreement \$3,000 pa in 2014-15 and 2015-16 as to Council Decision on 14 August 2014
9245	Old Jandakot School Management Committee	3,000	3,000	3,000	Annual contribution to water and electricity charges (including Portuguese Cultural & Welfare Centre) included in the lease agreement as to Council Decision 8 October 2009
9317	Pineview Preschool Maintenance Contribution	7,618	7,618	7,618	Annual contribution for maintenance of grounds and building (plus CPI 1.4%)
9322	South Lake Leisure Fee Subsidy	110,000	105,910	125,000	Subsidised fees for South Lake Dolphins Swimming Club
9398	Cockburn Senior Citizens Building Donation	9,342	9,342	9,342	Assists with maintenance costs as per agreement (plus CPI 1.4%)
9559	Cockburn Cricket Club Insurance	1,500	1,500	1,500	Commitment included in the lease agreement (flat fee)
9574	Spearwood Dalmatinac Club - Rates Reimbursement	11,308	11,308	11,308	Reimbursement of 50% of the annual rates payable by Spearwood Dalmatinac Club for 41 Azelia Road, Spearwood as to Council Decision on 14 May 2009
8243	Little Green Steps WA Partnership Agreement	25,000	0	25,000	Two-year partnership agreement with LGS WA, to promote Education for Sustainability in the Early Years, \$25,000+GST pa for 2014-15 and 2015-16 as to Council Decision 14 May 2015
8805	Spearwood Bowling Club	57,300	57,300	57,300	Request for \$57,300 plus GST (one-third of cost of \$171,900) to resurface bowling green; with donation contingent on \$57,300 Club contribution and \$57,300 successful CSRFF grant
8804	Hamilton Hill Community Group	3,100	3,100	3,100	One-off donation of \$3,100 to the HHCG to assist in the production of a film opposing the Roe Highway extensions, as to Council Decision 13 August 2015
7813	Australian Sculpture Gifting to Nagasaki Peace Park	2,025	2,025	2,025	Australian Sculpture Gifting to Nagasaki Peace Park and Annual Membership Fee for Mayors for Peace
New	Coogee Beach Progress Association - Defibrillator	0	0	2,450	As to request from Coogee Beach Progress Association (CBPA) for the purchase of a Defibrillator for installation in the Coogee Community Hall
New	Perth Modern School - Raise the Roof project	0	0	0	Request from Perth Modern School for the "Raise the Roof" project to build a new 700 seat multi-purpose auditorium - not recommended for funding
	Future Allocations	61,963	179,727	18,513	
	Committed/Contractual Sub Total	496,000	496,000	470,000	
	Donations to Organisations				
9196	Donations to Organisations	102,000	102,000	0	Remainder of Donations funding
9196	Cockburn Toy Library	4,000	4,000	4,000	Request for \$4,000 Donation towards their rental expenses, purchasing and maintaining toys
9196	St Vincent de Paul Society Yangebup Conference	5,000	5,000	5,000	Request for \$5,000 Donation towards their ongoing costs
9196	Cockburn Community and Cultural Council	9,000	9,000	9,000	Request for \$9,000 Donation towards their general operating costs
9196	Meerilinga Young Children's Services	10,000	10,000	10,000	Request for \$10,000 Donation towards operations to assist accessibility, support and engagement of community in programs and services
9196	Returned and Services League - City of Cockburn	10,000	10,000	10,000	Request for \$10,000 Donation towards their activities, operating costs and commemorative services
9196	Yangebup Family Centre	12,000	12,000	12,000	Request for \$12,000 Donation towards operating three creche sessions a week to support crafternoons, PlayClub and community parenting workshops
9196	Cockburn Central YouthCARE Council (Chaplaincy)	13,000	13,000	13,000	Request for \$13,000 Donation towards chaplaincy service at Lakeland SHS
9196	Coastal Motorcycle Club WA	20,000	20,000	20,000	Request for \$20,000 Donation towards a front loader for the club to grade and maintain the track for training and competitions
New	Hamilton Hill YouthCARE Council (Chaplaincy)			9,000	Request for \$9,000 Donation to assist with the costs of a full time Chaplain at Hamilton Hill Senior High School
New	South Lake Ottey Family and Neighbourhood Centre			10,000	Request for \$10,000 Donation towards operating costs for the centre
New	EdConnect Australia (School Volunteer Program)			13,500	Request for \$13,500 Donation to connect mentors or learning support volunteers to their local school communities in Cockburn
New	Second Harvest			16,000	Request for \$20,000 Donation towards operating costs and providing emergency relief food hampers in Cockburn
New	Port Community High School			15,000	Request for \$15,000 Donation to assist with the costs of a full-time chaplain at the school
New	Volunteer Home Support			5,000	Request for \$5,000 Donation to assist with waste removals costs for the Cockburn homes they service
New	Business Foundations			0	Request for \$10,000 Donation towards operating costs to provide assistance to businesses in Cockburn
	Donations to Organisations Sub Total	185,000	185,000	151,500	
	Sponsorships				
9197	Sponsorships	22,000	26,000	0	Remainder of Sponsorship funding
9197	Individual Sponsorships	5,000	1,000	5,000	Formal Sponsorship program for individuals as per DA ACS2
9197	Cockburn Masters Swimming Club	10,000	10,000	10,000	Request for \$15,000 Sponsorship for 20th Anniversary Jetty to Jetty Swim at Coogee Beach on 13 March 2016
9197	Swimming WA	0	0	0	Request for \$6,000 Sponsorship of Open Water Series 2015-16 Round 5 at Coogee Beach on 5 December 2015
9197	Jervoise Bay Sailing Club	5,000	5,000	5,000	Request for \$7,000 Sponsorship to purchase new Junior Training Catamaran
9197	Southern Lions Rugby Union Football Club	12,500	12,500	12,500	Request for \$20,000 Sponsorship for the 2016 City of Cockburn 7's Rugby Invitation Tournament at Success Regional Sporting Facility on 13 February 2016
9197	Cockburn Central Town Centre Association	10,000	10,000	10,000	Request for \$20,000 Sponsorship for the Central Cockburn Billy Cart Festival 2016 on 20 March 2016
9197	Mediterranean Cricket League (MCL)	0	0	0	Request for \$5,850 Sponsorship of Split Cricket Team in Mediterranean Cricket League Tournament in Split on 2-5 June 2016
9197	Leukaemia Foundation of Australia	3,500	3,500	3,500	Request for \$3,500 Sponsorship of "Get Your Blood Pumping" Outdoor Fitness Fundraising Event at Bibra Lake on 29 November 2015
9197	Point Peron Restoration Project	2,000	2,000	2,000	Request for \$2,000 Sponsorship of the Point Peron Restoration Project
New	MACA Ride to Conquer Cancer			0	Request for \$10,000 Sponsorship of MACA Ride to Conquer Cancer two-day cycling fundraising event for the Harry Perkins Institute of Medical Research
New	Melville Cockburn Chamber of Commerce (MCCC)			20,000	Request for \$20,000 Partnership Sponsorship for 2016-17 (It is proposed this is paid to MMJ Real Estate for rent and outgoings at Cockburn Health and Community, subject to conditions)
New	A Cappella West			5,000	Request for \$10,000 Sponsorship of "Partners in Harmony" Proposal, helping the women's 'barbershop' chorus achieve its objectives, including international representation
New	Western Australian Figure Skating Club			3,000	Request for \$3,000 Sponsorship for the Western Australian Figure Skating Development Camp and Performance
New	Hamilton Hill Community Group			16,604	Request for \$16,604 Sponsorship of "Back to Country – Celebrating our History" Randwick Stables Open Day event
New	Woolkabunning Kiaka			0	Request for \$15,255 Sponsorship of the Outback Academy Red Dust Heelers - Wheelchair Basketball games and clinics in Cockburn
	Sponsorships Sub Total	70,000	70,000	92,604	
	Grants				
8040	Landowner Biodiversity Conservation Program	35,000	29,131	35,000	Financial and natural resource management training support program for Cockburn landowners to conserve the natural bushland and wetland areas on their property
9004	Emergency Disaster Fund	15,000	22,500	30,000	For one off emergency and disaster situations as to DA ACS13 (revised as per Council Decision 10 February 2011)
9015	Youth Academic Grants	500	0	500	Assists young people to attend academic programs as per DA ACS11
9031	Junior Travel Assistance - Sports	45,000	30,411	45,000	Assists young people in Cockburn representing WA or Australia in interstate or international team or individual sports by providing assistance for travel to competitions
9240	Sustainability Grants Program	40,000	2,012	40,000	Grants program established in accordance with Council Decision on 13 May 2010
9241	Len Packham Hall Subsidy (Burdiya)	1,000	115	1,000	Subsidy program that will allow indigenous and multicultural Cockburn families to access funds to assist with hall hire costs for hosting funerals, memorials and cultural events
9312	Community Grants Program	100,000	21,617	100,000	Formal grant process for local organisations as per DA ACS2
9314	Provide Bins Sporting Events	1,000	0	1,000	Provide bins to schools for sports carnivals
9327	Community Associations Hall Hire Subsidy	1,500	61	1,500	Assists community groups to conduct monthly meetings and events
9329	Cultural Grants Program	20,000	12,905	20,000	Provide small grants to cultural and artistic groups
9331	Bus Hire Subsidy	1,000	665	1,000	Provides a small allocation towards the bus hire for community organisations

Activity OP 315 Natural Acc 6810	Description	Allocated 2015/2016	Actual as at April 2016	Proposed Adjustments 2015/2016	Comments
9335	Grants General Welfare	6,000	3,420	6,000	Miscellaneous requests for small donations
9341	Community Group Newsletter Subsidy	8,000	331	8,000	Assists community groups to disseminate information
9373	Sustainable Events Grants Program	4,000	3,000	4,000	Grants for community organisations to have events that will become financially self sustainable over four years
9396	U Fund	1,000	0	1,000	Small grants up to \$600 to youth for cultural/arts initiatives and events
9399	Youth Arts Scholarships	5,000	2,400	5,000	Assist young people to travel in order to participate in performing/arts events and also for further study
9475	Alcoa Cockburn Community Projects Fund	10,000	3,680	10,000	A partnership fund with Alcoa delivering community-driven projects (allocation doesn't include Alcoa funds carried forward, only CoC funds)
9490	Environmental Education Initiatives Program	15,000	12,000	15,000	Support for Environmental Services to assist schools to facilitate environmental education
9517	Cockburn Community Group Volunteer Insurance	8,500	8,511	8,511	Cockburn Community Group Insurance Program
9535	Council Match Staff Donation	4,000	1,120	4,000	Council to match staff fund raising effort
9596	SLLC Subsidy for Emergency Services Volunteers	500	0	500	South Lake Leisure Centre gym subsidy for Jandakot BFB, South Coogee BFB and SES volunteers
9649	Safety House/Walk to School Program	500	0	0	Support to schools for safety programs for children getting to school and to attend Safety House shows in Safety House month
9673	Sport and Recreation Club Grant	45,000	6,455	45,000	Grants matched by local sporting clubs for minor capital works on Council owned facilities and sporting equipment
9674	Grants to Schools	6,000	4,926	6,000	For small donations to schools for minor items as per DA ACS7
9688	Security Subsidy for Seniors	30,000	17,500	30,000	Subsidy for security devices for seniors
9495	Donation and Grants General Account	45,500	98	67,885	Remainder of grant allocations
	Grants Programs Sub Total	449,000	182,859	485,896	
	Totals	1,200,000	933,859	1,200,000	
	Budget	1,200,000		1,200,000	
	Balance	0		0	

Table of proposed modifications to the Lakes Revitalisation Strategy (as advertised)

	Proposed modification	Reason
1	New recommendation – <i>Action 2.5 Undertake an update of the transport assessment every 3 – 5 years as required.</i>	This recommendation is to indicate the City's commitment and priority towards the monitoring of traffic and ensuring the proposed growth is adequately supported.
2	Modify the Transport Recommendations Plan on page 34 of the Strategy to include the following action - <i>Discuss with the PTA regarding bus services that no longer connect directly with Gateways (used to be 514 and 520 from Murdoch via Bibra Lake to Gateways Shopping Centre) but now stops at the train station.</i> (Requiring residents to walk from the train station to gateways or wait for a further connection).	Response to submission
3	Move the R40 coding from Farmhouse Drive to Meller Road.	Administrative error when mapping the high frequency bus route.
4	Add an action to the transport recommendations to investigate the upgrade of a pedestrian crossing in the proximity of the powerline easement across Berrigan Drive.	Response to submission
5	Amend the table on page 39 of the Strategy to state: <i>Stage 5 (North of Elderberry) - Delivery in 2016/17</i> <i>Stage 6 (Lots 12 & 26) - Delivery 2017/2018</i> <i>Noting: the priority order of these stages will be reviewed when the City obtains ownership over Lots 12 and 26 of which relate to Stage 6 works.</i>	Response to petition; indicating support for the prioritisation for upgrades beneath powerlines.
6	Investigate an upgrade for Broadwater Park to include an area for teenagers.	Response to submission
7	Recode 9 Yates Court North Lake from R30 to R40	Response to submission – Subject land fronts POS. Therefore consistent with the Strategies principles for suitable locations for higher densities the subject lot is supported for an R40 coding.
8	Recode 35 Needwell Road from R30 to R40.	Administrative error
9	Include an addition comment to the concept plan on page 43 regarding the upgrade of the verge for public seating.	Response to submission

	Proposed modification	Reason
10	<p>Modify Strategy Action 2.2 to include -</p> <p>Secure a commitment (for example an MOU) from the State Government for an increase in Public Transport Services if increased residential infill is secured as part of the Strategy.</p>	Response to submission - Reinforce the State Governments commitment to urban infill.
11	<p>Add a sub action to Action 3.1 –</p> <p><i>Investigate and recommend street trees species that provide feed opportunities for local birds.</i></p>	Response to suggestion received during community forums.
12	<p>Recode Barrine Court from R40 to R60.</p>	Response to submission – support as a result of alignment with strategic principles.
13	<p>Add to the streetscapes table on page 41 the following action –</p> <p><i>Investigate the ability to provide a garden bed and location for a tree within the green space provided by a previous cul-de-sac head within Barrine Court.</i></p>	Response to submission – support as a result of alignment with strategic principles.
14	<p>Add to the transport action table on page 36 the following action –</p> <p><i>Explore 'on-road' car parking opportunities along key roads.</i></p>	Response to submission

SCHEDULE OF SUBMISSIONS
DRAFT LAKES REVITALISATION STRATEGY

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
1	Western Power GPO Box L921 PERTH WA 6842	Thank you for submitting your due diligence request to Western Power in relation to your proposed work. Your proposal is being reviewed, and we will contact you directly for more information if required.	
2	Yan Kuang 42A Marshwood Retreat BIBRA LAKE WA 6163	Objection	No comment
3	Steven Mark Dobson PO Box 241 WILLETTON WA 6955	Support. As the owners of 4 Style Court Bibra Lake WA 6164, we strongly support the City of Cockburn proposal. Our reasons for the support include: <ul style="list-style-type: none"> • Proximity to major infrastructure, including Fiona Stanley Hospital, St John of God Hospital, Department of Justice facilities, and the Murdoch University • Synergy with the proposed commercial and technology precinct redevelopment of Murdoch University south east corner. • The potential for Bibra Lake to become a tourist precinct, with the existing Adventure World and new Ice Skating ring. • Excellent state government public primary school facilities at Bibra Lake Primary School, the school will see a traditional decline in student numbers associated with estates constructed over 20-30 years old. An increase in suburb density will see the primary school numbers increase the sustainability of the school, as demonstrated in other areas where infill has occurred. • For most of the addresses affected, the public transport accessibility means that many residents are only one bus route from transport hubs of Murdoch Train Station. • The suburb has wide streets, with many serviced by existing underground power and sewerage. • The quality of dwelling when initially established in Bibra Lake, was not of an equal to neighbouring Leeming or Murdoch. This provides the suburb the opportunity to revitalise the quality of homes built. Many were built on a low budget project home budget. 	Noted
4	Landowner	Support	Noted
5	Diana & Gary Pattenden 2 Anstie Way BULLCREEK WA 6149	Support	Noted

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
6	RN & JE McKay 1 Eppalock Grove SOUTH LAKE WA 6164	<p>Objection</p> <p>We brought this property because of the size which gives us the room for kids and animals to run around in. I do not want to live in a compact housing area where everyone is living in each other's pockets and no privacy. We enjoy having a backyard, where we can potter around in the garden, play with our animals and entertain without disturbing all for the neighbours. If I wanted a smaller property, then I would move, but our choice is to live here, where we are now on this sizable section and not living in match boxes.</p>	<p>Not supported</p> <p><u>Compact housing and no privacy</u> While the draft Strategy proposes increased densities, there are important planning policy requirements in place to ensure privacy between developments is considered at the development assessment stage. The R-Codes provides several planning controls to promote cohesive developments that consider privacy between properties. The City's Local Planning Policy 1.2 <i>Residential Design Guidelines</i> also addresses important design requirements of which complements and add further rigour to the R-Codes. This LPP has progressively been developed and refined as each of the City's revitalisation strategies has been developed.</p> <p><u>A desire to retain a large yard and property</u> Despite the proposed increased densities, and if the proposed recordings eventuate, there is no requirement mandating land owners develop their property. Rather each land owner can choose if and when to further develop their land.</p>
7.	Hazel Cusick 1 Giddens Court North Lake WA 6163	<p>Not stated</p> <p>I am a resident of Cockburn - North Lake and have recently received the submission to comment on the Draft of The Lakes Revitalisation Strategy.</p> <p>Firstly I will submit an extended submission on paper when I have considered all aspect of this proposal.</p> <p>I am concerned that the strategy has been formed using out-of-date plans.</p> <p>I say this because the map representing North Lake is inaccurate. How can anyone in the Cockburn area comment on inaccurate information?</p> <p>Take a look at Giddens Court where I live, it shows that it is connected to Du Maurier Road. Giddens court is a cul de sac. There are several cul de sacs in North Lake that appear to open roads on the map supplied, I can see at least five roads. How can you create a plan to develop this area with incorrect information? It surprises me that this type of error can occur especially when</p>	<p>Noted with response</p> <p>An email response was sent to Mrs Cusick on 110216 as follows:</p> <p><i>Thank you for your submission. Please note that the purpose of the maps included within the mail out for the advertising of the draft Lakes Revitalisation Strategy is to depict existing and proposed land use zones and densities only. Therefore everything else has been left deliberately white. I understand that in the example of Du Maurier Road the zone maps give the impression that the road is not a cul-de-sac however this is due to the road reserve (the grassed area at the end of the cul-de-sac) has been shown white as well. The City is definitely aware of its current configuration - as a cul-de-</i></p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>the current Major used to live in the area.</p> <p>Has Mr Logan been given a copy of these plans and actually proof read them?</p> <p>To me this makes your whole planning unreliable as the information is not correct. How many more areas are incorrect?</p> <p>Safety is one of your strategies I think you may need to rethink your strategy for this area and send out up-to-date and accurate information.</p> <p>North Lake has only two roads to get to Progress Road, do you think increasing numbers is going to be a safety issue? I do! Rethink!!!</p>	<p><i>sac. You will note that the reserves are also white, everything is except the land use zones, for North Lake these are all residential.</i></p> <p><i>Please note importantly that no changes are proposed regarding the road layout and no decisions have been based on the roads you have listed being a through road.</i></p> <p><i>Apologies for any confusion. We welcome any further comments before the 25th March. Please let me know if you have any questions.</i></p>
8.	Landowner	Support	Noted
9.	Landowner	Support	Noted
10.	R Edwards 29 Coleridge Place NORTH LAKE WA 6163	<p>Objection</p> <p>Road Safety, extra traffic, Coleridge place would turn into a speedway.</p>	<p>Not supported</p> <p>The City envisages change and growth in the Lakes area will occur over time. With take up of development opportunities being spread mostly over the mid to long term.</p> <p>This view is informed by the City's 3 complete Strategies, these being Phoenix, Hamilton Hill and Coolbellup Revitalisation Strategies. All of which are demonstrating that change will occur over time - incrementally. As has been seen to date since the first Strategy completion in 2009.</p> <p>As a result the City's approach is to monitor traffic and respond accordingly depending on where and when growth occurs across the suburbs. A further recommendation post advertising has been included to ensure this monitoring is undertaken as follows - <i>Action 2.5 Undertake an update of the transport assessment every 3 – 5 years as required.</i></p> <p>In addition to this approach the City undertook a thorough traffic assessment (See the Background Report) and there are numerous improvements recommended within the draft</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
			<p>Strategy document.</p> <p>With regard to Coleridge Place it is unlikely traffic congestion will occur within the inner streets of North Lake. This is recognising the lower coding change of which proposes most of the suburb to be R30.</p>
11.	Landowner	<p>Support. Our lot is currently zoned R20, will become R30. We wish to make it R40.</p> <p>We adjoin other R40 lots, are close to school, shops, recreational areas and wish to be considered for R40 zoning also.</p>	<p>Not supported The City identifies several principles when analysing and recommending residential recodings. The relevant principles relating to this lot include:</p> <p>A base Code of R30, unless:</p> <ul style="list-style-type: none"> • Located within proximity to a retail centre (400m) • Located fronting high frequency transport routes. • Opposite POS capable of supporting increased densities. <p>In this regard the subject lot does not meet the criteria to be higher than R30 as it does not meet the criteria.</p>
12.	Amna Khan & Anjum Qaisrani 95 Elderberry Drive SOUTH LAKE WA 6164	Support.	Noted
13	Landowner	<p>Objection High density living will ruin this suburb. The original reason for purchase was to buy a good size block in a single dwelling area. Higher density living = higher crime rates.</p>	<p>Not supported It is not supported that medium-high density development alone will encourage anti-social behaviour and reduce the quality of the housing in the Lakes area. There are many examples of high quality medium and high density housing throughout Cockburn and wider Perth.</p> <p>Furthermore, the concentration of low socio economic households across the metropolitan area is changing towards a more diverse range of households within suburbs and therefore the</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
			<p>issues experienced in the past through the concentration of Homeswest developments are unlikely to occur again.</p> <p>The draft Strategy has been prepared to ensure a diverse building stock of which will meet the needs of an increasingly diverse community and household sizes.</p>
14	Landowner	Support. I fully support the above proposal.	Noted
15	Landowner	Not stated For heaven's sake, build a café at Bibra Lake	<p>Noted</p> <p>A number of residents have expressed a desire to see a café at Bibra Lake. While the City has very little influence on the provision of a café, other than allowing the appropriate zone to allow a café business to operate, it can provide the facilities for a food van to pull up in the area.</p> <p>As a result Action 3.3 identifies a concept plan for the City to further develop of which includes car parking and facilities to provide for a food van.</p> <p>This will in the short term allow an operator to test the viability of a business and if successful they may wish to obtain planning permission for a more permanent option within one of the Local Centre Zones.</p>
16	Landowner	Support. Happy to develop my property.	Noted
17	Karen Johnson & Kelly Bodman 14 Henderson Drive SOMERVILLE WA 6430	Support. We think it is a great idea and it will support growth and development of South Lake as a future vibrant community close to many great amenities.	Noted
18	WA Gas Networks (ATCO Australia) Locked Bag 2507, Perth Business Centre PERTH WA 6849	<p>ATCO Gas has a large network of gas mains and infrastructure within the City of Cockburn of varying pressures, predominantly within the road reserves however also within easements in some areas.</p> <p>ATCO Gas does not have any objection to lodge with the City of Cockburn</p>	<p>Noted</p> <p>The City will continue to work with ATGO Gas when it comes to infrastructure provision decisions and assessing new developments.</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>after considering the advertised Draft Lakes Revitalisation Strategy documents and maps.</p> <p>ATCO Gas requests ongoing consultation with the City of Cockburn, as we have had in the past, prior to any proposed construction or ground disturbance occurring.</p> <p>Please see the attached Figures for your record.</p>	
19	Keith Welfare 3 Samuel Court NORTH LAKE WA 6163	<p>Objection</p> <ol style="list-style-type: none"> 1) North Lake has not set up for high density living (>R20). North Lake has only 500 houses in original development with only 2 entrances/accesses. If more people were to live here, then the whole road system in North Lake would have to be redeveloped, costing the Council a fortune. 2) Size and position and sloping elevation of house blocks not designed for high density living (>R20). The houses in North Lake are built back from street with large road frontages and front lawns. Often they have been very small back yards, with no room to build a block of units. 3) Most residents in North Lake are owner/occupiers, and to introduce a lot of high density rental units and flats, would conflict with the entire aesthetic and lifestyle of this neighbourhood. 4) North Lake has a high proportion of elderly residents, who feel safe here and do not want to relinquish their security by having lots of high density rental units/flats developed here. 5) The sloping elevation of many North Lake house blocks, does not lend itself easily to high density developments, 6) I understand Councils desire for increased rate payers' revenue per square metre of residential land, but in an estimated suburb like North Lake, with the demographic of residents here, it is not suited to this area or wanted by the residents, and it is not necessary either. 	<p>Not supported</p> <p><u>Road infrastructure provision</u> Despite having 2 access points, North Lake is located on the corner of 2 major roads providing strong connections with surrounding suburbs and roads.</p> <p>Furthermore, it is considered that growth of the suburb will occur incrementally and therefore it is appropriate that Council monitor any required changes to the entry point intersections over time.</p> <p>Given the lower coding recommended in North Lake and the quality of the building stock it is unlikely significant change will occur for years to come. Rather, the planning system is set up to allow change when the market is ready.</p> <p><u>Sloping sites are not appropriate for high density dwellings</u> There are a significant number of medium density dwelling typology examples located on sloping sites. Buildings and designers have many options for designing buildings on slopes. In particular a sloping site can encourage car parking to be located under the building and as a result have a significant design benefit by ensuring a site is not dominated by car parking.</p> <p>While not appropriate for all sites there may be some sites that redevelop the entire lot, especially where a dwelling is at an age and state that it needs to be replaced.</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
			<p>Despite these comments it is noted the majority of lots in North Lake are proposed to go to R30 of which will only allow 2 dwellings, or 2 grouped dwellings and a max of 2 multiples.</p> <p><u>Anti-social behaviour impacting on elderly residents as a result of multiple dwellings</u> It is not supported that high density developments attract anti-social behaviour.</p> <p>Further, the provision of diverse, in particular smaller dwellings will allow in certain circumstances, seniors to age in place rather than have to move to another suburb. This is a key driver for the recordings and the aims of the revitalisation strategy.</p> <p><u>Higher density development will impact on the character of the suburb</u></p> <p>The R-Codes and the City's design guidelines policy provides for a thorough development assessment of which includes consideration of adjacent properties and streetscapes.</p> <p>Further, again it is noted that the lower coding increase proposed for North Lake is considered medium density. High density development is not proposed.</p> <p><u>A key driver for the increases is for Council to collect more rates.</u> This is not supported. Rates are increased only if landowners further intensify the use of the land. This recognises the more intense development is (the increase in people and cars) the more services and infrastructure is required.</p> <p>The driver for this strategy is set out on page 3 of the draft Lakes Revitalisation Strategy.</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
20	Landowner	Support. Adequate provisions made for disabled, bus routes & tram. My particular block is too hard to subdivide- requires encasing sewer and knocking down existing dwelling.	Noted The draft Strategy has a number of recommendations relating to improved access in and around the suburb including working with the PTA on improving services. It is however noted that a tram is unlikely at this point in time in the Lakes area. With regard to site constraints that will be up to each individual landowners to overcome however the City's development officers and engineers are available to provide direct and advice.
21	Yanhong Li 130 Elderberry Drive SOUTH LAKE WA 6164	Support. So nice to see the changing. I believe we will have an absolutely beautiful suburb. I and my families are very excited about this.	Noted
22	Landowner	Objection Objection based on wanting to keep the existing housing density, protecting the character and natural environment of my community.	Not supported The City's key approach to the draft Revitalisation Strategy is to promote increased housing options while also promoting and protecting local character and for the Lakes area this particularly relates to the natural environment. As a result the recommendations seek to improve public open spaces and there is no intent to impact on any environmental asset including wetland areas.
23	John Sorrell 3 Beech Court SOUTH LAKE WA 6164	Support	Noted
24	Natalie Briggs 3 Bevis Court BIBRA LAKE WA 6163	Support. I would like to see my own property rezoned from R20→ R30 so the option to subdivide in future is then providing more diversified housing options in Bibra Lake. Also Action 3.5 – underground power would help modernise Bibra Lake visually	Noted
25	Bruce Walker 25 Lachlan Way BIBRA LAKE WA 6163	Support A change in density gives me the opportunity to develop my property into two smaller and newer homes. This will enable me to stay in the area in a new home to suit my needs.	Noted

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
26	Yongyao Qu 11 Lakeview Place BIBRA LAKE WA 6163	Support I can't express my excitement enough when receiving this letter, more than happy to accept this proposal, can't wait for it to proceed.	Noted
27	Constantin Jotta 2 Brooks Court BIBRA LAKE WA 6163	Support	Noted
28	Landowner	Objection We moved here to South Lake specifically to enjoy the larger blocks and the trees. We did not want to live in the suburbs on top of our neighbours with no privacy. The choices for tiny blocks and crammed houses are endless already.	Noted and not supported Despite an increase proposed in residential coding of most lots it remains the landowners choice to develop or retain a larger lot. The development assessment stage including the assessment against the R-Codes and the City's <i>Local Planning Policy (LPP1.2) Residential Development</i> will trigger the assessment for consideration of privacy issue between developments. It is not supported that medium density development automatically results in loss of privacy, rather there are numerous design responses that can address this important design consideration.
29	Julie Cross 16 Gwalia Place BIBRA LAKE WA 6163	Support I am all for the progress and infill of this area of Cockburn	Noted
30	Landowner	Support Action 3.5 – Provision of underground power. Consider rezoning my property to R60. Increase density increase rate fees for council and support greater number of amenities.	Noted and not supported The subject lot is proposed to be recoded to R40 and this recommendation is consistent with the strategy principles relating to the recodings for the wider suburb, in this instance relating to South Lake. In South Lake R40 is proposed as the base coding unless located adjacent to Public Open Space (POS), in proximity to Elderberry Drive, Berrigan Drive or within proximity to the centres (further details on page 26 of the draft Strategy). The subject lot does not meet any of the criteria for a higher coding and therefore the R60 request is not supported.

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
31	Landowner	Objection Increase in traffic already heavy along Bibra Drive	Not supported See submission response number 10 .
32	Landowner	Support This rezoning will help improve and modernise the older houses in the suburb and encourage more new development and houses to be built in Bibra Lake, helping to make more housing available to new home and 1st home buyers.	Noted
33	David Stirling 36 Aspiration Circuit BIBRA LAKE WA 6163	Support	Noted
34	Frank Cherry 6 Elderberry Drive SOUTH LAKE WA 6164	<p>Position not stated</p> <p>Receiving info on planning for the future of North Lake to Jandakot. I am not one to understand planning and strategies of future development.</p> <p>So putting it as clearly as possible, of what I am concerned and care about, is getting the water authority to have a continual run off into Bibra Lake, North Lake for wildlife. Without sanctuary's like these, wildlife will only go elsewhere, because the lakes have dried up. It would be interesting to know how much water is drained out to the river or seas, treated as waste water. It would be nice to see an island, put in the small catchment, at the corner of Poletti, and North Lake, for wildlife, that do gather there, another small lake, at the Western end of Wentworth Parade, Success. Also, popular with wildlife, also dries up in Summer.</p> <p>Programme 2, Action 2.2, work with the PTA to review bus services and routes. <u>Good luck</u>, I have submitted suggestions over many years. The PTA runs the show and no one tells them otherwise I have made many improvement suggestions, they always give you an answer, why can't it be done, or are not interested. For example, after <u>60 or so years</u>, some weekend and public holiday services, still operate at hourly intervals, no wonder, some services, such as the 514 Cockburn- Murdoch services, sometimes, runs a whole trip, empty, or maybe just 4 or 5 on board, who wants to wait another hour, on a weekend, if they have just missed a service. The 520 is very popular with Adventure World, but only runs every hour on weekends and public holidays, as also the 530,531 and 532 services, after 60 or so years, these services should by now be running at 40 minute intervals, housing southwards from the 525, 526 terminal on Gaebler Road, Hammond Park, has really gone ahead, but these services have still terminated at Gaebler Road for at least the</p>	<p>Given the inclusion of information relating to matters outside the scope of the draft Strategy a letter was sent to Mr Cherry on 11.02.16 as follows, also addressing submission points regarding the draft Strategy:</p> <p>Thank you for your submission on the draft Lakes Revitalisation Strategy and further comments relating to Cockburn Central. The following provides the City's response. Please note your submission will also be considered within the Schedule of Submissions when the draft Lakes Revitalisation Strategy is reported to Council in a few months' time. You will receive a further letter advising this date closer to the Ordinary Council Meeting.</p> <p><u>Retention of water within wetlands</u></p> <p>The following information is provided by the Environmental team at Council and hopefully provides an understanding of the wetlands and their function in your area. Should you have any further questions regarding wetlands or environmental issues please contact the Environmental Team directly at Council.</p> <p>The majority of the wetlands on the Swan</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>past 5 years.</p> <p>Programme 3. Improve streets, my wife and I find Elderberry Drive laughable, 50km/h speed limit, what a bloody joke, idiots, use Elderberry Drive as a drag strip, or as a short cut to the freeway or Jandakot Airport or Karel Avenue, instead of using Berrigan drive <u>when</u> the police dept. feel like it, they put a camera van on Elderberry Drive or motor cycle police, in the driveway of telecom phone exchange, where everyone can see them. Idiots need to be caught <u>not</u> warned by other motorists, they drive more sensibly on Bibra Lake.</p> <p>Although it is on private land, the roundabout in Gateways Shopping Centre, downright bloody dangerous, how a major accident has not occurred here, I'll never know, you have to have your eyes in 3 places at once, heading West to the roundabout to check traffic coming in off Beeliar Drive, you have to turn your body to a 2 o'clock position to check traffic, traffic wanting to get into McDonald's or Red Rooster have to come off Beeliar Drive, do a 'U' turn at the roundabout, leaving Gateways from the South area, at the roundabout if you don't have your eyes alert, you don't have your eyes alert, you don't stand a chance, the shopping centre management have been told how dangerous the roundabout is, they can't see a problem if <u>any</u> roundabout in a shopping centre, needs traffic lights, this one does, so these are my views on how improvements can be made, in the North Lake to Jandakot area. Even though they might not be what you are asking.</p>	<p>Coastal Plain are surface expressions of the groundwater table. The water you see in a wetland represents the height of the groundwater table in the area. Groundwater levels fall during summer and thus the levels of water in our wetlands falls. When the groundwater is below the level of the base of the wetland it appears dry.</p> <p>Our wetlands naturally dry out and wildlife that uses the wetlands has adapted to deal with the drying conditions. Water levels will again rise when we receive our winter rains. What we are witnessing within many of our wetlands drying is a natural event.</p> <p>The concern is that as rainfall continues to decline our wetlands may remain dry for longer periods. That is of one of the concerns associated with climate change and a reason why people are asked to reduce their water consumption where possible.</p> <p>In past years when we had our normal average rainfall many of our wetlands were retaining water all year round. This was unnatural. The reason they retained water in the past was a result of the clearing of bushland and trees. I trust this gives you some insight into the natural cycle of our wetlands.</p> <p>The basins near the corner of Poletti and North Laker road have been created to take stormwater from the upgraded North Lake Road and the Muriel Court development. They will be landscaped in the not too distant future. The establishment of islands within the basins will be considered at this time.</p> <p><u>Review of bus services in the Lakes area</u></p> <p>As you have stated the draft Lakes</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
			<p>Revitalisation Strategy includes a recommendation to work with the PTA to review bus services and routes. The City would be very interested in the suggestions you refer to in your submission. Therefore please send through your suggestions for consideration prior to the closing of the draft Lakes Revitalisation Strategy consultation period – 25 March 2016.</p> <p><u>Street trees and traffic on Elderberry Drive</u></p> <p>It is agreed that Elderberry Drive is a very wide road reserve that inadvertently encourages high traffic speeds. Through the provision of further street trees to “enclose” the street, traffic is anticipated to slow. This is one of the key recommendations within the Draft Lakes Revitalisation Strategy.</p> <p>Your comments have also been passed onto the City's Transport Engineer to inform future road planning in this area.</p> <p><u>Elderberry Drive</u></p> <p>A transport analysis informed the Background report of the revitalisation strategy. It identifies the following recommendations forming the Strategy:</p> <ul style="list-style-type: none"> • Elderberry Drive and Berrigan Drive intersection: City road engineer's in consultation with City Planners to investigate and implement traffic calming, parking provision, dedicated bicycle path and street tree provisions. Design concepts to be prepared by the Strategic Planning department for Elderberry Drive. Implementation of the works to be undertaken by the City of Cockburn Engineering department. • Undertake a vehicular safety review and implement safety measures to improve Elderberry Drive and North Lake Road

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
			<p>intersection for cyclists and pedestrians.</p> <ul style="list-style-type: none"> • The installation of traffic signals at the North Lake Road/ Elderberry Drive intersection would not be approved by Main Roads WA because of the close proximity of existing traffic signals at Omeo Street 200m to the north-west and Osprey Drive 400m to the south-east. Therefore the instillation of a dual-lane roundabout (like the one recently constructed at Bibra Drive) will be investigated and considered as a Black Spot Program project for the 2017/18 financial year. • Investigate possible parking provision options for this intersection or alternatively explore pedestrian entry point relocation away from the intersection. This is to be undertaken by the City of Cockburn; Strategic Planning Department in consultation with Engineering Department. • With regard to Berrigan Drive and Elderberry Drive intersection - As shown in the Murial Court Local Structure Plan it is planned to realign both the southern end of Elderberry Drive and northern section of Semple Court to form a 4-leg intersection with Berrigan Drive. That new intersection will be constructed as a roundabout or traffic signals (subject to Main Roads WA approval), subject to further investigation. This project is tentatively scheduled for 2020-22 on the City's Regional and Major Roadworks 2013-2030 plan, but timing will be dependent on funding availability and of progress of development in the Muriel Court precinct. <p>Gateways – Traffic flow and round about</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
			<p>As you have noted in your submission the roundabout at Gateways Shopping Centre is located on private land and as a result any incidents that occur on the roundabout do not get reported to Council, as would be the case for incidents on the local road network. Therefore the City is not in a position to comment on issues in this location at this time. However incidents within this area would have direct impacts on accessibility of the Gateways Shopping Centre of which is an important need for the viability of the centre and therefore it would be in the Centres' best interest to address any issues.</p> <p>The City is expected to meet with Gateways Shopping Centre over the coming months regarding future development plans and at such time we will discuss access into and around the site, including the ongoing operation of the roundabout.</p>
35	Landowner	Support	Noted
36	Landowner	Support	Noted
37	Landowner	<p>Support</p> <p>Would it be possible to <u>reinstate</u> the 514 and 520 from Murdoch via Bibra Lake to Gateways Shopping Centre, as we have to connect with a bus at the Station and have to wait 15mins or longer. Or walk via the underpass back from Gateways to the Station is worse, as you have to time it as you catch a bus to the Station to connect with the <u>514</u> or <u>520</u> but if you miss either one you have to wait <u>1 hour</u>.</p> <p>It is much easier for the drivers as they don't get held up at the North Lake/Beeliar Drive Freeway intersection which takes ages.</p> <p>Hoping you can find a way to help us.</p>	<p>Noted with modification</p> <p>The City agrees that connectivity into Cockburn Central, including Gateways Shopping centre and the train station, is a key need for Lakes residents.</p> <p>Strategic Planning will inform the transport planning team of the highlighted need and will request further discussions with the Public Transport Authority of which sets the bus route. An additional item has been added to</p> <p>Further to the scope of the draft Revitalisation Strategy is the draft Cockburn central Activity centre Plan of which seeks to improve the connection for pedestrians between Gateways and the Station. The City will continue to</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
			promote this connection and wider connections in and out of the activity centre.
38	Troy Blight 4 Robertson Place BIBRA LAKE WA 6163	Support We need more affordable living options for increasing population especially for the young, without destroying the eco systems we have left. Infill is the way forward I believe.	Noted
39	Bill & Elsa Blight 13 Clamp Court BIBRA LAKE WA 6163	Support Need to make more affordable living for the young especially without destroying more bush and wetlands.	Noted
40	Ivan Mraovic 8 Natham Road SOUTH LAKE WA 6164	Objection I am concerned about privacy being taken away and being overlooked by neighbours from a 2 story house	Noted While the draft Strategy proposes increased densities, there are important planning policy requirements in place to ensure privacy between developments is considered at the development assessment stage. The R-Codes provides several planning controls to promote cohesive developments that consider privacy between properties. The City's LPP 1.2 Residential Design Guidelines also addresses important design requirements of which complement the R-Codes.
41	Landowner	Objection	Noted
42	Landowner	Objection As South Lake would be considered to be a lower socio-economic area by allowing land to be subdivided. I can only see this increasing the amount of retail properties which may lower the economic status even further and turning from a mainly family area to a young, unemployed neighbourhood, as we already have high density living in the next suburb. I don't see why we need this in South Lake.	Not supported The draft Strategy seeks to promote a more diverse housing stock to meet the future projected needs of the community which indicate a diverse, aging population and smaller household sizes. A further aim is to promote the regeneration of older dwellings. There are no recommendations to promote retail within the Lakes area outside the existing 3 small local centres. It is not supported that higher densities alone attracts a lower economic status. Rather the increase in density and housing choice is expected to regenerate the area.

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
			The built form in the Lakes area will not provide the types of dwellings found in Cockburn Central. The residential codings in place to facilitate the multiple dwellings you see in Cockburn Central far exceed what is proposed in the Lakes area.
43	Brian Reeve 12 Fielder Court KARDINYA WA 6163	Objection Trying to cram too many people into too small an area. This will affect the lifestyle of the residents. The already inadequate parking at the shopping centre further strain the area. Pitiful amenities and generally reduce the residents wellbeing.	Noted and not supported The Perth metropolitan area including the Lakes area has an extremely low density rate. There are numerous examples of Cities and metropolitan suburbs that function well at greater density rates. The draft Strategy is based on strong planning and sustainable principles and demonstrates an approach that balances an increase of housing stock and diversity alongside protecting local character, particularly natural assets including the Lakes. The Lakes is well located with good access to key roads and the City is continuing to improve accessibility for residents with Cockburn Central. This occurring both through discussions with the PTA (Recommendation of the Strategy) and the emerging Cockburn Central Activity Centre Plan.
44	Landowner	Support I hope the change will change South Lake's profile, be a more safe and clean community to live. I am fully supporting the proposal. Hope the new face will change South Lake's image to other people, therefore attract more people to move in.	Noted
45	Landowner	Support This will be good for the area. As it will encourage new growth and update the area to bring it to the 21 st century.	Noted
46	Landowner	Objection Only to electricity lines got away. Not happy with you people.	Noted
47	Landowner	Support As Perth is getting bigger and bigger, room for building new home are getting less. So we can improve the density to accept more people.	Noted

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
48	Vicky Manley 2 Bracken Way BIBRA LAKE WA 6163	Support I support the current proposed rezoning of Bibra Lake	Noted
49	Landowner	Support Share the vision in growing the City of Cockburn and Bibra Lake	Noted
50	W. S Fisher 14 Durras Place SOUTH LAKE WA 6164	Support A very good move for all landowners in the South Lake region. Should have been done years ago	Noted
51	Stephen Hibbert 4 Banyalla Court SOUTH LAKE WA 6164	Objection I strongly object and do NOT support the rezoning changes being proposed. My area does NOT need higher density living. I see it as council trying to raise more revenue through rates, land tax etc	Not supported The increase in dwellings seeks to provide a diverse housing stock of which is severely lacking within the Lakes area. It is noted the rates on land will only rise when land is either subdivided (a vacant land rate will apply), in addition to an increase when dwellings are delivered on the site. No increase (as a result of increased zonings) will occur for landowners that choose to not intensify the use of their site. It is not supported the proposed zone changes have come from a desire to increase rates.
52	John & Alison Bayne 7 Lacebark Close SOUTH LAKE WA 6164	Objection High density in our street is totally unsuitable, would alter our way of life and spoil our street. 1) In our small street, visitors already have no place to park 2) A subdivision on a property bordering ours has resulted in recycling and rubbish trucks putting yellow stickers on bins when cars have been parked on grass verge (not on road) as front of truck has to overlap to turn. How could they possibly have more cars and bins in the street? 3) If we wanted high density, we would have bought in that area 4) High density would affect elderly residents with nose and extra traffic 5) Endangerment to young children walking to enjoy Hopbush park from added street traffic. 6) Privacy destroyed by high buildings. Have the planning committee even driven down the street to see how totally inappropriate their plan is? Please check with the rubbish and recycling and find out how difficult it is for them to manoeuvre to collect the bins (and for us who have to keep watch to avoid stickers) Drawing included	Noted and not supported An R60 residential coding is proposed for lots surrounding the subject cul-de-sac. R60 is proposed given the lots are located within 800m of the walkable catchment of the Lakes Neighbourhood centre. While an R60 coding is provided, landowners are still required to demonstrate how the land can suitably facilitate the proposed development including parking requirements and rubbish collection. These matters can be dealt with at the development assessment stage.

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
53	Timothy Hardwick 4 Choules Place MYAREE WA 6154	Support Happy	Noted
54	A Fairs 28 Elderberry Drive SOUTH LAKE WA 6164	Support	Noted
55	Craig Salamone & Tamara Sumner 43 Magenup Drive WANDI WA 6157	Support Our location to public transport and public infrastructure with the size of the block with two points of entry makes our block property perfect for development.	Noted
56	Ronald Crosby 11 Guralo Mews SOUTH LAKE WA 6164	Support It will increase the value of my house if I am able to subdivide my block.	Noted
57	Maureen Pflugmacher 100 Elderberry Drive SOUTH LAKE WA 6164	Objection I am very much in favour of underground power, all of Program 3 But very much opposed to plans for residential housing in South Lake, enough in Cockburn Central thank you	Noted
58	Landowner	Support Great initiative and will no doubt build on similar successful projects undertaken for Spearwood, Hamilton Hill and Coolbellup by the City. I understand that the St Paul's Estate portion of the suburb of Bibra Lake did not form part of the Strategy given it was developed some time after the subject suburbs of North Lake, majority of Bibra Lake and South Lake. Whilst the exclusion is noted, I think there is merit in including the area as part of the Program 3 works to upgrade existing public open space areas and road reserves (where required). This will ensure consistency across the whole suburb of Bibra Lake and will not leave the Estate isolated particularly as Coolbellup will soon benefit from parks and roads upgrades as well. The Estate was more recently developed than the surrounding residential areas however it is still over 20 years old. It is therefore in need of some public realm upgrades to improve connectivity and functionality of these spaces in line with current design trends and community expectations.	Noted Agreed. The City's Public Open Space Strategy 2014 – 2026 identifies improvements for the parks within the St area known to residents as the Paul's Estate. See the City's POS Strategy at - http://www.cockburn.wa.gov.au/documents/CouncilServices/EngineeringServices/Parks/Public Open Space Strategy Oct OCM.pdf Given increased densities are not proposed in this area, further review of these recommendations is not required. Further detailed information and questions can be obtained by contacting the City's Parks Department.
59	Eddie Aretz 40 Colonial Drive BIBRA LAKE WA 6163	Support Given Perth has declining rainfall with tougher watering restrictions likely, the ability to sustain a large garden or lawn in the future may well become unviable or very expensive. My land may as well be used for additional housing that is close to public transport for quick and easy access to the city. I don't see Bibra Lake being	Noted

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		inundated with residents sub dividing their land as many established in this area already make use of their property with swimming pools, extensions, entertaining areas etc	
60	Dealdove Pty Ltd 320 Lord Street PERTH WA 6000	Support Existing local shopping and medical, childcare and community facilities can support a significant increase in the surrounding population.	Noted
61	Rodney & Vicki Watts 2 Greenham Place BIBRA LAKE WA 6163	Support I fully agree with increasing the density of housing, particularly near major transport and employment options as we have in Bibra Lake/ Murdoch	Noted
62	Johnny Thornley 32 Moondarra Circle SOUTH LAKE WA 6164	Support Would like the option to subdivide my property one day	Noted
63	Alex Rimkus 19 Monaco Avenue NORTH LAKE WA 6163	Objection I can't see how you can increase densities without first upgrading existing supporting infrastructure, namely roads. Parts of Cockburn are already "gridlocked" and therefore incapable of accommodating additional traffic. The horse needs to go before the cart!!	Not supported See response to submission number 10
64	Landowner	Support	Noted
65	Sarah Jones 66 Crossland Way KARDINYA WA 6163	Support This will increase value of the land as it will have the potential to build more houses on our block. Crime and low socio-economic problems in the area are still a big <u>concern</u> !! South Lake is a great location - close to the Freeway, Roe highway and Fremantle. That's why we bought in this suburb. Great idea to look at rezoning blocks. I think it will reduce urban sprawl. However, <u>crime</u> is bringing the suburb down. That's why we moved away from the area. Eg. - theft - rock throwing - motor bikes - fights The rezoning means we could fit 2 or 3 houses/villas on our current block. Value of our block will greatly increase.	Noted The proposed recodings will promote regeneration of older housing stock. With regard to crime and low socio-economic problems the City does not support the idea that medium density development along will attract and intensify crime and anti-social outcomes. Rather, change is expected to promote improved quality design both within private developments, streetscapes and public spaces including parks.
66	Sarah & Jakub Chudy 10 Pausin Crescent BIBRA LAKE WA 6163	Support We fully support the proposal and think all strategies sound great. Our property would change from R20 to R30, we would also support a change to R40	Noted R40 in this location and as a base code for Bibra Lake is not supported. Feedback from residents during the community engagement work identified a low to medium appetite for change

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
			and the City believes the R30 base code best reflects the desire of residents.
67	Landowner	Objection We purchased in this suburb because of the property size and quiet nature of the area. The proposed changes will alter this drastically	Not supported The recodings proposed in Bibra Lake are relatively conservative and reflect the low to medium appetite for change expressed by Bibra Lake residents during the community forums. Incremental change will occur over time and it is not supported the proposal will dramatically change the suburb.
68	Landowner	Support I think it will be good for everyone having rezoning happening in different ways.	Noted
69	Landowner	Support I support the above proposal as it would reduce urban sprawl and be more affordable to buy new land closer to the city rather than going further out.	Noted
70	Julie Walsh 22 Du Maurier Road NORTH LAKE WA 6163	Support	Noted
71	Anneliese Stalley 5 Blacksmith Court BIBRA LAKE WA 6163	Objection I support some infill in Bibra Lake due to sustainability, however I feel R30 zoning is adequate, however R60 and R80 is too dense and will change the community.	Noted The majority of Bibra Lake is proposed to be R30. Only higher densities are located close to services.
72	Kaye Pottier 18 Tinaroo Court SOUTH LAKE WA 6164	Support	Noted
73	Dennis Preston 4/174 Gwenfred Road KENSINGTON WA 6151	Support I'd like to express my full support for the Lakes Revitalisation Strategy currently being proposed by the City of Cockburn. Reading through all of the released documents, it is apparent that a significant amount of consultation, research planning and consideration of the needs of the community have been given to the proposal. As a land owner within the study area, I think this revitalisation has been long overdue. Having been present at the landowners and residents meeting in June 2015, it is clear and apparent that there was a common theme to the needs of the public, and the proposed strategy is a direct reflection of the requests from the public meetings. I think there is a lot of foresight in the planning by CoC, in all aspects of the	Noted

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>scheme including POS works, Zoning and transport networks.</p> <p>I am not in a position to attend the information session for south lake residents on Wed 24th Feb, however in writing this letter, I would like to commend CoC on the efforts put in thus far, and please accept my full support for the implementation of this strategy.</p>	
74	Landowner	<p>support</p> <p>Nothing special. Great idea for our community.</p>	Noted
75	Landowner	<p>support</p> <p>I fully support the whole revitalisation strategy as it will enhance the overall surrounding by increasing the quality of life as well as the economic benefit it will bring both the council and the property owners and stock supply to the housing market.</p>	Noted
76	Shane Carter 26 Marchant Drive Bibra Lake WA 6163	<p>Objection</p> <p>The Bibra Lake urban area is notable for its well established domestic gardens, many with large prominent trees. This creates a pleasant urban environment that is lacking and near impossible to create or maintain in high density residential areas. Increasing the zoning densities will, over-time, result in loss of the visual and environmental amenity provided by these large well established gardens.</p>	<p>Not supported</p> <p>It is agreed that Bibra Lake provides some great urban, domestic gardens however it is not accepted that medium to high density development in itself does not deliver quality landscaped spaces.</p> <p>The City agrees there have been examples of developments in the past that have had reduced landscaping and as a result the City has developed planning policy that requires a minimum amount of garden area for grouped and multiple dwelling developments. The City has had this in place since mid-2015 to in particular deal with this issue in an infill situation.</p> <p>In addition, the draft Strategy includes recommendations to preserve and improve parks and streetscapes, therefore contributing to the greening of the Lakes area. This includes continuing the street tree planting along key streets.</p>
77	Landowner	<p>Objection</p> <p>Increased density will lead to increased traffic on our roads where some areas are quite busy already ie. with Cockburn Gateway apartments increasing and new shops this already brings many more car on our roads being too busy at peak hours for us to even get out onto the main roads like north lake road.</p>	<p>Noted and not supported</p> <p>See response to submission number 10 relating to transport/traffic.</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>There will also be more noise and pollution. Privacy will also decrease.</p> <p>As there is the nature park Bibra Lake nearby these developments will not be good for its preservation as well as the increased risk for our endangered animals that live in it such as the bandicoots.</p>	<p>Admittedly there will more activity occurring within the area as a result of the proposed density changes however it is not supported that this will result in unacceptable levels of noise and pollution.</p> <p>Noise and privacy are key design considerations to consider at the development assessment stage and these elements are identified within the R-Codes of which guide development assessment in WA.</p> <p>It is not supported development will negatively impact on the environmental attributes of Bibra Lake. Increased densities are only proposed on existing residential lots. Further the revitalisation strategy includes upgrading the eastern edge of Bibra Lake and does not include any impacts on the Bibra Lake itself of which is covered by the Bibra Lake Management Plan.</p>
78	Landowner	Support	Noted
79	Manera Superannuation Pty Ltd G P O Box 2506 St George's Terrace PERTH WA 6831	Support	Noted
80	Mr A M J Loi 110 Meller Road BIBRA LAKE WA 6163	Support I fully support the proposal of increasing density for Bibra Lake residential. I do suggest to increase my Lot and nearby zoning to R40 as we are along the bus route and nearby to school area	Noted with modification <u>R40 fronting the bus route</u> This is an administrative error that will be amended to ensure the R40 codings are proposed along the bus route. This will result in the R40 codings being moved from Farmhouse Drive to Mellor Road.
81	Landowner	Support I fully support the proposed changes	Noted

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
82	Magdalene Ting P O Box 19 BULLCREEK WA 6149	Support	Noted
83	Christine Browne 37 Verna Court COCKBURN CENTRAL WA 6164	Support	Noted
84	M Frost 27 Bracken Way BIBRA LAKE WA 6164	Objection Roe 8 is needed to relieve the congestion on Leach Highway and South Street	Noted and not supported It is assumed the objection relates to not supporting the proposed density increases unless Roe 8 is delivered? In response the City has undertaken a thorough transport assessment and considers the recommendations of the draft Strategy as appropriate for the short to medium term. It is noted the Strategy now includes a new recommendation to update the transport assessment every 3-5 years as required. See response to submission number 10 for further details regarding transport responses.
85	David Wylie 83 Mason Court SOUTH LAKE WA 6164	Support I support the rezoning to R60 for our property. This will allow us to redevelop our property in the near future	Noted
86	Russell Cockburn 14 Rex Street GOSNELLS WA 6110	Objection I am supportive of program 3 – improve the Lakes public spaces and streets. I am NOT supportive of residential density and zoning changes. The rest of the actions I would have thought should be under constant management and reviewed regardless. You have not provided enough information to support the density changes or explained impacts.	Not supported The Background report attached to the draft Strategy provides a considerable amount of planning related research and analysis to support the recommendations including: <ul style="list-style-type: none"> • A regional and local context analysis • Demographics analysis • Streetscape analysis • Transport and accessibility analysis • Community engagement
87	Madelene and Shefiudin Bhugleoo 11 Labyrinth Way SOUTH LAKE WA 6164	Support Fully support the changes for RCodes	Noted
88	William and Glenis Darmody P O Box 1215	Support We strongly support proposal because it will enable development of duplexes, town houses, villas and apartments in an area where there is a severe	Noted

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
	WARRAGUL VIC 3820	shortage of such dwellings. The current shortages of smaller dwellings in the locality means that many students, university and hospital staff and others must travel significant distances to their work place. The proposal ensures the amenity and environment of the area is protected.	
89	Chris Newman 10 Simon Court BIBRA LAKE WA 6163	Support The proposed rezoning will, in my belief pass Bibra Lake as a viable area to meet the local residences needs now and into the future.	Noted
90	Neville Fardig 8 Waigen Place SOUTH LAKE WA 6164	<p>Objection</p> <p><u>PURCHASE</u></p> <p>Private lots under the High Voltage Power lines, that have not maintained or cleaned. Lot 26,12, 29 of Southlake. These are dead spaces that can be utilised as Green Public Space and with walkways/paths to link Southlake and Cockburn Central. The land should be purchased by the council and made an asset to the City not a hazard</p> <p><u>CROSSING</u></p> <p>Easier access to cross Berrigan Drive near the shopping centre, there is no pedestrian cross way there from the lots that people currently use, citizens must walk longer to Semple Court or to the end of Brigg St to cross the 4 lanes of traffic, with the elderly and youth of the area at risk.</p> <p>The residents of Southlake and Cockburn Central should have a community friendly access area, through Lots 26,12,29 which would allow for safe walking to the local shops, SouthLake Shopping Centre, IGA Southlake, the medical clinics, the pharmacy, Leisure Centre, Primary School and High School and also to the Cockburn train station for those that live on both sides of Southlake. It would open the corridor of access to the new area and old.</p> <p><u>CLEAN UP OF LAND</u></p> <p>Lot 26, Lot 12 and Lot 29 extend from South of Berrigan Drive, South Lake to intersection of Thomas Street and North Lake Road South Lake; we understand that the land is privately owned. The land is overgrown, used as a dumping ground for unwanted furniture and rubbish, it is an extreme fire hazard, with the fire breaks rarely done, with yearly fires lit, that have threaten homes close to these properties.. Not to mention the hoons that use the area as burn out and jump areas as they build up ramps with the dumped rubbish.</p>	<p>Noted with modification</p> <p><u>Purchase and upgrade lots under the power lines within South Lake</u></p> <p>Agree – The City's Lands Department have approached the landowners in an attempt to purchase the lots that remain in private ownership that are required to finish the work set out in the concept plans prepared in 2003 – Connecting South Lakes (Lots 12 and 26).</p> <p>It is noted the petition has been received by the City and the City agrees the upgrade of the powerline easement is an important project for the surrounding residential areas. The petition will be addressed as part of the City's formal petition response processes of which will include a specific report to Council. Nonetheless the key issues raised by the petition are supported by the recommendations of the draft Strategy and will be further emphasised within the amended final draft. This will be done by amending the table on page 39 to state:</p> <p><i>Stage 5 delivery in 2016/17</i> <i>Stage 6 delivery 2017/2018*</i></p> <p><i>*Noting the priority order of these stages will be reviewed when the City obtains ownership over Lots 12 and 26 of which relate to Stage 6 works, likely giving priority to this stage. Stage 6 relates</i></p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>Citizens are at a high risk of snake bites, and injury if they try to walk past the properties since it is so overgrown or through to get to the local shops, South Lake Shopping Centre. There has been a part of lot 12 tidied that connects to Thomas Street, however this stops half way north of the lot and the rest is over grown and resembles lot 26, and 29. Petition was signed by over 100 residents in the area to have the area beautified and maintained.</p> <p><u>UPDATE PROPOSAL STRATEGY FOR LAKES AND COCKBURN</u></p> <p>The Lakes Revitalisation Strategy and Cockburn proposal has no definite time frame or funding allocation attached for parts that include lot 26, 29, 12. This is the corridor that links Southlake and Cockburn Central and will be the main walking access when people come through the area.</p> <p><u>ZONING AND SECURITY</u></p> <p>We have a dental business behind us which faces Berrigan Drive opposite service station and shopping centre. We have lost our security to all R40 lots We have lost our security due to having an R80 business behind our property because there is no fencing around the front, no security lights in use, nor is anyone living in the property. It is only occupied during business hours. The business have gates installed but these do not get closed and even if they were to be closed, individuals can still get through since it is not fenced all way round, into the properties and those backing on to it.</p> <p>The reason I have lodged this submission in, is so there can be a Bylaw or caveat attached to R80/mixed use properties stating that open slatted fencing must be fitted to stop access to property and gates installed and locked at the end of business hours each day with sufficient security lightning at night where no one is living in the businesses. Open slatted fencing would allow for a full view of the area from the street when driving past for council security when doing patrols but still giving security with limited access to properties behind. This would stop CARS driving into and moving around the business premises and stop access into the private R40 lots, through the R80 lots reducing crime, break and enters as well as reduce the ability of perpetrators from fleeing with more stolen goods etc. It would also stop groups of people getting drunk and disorderly hanging around the property and proposed</p>	<p><i>to the upgrade of Lots 12 and 26).</i></p> <p><u>Provide a pedestrian crossing across Berrigan Drive, connecting the residential cell south of the Berrigan Drive Local Centre, with the local centre.</u></p> <p>Agree – an action has been added to the transport recommendations to investigate the upgrade of a pedestrian crossing in the proximity of the powerline easement across Berrigan Drive. This is to provide a safe crossing point for residents South of Berrigan Drive, across to the school and the local centre.</p> <p><u>Zoning and security</u></p> <p>It is understood the issue relates to individuals being able to cut through the adjacent property (42 Berrigan drive) from the local centre, jump the fence into 8 Waigen Place and continue onto the power line easement. It is also understood that a key contributor to this is that a car parking area on 42 Berrigan Drive provides direct access.</p> <p>In response, the City does not support the mandating of fencing, rather through the increased densities it is expected the intensification of built form will start to “fill in” the street frontage and reduce individuals’ ability to access the lots. As development further evolves in this area, large expanses of car parking are likely to be reduced.</p> <p>It is recognised in this instance issues relate also to crime within the locality. The City has a limited function in addressing these issues of which require reporting to the Police.</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		properties like this in our residential areas.	
91	Landowner	Objection	Noted
92	Stacey Pedler 13 Arthur Road GOOSEBERRY HILL WA	Support	Noted
93	Landowner	Support	Noted
94	Jehangir & Phyrooza Mehta 18 Coleridge Place NORTH LAKE WA 6163	Support The property is too large for use (793m2) as we get older in our retirement. Rezoning property will give us option to sub-divide and therefore down size and manageable	Noted
95	Silvana Delborrello 105 South Lake Drive SOUTH LAKE WA 6164	Support The suburb is long over due to changes. Any improvement is a lot better than huge blocks and unkempt yards. Smaller yard would be easier to maintain	Noted
96	Trevor and Rae-Ellen Roberts 9 Briggs Street SOUTH LAKE WA 6164	Support All positive comments with no arguments	Noted
97	Landowner	Support	Noted
98	Mark Wisswmann 124 Lavery Drive CASUARINA WA 6167	Support This has been long over due, especially with the on going Cockburn Central development/Dockers HQ and training ground	Noted
99	Landowner	Support	Noted
100	Alan Coito 12 Tulipwood Place SOUTH LAKE WAS 6164	Support	Noted
101	Landowner	Objection It will devalue my property. There will be an increase in traffic through the area. More cars will be parked in the street	Not supported The draft Strategies seeks to promote the regeneration of housing stock and streetscapes and as a result it is envisaged the presentation of lots and the wider suburb will improve. It is expected through regeneration of the building stock and public spaces that these improvements will increase the potential for property values to increase. There will be some increase in traffic however

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
			<p>the City anticipates this will occur over the medium to long term. The City has undertaken a thorough traffic assessment and made several recommendations for the short to medium terms.</p> <p>It is not supported that traffic levels will become unacceptable, rather the City will continue to monitor traffic as development evolves.</p>
102	Landowner	<p>Support</p> <p>I feel excited about the future of The Lakes area after reading the Lakes Strategy document. My family and I frequent Bibra Lake parks and walking opportunities. The surroundings of the lake in Bibra Lake make me feel like I am not in the middle of a suburb which is refreshing. I would be very happy if our property could be zoned R40.</p>	Noted
103	Landowner	Support	Noted
104	Landowner	<p>Objection</p> <p>Currently drivers experience heavy traffic during peak hours at corner of Farrington Road and Bibra Drive. Corner of Berrigan Drive and North Lake Road, Farrington Road ramp at Freeway; Berrigan Drive ramp at Freeway. By changing the R-code density plans without upgrading transport/road system, will it work?</p>	<p>Noted</p> <p>See response to submission number 10 relating to transport initiatives and response.</p>
105	Kylie Fuller Bibra Lake Skate Park	<p>Not stated</p> <p>We have run a survey on Survey Monkey since mid last year and have 152 responses. Please find attached the responses. I have attached them as a summarized question by question, and also individual responses. As I mentioned last night - Mat De Koning comments about the build of Spearwood were of interest (He is respondent 147) and Ben Bowring is respondent 125. You can see from the summary data that the spread of sex and ages is a pretty good one and there is some valuable feedback on what the skate community would be keen to see. The majority of the respondents are from the Cockburn, but it has been our experience to date that people will happily travel to get to a good skatepark.</p> <p>At the Cockburn skatepark competitions held in the school holidays Simone Sieber from City of Cockburn also had a separate survey going. Do you guys talk with her about the responses she got?</p> <p>Out of interest - the amount of \$1 million you mentioned last night for that area - does that incorporate approaching DSR and Lotterywest for grants to assist in the building of the skatepark?</p>	<p>Noted and supported</p> <p>Thank you for forwarding the completed surveys and information relating to a skate park to the east of Bibra Lake.</p> <p>In response to the community feedback provided within the visioning forums and surveys, the draft Strategy includes a concept plan for a skate park upgrade and for it to be included within a multipurpose recreation area close to the Bibra Lake Local centre where the current skate park is located.</p> <p>In support of this project, please note a separate Council report is also being presented to the May Ordinary Council Meeting, seeking support for the skate park project. The report will include a project plan. The information provided here</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>I have spoken with Tim from Skate Sculpture about how a community engagement process for a redesign would look. Tim has provided Cr Phill Eva with a quote and timeline.</p> <p>Michelle and I are very keen to see this plan in particular progressed, and if there is anything we can do please do not hesitate to contact us.</p>	has been forward to the relevant Council officer to ensure the surveys and work undertaken by the community inform the project.
106	Jared Morskate	<p>I refer to your correspondence regarding the Lakes Revitalisation Strategy seeking Western Power's input. Following assessment of this proposal and consistent with previous advice Western Power provides the following comments:</p> <ul style="list-style-type: none"> Any development associated with an increase in density adjoining existing Western Power high voltage transmission lines shall be setback to ensure that suitable safety clearances are maintained. Please refer to Western Power's Local Planning Strategy submission to the City of Cockburn in 2015 for further context regarding asset protection. Detailed assessment will be required at the subdivision / development application stage in accordance with Western Power's standard processes to determine distribution augmentation requirements for future development. It is important as part of structure planning and scheme amendment process that the relevant agencies or proponents engage with Western Power to inform specific development requirements and potential developer contribution plans from both a distribution and transmission perspective. Any proposed development or subdivision application interfacing with network assets shall be referred to Western Power for comment. Undergrounding of distribution lines as part of future subdivision / development is required to be facilitated by the customer in accordance with the statutory planning process. 	<p>Noted</p> <p>All development requiring Western Power comment will be sent for comment in line with policy requirements.</p> <p>Should a scheme amendment occur, Western Power will again be asked to comment.</p>
107	Landowner	Support	Noted

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
108	Mark Briant 19 Dulverson Place SOUTH LAKE WA 6164	Support	Noted
109	Landowner	Objection We need open space around our houses to allow build-up of heat to escape in Summer and higher density means more drain on natural resources (water) and infrastructure.	Not supported The City agrees open spaces, including the provision of green spaces and trees should be encouraged so as to provide a balance between natural elements and hardscape materials including dwellings, driveways and roads. As a result the City has a Local Planning Policy (LPP1.2 residential design Guideliens) in place that requires a garden area for infill developments. This is beyond the State Government requirement within the R-Codes. Further, the City continues to plant street trees across the older suburbs, including key streets in the Lakes area. The revitalisation strategy seeks to promote the important balance between nature and further much needed development improvements. This has been undertaken through the recommendation of streetscape upgrades and parks upgrades.
110	Landowner	Objection I can see no reason why the adjacent lot should be R40 and lot 229, R30. Both lots are on the same street (frontage). Our property is not in a cul-de-sac, nor is It further from main roads than others.	Supported with modification As identified within the response to submission number 80 an administrative error resulted in the draft maps identifying an R40 coding for Farmhouse Drive instead of Meller Road. It is now understood the high frequency bus route travels down Meller Road – not Farmhouse Drive. As a result the R40 coding will be removed from Farmhouse and allocated to lots along Meller, continuing along the full length of Walliabup Way. As a result an R40 coding on the subject lot is supported for the reasons ste out above.

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
111	Carolyn Keane 10 Foxall Place SOUTH LAKE WA 6164	Support I am very happy with the rezoning proposal for my property and surrounding properties and area. I am hopeful that my street will be included in Action 3.5 and have power lines moved underground as they are very ugly.	Noted Please note that the undergrounding of power relates to the street power lines and not the large transmission line that run in a north-south direction through the lakes area. Unfortunately the cost associated with the undergrounding of the transmission lines is so significant that it cannot be considered.
112	Landowner	Support Good for the area. Newer houses, more vibrant community.	Noted
113	Landowner	Support Good for development	Noted
114	Bozo Topic 10 South Lake Drive SOUTH LAKE WA 6164	Support	Noted
115	Laura Perry 1 Chestnut Place SOUTH LAKE WA 6164	Support	Noted
116	Landowner	Support Program 1 Action 1.1	Noted
117	Lester Smith 5/3 Symmons Street BUNBURY WA 6230	Support As an owner, I would be happy with the rezoning as I would be able to develop. I am happy that this long overdue revitalisation of the area is finally happening. Well done.	Noted
118	Landowner	Support Provides more housing opportunity for people working in FS Hospital, students ta Murdoch uni and Tafe. Provides more housing opportunity, we need to face the fact that we are no longer able to cope living in a large area, as taking care of the garden is getting more difficult. Smaller dwelling will solve this problem.	Noted
119	Devinder Chopra 8 Impson Gardens SOUTH LAKE WA 6164	Support	Noted
120	Pui & Jonathan Lim 3 Ridley Court LEEMING WA 6149	Support	Noted
121	Gisela E Ittershagen 19/19 Bulrush Drive BIBRA LAKE WA 6163	My interests are not affected in any way, as I am 91 years old, widowed and live in a retirement village. The only concern I have in the continuing raise of the council rates.	Noted Rates are increased only if landowners further intensify the use of the land. This recognises the more intense development is (the increase in

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
			people and cars) the more services and infrastructure is required. Therefore should a landowner choose to not further develop then rates will not increase as a result of the increased zones proposed.
122	Frank Thornber 34 Broadwater Gardens SOUTH LAKE WA 6164	Objection My interests are adversely affected by this strategy as I am an owner and occupier. A tripling of housing density will mean a tripling of the following: <ul style="list-style-type: none"> • road congestion • hoons on the roads and in the parks • noisy neighbours • noisy late night street wanderers • dog turds left behind • street litter • wildlife deaths from pets • unsupervised children I hoped the suburb would be gentrified, not ghettorised.	Not supported It is unlikely a tripling of density will occur across the Lakes area. While a density change has been proposed across most lots within the project area, change will occur intermittently and over time. This has proven to be the case in previous revitalisation areas. Some people will choose to develop, and some will not. Some dwellings and lots are ready to undergo change, others are not. The draft Strategy has undertaken a thorough transport assessment and as a result has recommended a number of initiatives to improve movement for residents. See response to submission number 10 for further details. The remaining matters listed are not strategic planning matters and can be dealt with at the development assessment stage or as issues occur in certain circumstances.
123	Landowner	Support	Noted
124	Landowner	Support Future subdivision capability opportunity	Noted
125	Norman Johnson 26 Parkway Road BIBRA LAKE WA 6163	Support	Noted
126	Carlos Salgado 11 Elderberry Drive SOUTH LAKE WA 6164	Support	Noted
127	Landowner	Support	Noted
128	Landowner	Support As this property is across the road from Bibra Lake shops and close to Bibra Lake Primary School, I would support this draft strategy	Noted

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
129	Alan Muir 5 Chestnut Place SOUTH LAKE WA 6164	Support	Noted
130	Michael Giles 3 Gaunt Road SPEARWOOD WA 6163	Support As an owner it will allow many more options to best utilise my property. I believe it should be my right to best use my land as I decide is appropriate, including the option of developing the land for higher density housing.	Noted
131	Geoffrey Dellavalle 14 Tulipwood Place SOUTH LAKE WA 6164	Support This will be beneficial to everyone involved	Noted
132	Landowner	Support By going ahead with the proposal, should entice investors to develop South Lake area and give it a much needed face lift. Provided there are no more housing commission homes.	Noted
133	Landowner	Support The residential density change will result in more houses being built and increase in population and as result, a potential primary school being built as well in the future.	Noted
134	Landowner	Support It would be a good opportunity to make some money. No comment just like to go along	Noted
135	Samantha Meager 5 Pomaderris Place SOUTH LAKE WA 6163	Support	Noted
136	Landowner	Objection As increasing the number of dwellings will increase crime, decrease enjoyment of the suburb. High density housing will devalue the area over time, there is enough high density housing in the shire of Cockburn.	Not supported
137	Tenant	Support Hi There, I would like to support the council in their preparation of the Lakes Revitalisation Strategy. I am a strong advocate of all the initiatives to upgrade the parks, public open space and walk ways. I have just a couple of priorities I would like to put forward. 1) Please ensure that there is a designated cycle/walk pathway from South Lake to the new aquatic centre, ideally with safe road crossing points. When the centre opens, I will have very small children (2 and 3 yrs old) who we would like to ride our bikes with to the centre, it would be great if there was a path separate to the road, so that they can ride by themselves safely, when they are able. 2) Bolderwood Reserve - this little park would benefit greatly from a new playground, ideally for all ages, but particularly for toddlers, as there are not many toddler friendly parks near by. Utilising nature play principles would be perfect, but traditional slides, swings,	Noted <u>Designated cycle path to the recreation centre</u> A key initiative of the draft Lakes Strategy and the emerging draft Cockburn Central Activity Centre Plan is the development of the "recreation loop" of which the upgrade will promote connectivity for pedestrians and cyclists from Bibra Lake all the way down into Cockburn Central, including CCW. <u>Bloodwood Reserve</u> This reserve currently has a children's play area. The City's Parks and Open Space Strategy for 2014-2016 proposes additional BBQ facilities,

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		ramps and tunnels are still favourites. 3) Powerline Easement - we are looking forward to the upgrade of the powerline easement between Elderberry and the railway line, we love riding to Bibra Lake, but this is such an ugly section. 4) Lakelands Reserve (behind the shops) - if the playground could be upgraded here too, that would be fabulous. I have noticed that a lot of teenagers from the high school congregate here after school, so perhaps some more advanced equipment and funky seating could be incorporated, so that the younger kids don't feel intimidated, if they want to play on the playground. Thank you once again for your work, we are looking forward to seeing the developments take place.	picnic settings, shelter and landscaping. Exercise equipment is to be installed also. <u>Power line easement upgrade</u> Noted <u>Recreation upgrade near Lakelands shops and high school for teenagers – Noted</u> An area for teenagers close to bus services, shops, recreation areas(the easement) and the school is a strong idea. Therefore the Strategy will be updated to include an action for the City to investigate an upgrade to Broadwater Park for teenagers.
138	Landowner	Support I fully support the revitalisation strategy for South Lake. I think it is something this suburb needs, I am particularly happy with the proposed rezoning of the suburb as a R40 minimum, in fact I was hoping for more R60. As a single person living in a 4 bedroom house with a huge front and back yard that I don't need, this will give me the option to develop a housing situation more suited to my needs. And I am one of many who feels this way. I also wanted to say that I was also present at the information session held today on the 24th off Feb. I understand that there may be a few people opposed to the proposed rezoning, but please don't let the loud voices of the minority drown out what the majority of the South Lake voted for "moderate to high change". Sitting amongst the crowd, with every person expressing their objection for the proposed rezoning, there were at least 10 times as many people shaking their heads in disapproval. I also wanted to say well done to the team who presented today, they held their composure very well. And a big thank you to Cockburn Council for addressing the issue of South Lake needing a boost to improve its profile as a suburb. Please don't change a thing.	Noted
139	Glendy Hou 14 South Lake Drive SOUTH LAKE WA 6164	Support	Noted
140	Landowner	Objection We would like to avoid high density in Murdoch Chase Estate.	Support Given the recent age of development in this precinct there is no proposal to review densities in this location.
141	Landowner	Support	Noted
142	Ian Lye 3 Pond Place SOUTH LAKE WA 6164	Objection I only object to R60 zones, having seen its effect on Canning Vale and traffic conditions	Not supported See submission number 10 for response relating to traffic increases as a result of increased

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
			densities in the Lakes area.
143	Landowner	Support I would like to acquire the extra triangle of road reserve shown on the maps at 5 Prout Way Bibra Lake. I have looked after this section since buying the house and do want it as part of my block. Fencing it would be a safety issue. I had applied some years back, let it lapse because of cost.	Noted The triangular parcel of land referred to is proposed to be rezoned to Residential R60, consistent with the adjoining lot – 5 Prout Way. This is the first step in facilitating the sale and transfer of this excessive area of road reserve no longer required by the City. Following the successful adoption of the Strategy, a Scheme Amendment will be required to be undertaken. Once an indication has been provided regarding support for the Scheme Amendment, it is recommended the landowner contact Council to commence the land transfer process. Noting the City only assists in the facilitation given the road reserve is owned by the Crown.
144	Landowner	Support	Noted
145	Shaun Kirkham 9 Ploughshane Place SOUTH LAKE WA 6164	Support I own a 730sm block and would consider in the future adding another house. The increased population would also improve the community and additional facilities/services.	Noted
146	Courtney Smith 63 South Lake Drive SOUTH LAKE WA 6164	Support -Improvements to surrounds, i.e. potential to move power lines underground -Increase value to property	Noted
147	O K & H M Chiang 97 Perterborough Circle NORTH LAKE WAS 6163	Objection We believe the strategy is against the interest of the State	Not supported The draft Strategy, specifically the increased densities, is envisaged to increase housing choice. This is in line with Western Australian State Planning Policy. Through the provision of infill development opportunities we are, in part, contributing to the important objective of reducing urban sprawl of the Perth Metropolitan area. The increased densities also seek to contribute to increased population forecasts and changes expected to household structures. Ultimately

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
			better meeting the needs of a changing community.
148	Landowner	Support	Noted
149	H L Chiang and K V Lai 18 Peterborough Circle NORTH LAKE WA 6163	Objection We believe the strategy is against the interest of the State.	See response to submission number 147.
150	R J Prince-Ruiz & J D Prince 24 Hickory Street SOUTH FREMANTLE WA 6162	Support We believe this North Lake area is very suited to an increase in density as it has good access to public transport and local recreation and commercial facilities and large block sizes	Noted
151	Landowner	Support	Noted
152	Landowner	Support I believe this is a good move for the area. It will bring the area into line with other suburbs. I fully support this move.	Noted
153	Luke Hills 2 Moondarra Circle SOUTH LAKE WA 6164	Support Good idea	Noted
154	Patricia Watt 2/128 Bibra Drive BIBRA LAKE WA 6163	Support I am constantly being disturbed by traffic noises. This is due to 50%+ of vehicles area speeding causing high revving noise. Also most motorbikes have no muffler.	Noted While it is the role of the Police to enforce speed limits, Strategic Planning will ensure these comments are provided to our engineering and roads department to inform future road plans in this area.
155	Landowner	Support Demolish, replace existing dilapidated dwelling to an updated modern residence.	Noted
156	Department of Education 151 Royal Street EAST PERTH WA 6004	Not stated The proposed Lakes Revitalisation area is currently within the Bibra Lake Primary School and South Lake Primary School catchment areas. These schools currently have spare accommodation capacity for future students. It is noted that there is a current dwelling yield of 3,791 within the Lakes area that would be under consideration for re-zoning. Should student numbers increase as a result of an increased number of residential homes from the revitalisation strategy they would be accommodated within their nearest local primary school. The Department has identified that should future student numbers place accommodation pressure on the South Lake Primary School the Department has additional space on the southern portion of the Lakeland Senior High	Noted

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>School site that it could utilise for a future primary education facility.</p> <p>It is anticipated that the rate of uptake of residents to redevelop their lot under the new R Codes may take time to reach its full potential. As this development occurs it is anticipated the current schools identified will be able to accommodate the future student yield.</p>	
157	Bill Dunham and Sue Lyons 27 Monaco Avenue NORTH LAKE WA 6163	<p>Strong objection</p> <p>Why have the blocks on Monaco Avenue West on Waugh Court been zoned R40, and two blocks East R30? This means we could have a block of 8 flats next door to us! This is not acceptable to us. We don't want to live on a block that hardly sees the sun! The noise levels would increase, the crime rate would increase and there would be no birds life without trees. We're really hoping Cockburn Council will heed our objections and abandon this ridiculous idea. We don't want our suburb to be disturbed. We've experienced 15 years of peace, virtually no crime and abundant bird life due to the many big trees around us. All these qualities will be lost with high density. Please leave us alone so that we can continue enjoying living in this wonderful suburb known as North Lake. Please don't destroy our lifestyle by changing the dynamics of North Lake.</p> <p>We live in a suburb that is peaceful, green (thanks to council), and virtually crime free.</p> <p>So you want to change this suburb, who in the council lives in this area and wants change.</p> <p>You want to change this suburb into density living, more people, more traffic. The new residences would/may be rentals. Then undesirables move in, thus crime.</p> <p>We live in a street if a multiple storey residence is built next to us, it would shade us from 3pm – 4pm in the afternoon.</p> <p>We know what revitalisation means, a fancy word for putting more people in an area.</p> <p><i>Draft Revitalisation Strategy</i></p> <p>Who thought up this nice (sarcasm) name to go and destroy a suburb</p> <p><i>Diverse housing options</i></p> <p>Oh yes diverse. Do any planners live in this suburb who want to destroy it?</p> <p>1.1 Residential density = noise traffic potential crime</p> <p>1.2 Yes good idea</p> <p>1.3 Yes good idea</p> <p><i>Program 2</i></p> <p>2.1 Yes good idea</p>	<p>Noted and not supported</p> <p><u>R40 Coding on Monaco Avenue</u></p> <p>Given the relatively low appetite for change in North Lake a base code of R30 is proposed. The only further zone change is for land adjacent to POS and in proximity to North Lake and Farrington Road (including Monaco Avenue), of which is proposed to be rezoned to a density of R40.</p> <p>An R40 code provides opportunity for lots along Monaco Avenue for up to a maximum of what is likely to be 6 multiple dwellings given the average lot size is 720sqm. Or a maximum of 3 single dwellings or grouped dwellings. It is noted that further site constraints and design requirements will likely limit these numbers further.</p> <p>The lots along Monaco Avenue are viewed as appropriate locations for further development given they adjoin a public open space and do not face any other development.</p> <p>It is not supported noise will increase to an unacceptable level, particularly given the significant traffic experienced in this location given the proximity to North Lake Road already.</p> <p>It is further not supported that medium density development in itself attracts crime.</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>2.2 Yes good idea but not if this is tied in with the population density planning</p> <p>2.3 Yes good idea</p> <p>2.4 Are there black traffic zones? Improve safety where is the problem? Where is the congestion?</p> <p><i>Program 3</i></p> <p>3.1 Yes you the Council have been very good on this</p> <p>3.2 Yes good idea</p> <p>3.3 Yes good idea</p> <p>3.4 What do you mean? Why not use English!</p>	
158	Landowner	<p>Objection</p> <p>I strongly object to the higher density change proposed for my suburb. My reasons being :</p> <p>More people living in smaller spaces means less space for plants and trees to grow, resulting in lower air quality and increased heat without the natural cooling effect these plants and trees provide. It follow there would be loss of natural habitat for the birds and local wildlife.</p> <p>Higher density living increases traffic congestion, with associated parking problems. Crime is proved to increase where high density living is introduced. I do not want Bibra Lake to end up like the Cockburn Central area.</p>	<p>Not supported</p> <p><u>Reduced tree coverage</u></p> <p>The City does not propose to reduce the provision of parks, rather it proposes the upgrade of parks and further planting along streets within verges.</p> <p>As a result of developments in the past that have had reduced landscaping the City has implemented a Local Planning Policy (LPP1.2 Residential Design Guidelines) of which requires a minimum amount of garden area for grouped and multiple dwelling developments. The City has had this in place since mid-2015 to in particular deal with this issue in an infill situation within revitalisation areas. This policy will also be a relevant planning consideration for lots and developments within the Lakes area.</p> <p>In addition, the draft Strategy includes recommendations to preserve and improve parks and streetscapes, therefore contributing to the greening of the Lakes area.</p> <p><u>Traffic congestion</u></p> <p>See response to submission 10 regarding transport related concerns.</p> <p><u>Crime</u></p> <p>With regard to crime and low socio-economic problems the City does not support the idea that</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
			medium density development alone will attract and intensify crime and anti-social outcomes. Rather, change is expected to promote improved quality design both within private developments, streetscapes and public spaces including parks.
159	Suzann White 137 Marniyarra Loop BAYNTON WA 6714	Support	Noted
160	Albert Leijser 3 Zillner Close SOUTH LAKE WA 6164	Support I believe it is a very good idea to re zone this location – the changes will be good for all residents	Noted
161	Landowner	Support South Lake is very close to Cockburn Central but it is lagging behind on developmental activities. It needs to be revitalised to give this suburb a sense of urbanisation.	Noted
162	David and Tammy Bell 1 Wapengo Close SOUTH LAKE WA 6164	Support	Noted
163	James and Kim Gilchrist 151 Aparia Court SOUTH LAKE WA 6164	Not stated Not wanting rates to go up. Don't want commercial house land. Increased crime rate. Increased traffic. Increased trucks up. Don't want Homeswest tenants. More input to submission.	Noted <u>Rates</u> Rates will not go up as a result of increased densities unless development is intensified on the lot. In other words rates will stay (as a result of this strategy) the same if further development is not undertaken by the individual landowner. <u>Increased traffic</u> See submission 10 for response regarding traffic. <u>Increased crime</u> It is not supported higher densities alone increase crime. The City does not support the idea that medium density development alone will attract and intensify crime and anti-social outcomes. Rather, change is expected to promote improved quality design both within private developments, streetscapes and public spaces including parks.
164	Chris Davies 28 Robertson Place	Support I fully support this proposal	Noted

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
	Bibra Lake WA 6163		
165	Landowner	<p>Objection</p> <p>After hearing about the inadequate research put in to how rezoning will impact the area in terms of crime, pollution, effects on resources etc I am definitely AGAINST the rezoning going ahead. We've experienced a very large spike in crime in our area (even acknowledged by the police officers in our small street when investigating yet another break in in South Lake), and this seems to coincide with the development of the high rises near Cockburn Central. I am also against turning large blocks, which allow for families to have space for children to play and owning dogs etc, into small box houses which allows for high density living, where neighbours must learn to live on top of each other. There is enough of that in the greedy developer's estates popping up everywhere! Definitely AGAINST THIS REZONING!</p>	<p>Not supported</p> <p>The City undertook a thorough planning assessment before recommending the proposed densities and associated recommendations. Including:</p> <ul style="list-style-type: none"> - A policy review - Regional and local context analysis - Streetscape assessments - A POS assessment - A transport assessment - A noise assessment <p>The draft Lakes Revitalisation strategy background report provides the details of these assessments. This report can be accessed via the Lakes project page on Councils website.</p> <p><u>Increase in crime as a result of the recommendations</u></p> <p>It is not supported that medium-high density development alone will encourage anti-social behaviour. Furthermore it is highly unlikely residents are leaving their new apartments in Cockburn Central and travelling to South Lake to commit crimes however this is an issue for the local police to investigate.</p> <p><u>No space for kids to play</u></p> <p>The Lakes area has a very good provision of parks and open space. Land owners that wish to keep their backyard for kids and pets can do so. It is each land owner's prerogative as to whether they wish to develop or not.</p>
166	Jonathan Tan 30 Peterborough Circle NORTH LAKE WA	<p>Support</p> <p>I fully support the draft strategy and intend to subdivide into townhouses within the next 10 years. I think the Council has done well to the requests of the people and what is important to use (nature, transport etc) and note that the</p>	Noted

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		majority of naysayers at the proposal presentation we not present at the initial planning meetings. People will always critics without giving suggestions. I think you guys are doing a great job.	
167	Kane Willis 10 Pecan Court SOUTH LAKE WA	Support I think this will significantly improve the area similar to other zone changed areas i.e Spearwood, Hamilton Hill, Coolbellup etc.	Noted
168	May Scott & Paul R Iddiols 152 Parkway Road, BIBRA LAKE WA	Not stated I am writing this submission, as requested, following the meeting at the City of Cockburn Function Room, 9 Coleville Crescent, Spearwood W.A. 6163 on Tuesday 23 rd February 2016 and I would like compliment you on the presentation you gave to the residents of Bibra Lake. It was both informative and well thought out and although not everyone wants to embrace the changes, they are the right ones for the flagship residential area of Cockburn City. Cockburn Gateway is most definitely the hub of life in our centre of population but my wife and I are grateful that so much effort and consideration has been made to keep the natural bush without trying to destroy the jewel in the crown of community My wife and have lived in Parkway Road, Bibra Lake for just over 10 years now, after we had migrated from the UK in 2005. We are grateful that we took the time and the research to understand what this hamlet within the sprawl of Perth was all about and the aspirations and expectations of those that resided here. Moving to this suburb is certainly the best decision that we ever made and even though many people appear nervous about the changes that the rezoning will cause, we believe they have not looked at it with an unbiased perspective and the realisation that Perth has almost doubled in the decade we have lived here. It is my conclusion, and not those of any other residents or interest groups, that they do not appreciate that within a reasonably short period of time, possibly as quick as twenty years, that the population of Cockburn will increase to around, I guess, 175,000 – 200,000 therefore these planned changes are imperative if we are to get the right balance for all who are living here now and all of those that replace us in generations to come. My wife and I are fully aware that the increased density and the creation of a village style hub in Parkway Road is a great move for Bibra Lake at our conclusion has been made even though our residence has been slated to become part of that expanded village. We are sad that these changes do have to happen on our lot, especially after investing tens of thousands of dollars in recent years to make this our final family home, but rest assured we shall remain part of this group of residents for as many years as possible, but WILL when the time comes, relocate within the	Noted and a new recommendation supported <u>Support generally for the draft Strategy</u> Noted <u>Proposed R80 on subject lot, along Parkway Drive</u> Please note that while R80 is proposed along Parkway Drive, it is anticipated this will take some time to evolve. This recognises that while the City proposes increased densities to promote opportunities to facilitate a mixed use centre, the development of the lots is completely up to each of the individual lot owners. Therefore the time you choose to relocate will be completely up to you. <u>Cockburn bus service</u> Unfortunately it is unlikely a Cockburn bus would be supported. This recognises the significant cost to rate payers. Nonetheless the idea has been shared with the City's engineers and transport team. With reference to the Burswood bus it is suggested that this bus is financially supported by the casino unlike a bus for Cockburn which have to be funded by rate payers. <u>Do not impact on natural assets including the Lakes</u> Agreed, the proposal seeks to increase densities of existing residential lots and only seeks to upgrade parks and edges of the Lake. The City just like residents recognises the significance of

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>locality at another residence so those vendors will get an increased value in their own property.</p> <p>As King Canute so famously found out, you cannot stop the motion of time, although you can manage the transition to ensure that you are ready to move when that certain point is reached.</p> <p>For reference, our home is slated R80 (Mixed Use).</p> <p>We are 100% in favour of your plan as long as the public transport needs can keep pace with the increased population.</p> <p>The suggestion of a Cockburn bus from the floor was a great idea and I would guess that within a short time it would be self-sufficient but the improvement to the quality of resident's lives would be immense. I am not however sure if Cockburn would be allowed to run such a service although hearing the radio advertising of "The Burswood Bus" gives me hope that it is.</p> <p>We are aware, from your presentation, of trying to create a village lifestyle in Parkway Road by increasing the number of boutique-style shops to compliment those already situated next to the Council Hall but even though it will affect us personally I do still believe that it is the correct path for Cockburn Council to take. Bibra Lake is a wonderful area to live and these types of initiatives will only make the area more impressive than it already is and more sort after in the years ahead.</p> <p>That said there is no real need for a bar/hotel in this area as the IGA in Parkway Road provides a diverse product line but more importantly has a responsible service to those who reside close to the centre.</p> <p>Away from the facts and fears of most residents over the changes to their homes, the ecological diversity of lakes and how they fit within the strategic plan must be dealt with sensitively, as we are all aware that you continue to do.</p> <p>I thought a positive that came out of Tuesday evenings presentation, and certainly not one that I had ever heard before, either from those in favour or those opposed to Roe 8, which for the record we are most definitely against, is the devastating demise of the Black Carnaby's Cockatoo habitat in strip of land and how we must all look after them.</p> <p>This got me thinking following that question from the floor about these awesome birds feeding and migration through our trees. This was compounded after two comments made by your speaker, about Cockburn Council's intention to plant almost a million trees over the next decade or so and the improvement of cycle paths going south.</p> <p>Why could the council not plant mature trees along the verges going south along the improved cycle path This would answer, to a small degree, and more importantly increase the visitation numbers of these wonderful birds in our locality and it would surely offer these birds a much needed corridor in which to thrive.</p>	<p>the Lakes and the natural areas and the contribution these areas make to the character and amenity of the locality.</p> <p><u>Roe 8 opposition</u> Noted – the City consistent with resident views is strongly against Roe 8.</p> <p><u>Tree planting</u> A significant number of community members expressed a desire to see more trees across the City during community engagement work for the still emerging draft Community Strategic Plan. While the Plan is still being finalised it is confirmed the objectives is more than likely going to be identified as a key priority.</p> <p>While no doubt key actions will flow out of the Community Strategic Plan, the Lakes Revitalisation strategy already includes initiatives to promote and protect trees.</p> <p>In terms of tree planting along the "verges going south" it is unclear which alignment you are referring to however the City as part of its ongoing works will identify further locations for street trees and will look at species that are feed trees for local natives. A specific recommendation has been added to the Strategy.</p> <p><u>NBN connections into the Lakes area</u></p> <p>The city regularly discusses the NBN roll out updates with the relevant government persons and continues to strongly advocate for the NBN across the City. When the City has specific dates to hand residents will be further advised.</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>The council may also offer consider giving small incentives to home owners, schools and businesses to plant these trees that the cockatoo's actually could do with. I do not know the name of the lady who mentioned the demise of these birds but she mentioned that they rested in her fig trees so would this not be a sensible position for Cockburn Council to initiate a plan to plant more foliage, irrespective of the building of a freeway, the new hospital at Murdoch, and whatever anyone else does. Take this away from a political argument, change it to an environmental challenge and it would make Bibra Lake and the suburbs going south through your cycle paths more sort after.</p> <p>One area that is hard to accept, although it is technically outside the council's jurisdiction, is the need for all of us to bring the NBN to homes.</p> <p>At present a realistic start date looks likely of being 2019-2022 before we have a slated date and that is not acceptable in this day and age; especially considering that all around us there are major infrastructures such the 2 Murdoch Hospitals in St John of God & Fiona Stanley in addition to the University, Cockburn Gateway and many others.</p> <p>I doubt that the City of Cockburn is in a position to help us all with that but I had to ask in context with your proposed rezoning of our area.</p>	
169	Landowner	<p>Support</p> <p>I have lived at the above address for 10 years 6 months, and prior to that lived at another address in South Lake for 18 months. I fully support the strategy however main concern will be traffic congestion. As the council is well aware the levels of traffic are continuously increasing, and exiting the area via Elderberry Drive onto Berrigan Drive especially is becoming increasingly more time consuming. I note that the City of Cockburn have plans in place to realign Semple Ct and Elderberry Drive to create a new signalized intersection at Berrigan Drive, however is it possible that this could be brought forward to alleviate the congestion already experienced, and the further expected increase when infill begins. Peak times especially I have seen buses waiting long times to turn right from Elderberry Drive into Berrigan Drive, which then causes traffic to back up toward the Elderberry/South Lake Drive intersection.</p>	<p>Noted</p> <p>The draft Strategy background report sets out a thorough traffic assessment and a number of recommendations are provided within the draft Strategy.</p> <p>With regard to Semple Court this new road alignment is planned to be delivered by development contributions as developments are delivered within the Muriel Court precinct. Unfortunately the road will not be provided until the surrounding developments are delivered. Timeframes are dependent on individual lot owners.</p>
170	Landowner	Support	Noted
171	Landowner	Support	Noted
172	Hank & Margaret Heimans 149 Progress Drive NORTH LAKE WA 6163	Support	Noted

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
173	Milan Andric 4 Mollerin Place SOUTH LAKE WA 6164	Support Hopefully in the near future these proposed plans are approved	Noted
174	Landowner	Objection Prefer zoning to remain as is at present and having seen the result in other areas eg. Mt Pleasant- the character of the area is changed	Not supported The draft Strategy proposes a number of elements that seek to preserve and promote the characteristics that are important to the Lakes area and its residents. Recommendations include no impact on the environmentally significant Lakes and adjacent parks areas, upgrade of parks, further planting of streets trees, a community gathering space with multiple functions for a range of age groups. The strategy recommendations have been carefully formulated to promote local attributes while at the same time deliver much needed housing and infrastructure.
175	John Moran 51 Monaco Avenue NORTH LAKE WA 6163	Support My block is perfect for subdivision. Half is house and surrounds, half is empty and ready to be levelled. Can keep the existing house and surrounds and split the empty block into 2 cleared and readymade blocks for housing. This will get 2 families into the area and give them the opportunity to live in an excellent area like North Lake, rather than having to live elsewhere. The empty block is almost 400m ² . R40 will allow minimum block sizes of 180m ² . The 2 new blocks will be able to face Monaco Ave, which suits the lot number. Other alternative is to demolish house and surrounds, and create 4 cleared and readymade blocks for housing. Either way, this opportunity gives more families the ability to live in North Lake	Noted
176	Karen Denny 3 Clamp Court BIBRA LAKE WA 6163	Support	Noted
177	Warren Friessbourg 7 Hackettiana Avenue SOUTH LAKE WA 6164	Support	Noted
178	Kenneth Rowe 17 Lanagan Rise SOUTH LAKE WA 6164	Support Please find attached submission, but as stated safety for residents getting in and out of the suburb MUST come first. A combination of too much heavy trucks and large vehicles and excessive speed add to the problem –	Noted See response to submission number 10 for details regarding traffic related issues.

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p><i>With changing the density, traffic management ie. getting out onto Berrigan Drive during peak times.</i></p> <p><i>Progress must go ahead and with more people coming into WA we need more accommodation. But also we must look at traffic safety for getting in and out of the suburb.</i></p>	
179	John I. Bayne and Alison G. Bayne 7 Lacebark Close SOUTH LAKE WA 6164	<p>Objection</p> <p>After attending your meeting re South Lake landowners and residents on Wednesday 24th February 2016, we would like to state our objections to the zoning of Lacebark Close to residential density 60. Until attending the meeting we were not aware that the zoning of R60 meant that approval could be granted for buildings of up to 3 stories tall to be built on the land surrounding our property. As four of the residential properties in Lacebark Close (and there are 7 properties in the street) are owned and occupied by residents who have happily lived here for over 25 years and as the property next to ours has recently been sold and cleared for redevelopment, we can not imagine how unacceptable it would be if buildings of these proportions were to be allowed. Our privacy would be invaded and the infrastructure e.g. rubbish collection and street parking for visitors, which are already a problem, would be exacerbated.</p> <p>We ask you to consider rezoning our street to a lower level.</p>	<p>Not supported</p> <p>While the R60 coding provides a range of which development can be built to, proposals will also be informed and constrained by site constraints and further design considerations set out within the R-Codes including the consideration of adjoining developments. Developments will also have to demonstrate suitable facilities to support new development including demonstrating how garbage can be collected without impacting on adjoining residents. These issues are dealt with at the development assessment stage.</p> <p>An R60 coding is provided within this location given the street is within the 800m catchment of the Local Centre.</p> <p>Should individual lot owners wish to not see their lots developed then it will be their decision.</p>
180	Landowner	<p>Support</p> <p>Been living in South Lake for over 26 years. One of the slowest suburbs in terms of growth rates. About time to catch up with other suburbs growth rate. Draft Revitalisation Strategy should be introduced to years ago. Reason:</p> <ol style="list-style-type: none"> 1. Only around 14 minutes and around 18 kms from CBD via Kwinana Freeway 2. Most of the block sites are over 700m² and located next to freeway 3. They are all under value, a perfect suburb for rezone 	Noted
181	Nicole Steer 19 Inguarson Way BIBRA LAKE WA 6163	<p>Support</p> <p>Will increase land value of my home.</p>	Noted

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
182	Michelle Barnett 5 Bondini Way BIBRA LAKE WA 6163	<p>Support – in general , yes, but I have some concerns</p> <ul style="list-style-type: none"> • Bibra Lake already very busy. Consideration for 'slow points' on this road so motorists outside of locals avoid this road as a 'cut through' from Farrington Road- North Lake Road • Keep R40 zoning to perimeter/Parkway Road – similar to North Lake. Suggest to change Needwell Road to odds or evens to R30, not both sides R40. Same with Colonial/ Annois/ Dairy/ Dowell • R80 for small area of Bibra Lake is too aggressive. Too high/dense considering the space in the suburb. R40/R60 is sufficient. • Greenwork spine is fabulous. Promotes healthy living by giving greater options for community to travel via foot/bike. • Eastern Bibra Lake Revitalisation will be well received. Has been raised many times during local Resident Meetings by multiple members at the community. 	<p>Noted</p> <p><u>Bibra Drive</u> The City's transport engineers continue to monitor this road. With regard to the wider Strategy area, the City envisages change and growth in the Lakes area will occur over time. With take up of development opportunities being spread mostly over the mid to long term. This view is informed by the City's 3 complete Strategies, these being Phoenix, Hamilton Hill and Coolbellup Revitalisation Strategies. All of which are demonstrating that change will occur over time - incrementally. As has been seen to date since the first Strategy completion in 2009.</p> <p>As a result the City's approach is to monitor traffic and respond accordingly depending on where and when growth occurs across the suburbs.</p> <p><u>Coding changes to 50% of roads - Colonial/ Annois/ Dairy/ Dowell/Needwell</u> Not supported – a key principle when recoding lots is to ensure a consistent streetscape. Providing R30 along one side will conflict with this objective.</p> <p>The R40 coding is recommended due to the subject lots falling within the walkable catchment of the local centre.</p> <p><u>R80 coding reduced to R40/R60</u> Not supported – The maximum height of a "top of roof pitch" permitted by the R-Codes for an R80 density coded lot is 15m. This is likely to allow for a maximum of 3 stories. Given the wide nature of the street and the provision of the R-Codes in terms of requirements to consider amenity and adjacent dwellings/developments. The R80 coding is viewed as appropriate and</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
			sufficient to facilitate development appropriate to be adjacent to the Local Centre Zone.
183	Nidia & Paul Hansen 3 Walliabup Way BIBRA LAKE WA 6163	<p>Support Redevelopment</p> <ul style="list-style-type: none"> Query why propose R40 goes along Farmhouse Drive, when the current bus route goes along Mellor Rd. The high density on South Lake, R40 and R60, should be approached with caution by the City to ensure that crime and related factors, as we understand have occurred else were, are minimized. The City is going to get more revenue from the rates and the expectation would be that a significant portion of those homes is put back into the communities to provide a vibrant and social and cultural environment. Nidia is concern about the developers overtaking the suburbs, instead of giving appropriate support to the existing land owners to redevelop themselves. The amount of proposed housing, is not in proportion to the environmental green space. There is a need of more green areas <p>Transport Options</p> <ul style="list-style-type: none"> The City should consider providing free feeder buses to main bus and train routes. <p>Public Spaces</p> <ul style="list-style-type: none"> We fully support the plan for public open spaces as this is a positive contribution to the social and cultural environment of the suburb. 	<p>Noted <u>R40 fronting the bus route</u> This is an administrative error that will be amended to ensure the R40 codings are proposed along the bus route. This will result in the R40 codings being moved from Farmhouse Drive to Mellor Road.</p> <p><u>High density and crime</u> It is not supported that medium-high density development alone will encourage anti-social behaviour.</p> <p>The draft Strategy has been prepared to ensure a diverse building stock of which will meet the needs of an increasingly diverse community and household sizes.</p> <p><u>Increased rates to go towards upgrades</u> The draft Strategy proposes several upgrades to parks, streetscapes, the Bibra Lake East multi-functional gathering space. The majority of the funding for these spaces comes from local rates.</p> <p><u>Support for landowners</u> It has been demonstrated through the previous revitalisation strategies that development will happen incrementally and over the medium to long term. It is anticipated like the suburbs of Spearwood and Hamilton Hill development will occur by mostly by existing landowners in 1-3 lot developments. Given the issues surrounding land amalgamation and multiple landowners it is unlikely large swathes of lands would be developed by a major developer. In terms of support to residents, the City is finalising a good design guide for residents and</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
			<p>assistance in understanding the development process is always available at Council by making a meeting with planning staff.</p> <p><u>Lack of green space</u> Not supported - The Lakes area has a good provision of public open space particularly with the close proximity of Bibra Lake and surrounding landscaped areas.</p> <p><u>Bus services</u> Given the costs associated with providing a free bus it is unlikely the City would provide such a service. However a key recommendation of the revitalisation strategy is to work with the Transport Authority to undertake a review of bus services and routes.</p>
184	Cheryl Davis 27 Marlene Way BIBRA LAKE WA 6163	Support We are getting older and bigger blocks are hard to look after. We can also use the extra money if we sell part of our land to retire on.	Noted
185	Landowner	Support As an owner I will be able to subdivide and clear up my mortgage. A gain to me.	Noted
186	Keswick Pearson 5 Prentice Place SOUTH LAKE WA 6164	Support Will increase the sustainability of the suburb which currently as large underutilised gardens.	Noted
187	Lisa Joy 22 Monaco Avenue NORTH LAKE WA 6163	Support Excellent strategy for the future of the Lakes area.	Noted
188	Evgeniy Popov 14 Coleridge Place NORTH LAKE WA 6163	Objection <ol style="list-style-type: none"> Existing roads and public transport network do not support the population increase Great feeling that all these proposals based I the greediness of Cockburn City Council You will destroy the suburbs character where the life of residents is nice and easy- this is why I have bought the house for my family You will depreciate the value of my house because of this Consider to build the high rising building with a walking distance to train stations 	Not supported <p><u>Traffic related issues</u> Please see submission number 10 for a response regarding traffic related issues.</p> <p><u>Benefits to Council</u> The only financial benefit to Council is via additional rates should landowners further intensify development on their land. These additional rates go towards the facilities required</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
			<p>to support new growth.</p> <p><u>Protection of local character</u> The City's key approach to the draft Revitalisation Strategy is to promote increased housing options while also promoting and protecting local character and for the Lakes area this particularly relates to the natural environment. As a result the recommendations seek to improve public open spaces and there is no intent to impact on any environmental asset including wetland areas.</p> <p><u>High density developments located close to train stations</u> Agreed, this is the approach undertaken for the nearest train station – Cockburn central.</p>
189	Michael Griffiths 7 Candlebark Place SOUTH LAKE WA 6164	<p>Objection</p> <p>We have owned and lived at (Lot 99) 7 Candlebark Place for more than 28 years with the same neighbours living harmoniously holding street parties and displaying Christmas lights every year for the whole community. It has taken a lot of hard work and patience to change South Lake into the lovely family community it is today. We are very disappointed with The Lakes Revitalisation Strategy and feel the R60 zoning is too high for this area. For example in our Cul de Sac alone there are 6 x 700-900m2 blocks with the potential for 5 units on each block, with 2 people per unit this would increase the population from approximately 12 people at present to over 60. There are already problems with insufficient parking and even when one car parks at the end of the Cul de sac it creates problems with other cars and more importantly the rubbish collection. Neighbours have already received warning stickers and had bins left full due to the rubbish trucks not being able to manoeuvre at the end of the street due to parked cars. The whole 2 Cul de sacs would be effected by this increase in population, with only one exit from the street, and in an emergency situation could be life threatening. There are only 3 main road entry/exits out of South Lake and the congestion would be overwhelming and the potential for more accidents and incidents would be devastating. The majority of people in my street require their own cars to travel to and from work or to the train station. The potential building of a 10-12-metre structure next door would not only block the sunlight to my property but also remove any privacy I once had. My other concern is the increase in crime and break-ins due to overcrowding the suburb and turning South Lake into a future ghetto. I realise change is</p>	<p>Not supported</p> <p>Please see response to submission number 179 regarding a response to the proposed R60 code. Please see response to submission number 10 regarding traffic related concerns.</p> <p><u>Overshadowing and privacy concerns</u> While the draft Strategy proposes increased densities, there are important planning policy requirements in place to ensure privacy between developments is considered at the development assessment stage. The R-Codes provides several planning controls to promote cohesive developments that consider privacy between properties. The City's Local Planning Policy 1.2 <i>Residential Design Guidelines</i> also addresses important design requirements of which complements and add further rigour to the R-Codes. This LPP has progressively been developed and refined as each of the City's revitalisation strategies has been developed.</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		inevitable and I am not completely against the idea of rezoning but feel an R25 zone is more than adequate and reasonable for this particular area.	<u>High density and crime</u> It is not supported that medium-high density development alone will encourage anti-social behaviour.
190	Phillipa Ruddock 11 Bevis Court BIBRA LAKE WA 6163	Objection Density too high, it will degrade the environment and quality of life for residents.	Not supported The R-Codes and the City's design guidelines policy provides for a thorough development assessment of which includes consideration of adjacent properties and streetscapes. The City's key approach to the draft Revitalisation Strategy is to promote increased housing options while also promoting and protecting local character and for the Lakes area this particularly relates to the natural environment. As a result the recommendations seek to improve public open spaces and there is no intent to impact on any environmental asset including wetland areas.
191	Katie Anderson 13 Ingvarson Way BIBRA LAKE WA 6163	Support	Noted
192	Landowner	Support With the wonderful open spaces in the area the need for big backyards is minimal – multiple dwellings gives more people the opportunity to enjoy the area	Noted
193	Landowner	Support Worried about the increase in traffic in small streets. Also tree planting the Jacaranda trees are messy and they seem to be planted under powerlines. But I understand there needs to be improvements	Noted Please see response to traffic related concerns within the response to submission number 10. Feedback on trees will be provided to the Parks team. The draft Strategy does not specifically state tree species.
194	Landowner	Support I think it's a great idea to rezone Bibra Lake and to have more diverse housing	Noted
195	Ian Berry 101 Bolderwood Drive	Support Please don't plant any trees or scrubs in front of 101 Bolderwood Drive, South	Noted The draft strategy does not specifically include a

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
	SOUTH LAKE WA 6164	Lake	proposal to plant a tree in this location.
196	Clive Cowell 95 Meller Road BIBRA LAKE WA 6163	Support I agree with urban infill Perth is too large	Noted
197	Landowner	Objection We strongly object to the proposal as Bibra Lake is currently a love, quiet suburb however we feel that it will become overpopulated, overcrowded, there will be many more cars in the areas making it more dangerous for the local school	Not supported It is not supported the proposed density increases will facilitate an outcome that sees the Lakes area as over populated. Perth's outer suburbs, including South Lake have extremely low levels of density of which from a land use planning and environmental perspective are considered unacceptable into the future. Rather the focus is on how to provide the demonstrated need for further housing without further impacting on the environment and by also recognising the important local attributes of the Lakes area. The City believe this balance is provided through the 3 overarching programs – encouraging new housing, promoting sustainable transport options and improve the Lakes public spaces and streets. With regard to transport relates concerns, please see the response to submission number 10.
198	Landowner	Objection High density living in my very small cul-de-sac will create problems with parking and rubbish removal. Taller buildings will block out light to existing buildings and smaller gardens and lawns and large concrete buildings will create a very hot environment. At the moment we have a lot of wild birds livings and feeding from existing trees and gardens. We live in a lovely little cul-de-sac and like the lifestyle that we have.	Not supported <u>Issues with car parking and rubbish removal</u> These issues can be addressed at the development assessment stage. The City has policies in place to address these issues. <u>Inappropriate impact from tall buildings</u> Supporting the Strategies proposed increased densities, are important planning policy requirements at the development assessment

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
			<p>stage to address amenity between dwellings, streetscape related considerations, overshadowing and privacy between developments. The R-Codes provides a number of planning controls to promote cohesive developments that consider privacy between properties.</p> <p>In addition to this state level planning policy, the City's Local Planning Policy 1.2 Residential Design Guidelines also addresses important design requirements of which complements and adds further rigour to the R-Codes. LPP 1.2 has progressively been developed and refined as each of the City's revitalisation strategies has been developed.</p>
199	Landowner	<p>Support I strongly support the proposed Residential Density Plan for the North Lake suburb, including the R40 zoning proposed for Rossetti Court. However, I recommend that the traffic calming devices on Progress Drive between Farrington Rd and Hope Road be modified to allow traffic to flow smoothly in both directions so that the road will cope with the anticipated increase in traffic.</p>	<p>Not supported</p> <p>The traffic calming devices in this area are to slow down cars travelling at inappropriate speeds. The City is of the opinion that these devices are still required in this area.</p>
200	Samuel Carmody 106 Elderberry Drive SOUTH LAKE WA 6164	<p>Support I wholly support the rezoning proposed for my area and plan to develop my property when the submission is finalised.</p>	Noted
201	Maria-Marta Garcia 68 Parkwar Road BIBRA LAKE WA 6163	<p>Support</p> <ul style="list-style-type: none"> • Congratulations on the proposal • Change from R20 to R40 will allow increased density development as the strategy intends. • Please Proceed ASAP • Please advise likely date of approval and commencement of new codes. 	Noted
202	Landowner	<p>Support Yes- support this initiative to improve the facilities and rezone Elderberry Drive to enable greater density living</p>	Noted
203	Vinod Kumar 4 Tallow Place	<p>Support For better usage of land and to give good to this area, I am in favour of Lakes</p>	Noted

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
	SOUTH LAKE WA 6164	revitalisation strategy.	
204	Peter Mitchinson 43 Parkway Road BIBRA LAKE WA 6163	Support I am looking forward to this going ahead	Noted
205	David Gooding 42 Bibra Drive BIBRA LAKE WA 6163	Support Rezoning and infill will revitalise this section of Bibra Lake. Most homes were built in the 1980's and are now tired and many poorly maintained. The proximity to Murdoch Uni, Fiona Stanley, freeway and the train station, means higher density living is required here.	Noted
206	Landowner	Support I support your draft strategy; However I would appreciate your recommendation of R40 to this lot. My requests for this reconsideration are : <ol style="list-style-type: none"> 1. This lot 57 is 1197m² with PAW 2. This lot does have a minimum of 10m abutment and outlook onto the park. (Map included)	Agreed Consistent with the principles of the Strategy, given this lot fronts POS, an R40 coding is appropriate.
207	Barry & Helen Hobson 4 Giddens Court NORTH LAKE WA 6163	Objection Strongly oppose the rezoning of North Lake for social wellbeing and neighbourhood harmony. NORTH LAKE REZONING SUBMISSION North lake is a small family friendly community made up of some 350 homes and from an urban planning perspective, the proposed Rezoning infill would serve as very little benefit to the State but become very destructive to the existing harmony of the area. We feel strongly that North lake should be exonerated from the Rezone infill legislation due to many quality of life factors of which some are listed below: <ol style="list-style-type: none"> 1. Over half the suburb is on a rising hillside or elevated land which poses grave overshadowing and <u>overlooking privacy issues</u> for many neighbours 2. The leafy green feel of the neighbourhood would be lost as property developers exercise their liberty to bulldoze trees and build at letterbox setback distances of 4m from the curb and 1.5m from any secondary corner curb. 3. Where are the children of these new high density dwellings going to play - they have no front yard, they have no backyard and there are no open areas in the cul-de-sacs. The answer is on the streets where there is real danger from moving vehicles and other unsavoury behaviours. 	Not supported <u>Overshadowing and privacy</u> While the draft Strategy proposes increased densities, there are important planning policy requirements in place to ensure privacy between developments is considered at the development assessment stage. The R-Codes provides several planning controls to promote cohesive developments that consider privacy between properties. The City's Local Planning Policy 1.2 <i>Residential Design Guidelines</i> also addresses important design requirements of which complements and add further rigour to the R-Codes. This LPP has progressively been developed and refined as each of the City's revitalisation strategies has been developed. With regard to sloping sites there are numerous design responses to deal with privacy issues on sloping sites. <u>Protection of local character</u>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>4. This small area has very restricted entry and exit points to the suburb and it would struggle to cope with the increase in car numbers.</p> <p>5. There will be a large increase in street parking from visitors and adult siblings which again conflicts with the safety of our children out on the roads.</p> <p>With the proposed rezoning of Bibra lake and South lake there will be literally thousands of 300m2 lots available for developers to cram a house on and they will have no regard for those left behind to live in the community. Therefore this does not make North lake unique if it rezones, it just becomes another small crowded area like all the other surrounding suburbs.</p> <p>To make North lake a unique and highly sort after area <u>we must maintain the large family block sizes!</u></p> <p>We propose that we leave North lake as a small pocket of land at its current zoning of R20 where families choose to come and live because of the quality neighbourhood and because the large block sizes give their children room to play and grow.</p>	<p>The City's key approach to the draft Revitalisation Strategy is to promote increased housing options while also promoting and protecting local character and for the Lakes area this particularly relates to the natural environment. As a result the recommendations seek to improve public open spaces and there is no intent to impact on any environmental asset including wetland areas.</p> <p><u>Play areas for children.</u></p> <p>There are 2 parks for children to play in, in North Lake. Further, the very nearby Bibra Lake Reserve provides significant space. North Lake is considered to have a considerable amount of open space within the walkable catchment as compared to other suburban areas.</p> <p><u>Traffic related concerns</u></p> <p>Please see response to submission number 10 regarding traffic related concerns.</p> <p><u>Inappropriate density levels</u></p> <p>Responding to the views expressed within the community visioning forums and the surveys received. The proposed density increases for North Lake are very conservative. The lowest proposed density under the Residential Density and Zoning Plan is R30 and this is the base code selected for North Lake. Based on the average lot sizes in these areas most lots would be able to be redeveloped into two single, grouped or multiple dwellings.</p> <p>Given the relatively low appetite for change in North Lake, the only further zone change is for land adjacent to POS and in proximity to North Lake Road, of which is proposed to be rezoned to a density of R40.</p> <p>Development, like the City's other revitalisation areas, is expected to occur over the long term</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
			and incrementally. Concerns relating to all lots subdividing and developing their lots in the short, even medium term is extremely unlikely. For some lots this will not occur at all. Smaller homes for an increasingly diverse population is expected to complement the dominance of large homes within the suburb.
208	Dayi Su & Xiaomin He 6 Tablo Court SOUTH LAKE WA 6164	Support	Noted
209	James & Susan Wishart 20 Woralul Street WARAMANGA ACT 2611	Support The lakes are a real jewel in the City of Cockburn. Revitalising the area which I believe to be increasing residential population close to the lakes, improving lake amenities for recreation and protecting the quality of the lakes environment (water quality aquatic, annual, bird and habitat) is important. Prudent allocation of a subsequent increase in Council rate revenue should hopefully ensure that the right balance is achieved.	Noted
210	Anthony & Wendy Quayle 78 McKeig Drive WELLARD WA 6170	Support	Noted
211	Landowner	Support Potential future development of property	Noted
212	Donna Gadd 5 Zillner Close SOUTH LAKE WA 6164	Support As the owner of the property, I am in favour of rezoning from R20 to R40. I feel the rezoning of my street will improve my suburb and add value to my land in the future.	Noted
213	Yat Wan Eu 37 Catalpa Crescent SOUTH LAKE WA 6164	Support I fully support higher density ratio to maximise land usage 2 to revitalise the community	Noted
214	Lesley & Patricia Power 13 Giddens Court NORTH LAKE WA 6163	Objection We strongly oppose rezoning of North Lake for social wellbeing and neighbourhood harmony. NORTH LAKE REZONING SUBMISSION North Lake is a small family friendly community made up of some 350 homes and from an urban planning perspective the proposed Rezoning infill would serve as very little benefit to the State but become very destructive to the existing harmony of the area. We feel strongly that North Lake should be exonerated from the Rezone infill	Not supported Please see response to submission number 207.

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>legislation due to many quality of life factors of which some are listed below:</p> <ol style="list-style-type: none"> 1. Over half the suburb is on a rising hillside or elevated land which poses grave Overshadowing and Overlooking privacy issues for many neighbours. 2. The Leafy green feel of the neighbourhood would be lost as property developers exercise their liberty to bulldoze trees and build at letterbox setback distances of 4m from the curb and 1.5m from any secondary corner curb. 3. Where are the children of these new hi-density dwellings going to play - they have no front yard, they have no back yard and there are no open areas in the cul-de-sacs. The answer is on the streets where there is a real danger from moving vehicles and other unsavoury behaviours. 4. This small area has very restricted entry and exit points to the suburb and it would struggle to cope with the increase in car numbers. 5. There will be a large increase in street parking from visitors and adult siblings which again conflicts with the safety of our children out on the roads. <p>With the proposed rezoning of Bibra Lake and South Lake there will be literally thousands of 300m2 lots available for developers to cram a house on and they will have no regard for those left behind to live in the community. Therefore this does not make North Lake unique if it rezones, it just becomes another small crowded area like all the surrounding suburbs.</p> <p>To make North Lake an unique and highly sort after area we must maintain the large family block sizes! We propose that we leave North Lake as a small pocket of land at its current zoning of R20 where families choose to come and live because the large block sizes give their children room to play and grow.</p>	
215	Jim & Lyn Watson 81 Parkway Road BIBRA LAKE WA 6163	<p>Support</p> <p>After attending the draft presentation strategy, we like the aims to be the future development of Bibra Lake to add to the character of our suburbs.</p>	Noted
216	Andrew Haynes 23 Bolwarra Heights SOUTH LAKE WA 6164	<p>Support</p> <ol style="list-style-type: none"> 1) Additional density will increase (underutilised) public transport uptake 2) Bus routes heading towards the city rather than away (eg. the #520) will increase public transport usage. 	Noted
217	Robert France 12 Parkway Road BIBRA LAKE WA 6163	<p>Support</p> <p>We agree with all proposals and very much look forward to underground power in our street</p>	Noted

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
218	Landowner	Support We are accountants for a number of clients affected. This will provide opportunity for increased wealth.	Noted
219	Landowner	Objection <ol style="list-style-type: none"> 1) Need services first <ul style="list-style-type: none"> • no internet (exchange fall for many years in North Lake) • No bus to Fremantle, extend 512 2) Forums attended, citizens wanted a café only food trucks offered. More scope for cafes please this brings the community together. Maybe corner deli. We are very isolated in North Lake, with very limited entry/exit traffic points. 3) R40 too high, only R30 no units 	<p>Not supported</p> <p><u>Internet</u> The City does not play a role in the delivery of NBN or internet services.</p> <p><u>Bus service to Fremantle</u> The City as detailed within the draft Strategy will continue discussions with the PTA to improve services for the Lakes residents.</p> <p><u>Provision of a café</u> As stated a number of residents have expressed a desire to see a café at Bibra Lake. While the City has very little influence on the provision of a café, other than allowing the appropriate zone to allow a café business to operate (of which the local centre zone within the 3 centres in the Lakes area already allows for), it can provide the facilities for a food van to pull up in the area.</p> <p>As a result Action 3.3 identifies a concept plan for the City to further develop of which includes car parking and facilities to provide for a food van. It is hoped that the success of a food van will encourage a café to locate within the local entre in the future.</p> <p><u>Traffic related issues</u> Please see the response to submission number 10 for traffic related concerns.</p> <p><u>Proposed R40 densities</u> Responding to the views expressed within the community visioning forums and the surveys received. The proposed density increases for North Lake are very conservative. The lowest proposed density under the Residential Density</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
			<p>and Zoning Plan is R30 and this is the base code selected for North Lake. Based on the average lot sizes in these areas most lots would be able to be redeveloped into two single, grouped or multiple dwellings.</p> <p>Given the relatively low appetite for change in North Lake, the only further zone change is for land adjacent to POS and in proximity to North Lake Road, of which is proposed to be rezoned to a density of R40.</p> <p>Development, like the City's other revitalisation areas, is expected to occur over the long term and incrementally. Concerns relating to all lots subdividing and developing their lots in the short, even medium term is extremely unlikely. For some lots this will not occur at all. Smaller homes for an increasingly diverse population is expected to complement the dominance of large homes within the suburb.</p>
220	Landowner	Support As a property owner, any interest to see South Lake develop more lively	Noted
221	Landowner	Support As an investor in South Lake, we are happy to see more development in South Lake	Noted
222	Landowner	Support Change in zoning would potentially increase the value of the house/block	Noted
223	Landowner	Support	Noted
224	Landowner	Support This is a fantastic idea! It will enhance and improve the quality of our lives and our property values. Not only a better living environment and also the flexibility to redevelop the property if we want in the future. Definitely welcome the residential density change – increase it. Thank you!	Noted
225	O'Neill and Linda Fernandes 14 Hamlet Court BIBRA LAKE WA 6163 oneillfern@bigpond.com	Objection Thank you for the opportunity to comment on the Lakes Revitalisation Strategy (Strategy). This submission prepared in relation to the planning outcomes sought as they	Noted - 1 recommendation supported, the remaining not supported 1&2 - Proposed Residential Density and

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>apply to the Bibra Lake locality. It is noted that some of the comments and suggested changes made within the submission may also apply to North Lake or South Lake.</p> <p>After reviewing the draft document, we object to the Strategy being finalised in its current form for the following reasons: -</p> <ol style="list-style-type: none"> 1. The residential densities sought by the Strategy are too ambitious and inconsistent with the prevailing character of Bibra Lake. The Strategy inadequately addresses the manner in which the proposed increase in residential densities can be achieved whilst maintaining the character of the suburb. 2. The subdivision layout within Bibra Lake does not permit orderly and proper planning for the increase in density. The proposal to implement a minimum blanket increase of R30 needs to be reconsidered. In this regard, the Strategy does not adequately consider the implications of implementing these densities against key constraints. 3. The Strategy does not outline or address the implications to utilities and infrastructure generated by increasing residential densities. 4. The Strategy does not outline the traffic impact generated by the increase in density. Bibra Drive currently experiences significant congestion at peak periods onto North Lake Road and Farrington Road, which will be exacerbated by increasing residential densities. 5. The goal of increasing density to encourage public transport, while an admirable planning goal, is aspirational and the Strategy does not outline any commitments with State Government agencies to achieve enhanced services when the proposed residential densities are achieved. 6. The Strategy proposes to increase residential densities over land designated as 'Bushfire Prone'. In this regard, the Strategy inadequately addresses the Western Australian Planning Commission's <i>Guidelines for Planning in Bushfire Prone Areas</i>. It is not considered appropriate to potentially expose additional residents to bushfire threats. 7. The Strategy does not provide additional incentives to landowners to redevelop and provide surveillance onto Pedestrian Access Ways. 8. The proposed R80 Mixed Use Precinct is not sympathetic to the existing and nearby residential development. <p>The matters summarised above are discussed in further detail in the</p>	<p>Streetscape</p> <p><u>Accessibility and transport provision cannot support further densities</u></p> <p>Not supported</p> <p>It is agreed opportunities exist to improve the provision of public transport for residents located on the eastern side of Bibra Lake. However it is not supported that the Lakes area is not positioned well to accommodate further growth given its proximity to an emerging regional centre, the freeway, the Fiona Stanley hospital and Murdoch activity centre amongst other services.</p> <p>With regard to improving public transport and accessibility the draft Strategy includes 4 overarching recommendations to improve the way residents move in and around the suburb as follows:</p> <ul style="list-style-type: none"> • Action 2.1 Deliver the Recreation Loop – connecting the Lakes area with the emerging Baldivis tramway track and Cockburn Central. • Action 2.2 Work with the Public Transport Authority to undertake a review of bus services and routes. • Action 2.3 Undertake initiatives to promote cycling and walking in and around the Lakes area. • Action 2.4 Undertake road improvements to improve safety and ease congestion. <p>In particular Action 2.1 seeks to provide a high amenity pedestrian and cycle route in a north/south alignment, ultimately connecting the Lakes eastern suburban areas with Cockburn</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>accompanying pages. It should also be noted that we support the City's intended approach to deliver improved open space in the Lakes precinct. We look forward to seeing the Strategy being implemented in this regard.</p> <p><u>1&2. Proposed Residential Density and Streetscape</u></p> <p>The Strategy states that the Lakes area is considered a well-connected and well situated location to contribute to achieving <i>Directions 2031 and Beyond</i> density targets. We disagree with this statement and assertion. Bibra Lake's eastern residential area is poorly connected by public transport with an infrequent hourly service, not within proximity to a rail station and has no major employment or activity centres.</p> <p>Certainly by car there are nearby employment opportunities and Centres but Bibra Lake is not situated in a location planned for high frequency public transport. This is critical infrastructure we believe would be required in order to consider wholesale density changes within the eastern Bibra Lake locality (see point 5).</p> <p>Densities proposed within Bibra Lake also need to be reconsidered in light of the limitations attributed to the subdivision pattern. Unlike, Spearwood and Coolbellup, Bibra Lake's road pattern provides for many cul-de-sacs and irregularly shaped lots. The Western Australian Planning Commission's Development Control Policy 2.2 – Residential Subdivision states: -</p> <p><i>“Single residential lots should be rectangular in shape to accommodate project housing, with preferably a greater depth than width to maximise private space, privacy and amenity together with an economy of street frontage.”</i></p> <p>Given the existing subdivision pattern, it is hard to reconcile an increase in density will achieve this requirement. If 'battle-axe' subdivision is the intended goal, the policy also states: -</p> <p><i>“Extensive use of the battle-axe configuration in the subdivision of new broad acre areas is not favoured. Exceptions may be permitted where:</i> <i>- Battle-axe legs can be used to provide an alternative access for lots fronting major roads with access controls, or public open space.</i> <i>- Full advantage can be taken of the views out of the site or where vegetation can be protected through reduced road construction requirements.”</i></p>	<p>Central train station to the south.</p> <p>Action 2.2 will see the City discuss bus route and timetable issues identified within the transport assessment included within the revitalisation strategies Background report.</p> <p>A range of actions are identified under Actions 2.3 and 2.4 relating to improving immediate transport related issues. These recommendations are detailed from pages 32 to 36 of the draft Strategy document.</p> <p>Please also note that as a result of feedback received a further recommendation post advertising has been included to ensure this monitoring is undertaken as follows - <i>Action 2.5 Undertake an update of the transport assessment every 3 – 5 years as required.</i></p> <p><u>Subdivision pattern cannot support further densities</u></p> <p>Not supported</p> <p>It is not supported that a suitable design response cannot be provided for irregular lots and it is noted that a considerable amount of lots are “regular” within the Lakes area. Nonetheless it is noted that development Control Policy 2.2 is considered to hold more relevance for new subdivision areas, and it is certainly not across the considerations or opportunities relevant to meeting broader state government infill policy. Despite this view, it is noted the policy recognises as is referenced within the submission - <i>In existing areas, the WAPC recognises that battle-axe subdivisions can provide housing choice and make effective use of land where no other access is practicable.</i> The policy goes on to say <i>“The WAPC, however, considers that where opportunities are provided</i></p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p><i>In existing areas, the WAPC recognises that battle-axe subdivisions can provide housing choice and make effective use of land where no other access is practicable. The WAPC, however, considers that where opportunities are provided by dedicating existing laneways and rights of way as public roads both as a means of providing alternative access and a street aspect, this is a preferred outcome to the provision of battle-axe lots."</i></p> <p>This form of development should not be encouraged despite its prevalence across the Perth metropolitan area. It provides for poor urban design outcomes and would not increase true housing diversity within the suburb. It is also not considered practical to implement into an already inefficient subdivision pattern.</p> <p><u>Housing Diversity</u></p> <p>Bibra Lake should include opportunities for housing diversity but this should be achieved in a more targeted manner than that proposed by the Strategy. Currently, the Strategy proposes wholesale increases in density to achieve density targets. It is recommended a more incremental approach be taken within Bibra Lake, providing density increases where a regular subdivision pattern and direct street access can occur such as corner lots or lots with multiple street frontages. It is also recommended that the strategy only permit increased density incentives within the walkable catchment of the local centre and public transport routes when two lot or more are amalgamated. This would encourage improved urban design outcomes, true housing diversity and reduce the potential proliferation of driveway crossovers. The Strategy does not mention existing incentives for housing diversity that can be implemented in the form of an Ancillary Dwelling permitted by the Residential Design Codes. This form of housing is permitted as-of-right without the requirement for a Development Approval under the recently introduced Planning Regulations. If housing diversity is a goal of the Strategy, it is recommended that the City promote and include Ancillary Accommodation within the document.</p> <p><u>Streetscape</u></p> <p>The hypothetical development illustrations are considered to be misleading, as they do not portray the proliferation of driveway crossovers, impact on street tree placement and ability of the street to accommodate on-street visitor parking. It is requested that all the figures within the Strategy be updated and further consideration be given to the collective impact of what implementing the proposed densities will have to the current streetscape amenity. The</p>	<p><i>by dedicating existing laneways and rights of way as public roads both as a means of providing alternative access and a street aspect, this is a preferred outcome to the provision of battle-axe lots."</i></p> <p>However the City highlights the complexity and unrealistic option of obtaining private land from multiple landowners to form and coordinate new roads/lane ways. Rather the City would prefer to continue to promote alternative dwelling types beyond single detached dwellings.</p> <p>On this point and in the absence of relevant state planning policy, the City has developed <i>Local Planning Policy 1.2 – Residential design Guidelines</i> of which seeks to address the common issues experienced by the City in infill situations. The aims of the policy relate to:</p> <ul style="list-style-type: none"> • Achieve better built form and aesthetics of buildings and streetscapes and the public spaces they define; • Promote developments that will be a long term asset to the neighbourhood; • Maximise amenity, safety and security. • Encourage sustainable dwelling design; <p>A copy of the policy is available to view on the City's website.</p> <p><u>Proposed densities - housing diversity should be targeted</u></p> <p>The City is guided by the outcomes of the community visioning forums and the feedback obtained by the community surveys regarding desired density. The City considers the response in keeping with the majority of resident desires for the 3 suburbs including Bibra Lake. This response sits between the appetite for change between North Lake and South Lake. The base code R30 would see most lots with</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>streetscape imagery provided also does not highlight the impact R30 development has on the prevailing streetscape. R30 under the R-Codes provides for an 'average' 4m setback. This is a significant contrast to the existing 7m setback. If the Strategy was implemented, the transition between old and new housing stock would present an inconsistent and 'ad hoc' streetscape, particularly with respect to dwellings situated 'mid-block'. For most lots within Bibra Lake, subdivision at R30 would permit a two-lot subdivision whilst providing for an inconsistent streetscape if land is fully redeveloped. It is recommended that if the City is absolutely adamant to provide wholesale R-Code changes, it should provide a base R-Code of R25. This would permit two-lot subdivision to most residential lots (no more than R30) whilst maintaining the prevailing character of the suburb. We do not support a wholesale increase in density, as it will change the current character of the suburb, which we currently enjoy. Any increase in density should be carefully targeted to deliver housing diversity and have a direct relationship to open space, an activity centre or public transport.</p> <p>Recommendation</p> <ol style="list-style-type: none"> I. Only support increased residential densities of 'R25' or 'R30' on street corner lots (or lots with multiple street frontages). II. If the City is adamant to establish a new base R-Code for Bibra Lake, reduce the R-Code from 'R30' to 'R25'. This will preserve the existing streetscape values, whilst permitting 'battle-axe' two-lot subdivision for the majority of Lots in Bibra Lake. III. Encourage density incentives only where lots are amalgamated within the walkable catchment of the Local Centre and on public transport routes. IV. Reference and encourage 'Ancillary Dwellings' as permitted within the Residential Design Codes, as a way of achieving increased residential densities. V. Update all 'Hypothetical Development Illustrations' to show the intended impact of crossovers, on street parking opportunities and street trees to the full street, including the Council verge. <p><u>3. Utilities and Infrastructure</u></p> <p>There is no evidence within the Strategy provided to show that the utilities infrastructure can accommodate increased residential development. It is also unclear whether Bibra Lake / other Primary Schools can accommodate for a</p>	<p>this density coding achieving a maximum of 2 dwellings. Given the average lot sizes within Bibra Lake, this is considered acceptable both with regard to the views collated within the community engagement process and with regard to the existing subdivision, lot size and infrastructure provision.</p> <p><u>The promotion of ancillary dwellings</u></p> <p>Agreed, the City can provide more information and therefore the City will include a relevant discussion within the City's "Good Design Guide" currently being developed. The guide will aim to promote good design outcomes for new dwellings in infill scenarios.</p> <p><u>Hypothetical illustrations are misleading</u></p> <p>The images are provided as indicative examples. These are further supported by material referenced on the Lakes project page including relevant density examples from WAPC. Admittedly there are several elements not shown within the illustrations however as stated they are hypothetical and hopefully give residents an idea that even though dwellings can be of different typologies, their bulk and height can exist within a single street. This is the point of the illustrations. With regard to crossovers and limiting them, the City's LPP1.2 includes the following 2 provisions specifically identified to address multiple crossovers:</p> <p><i>(6) 2. New grouped or multiple dwelling developments containing a shared/common property access way shall utilise that shared/common property access way for vehicle access without the need for an additional crossover(s) unless it can be clearly demonstrated to the satisfaction of the City that access from the shared/common property</i></p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>population increase as a result of ultimate development of the Strategy area.</p> <p>Recommendation</p> <p>Amend the Strategy to document whether the existing infrastructure and utilities has the ability to accommodate increased residential development.</p> <p><u>4. Traffic</u></p> <p>According to previous work undertaken to inform the Strategy Bibra Drive has road volumes in excess of 7,500 vehicles per day. The Strategy does not appear to outline any changes to the profile of Bibra Drive as a result of increasing residential densities.</p> <p>We are also concerned about the wider traffic implications within Cockburn resulting from the implementation of broad scale increases to density. The <i>2013 City of Cockburn District Traffic Study</i> does not account for any of the density increases within the 'Lakes' area. Without additional development attributed to by the Strategy, the report outlines significant congestion on Bibra Drive during peak morning and afternoon periods beyond 2020. The Strategy does not appear to account for the likely impact of congestion on the wider road network and this should be documented.</p> <p>The R-Codes requires provision for vehicles to exit driveways in forward gear on primary distributor roads. While the current designation for Bibra Drive is a district distributor, consideration should be given to the upgrade of portions of Bibra Drive to provide slip roads for safer access and egress.</p> <p>It is also recommended further improvement works be investigated for the intersection of Farrington Road and Bibra Drive.</p> <p>Recommendation</p> <ol style="list-style-type: none"> I. Amend the Strategy to provide for a future slip road for properties fronting Bibra Drive for safer access and egress to residential dwellings. II. Investigate improvements to the intersection of Farrington Road and Bibra Drive. III. Amend the Strategy to document the ultimate potential traffic impact to the local road network and identify any required road 	<p><i>access way is not possible.</i></p> <p><i>(6) 3. All new or modified crossovers should be at least 1 metre from an existing street tree. In cases where removal of an existing street tree is necessary, a replacement tree should be located and installed to the City's satisfaction.</i></p> <p><u>Inconsistent street setbacks</u></p> <p>The R-codes provides for a 4m front setback for R30 and a 6m setback for R20. The City believes a 2m variation will not interrupt a street alignment, particularly when the verges within the suburbs of the Lakes are an additional 5-6m to the setback from the road. A front setback of 9-10m is considered more than sufficient to allow for 2m variations between some dwellings. If anything the City believes the reduced setback will improve the presentation of a number of streets given how common it is to see verges unkempt and front setbacks.</p> <p>Response to recommendations:</p> <ol style="list-style-type: none"> I. Only support increased residential densities of 'R25' or 'R30' on street corner lots (or lots with multiple street frontages). Not supported for the reasons stated above. II. If the City is adamant to establish a new base R-Code for Bibra Lake, reduce the R-Code from 'R30' to 'R25'. This will preserve the existing streetscape values, whilst permitting 'battle-axe' two-lot subdivision for the majority of Lots in Bibra Lake. Not supported for the reasons stated above. III. Encourage density incentives only where lots are amalgamated within the walkable catchment of the Local Centre and on public transport routes. Not supported for the reasons stated

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>upgrades resulting from the modelling.</p> <p><u>5. Public Transport</u></p> <p>The goal of increasing density to encourage public transport, while an admirable planning goal, is aspirational and the Strategy does not outline any commitments with State Government agencies to achieve enhanced services when the proposed residential densities are achieved.</p> <p>It is recommended that the City secure a memorandum of understanding with the Public Transport Authority to ensure increased services are delivered if density target milestones are achieved. In review of the planning framework and advertised planning initiatives, (the draft <i>Plan for Perth and Peel@3.5 million</i> and <i>South Metropolitan and Peel Sub-Regional Planning Framework</i>) it does not appear that Bibra Lake provides for a high frequency public transport route. It is also noted that the City of Cockburn in its submission on these planning documents did not advocate for a new Transit Priority Route to link the Lakes precinct to the Murdoch Specialised Activity Centre precinct. As such, there appears to be very limited scope from the State Government to increase the frequency of services within Bibra Lake.</p> <p>It is also considered that even with full development of Bibra Lake at the densities proposed within the Strategy, the residential densities would still be insufficient to support high frequency public transport. The population catchment within Bibra Lake is simply too small</p> <p>It is our concern that if densities are increased as proposed and additional public transport services are not provided, there will be exacerbated traffic congestion because residents will be obligated to use private vehicles. Without a commitment from the State Government for additional services, there is no credit basis to increase densities assuming such services will be delivered to support the increased density.</p> <p>In light of the above, there appears to be insufficient basis outlined within the Strategy and other State Government planning documents to justify increases in residential densities on the basis of increased public transport services. As residents, we certainly support and encourage the City's ongoing efforts to advocate for additional public transport services for Bibra Lake.</p> <p>Recommendation</p> <p>Secure a commitment from the State Government for an increase in</p>	<p>above.</p> <p>IV. Reference and encourage 'Ancillary Dwellings' as permitted within the Residential Design Codes, as a way of achieving increased residential densities. Support as per the reasons stated above.</p> <p>V. Update all 'Hypothetical Development Illustrations' to show the intended impact of crossovers, on street parking opportunities and street trees to the full street, including the Council verge. Not supported for the reasons stated above.</p> <p>3. Utilities and infrastructure</p> <p><u>No evidence to show utilities and infrastructure can accommodate the proposed densities</u></p> <p>Not supported – The City undertook a thorough analysis of the locality of which the details are documented within the Background Report. A copy of this report can be accessed on the Lakes project page on the City's website and is inclusive of a detailed Transport and accessibility analysis amongst other planning related analysis.</p> <p>With regard to utilities it is not for the City to deliver utilities to new homes rather this will be a requirement of individual developers to understand their upgrade requirements with the relevant utility provider. It is further noted that referrals were made to utility providers of which none objected to the proposal, however the content of these responses reflects this view.</p> <p><u>No evidence to support primary school numbers</u></p> <p>The City received a submission from the</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>Public Transport Services if increased residential infill is secured as part of the Strategy.</p> <p><u>6. Development within Bushfire Prone Areas</u></p> <p>The Strategy does not address the Guidelines for Planning in Bushfire Prone areas or account for land that is designated as Bushfire Prone under the Department of Fire and Emergency Services state mapping.</p> <p>In review of the mapping, increased residential densities are proposed over land designated as bushfire prone. It is considered inappropriate to support increasing residential development in areas designated in this manner. While new development can be built to a higher standard prescribed by AS3959, existing development is not constructed in this manner. This represents an additional risk to lives and property in the event of a bushfire, particularly if new residential dwellings are provided in a 'battleaxe' lot configuration.</p> <p>It is recommended that the Strategy be informed by a Bushfire Management Plan prepared by a suitably qualified consultant and in consultation with the Department of Fire and Emergency Services. While increasing residential densities should be informed by a Bushfire Management Plan, it is requested that the City not proceed with increased residential densities over land the designated as bushfire prone.</p> <p>Recommendation</p> <ol style="list-style-type: none"> I. That a Bushfire Management Plan be prepared by a suitably qualified consultant in consultation with the Department of Fire and Emergency Services to inform the appropriateness of increasing residential densities over land designated as Bushfire Prone. II. It is requested that the City not proceed with increasing residential densities over land designated as bushfire prone by the state mapping. <p><u>7. Increase densities abutting Pedestrian Access Ways</u></p> <p>Many pedestrian access ways within Bibra Lake are currently uninviting public spaces that provide no surveillance and are poorly lit at night. This is certainly the case with the access way located at the end of Hamlet Court. Given the intent and objective of the Strategy, there is an opportunity to improve these spaces by encouraging increased density and improved surveillance onto</p>	<p>Department of Education of which states sufficient provision within local schools.</p> <p>4. Traffic</p> <p>The City envisages change and growth in the Lakes area will occur over time. With take up of development opportunities being spread mostly over the mid to long term. This view is informed by the City's 3 complete Strategies, these being Phoenix, Hamilton Hill and Coolbellup Revitalisation Strategies. All of which are demonstrating that change will occur over time - incrementally. As has been seen to date since the first Strategy completion in 2009.</p> <p>As a result the City's approach is to monitor traffic and respond accordingly depending on where and when growth occurs across the suburbs. A further recommendation post advertising has been included to ensure this monitoring is undertaken as follows - <i>Action 2.5 Undertake an update of the transport assessment every 3 – 5 years as required.</i></p> <p>In addition to this approach the City undertook a thorough traffic assessment (See the Background Report) and there are numerous improvements recommended within the draft Strategy document that are seen as requiring a response in the short to medium term.</p> <p><u>Response to recommendations</u></p> <ol style="list-style-type: none"> I. Amend the Strategy to provide for a future slip road for properties fronting Bibra Drive for safer access and egress to residential dwellings. Until such time as development take-up is understood, this recommendation is viewed as unnecessary at this stage

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>these thoroughfares.</p> <p>It is recommended that the Strategy implement <i>Crime Prevention through Environmental Design</i> (CPTED) principles and higher R-Codes (such as R40) be implemented to encourage investment and better urban design outcomes abutting these access ways. This may also need to be supported with a Local Planning Policy to ensure good urban design outcomes are achieved with redevelopment.</p> <p>Recommendation</p> <p>I. Introduce increased density incentives to encourage redevelopment abutting Pedestrian Access Ways where development proposals address <i>Crime Prevention through Environmental Design</i> principles.</p> <p>II. Include pedestrian access ways as part of potential streetscape improvements within the Strategy.</p> <p><u>8. R80 Mixed Use Development.</u></p> <p>The proposed R80 mixed use designation on Parkway Drive is too ambitious and out of character with the existing residential development. The R80 designation does not consider the manner in which mixed-use development can be appropriately designed to integrate with the surrounding context.</p> <p>If there is a strong desire from the community to accommodate mixed use development along this section of Parkway Road, it is recommended that a design lead approach be adopted to ensure an appropriate built form outcomes are achieved which are sympathetic to existing and nearby residential development.</p> <p>Recommendation</p> <p>Reconsider the R80 Mixed Use Precinct to be more sympathetic to existing and nearby residential development.</p> <p>If you have any questions in relation to the comments provided in relation to our submission, please contact us. It is also respectfully requested that the City provide a written response to the matters raised in our submission.</p> <p>We look forward to your reply.</p>	<p>– not supported.</p> <p>II. Investigate improvements to the intersection of Farrington Road and Bibra Drive. This intersection is forming part of a review that requires an understanding of the future of Roe 8. Not supported at this stage, rather the intersection will be reviewed as part of wider strategic work.</p> <p>III. Amend the Strategy to document the ultimate potential traffic impact to the local road network and identify any required road upgrades resulting from the modelling. Not supported for the reasons stated above.</p> <p>5. Public transport</p> <p><u>Recommendation</u></p> <p>Secure a commitment from the State Government for an increase in Public Transport Services if increased residential infill is secured as part of the Strategy. Response – Agree, One of the key recommendations of the strategy is to work with the PTA to improve bus services. However it is a good suggestion to investigate the opportunity to broadly investigate a memorandum of understanding to secure a commitment from the State Government and therefore the Strategy will be amended to reflect this aspiration.</p> <p><u>6. Development within Bushfire Prone Areas</u></p> <p>It is agreed the Western Australian Planning Commission's <i>Guidelines for Planning in Bushfire Prone Areas</i> makes provision for the consideration of bushfire risks within high level</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
			<p>planning policy making. It is noted the policy was introduced in December 2015, after the preparation of the Lakes Strategy and therefore it explains (in part) why there is not a specific reference to it. It is recognised the policy makes provision for residential lots under 1100sqm to provide a BAL assessment at the building assessment stage. Approximately 1% of lots within the study area are in excess of 1,100sqm and as a result the City views it acceptable to address bushfire risk in these locations (if indeed they do fall within a bushfire prone area of which most of the Lakes suburbs do not) when and if further intensification is undertaken.</p> <p>Recommendations</p> <ol style="list-style-type: none"> I. That a Bushfire Management Plan be prepared by a suitably qualified consultant in consultation with the Department of Fire and Emergency Services to inform the appropriateness of increasing residential densities over land designated as Bushfire Prone. Not supported for the reasons stated above. II. It is requested that the City not proceed with increasing residential densities over land designated as bushfire prone by the state mapping. Not supported for the reasons stated above. <p><u>7. Increase densities abutting Pedestrian Access Ways</u></p> <p>Incentives such as split codes are generally not supported by the City given previous experiences. The implementation and success of split codes in other areas of Cockburn has been historically problematic for the City and have not necessarily provided the desired result. Nonetheless the City recognises the need for</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
			<p>development to consider CPTED principles particularly located adjacent to PWAs and therefore will consider these elements in the formatting of the City's emerging good design guide. The Guide is being specifically developed to encourage good design outcomes in infill situations.</p> <p>Recommendation</p> <ol style="list-style-type: none"> I. Introduce increased density incentives to encourage redevelopment abutting Pedestrian Access Ways where development proposals address <i>Crime Prevention through Environmental Design</i> principles. Not supported for the reasons stated above. II. Include pedestrian access ways as part of potential streetscape improvements within the Strategy. Not supported – The City undertook a review of access ways of which (with the exception of keeping vegetation tidy) did not identify specific opportunities for improvements. Rather as stated there is an opportunity for adjoining dwellings to actively “front” these spaces. <p><u>8. R80 Mixed Use Development.</u></p> <p>The Mixed-use zone proposed between the Bibra Lake Local Centre and Parkway Drive is informed by the following considerations:</p> <ul style="list-style-type: none"> • Immediate proximity to the Bibra Lake Local Centre; • The Mixed-Use zone allows for residential uses to transition over time if required to alternative uses, supporting the growth of the Local Centre into the future; <p>Given these lots front a very wide street of which on the opposite side of the road is a school</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
			<p>suggests the location is an appropriate place to encourage a mix of uses and a higher density, including opportunities over the long term for the local centre to expand, allowing the market to respond.</p> <p>No nearby employment opportunities Disagree – The nearby Bibra Lake industrial area, the Fiona Stanley hospital, the emerging activity centre of Cockburn central are a few of the existing and emerging employment areas within close proximity to the Lakes area.</p> <p><u>Recommendation</u></p> <p>Reconsider the R80 Mixed Use Precinct to be more sympathetic to existing and nearby residential development – Not supported for the reasons set out above.</p>
226	Landowner	Support I am a single mother and the ability to subdivide would help rescue my finances and future for both myself and daughter.	Noted
227	Landowner	Support I strongly support the proposal strategy, including coding my property R60. The area is opposite substantial open space and will cater for future population growth and facilitate affordable housing options for an area of varied demographic composition.	Noted
228	Landowner	Support I believe this project will develop South Lake	Noted
229	Marian Whitehouse 14 Stillwater Gardens SOUTH LAKE WA 6164	Support	Noted

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
230	Berhanu Yesus 81 Glenbawn Drive SOUTH LAKE WA 6164	Support I am happy with the plan. The Council is doing very good. No comment	Noted
231	Landowner	Support	Noted
232	Leonie Burton 4 Adrina Court SOUTH LAKE WA 6164	Objection <ol style="list-style-type: none"> 1) When I bought my property it was R15 now it is R20. So I think my area and my property could be R30 (duplex site) not R40 (group dwelling) 2) Maybe the main roads could be R40 but not the cul-de-sacs 3) As the house on Little Rush Road looks over into my front yard and front door now as R20 (single storey), the thought of having that go to R80 (3 storeys) does not give me any peace of mind and I do pay my rates. 	Not supported <p>The City provides detailed reasoning for the proposed densities. In this case the subject land and street is located within South Lake of which a base code of R40 is proposed. This recognises the more urgent need for revitalisation throughout the suburb.</p> <p>The R-Codes provides for appropriate setbacks for residential dwellings and appropriately addresses issues concerned with overshadowing and privacy.</p> <p>The R80 proposed on Little Rush Close is considered appropriate given its immediate proximity to the local centre.</p>
233	Quentin Wilson 29 Worthington Road BOORAGOON WA 6154	Support Higher density will make the suburb more viable and bring better amenity for residents. Provides economic opportunity for redevelopment and urban renewal.	Noted
234	Landowner	Support	Noted
235	Jeff & Kelly Lambert 16 Tindal Avenue YANGEBUP WA 6164	Support We are interested in subdividing in the near future to take advantage of South Lakes proximity to freeway, Cockburn Central, University and hospitals	Noted
236	Landowner	Support The above proposal would be a welcome change to the area to improve land values and suburb aesthetics	Noted
237	Mathew Larkin 5 Provincial Mews BIBRA LAKE WA 6163	Support This revitalisation strategy is perfect for home owners in the area as many of the homes are coming to the end of their life span and potentially subdivide large blocks that are no longer needed. Perth is growing too far North and South. Infill is the best way to stop this	Noted

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		growth as we don't have the infrastructure plus it costs too much to build. Infill gives the owner the opportunity to subdivide or not, which Bibra Lake doesn't have at this point.	
238	Landowner	<p>Support with modification</p> <p>Please review the proposed map that was provided to residents - our block (35 Needwell Road) appears to have been shaded incorrectly. I spoke to somebody at the City of Cockburn and they confirmed it had been an error and I should note it in my submission.</p> <p>The main feedback I would like to provide it about the Skatepark at Bibra Lake (Eastern side) This is a fantastic initiative that I support fully. The skatepark needs a complete overhaul to bring children and families back to the immediate area. Please do this by way of a community engagement process. I have been researching who does this well and would recommend Skate Sculpture (Note - I have no involvement or monetary ties with this organisation) When deciding on the contractor to complete the park - PLEASE go with a reputable company who has experience in building good skateparks in WA. There are a number of them.</p> <p>Although the cost may be more - the outcome in the end will be far superior. A list of things I think are a must at any new skatepark at this location:</p> <p>Community engagement - let the local kids help design the obstacles. Give them some ownership over the project. Adequate seating and shade for parents (More than just 1 bench) - the more parents that are happy to come down with their kids, the greater deterrent for anti-social behaviour. The addition of a playground adjacent to the skatepark - families can bring down their kids, and smaller children can use the play equipment while older/more capable children can make use of the skatepark.</p> <p>Possibility of a BBQ facility Water and toilets moved closer if possible (currently approx 50m from the skatepark) I run the Facebook Group: Bibra Lake Skatepark Revamp and also ran a survey on Survey Monkey (results which have been submitted to this process). I also take my children to the skateboard clinics at the Coolbellup, Atwell and Spearwood within the City of Cockburn, and without exception all the persons I have spoken to are in favour of getting a new skatepark in this location.</p> <p>I would also like to suggest that the bush area at this location be kept - a number of Bandicoots are often seen foraging in this immediate vicinity and it is one of the beautiful aspects of this location.</p>	<p>Change of coding - Support with modification</p> <p>The subject lot should be changed from R30 to R40. This is an administrative error within the draft maps.</p> <p><u>Skate Park - noted</u></p> <p>In response to the community feedback provided within the visioning forums and surveys, the draft Strategy includes a concept plan for a skate park upgrade and for it to be included within a multipurpose recreation area close to the Bibra Lake Local centre where the current skate park is located.</p> <p>In support of this project, please note a separate Council report is also being presented to the May Ordinary Council Meeting, seeking support for the skate park project. The report is likely to include a project plan to identify delivery options/process. The information provided here has been forward to the relevant Council officer to ensure the surveys and work undertaken by the community inform the project.</p> <p>With regard to the wider park upgrade suggestions, these generally fall within the scope of the recommended strategy and therefore a copy of this submission will also be sent to the parks team to further inform the proposal.</p>
239	Landowner	Support	Noted

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
240	Landowner	<p>Support</p> <p>Hope changes are made to exit of Elderberry drive to North Lake road. And regeneration of all areas in South Lake not just Elderberry Drive, Berrigan even etc. More clean-up of area around parks especially near Mason Court and the introduction of a waste bin would maybe stop all the litter in the area. More following up of tidying up verge areas by tenants many are a dangerous fire risk</p>	<p>Noted</p> <p><u>Upgrade Elderberry Drive and North Lake Road intersection</u></p> <p>A transport analysis informed the Background report of the revitalisation strategy. It identifies the following recommendations:</p> <ul style="list-style-type: none"> • Undertake a vehicular safety review and implement safety measures to improve Elderberry Drive and North Lake Road intersection for cyclists and pedestrians. • The installation of traffic signals at the North Lake Road/ Elderberry Drive intersection would not be approved by Main Roads WA because of the close proximity of existing traffic signals at Omeo Street 200m to the north-west and Osprey Drive 400m to the south-east. Therefore the instillation of a dual-lane roundabout (like the one recently constructed at Bibra Drive) will be investigated and considered as a Black Spot Program project for the 2017/18 financial year. <p><u>Upgrade of all streets</u></p> <p>The City has identified key streets for priority upgrades however does, and will continue to, undertake street tree planting progressively throughout the suburbs. Given funding constraints it is not possible to undertake all upgrades within the short term.</p> <p><u>Tidying of verges</u></p> <p>The strategy includes the provision of upgrading key streets with additional street trees. It is agree that unmaintained verge areas generally cause a maintenance issue. This issue extends across the City. As a result the City has a webpage, booklet and policy dedicated to</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
			<p>verge upgrades. The documentation can be found here - http://www.cockburn.wa.gov.au/Council_Services/Engineering_Services/Verge_Maintenance/</p> <p>It is noted verge areas are required to be maintained by landowners in WA.</p> <p>The City is also currently preparing a good design guide for new dwellings and intends on referring to the importance of good verge design that can also contribute to sustainability related aims and objectives.</p>
241	Landowner	<p>Support</p> <p>Please review the proposed map that was provided to residents - our block (35 Needwell Road) appears to have been shaded incorrectly. I spoke to somebody at the City of Cockburn and they confirmed it had been an error and I should note it in my submission.</p> <p>The main feedback I would like to provide it about the Skatepark at Bibra Lake (Eastern side) This is a fantastic initiative that I support fully. The skatepark needs a complete overhaul to bring children and families back to the immediate area. The skate park would not only provide families and children with an alternative area to spend time but would also help local shops and cafes.</p> <p>The areas currently available on the eastern side don't provide many options for older children. It would be great to have an area for parents with older and younger children. Bibra Lake is a strong committed community and I feel the best way to consult would be to engage the local school, the residents association. Local children need to be involved in the process as well as the older population. Bibra lake has a great demographic of people who have lived in the area for 20 odd years and new families; it would be good to include both groups.</p> <p>When deciding on the contractor to complete the park - PLEASE go with a reputable company who has experience in building good skateparks in WA. There are a number of them. Although the cost may be more - the outcome in the end will be far superior. A list of things I think are a must at any new skatepark at this location.</p> <p>Community engagement - let the local kids help design the obstacles. Give them some ownership over the project. Adequate seating and shade for parents (More than just 1 bench) - the more parents that are happy to come down with their kids, the greater deterrent for anti-social behaviour.</p>	<p>This is a repeat inclusion of submission number 238</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>The addition of a playground adjacent to the skatepark - families can bring down their kids, and smaller children can use the play equipment while older/more capable children can make use of the skatepark.</p> <p>BBQ facilities, water and toilets moved closer if possible (currently approx. 50m from the skatepark) with better lighting and more open entrances.</p> <p>I would also like to suggest that the bush area at this location be kept - a number of Bandicoots are often seen foraging in this immediate vicinity and it is one of the beautiful aspects of this location. It would be great to incorporate local fauna and flora into the design as well as the cockatoo and bandicoot. Benches, graffiti and other images should represent the Bibra Lake area.</p>	
242	Katrina Hounslow 5 Gwalia Place BIBRA LAKE WA 6163	Support	Noted
243	Stevo & Maja Petrovich 104 Parkway Road BIBRA LAKE WA 6163	Support <ul style="list-style-type: none"> • Make street more attractive with scrubs and trees • Find right solution for space from letterbox to road, to replace grass with other material because shortages of water • More benches around lake and mobile toilets on skate park and gym space close to Ice Arena 	Noted <p>The strategy includes the provision of upgrading key streets with additional street trees. It is agreed that unmaintained verge areas generally cause a maintenance issue. This issue extends across the City. As a result the City has a webpage, booklet and policy dedicated to verge upgrades. The documentation can be found here - http://www.cockburn.wa.gov.au/Council_Services/Engineering_Services/Verge_Maintenance/</p> <p>The City is also currently preparing a good design guide for new dwellings and intends on referring to the importance of good verge design that can also contribute to sustainability related aims and objectives.</p> <p>The draft strategy includes the upgrade of the skate park and the development of a multifunctional gathering space on the eastern side of the lake.</p> <p>In regards to a gym space close to the Ice Arena, outdoor exercise equipment is already located within the vicinity. No further gym will be proposed given the emerging regional recreation centre at Cockburn Central.</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
244	Landowner	<p>Objection</p> <p>This area of Bibra Lake has big, family sized blocks and a lovely community of families that utilise Bibra Lake Primary School. I did not buy a property here for high-density living and I think a change to R40 would kill the area.</p>	<p>Not supported</p> <p>An R40 coding will not facilitate high density development. Rather the R40 coding is reflective of medium density development.</p> <p>In addition to the larger family homes, smaller properties will importantly provide for a range of diverse households including families. It is not supported diverse dwelling types, including smaller homes cannot contribute to the strong community that currently exists within Bibra Lake.</p>
245	Bistrot Café 5/134 Parkway Road BIBRA LAKE WA 6163	<p>Not stated</p> <p>I am writing this as a formal submission in response to the Proposed Lakes Revitalisation Strategy.</p> <p>Firstly, I would like to congratulate City of Cockburn on the planning undertaken to date to address the housing and population density increases that are needed in future years. The changes proposed I generally support, knowing that the rate of change will be gradual and will not be too drastic. I see this as more of an evolution in Bi bra Lake rather than a whole scale change.</p> <p>My area of particular interest is the proposed Parkway strip from the roundabout at the intersection with Bibra Drive up to the Community Hall location. Under the current plans this section of Parkway will incorporate a greater amount of potential commercial properties on a ground floor level. I believe that the current proposal can also create a more cosmopolitan feel to this zone by activating the current verge strip on Parkway adjacent to the existing shopping area. This 6m wide grass verge can be utilised as an extension to the shopping and commercial areas and could incorporate alfresco cafe dining areas, seating areas amongst selected 'booth type' planted zones. Designed to incorporate traffic calming along this section of Parkway this will improve the overall feel and engagement with the community for the shopping area. The current shopping area is well utilised but has recently been seen as a focal hub for the community since the new Bistrot Cafe opened. The current alfresco seating area is always full with customers, but no opportunity exists currently to increase the capacity for the Bibra Lake community and allow even greater community buzz. To engage this area for the community allows a greater and longer alfresco opportunity, beyond just daylight hours, allowing the potential for a range of restaurant and cafes in an evening social</p>	<p>Support with modification</p> <p>The Strategy on page 43 includes a concept for upgrade of the landscaped areas around the Bibra Lake Local Centre. It is supported that investigating opportunities to make the verge a more active space and support local businesses has merit.</p> <p>The concept plan will be amended to include this suggestion.</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>strip.</p> <p>This proposal would also provide existing businesses on Parkway opportunity to also benefit from the improved park area proposed near the Bibra Drive intersection where catering vans will be encouraged.</p> <p>Incorporating this suggestion could provide Bibra Lake with the opportunity to grow commercially from the increased population planned under the revitalisation strategy rather than losing the opportunity outside of the local area. (map included)</p>	
246	Jamie Smith 7 Blacksmith Court BIBRA LAKE WA 6163	Support	Noted
247	Landowner	<p>Objection</p> <p>I object only to Action 1.1 density changes. The other proposals I fully support. I write to strongly object to the following aspects of the Action 1.1 proposals:</p> <ul style="list-style-type: none"> • re-coding our property and neighbouring properties on Annois Road (North side of Parkway Road) to R60; and • re-coding the proposed mixed use zone on Parkway Road to R80 (note I do not object to the proposed mixed use, only the residential density). <p>I object to these two proposals because in my view R60 and R80 densities for these areas are much too high. The proposed increase in density for the remainder of Bibra Lake to R35 and R40 is a shame, but it is riot unexpected or unreasonable. R35 and R40 are appropriate in an older, family suburb like Bibra Lake. In contrast a change to R60 and R80 will irreversibly alter the family oriented, safe character of the neighbourhood. This will be to the detriment of existing families who have lived here for years and who have invested in their properties and school community in the expectation that their children can grow up in a settled, family neighbourhood.</p> <p>I am a planning lawyer and therefore well aware of the type of proposals that could be put forward by developers for R60 and R80 coded land. I am extremely concerned that the existing one level-family homes along Annois Road and Parkway Road in the proposed R60 and R80 areas could find themselves surrounded by 3-storey apartment blocks. This will create tension between neighbours as a result of parking, noise, overlooking and loss of light to existing properties created by buildings that are simply too big and overbearing for the neighbourhood.</p>	<p>Not supported</p> <p>A desire for Bibra Lake residents expressed within the strategies community engagement process, is for moderate change in targeted areas. As a result the higher densities within the proposed range have been identified within the walkable catchment of the Local Centre.</p> <p>While the draft Strategy proposes increased densities, there are important planning policy requirements in place to ensure privacy between developments is considered at the development assessment stage. The R-Codes provides several planning controls to promote cohesive developments that consider privacy between properties. The City's Local Planning Policy <i>1.2 Residential Design Guidelines</i> also addresses important design requirements of which complements and add further rigour to the R-Codes. This LPP has progressively been developed and refined as each of the City's revitalisation strategies has been developed.</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>At the information session, you repeatedly said you would not defend the proposals – that they are intended to reflect what you understood the community wanted. I wish to make it very clear that while I do not object to re-zoning per se, I object very strongly to a density as high as R60 and R80 for these areas. This density would be excessive and cause overbearing buildings to spring up in a beautiful, quiet neighbourhood. I will not be selling my property and will not be redeveloping it. So if this proposal goes ahead, no doubt you will receive lots of complaints and objections from me about any development applications for neighbouring land that propose multi-storey apartment buildings. I will not allow the use of my home to be ruined by overlooking, loss of privacy, noise and car parking nuisance and loss of light to existing solar panels. I really hope you will realise how inappropriate these high densities would be.</p>	
248	<p>Water Corporation PO Box 100 LEEDERVILLE WA 6902</p>	<p>Not stated</p> <p>The Water Corporation offers the following comments in regard to this proposal.</p> <p>Water and Wastewater Reticulated water and sewerage is currently available throughout the subject area. The developer/disturber is expected to fund any new works required or the upgrading of existing works and protection of all works.</p> <p>As the current planning did not allow for the proposed development densities the current water and wastewater schemes will need to be reviewed. Due to the increase in development density, upgrading of the current water and wastewater system may be required to prevent existing customers being affected by the proposed future development.</p> <p>It should be noted that existing sewerage mains are located inside lots within the subject land. Due consideration will be required when future development takes place. Developments may be restricted near the existing sewerage infrastructure. The developer is required to fund the full cost of protecting or modifying any of the existing infrastructure which may be affected by any proposed development.</p> <p>Existing wastewater pumping stations are also located within the subject area. Under normal operating conditions there will be minimal odour emanating from the pumping station, however, during maintenance and abnormal operating or weather conditions, an increased level of odour may occur that will be of nuisance to persons within the odour buffer area. The enclosed plan shows the</p>	<p>Noted</p> <p>The provision of infrastructure including upgrades as stated will be identified by each landowner at the development assessment stage.</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>location of the pump station and the odour buffer (large pink circle) around the pump station.</p> <p>Drainage The subject area falls within the Bibra Lake Drainage</p> <p>Catchment. The Water Corporations drainage system can only take predevelopment flows. So the developers will need to compensate any additional flows on their own land.</p> <p>General Comments The principle followed by the Water Corporation for the funding of subdivision or development is one of user pays. The developer is expected to provide all water and sewerage reticulation if required. A contribution for Water, Sewerage and Drainage headworks may also be required. In addition the developer may be required to fund new works or the upgrading of existing works and protection of all works. The information provided above is subject to review and may change. If the proposal has not proceeded within the next 6 months, the Water Corporation should be contacted to confirm if the information is still valid. (Map included)</p>	
249	Landowner	<p>Objection I do not support the rezoning.</p> <p>I attended the information session on Tuesday 23nd of February regarding the above strategy.</p> <p>I do not support the Lakes Revitalisation Strategy in relation to density and rezoning changes of residential properties (Action 1.1) The other proposals: 1.2 through to 3.5 I broadly approve of.</p> <p>The reason I do not support the rezoning are as follows.</p> <p>I believe it will dramatically change the feel of the suburb for the worse. Owner occupiers such as our family with young children are here for the long term.</p> <p>The rezoning will create significantly higher traffic flows through the suburb. The current traffic flows make for concern let alone even more vehicles. It will also see many more vehicles parked on the streets, a result of visiting guests having nowhere to park. This will restrict traffic flow and is also unsightly.</p>	<p>Not supported</p> <p><u>Loss of character and impact</u></p> <p>Supporting the proposed increased densities, there are important planning policy requirements in place to ensure amenity, and streetscape related considerations and privacy between developments is considered at the development assessment stage. The R-Codes provides several planning controls to promote cohesive developments that consider privacy between properties. The City's Local Planning Policy 1.2 <i>Residential Design Guidelines</i> also addresses important design requirements of which complements and add further rigour to the R-Codes. This LPP has progressively been developed and refined as each of the City's revitalisation strategies has been developed.</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>Properties will be bought by investors and the blocks cleared of vegetation losing the leafy appeal of the suburb. These new properties will most likely become cheap rentals.</p> <p>The proposal of multistorey or even two level dwellings is also very daunting and alarming. It was quite apparent that in the information session that the majority of people did not want this including myself.</p> <p>A rezoning change of this scale will only benefit people who are trying to make some fast money. I cannot see how it will have any benefit for people who are trying to make a life in the suburb long term.</p> <p>None of the above potential scenarios are in the best interest of people with long term interests in the suburb.</p> <p>I believe that the rezoning in this current proposal is far too aggressive.</p> <p>As I mentioned earlier, the other initiatives look good and I look forward to seeing some of these come to fruition. The rezoning, however, I cannot support in its current form.</p>	<p>The City's key approach to the draft Revitalisation Strategy is to promote increased housing options while also promoting and protecting local character and for the Lakes area this particularly relates to the natural environment. As a result the recommendations seek to improve public open spaces and there is no intent to impact on any environmental asset including wetland areas. Rather the proposed upgrades seek to improve the attractiveness of the locality.</p>
250	Geoff Hennessy 7 Lessins Place SOUTH LAKE WA 6164	<p>Support Congratulations to the planning and development team at the City of Cockburn. I fully support the Lakes Revitalisation Strategy and will develop our property in accordance with the proposed rezoning.</p>	Noted
251	Dean Shepherd 19 Bolwarra Heights SOUTH LAKE WA 6164	<p>Support I feel that a move towards high density living is a step in the right direction for the community. It will bring more people/buyers into the area and improve the price of land.</p> <p>It is also an opportunity to bring more professional people into the area with the closeness to Fiona Stanley, Gateway Shopping, Medical Centre and public transport.</p> <p>I think that the big block of land on the corner of Berrigan and Elderberry needs to be developed with cafes, restaurants and small boutique shops. We live in such a nice area that a barren piece of land like that next to a school becomes an eyesore.</p> <p>You only have to look at the apartments at Cockburn Central to see how you can change the appearance of a community with small shops and cafes and</p>	<p>Noted</p> <p>With regard to the vacant land on the corner of Elderberry and Berrigan Drive, this land is under the ownership of the Department of Education.</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>also how you can draw more people to the area, which in the long run can only increase property value for us home owners.</p> <p>I see South Lake growing into a place where people want to come and live or have a family they can raise here, but we need to take this opportunity to develop our community and make it a place that people talk about where they want to move to and live and raise a family.</p>	
252	Landowner	Support The area needs improvement	Noted
253	Claire McAlinden 9 Fantail Drive BIBRA LAKE WA 6163	Objection I object to the rezoning of my street and neighbouring street as R60. This is too high density for this suburb which is mainly families looking for a large block with garden and family home. R30 or R40 would be far more suitable. The road would not cope with traffic caused by several more houses/apartments, potentially causing accidents/noise and inconvenience and loss of privacy.	Not supported The intent of the Strategy is to provide for a diverse range of households. It is correct that this area currently provides for families however population forecasts suggests this is changing and therefore the Strategy seeks to create a more diverse dwelling stock. As a result the Strategy seeks to provide a balance of existing homes with opportunities for alternative dwelling types, including sizes in targeted areas. Including within the walkable catchment of local centres of which this street is located.
254	Landowner	Support Given the age of the suburb and the fact that the cost of downsizing is somewhat inhibitive. Will there be any assistance on offer to implement possible redevelopment to pensioners.	Noted
255	Diana Mirovic 33 La Fayette Boulevard BIBRA LAKE WA 6163	Objection I do not support population density	Noted
256	Ron Hardy 18 Sycamore Avenue South Lake, WA, 6164 Phone 0408 954 933	Objection On the evening of Wednesday Feb 28 I attended the South Lake ratepayers meeting on the above subject. During the meeting I realized that some of those folk present possessed maps (supplied gratis by City of Cockburn) which showed where the mysterious (to me at that stage) R20 to R80 dwellings being discussed at the meeting, are planned.	Not supported <u>Insufficient mail out</u> Given the City sent a letter to residents in close proximity to the project area, suggests the City recognises land owners in areas such as Sycamore Avenue should be notified. It is

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>Since I did not have copies of those maps I contacted C o C , after the meeting and asked why I did not have copies of same maps. I was told that since I did not live in the proposed high density areas I did not receive those maps as I would not be affected by the high density proposals/plans.</p> <p>City of Cockburn should understand that any high density living in Cockburn affects any resident in Cockburn in some way. For example , high density living areas obviously attracts more people, causes more traffic chaos and encourages a “ not so good, type of person in the district; or at least increases the chance of that type of person being thrust upon us in the surrounding area. We do not need that sort of change in our South Lake district.</p> <p>The cheek of C o C, virtually telling me that I should not have an opinion regarding this new high density leaving which C o C is planning to thrust on us without a prior “impact” study being carried out.</p>	<p>evident that the mailout was successful as the submitter was also able to attend the information session.</p> <p>It is noted that the letters sent come at a considerable cost to rate payers and therefore the City made a call regarding which landowners were most affected and which were not – recognising that landowners that are not subject to a residential recoding being able to access the information through the alternate methods available including online, calling the City or visiting the administration centre to view the proposal.</p> <p><u>Traffic issues</u></p> <p>The City envisages change and growth in the Lakes area will occur over time. With take up of development opportunities being spread mostly over the mid to long term.</p> <p>This view is informed by the City's 3 complete Strategies, these being Phoenix, Hamilton Hill and Coolbellup Revitalisation Strategies. All of which are demonstrating that change will occur over time - incrementally. As has been seen to date since the first Strategy completion in 2009.</p> <p>As a result the City's approach is to monitor traffic and respond accordingly depending on where and when growth occurs across the suburbs. A further recommendation post advertising has been included to ensure this monitoring is undertaken as follows - <i>Action 2.5 Undertake an update of the transport assessment every 3 – 5 years as required.</i></p> <p>In addition to this approach the City undertook a thorough traffic assessment (See the Background Report) and there are numerous improvements recommended within the draft</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
			<p>Strategy document.</p> <p><u>High density and crime</u></p> <p>It is not supported that medium-high density development alone will encourage anti-social behaviour.</p> <p><u>Landowner views</u></p> <p>The City strongly encourages landowner comments and views regarding the strategy and it is hoped this is demonstrated through the extensive community engagement work undertaken including the visioning forums, the surveys, and this submission process.</p>
257	Landowner	<p>Support</p> <p>I support the strategy as it will be positive for the area overall. However, have the following objections :</p> <p>Housing should be capped at 2 storeys to stop shadowing and decreasing quality of lifestyle.</p> <p>Corringle Grove should be R60, as it already has 2 groups of multiple dwellings, has a large park and would otherwise be overshadowed by Elderberry Drive's proposed R60.</p> <p>If Corringle Grove is zoned less than R60 it would be blocked from North sun and light of Elderberry Drive properties.</p> <p>Blackburn Park South Lake needs an upgrade. It has dated children's playground, and has no lawn despite having a bore. Lighting would be required for security. Barbeques, shelter, seats and tables would make a welcome meeting place for community interaction.</p>	Noted and not supported
258	Landowner	Support	Noted
259	Landowner	Support	Noted
260	Landowner	<p>Objection</p> <p>I like Living at South Lake and enjoy the big land. To re-zoning the land to a R40 or 60, it may be beneficial to the developer but not to the residents that living in South Lake. To build more houses need to cut down trees and no space between houses. Like those new suburbs, you can't not see any green</p>	<p><u>No space for trees and private open space</u></p> <p>While the draft Strategy proposes increased densities, there are important planning policy</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		but houses. If want to give people a bit benefit, just re-zoning to R30 that allow people to sub-divide their property to two.	requirements in place to ensure privacy between developments is considered and retention of trees is promoted at the development assessment stage. The R-Codes provides several planning controls to promote cohesive developments that consider privacy between properties. The City's LPP 1.2 Residential Design Guidelines also addresses important design requirements of which complement the R-Codes. This policy requires a further % requirement of garden area in addition to the State level requirement for more than 3 grouped dwellings and multiple dwellings.
261	Landowner	Support Prg1 – 1.1 Increase in density will undoubtedly increase population. Therefore, it is critical that policing of area, important to reduce crime. Happy to improve drainage, reduce midges, etc. Prg2 - Happy to see improvements to roads, public transport to ease congestion. Same time to see increased safety measures taken to reduce crime. Prg3 – Happy to see improvements in this area.	Noted
262	Landowner	Objection I believe there are too many different aspects in the proposal which are not related to one another. I do not support the re-zoning but I do support sustainability and environment proposals	Noted and not supported The recommendations are carefully crafted to deliver a balanced amount of growth while still promoting local attributes such as public open space upgrades in addition to the provision of transport related initiatives.
263	Landowner	Objection The Council should itemise aspects of proposals because it's very difficult to vote on a wide ranging agenda of issues. We wish our suburbs to remain a showcase for the Southern region of Perth and lead to way in preserving what we have.	Noted The approach to documenting the Strategy was to prepare a simple easy to read strategy with some of the more detailed planning work being located within the Background report. Admittedly there is a lot of information with the documents and therefore the City would encourage any landowner with questions to come in and have a discussion with a planner or to discuss further over the phone.

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
264	Landowner	Support Increased development opportunity	Noted
265	Sanjeev Singh 20 Fantail Drive BIBRA LAKE WA	Support The prospect of infill is inevitable. That being said, the aggressive rezoning should be singled back to no more than 1 zone jump. That is an R30 to R40 not more. Infrastructure work has to happen concurrently to avoid congestion.	Not supported The City envisages change and growth in the Lakes area will occur over time. With take up of development opportunities being spread mostly over the mid to long term. This view is informed by the City's 3 complete Strategies, these being Phoenix, Hamilton Hill and Coolbellup Revitalisation Strategies. All of which are demonstrating that change will occur over time - incrementally. As has been seen to date since the first Strategy completion in 2009. As a result the City's approach is to monitor traffic and respond accordingly depending on where and when growth occurs across the suburbs. A further recommendation post advertising has been included to ensure this monitoring is undertaken as follows - <i>Action 2.5 Undertake an update of the transport assessment every 3 – 5 years as required.</i> In addition to this approach the City undertook a thorough traffic assessment (See the Background Report) and there are numerous improvements recommended within the draft Strategy document.
266	Landowner	Objection It is our pleasure to offer council our opinions on the latest changes to the zoning of the local community. I think the rezoning of the North Lake area to R30 reflects the community's interests however R40 zoning in North Lake will be very intrusive and we do not support this change. We are very concerned that the rezoning of Bibra Lake has gone beyond the sentiment expressed at earlier residential meetings at council chambers.	Not supported <u>R40 developments are intrusive and not in line with community sentiment</u> Not supported – R30 is proposed as the base code in North Lake. Given the relatively low appetite for change in North Lake, the only further zone change is for land adjacent to POS

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>Rezoning some of Bibra Lake up to R80 on main thoroughfares and increasing the overall area zonings has the potential to diminish the quality life style currently enjoyed in the suburb. The aesthetics of our traditional leafy suburb will be lost forever.</p> <p>No doubt it will increase the population thus putting pressure on the limited services currently available and also increase traffic through the area. The roundabout at the Southern end of Bibra Drive is a fantastic improvement for traffic heading south however the northern end of Bibra Drive experiences bad traffic delays at the lights as the traffic on Farrington Road grid locks from the Murdoch Drive roundabout. The biggest problem however is the Progress Drive Farrington Road intersection where any traffic turning right prevents any vehicles from turning left due to the single vehicle width of Progress drive at that intersection. This in times of peak traffic can be a very dangerous intersection and a similar construction to the roundabout on Bibra Drive North Lake Road could be a solution. This problem will be significantly worsened with the rezoning proposals currently under review and if Roe 8 goes ahead as it will then become the only entry and exit point to for the entire area.</p> <p>My biggest concern however is that the rezoning in association with government intentions to change negative gearing policies will create a community with a lower than current socio economic standards.</p> <p>As only new construction investment is able to attract the financial benefits of negative gearing new investors will target suburbs with larger blocks. They will be extremely attractive as the existing dwelling would be bulldozed and smaller dwellings constructed to maximise the investment return.</p> <p>Council may be happy with the increase in rates from the multiple dwellings but they will have a disastrous effect on the quality lifestyles enjoyed today and the fabric of local community will be changed and may well see the suburb deteriorate into a slum area that often manifests when high density, low cost accommodation combine with a lack of services.</p> <p>We both attended the community meeting to discuss changes to zoning and in no way was such a radical zoning rating change supported and we do not believe it will benefit the community now or in the future.</p>	<p>and in proximity to North Lake Road, of which is proposed to be rezoned to a density of R40. This is a relatively low number of lots. A range of lot sizes exist in this area (mostly between 700 – 850m²). This would allow most single residential lots to be redeveloped into three single or grouped dwellings. Lots in this size range could be redeveloped into 6-8 multiple dwellings. This would allow for some diversity in the suburb while still recognising the desire to retain the current suburban character of North Lake.</p> <p><u>Diminish the quality lifestyle of Bibra Lake</u> It is not supported medium density development along attracts anti-social behaviour.</p> <p><u>Traffic issues</u> The City envisages change and growth in the Lakes area will occur over time. With take up of development opportunities being spread mostly over the mid to long term.</p> <p>This view is informed by the City's 3 complete Strategies, these being Phoenix, Hamilton Hill and Coolbellup Revitalisation Strategies. All of which are demonstrating that change will occur over time - incrementally. As has been seen to date since the first Strategy completion in 2009.</p> <p>As a result the City's approach is to monitor traffic and respond accordingly depending on where and when growth occurs across the suburbs. A further recommendation post advertising has been included to ensure this monitoring is undertaken as follows - <i>Action 2.5 Undertake an update of the transport assessment every 3 – 5 years as required.</i></p> <p>In addition to this approach the City undertook a thorough traffic assessment (See the Background Report) and there are numerous improvements recommended within the draft</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
			<p>Strategy document.</p> <p><u>Intersection upgrade – Bibra Drive and Farrington Road</u></p> <p>This intersection is forming part of a review that requires an understanding of the future of Roe 8. Not supported at this stage, rather the intersection will be reviewed as part of wider strategic work.</p> <p><u>Medium to high density development attracts crime and multiple dwellings will result in a slum area</u></p> <p>It is not supported that higher densities alone attracts a lower economic status or results in slum like conditions. Rather the increase in density and housing choice is expected to regenerate the area and provide much needed housing diversity, particularly for and older demographic.</p>
267	Iain Shearer-Ashfield and Shereen Lim 176 Bibra Drive BIBRA LAKE WA 6163	<p>Support Program 1</p> <p>Action 1.1 Residential Density and Zoning Changes</p> <ul style="list-style-type: none"> • R60 & R80 density level is too high and will consequently create high traffic flow • With high density dwellings – to have a strong emphasis on restricting government housing <p>Action 1.2 Undertake a drainage review for Bibra Lake and continue to monitor South Lake</p> <ul style="list-style-type: none"> • More action to be taken to combat mosquitoes/midges eg spraying of the lake <p>Action 1.3 Prepare acoustic guidelines for the Lakes suburbs</p> <ul style="list-style-type: none"> • Noise walls near the train track • To ban heavy goods vehicles on Bibra Drive excluding public transport as it is unsafe and extremely noisy for residents 	Noted

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p><u>Program 2</u></p> <p>Action 2.1 Deliver the Recreation Loop – connecting the Lakes area with the emerging Baldivas tramway track and Cockburn Central</p> <p>Action 2.2 Work with the Public Transport Authority to undertake a review of bus services and routes</p> <ul style="list-style-type: none"> • Improve appearance of bus stops which will help overall appearance of Bibra Lake <p>Action 2.3 Undertake initiatives to promote cycling and walking in and around the Lakes area</p> <p>Action 2.4 Undertake road improvements to improve safety and ease congestion</p> <p><u>Program 3</u></p> <p>Action 3.1 Continue to revitalize key streets in the Lakes area by continuing street tree planting already commenced throughout out the Lakes streets</p> <ul style="list-style-type: none"> • The verges from Bibra Drive towards North Lake Road near the water filtration plant is old and worn out – landscaping needed to improve appearance • Improve appearance of water filtration plant <p>Action 3.2 Continue upgrades to residential parks and improve the maintenance of the eastern side of Bibra Lake Reserve</p> <ul style="list-style-type: none"> • Trimming of bushes that have overgrown around Bibra Lake (southeast) and restore aluminum park benches <p>Action 3.3 Create a multi-functional gathering space on the eastern side of Beeliar Wetland (skate area) encompassing: Facilities for food vans, skating, dog walking, picnic tables, shade areas</p> <p>Action 3.4 Undertake public realm upgrades around the 3 local centres</p> <p>Action 3.5 Facilitate the provision of underground power by applying for the next round of funding through the State Underground Power Program</p>	
268	Son of Landowner	<p>Support</p> <p>Increase in residential density provides benefits towards improved land values, housing and land options, in addition to reducing urban sprawl</p>	Noted
269	Landowner	<p>Support</p> <p>We believe that this revitalisation strategy will serve to enhance the qualities of North, South and Bibra Lake areas which are already basically in place, but do now require some improvements. Revitalisation will assist in improving transport options, public spaces and streets, not only for existing property owners but will also hopefully attract new home owners to these areas, creating a more diverse population. The changes to the residential density and</p>	Noted

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		zoning will also lead to more affordable and well located housing opportunities to accommodate the increasing population, and assist in working towards the sustainability of Perth itself.	
270	Christine Cooper 1B Style Court, Bibra Lake 94148020	<p>Not stated I wish to make some comments regarding the Lakes Revitalisation Strategy.</p> <p>I believe that most of the strategy has been well planned with extremely good consultation with local residents. As a person living in the suburb of Bibra Lake I have just a couple of concerns that I wish to express.</p> <p>1. Bibra Drive is a road that is becoming busier with local & "other" traffic. The majority of homes along Bibra Drive have their driveways located directly onto Bibra Drive and so there are always vehicles moving into and out of the traffic as people drive along the road. Many of these homes also do not have enough garage or parking space for their residents' vehicles, so that these are often parked on the other side of Bibra Drive. This means that people/families are also often walking across Bibra Drive where their home is located. Many vehicles travelling along this exceed the 60 k speed limit.</p> <p>My concerns are that:</p> <ul style="list-style-type: none"> · With higher density housing in the suburb, traffic numbers will increase, making Bibra Drive more dangerous for these residents. · By increasing the level to R40 for homes along Bibra Drive, this will significantly increase the driveway and parking problems that currently exist. <p>My suggestions are that:</p> <ul style="list-style-type: none"> · Speed limits along Bibra Drive be better managed – road improvements to slow drivers down. · That there be no change to R40 for existing properties along Bibra Drive. <p>2. Off lead dog play area. It is very positive that the Revitalisation Strategy has acknowledged the residents' requests for a fenced off lead play area for dogs. I understand and agree with the concept of having the children's play areas, skate park, seating and car parking in the same area, close to the school and shopping centre, which would make this a vital "fun" spot for families, but I believe that there are issues with including the off lead dog area at this site. The location suggested for this dog area needs to be carefully considered.</p> <p>My concerns are that:</p> <ul style="list-style-type: none"> · The area shown on the map is small and has a lot of vegetation. This will make it difficult to use for throwing balls, letting a number of dogs run around, etc. It will also make it a difficult area for maintenance, as it will need to be mowed and the bushes pruned on a regular basis. · The area is also quite close to Bibra Drive, which could lead to problems if balls are thrown too far and go onto the road. 	<p>Not supported</p> <p><u>Bibra Drive upgrades</u></p> <p>The City recognises traffic along Bibra Drive is increasing and as a result a recent key initiative was the development of the roundabout at its southern end. The northern end at Farrington Road will be somewhat informed by the outcomes of Roe 8.</p> <p><u>Traffic upgrades</u></p> <p>The City envisages change and growth in the Lakes area will occur over time. With take up of development opportunities being spread mostly over the mid to long term.</p> <p>This view is informed by the City's 3 complete Strategies, these being Phoenix, Hamilton Hill and Coolbellup Revitalisation Strategies. All of which are demonstrating that change will occur over time - incrementally. As has been seen to date since the first Strategy completion in 2009.</p> <p>As a result the City's approach is to monitor traffic and respond accordingly depending on where and when growth occurs across the suburbs. A further recommendation post advertising has been included to ensure this monitoring is undertaken as follows - <i>Action 2.5 Undertake an update of the transport assessment every 3 – 5 years as required.</i></p> <p>In addition to this approach the City undertook a thorough traffic assessment (See the Background Report) and there are numerous improvements recommended within the draft</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<ul style="list-style-type: none"> Many residents who walk and ride past this section have also commented about the number of bandicoots seen there. It would not be a good idea to have dogs off the leads in the vicinity of these native animals. Residents at the retirement village are concerned that this location is too far for them to take their dogs. There are many older people there with dogs who would like to have the opportunity to use an off lead area. <p>My suggestions are that:</p> <ul style="list-style-type: none"> A better location should be selected. This needs to be with open space and not dense vegetation. Some trees would provide shade, which would be desirable, particularly during the summer. The location should be closer to the retirement village so that all the east side of Bibra Lake residents can use the facility. My suggestion is that the cleared, grassed section opposite the corner of Bibra Drive & Style Court would work well as it does not have the problems of vegetation and wild life mentioned, and is far enough back from Bibra Drive. The fencing would prevent dogs from running onto the walk/cycle paths. It is also an easier area for maintenance than the area shown in the Strategy. <p>Thank you for providing the opportunity to express my opinions about this very important Lakes Revitalisation Strategy.</p>	<p>Strategy document.</p> <p><u>Off dog lead play area</u> The area for dog walking identifies a location under a collection of trees. The idea is to retain the trees, providing mulch underneath and an enclosed fence. It is noted through the intense nature of dogs running around that a mulched area is appropriate given grass will not grow as a result. It is not expected that dogs will be able to run around and chase after wildlife as a result.</p> <p>The idea of the multi-function recreation area is to provide an intense area of activity with a range of age groups to meet and have coffee, bring their kids and for teenagers to "hang out". If we start spreading out the activities then the intensification will be lost.</p> <p>Also a key consideration is that bathroom facilities already exist in this area and will only require an upgrade as a result.</p> <p>What can be looked at is the quality of the footpath from the aged care facility to the recreation area.</p>
271	Lakeside Retirement Village 14 Lewington Gardens BIBRA LAKE WA 6163	<p>Support</p> <p>We would like to propose that the dog park moved. The correct proposed location to the location shown on the attached map. We have a large number of elderly residents with dogs, would use the area if it was closer.</p> <p>Map attached</p>	<p>Not supported</p> <p><u>Off dog lead play area</u> The area for dog walking identifies a location under a collection of trees. The idea is to retain the trees, providing mulch underneath and an enclosed fence. It is noted through the intense nature of dogs running around that a mulched area is appropriate given grass will not grow as a result. It is not expected that dogs will be able to run around and chase after wildlife as a result.</p> <p>The idea of the multi-function recreation area is to provide an intense area of activity with a range of age groups to meet and have coffee,</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
			<p>bring their kids and for teenagers to "hang out". If we start spreading out the activities then the intensification will be lost.</p> <p>Also a key consideration is that bathroom facilities already exist in this area and will only require an upgrade as a result.</p> <p>What can be looked at is the quality of the footpath from the aged care facility to the recreation area.</p>
272	David Manson 39 Whitlock Crescent SOUTH LAKE WA 6164	<p>Object Higher density housing will make for less privacy, potentially more neighbourhood noise.</p>	<p>Not supported <u>Compact housing and no privacy</u> While the draft Strategy proposes increased densities, there are important planning policy requirements in place to ensure privacy between developments is considered at the development assessment stage. The R-Codes provides several planning controls to promote cohesive developments that consider privacy between properties. The City's Local Planning Policy 1.2 <i>Residential Design Guidelines</i> also addresses important design requirements of which complements and add further rigour to the R-Codes. This LPP has progressively been developed and refined as each of the City's revitalisation strategies has been developed.</p> <p>Admittedly there will more activity occurring within the area as a result of the proposed density changes however it is not supported that this will result in unacceptable levels of noise and pollution.</p> <p>Noise and privacy are key design considerations to consider at the development assessment stage and these elements are identified within the R-Codes of which guide development assessment in WA.</p>
273	Julian Chipper 7 Bevis Court	<p>Object I don't want extra traffic around my suburb. I like the quiet and its safer for my</p>	Not supported

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
	BIBRA LAKE WA 6163	children. It's just Council raising more money.	<p>It is not supported that the increase in traffic will be so extreme that it will increase traffic to a point where it creates safety issues.</p> <p>The City envisages change and growth in the Lakes area will occur over time. With take up of development opportunities being spread mostly over the mid to long term.</p> <p>This view is informed by the City's 3 complete Strategies, these being Phoenix, Hamilton Hill and Coolbellup Revitalisation Strategies. All of which are demonstrating that change will occur over time - incrementally. As has been seen to date since the first Strategy completion in 2009.</p> <p>As a result the City's approach is to monitor traffic and respond accordingly depending on where and when growth occurs across the suburbs. A further recommendation post advertising has been included to ensure this monitoring is undertaken as follows - <i>Action 2.5 Undertake an update of the transport assessment every 3 – 5 years as required.</i></p> <p>In addition to this approach the City undertook a thorough traffic assessment (See the Background Report) and there are numerous improvements recommended within the draft Strategy document.</p> <p><u>A key driver for the increases is for Council to collect more rates.</u></p> <p>This is not supported. Rates are increased only if landowners further intensify the use of the land. This recognises the more intense development is (the increase in people and cars) the more services and infrastructure is required.</p> <p>The driver for this strategy is set out on page 3 of the draft Lakes Revitalisation Strategy.</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
274	Michael Larkins 3 Mallard Avenue BIBRA LAKE WA 6163	Support I feel the revitalisation strategy would benefit general real estate values in a positive way	Noted
275	Donald Watson 13/12 Lewington Gardens BIBRA LAKE WA 6163	Support At the recent Bibra Lake residents meeting the multifunctional gathering space Action 3.4 was discussed. One point of concern was the location of a fenced dog park. This it was believed to have to remove a considerable amount of trees and shrubs. Living in the Lakeside Village Retirement Village on Bibra Drive there are quite a number of older dog owners. These people are not particularly mobile but like to exercise their pets within the village or on the road verge outside the village. My suggestion for you to consider would be on an area adjacent to the village that is virtually cleared of trees and undergrowth. There is also a crosswalk at the main gate of the village which would benefit the residents. There is also space along Bibra Drive for a suitable car park. To mix a dog park adjacent to a children's playground, skate park I do not consider appropriate, but I think this facility would be a great benefit to our residents. Map attached	Noted with response <u>Off dog lead play area</u> The area for dog walking identifies a location under a collection of trees. The idea is to retain the trees, providing mulch underneath and an enclosed fence. It is noted through the intense nature of dogs running around that a mulched area is appropriate given grass will not grow as a result. It is not expected that dogs will be able to run around and chase after wildlife as a result. The idea of the multi-function recreation area is to provide an intense area of activity with a range of age groups to meet and have coffee, bring their kids and for teenagers to "hang out". If we start spreading out the activities then the intensification will be lost. Also a key consideration is that bathroom facilities already exist in this area and will only require an upgrade as a result. What can be looked at is the quality of the footpath from the aged care facility to the recreation area.
276	Landowner	Object We are opposed to the strategy and have attached some of the reasons against your proposal. North Lake is a small community with a diverse population ranging from the very young to the elderly. The proposed rezoning strategy has not been designed for our area and would impact greatly on the community as a whole. Please read attached list of our reasons in opposing the strategy. We ask that your team reconsider your proposal and remove North Lake from the rezoning strategy and keep North Lake as R20. The main points: 1. The impact on the environment and wildlife.	Unacceptable impact on the environment and wildlife – Not supported <ul style="list-style-type: none"> Clearing of native trees and wildlife is not part of the Strategy. The Strategy seeks to preserve all natural areas, with further densities being proposed on existing residential zoned land. The Strategy seeks to plant more trees. The City selects trees based on the

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>2. The impact on Community health, safety and wellbeing. 3. Increased Road Congestion and limited access in and out. 4. Increased noise levels. 5. Reduced current scenic views. 6. Lack of Services and public recreational areas.</p> <p>Why not consider building on areas like old industrial sites and old warehouses like Fremantle have done. Start your planning by looking at the road networks and consider the mode of transportation available. Another point to consider is access to local services, schools, and shops. North Lake has none of these yet you want to increase our numbers.</p> <p>We moved here 20 years ago and love the place for its natural beauty, we are helping to conserve the environment by planting trees in open areas and we plan to stay here as long as we can. We want North Lake to remain R20 for the good of the environment and wildlife and the health and wellbeing of our community.</p> <p>The Lakes Revitalisation Strategy</p> <p>1. The impact on the environment and wildlife.</p> <ul style="list-style-type: none"> • Clearing of old native trees the wildlife loses their habitat and food sources. • Reduced food will reduce wildlife numbers the black cockatoos and turtles have already been impacted. • Increase houses means increased traffic therefore it will increase road kill, I have observed an increase of bandicoots being killed on Farrington Road this year with the increase traffic flow. • Reduced tree cover not only increases the surrounding temperatures but reduces moisture in the atmosphere and in the soil. • Increased house numbers may increase of cats and dogs in the area that prey on wildlife. • The Cockburn Council has planted non-native plants around Bibra Lake recently which does not fit in with their sustainability projects. So we at North Lake and surrounding areas disapprove of any non-native vegetation. We would like to see more native trees in the area not lose them. We want to see environment sustainability followed through regardless of costs. <p>2. The impact on Community health, safety and well-being.</p> <ul style="list-style-type: none"> • Having houses closer together may cause health problems. Our friend 	<p>following approach:</p> <p>Design criteria and native species are not the only consideration when it comes to street tree selection. In addition to considering the abovementioned objectives, street tree selection is informed through answering the following key questions:</p> <ol style="list-style-type: none"> 1. What is the predominant landscape character already existing within the street? 2. What tree selection will display similar characteristics of the gardens in which they are being planted? 3. What are the environmental conditions of the location? For example, climate and soils. 4. What constraints need to be considered? For example, footpaths and paving, underground services. Overhead power lines will impact on the size of the species selected and how it is to be pruned and maintained. 5. What trees are the most functional? Does the species have a proven track record? What is the structural integrity and health of the species selected to date? 6. What size tree will best fit the existing scale of the street and the scale of existing street trees? 7. What tree will live the longest? 8. Design considerations including deciduous versus evergreen and ultimate size of tree canopy. <p>The answers to these questions are likely to suggest that it is not always suitable to plant native species as street trees and it is recognised that there is no such thing as a perfect street tree that will fulfil all of the selection criteria and live for 100 years and not cause some undesirable element. However it is generally considered that the benefits trees contribute to the environment far</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>lives in Yangebup where rezoning has already been established and she is affected by the neighbour's smoking habits, she has asthma. We cannot tolerate smoke, cigarette smoke and wood burning smoke.</p> <ul style="list-style-type: none"> Increased noise levels could impair our sleep patterns and cause more irritation among neighbours. Our friend living in Yangebup is woken at night when the neighbours go outside and talk, she can hear her neighbours bedroom activities. We are light sleepers now so increasing noise will impact on our sleep patterns. Increased housing means more cars that will lead to more exhaust fumes in the air and the environment. This has the potential to increase lung problems and conditions on the population. My father had COPO and there is a greater risk I (Hazel) will also have COPO, smoke and car fumes only increase my risk factors. Increased housing means there could be increased crime rates. Increasing the number of housing on each block reduces availability for children to play safely within their home environment. If children have to go to the local parks (there is one), the park is situated away from most houses thus out of parents sights unless they attend the park. Safety could be an issue unless parents go with their children this is not always possible. Planting trees and high pollen plants that people are allergic to are potential hazards with more population the smaller block sizes means less room to have large growing trees. I like grevilleas growing but how many people are allergic to them? <p>3. Increased Road Congestion and limited access in and out.</p> <ul style="list-style-type: none"> Our exit from North Lake is via Progress road only and you have indicated that roads were not considered in this strategy. Having only one road now is a problem getting in and out of North Lake. Increasing the density of housing is going to escalate the problem. There are no bus services in North Lake, we only have buses passing on North Lake road and Farrington road. Even Mr Peter Tingley from the Willagee Labor Party office thinks increasing the population in a restricted area with no public transport and having no facilities close by is not viable or acceptable plan. No transport means people are going to need more cars. More cars means parking on the streets, there is little room to put parking on the street. Having street parking would mean having to widen the roads or have reduced traffic flow and more congestion. The aim is to get more people riding, using cycle ways, and catching buses. It is very frustrating when cyclists don't use the pathways but 	<p>outweigh many of the more negative aspects and as such the City encourages residents to support the development of street trees across the suburb in addition to the City planting street trees.</p> <p>Medium density causes health problems It is not supported medium density development causes health problems. Rather, further housing in a well-connected middle ring suburb is expected to deliver improved housing as compared to being out on the urban fringe of the metropolitan area with little access to services.</p> <p>Several planning policies address key design issues relating to medium density developments and address issues relating the amenity, security and overshadowing.</p> <p>High density and crime</p> <p>It is not supported that medium-high density development alone will encourage anti-social behaviour.</p> <p>Tree selection - Addressed above</p> <p>Roads were not included within this Strategy – Not supported. The City envisages change and growth in the Lakes area will occur over time. With take up of development opportunities being spread mostly over the mid to long term.</p> <p>This view is informed by the City's 3 complete Strategies, these being Phoenix, Hamilton Hill and Coolbellup Revitalisation Strategies. All of which are demonstrating that change will occur over time - incrementally. As has been seen to date since the first Strategy completion in 2009.</p> <p>As a result the City's approach is to monitor traffic and respond accordingly depending on</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>ride on the roads. There are islands in the centre of the road that prevent overtaking cyclists and other vehicles making it dangerous and you want to add road parking.</p> <p>4. Increased Noise levels.</p> <ul style="list-style-type: none"> The increase housing will increase noise levels that will impact when we have visitors and want to utilise our backyard. Example: Over hearing conversations from neighbours or someone playing loud music that we don't like especially at night. There would be no privacy and reduced harmony between neighbours. <p>5. Reduced current scenic views</p> <ul style="list-style-type: none"> We have some views of the lakes and surrounding areas, putting in building that go up to 9 metres is high which will reduce our views of the lakes. In your draft strategy you aim to keep and maintain views yet you want to rezone the houses along Progress Drive as R40? Building more houses on each block means removing current landscapes to build, this takes time and money and it upsets the natural balance and harmony of the environment we currently have. We gather you want to modernise houses and upgrade street appeal but planting native trees would be too big to fit in with your zoning grades. Native trees would not give you to same street appeal you are trying to design. We are trying to put more native trees in our yard for the birds and for the environment. We want to see a green trees not cement/brick buildings or rooftops. Your designs may fit in areas that do not have the restrictions we have here. Use your designs in old industrial areas that have been left vacant not in a small compact community that would upset the balance and harmony of the area. <p>6. Lack of Services and public recreational areas.</p> <ul style="list-style-type: none"> We have one park with some children's play equipment available to utilise and one park with a swing. Nothing more. We have one conservation area "North Lake" that used to be market gardens and is now barren open space owned by DPAW. It is run down and there are no signs of revegetation except where we have done some planting. The Cockburn council will not fund any improvements as it is DPAW land. We did have a school bus service, not sure if it is still running. There 	<p>where and when growth occurs across the suburbs. A further recommendation post advertising has been included to ensure this monitoring is undertaken as follows - <i>Action 2.5 Undertake an update of the transport assessment every 3 – 5 years as required.</i></p> <p>In addition to this approach the City undertook a thorough traffic assessment (See the Background Report) and there are numerous improvements recommended within the draft Strategy document.</p> <p>Specifically please see the response to public transport within the North Lake area on page 65 of the Background Report.</p> <p>Street parking is not proposed; rather new development will need to meet their car parking requirements within their lots.</p> <p>Cyclists have a right to use the road alongside vehicles.</p> <p>Unacceptable noise levels – not supported</p> <p>Admittedly there will more activity occurring within the area as a result of the proposed density changes however it is not supported that this will result in unacceptable levels of noise and pollution.</p> <p>Noise and privacy are key design considerations to consider at the development assessment stage and these elements are identified within the R-Codes of which guide development assessment in WA.</p> <p>Reduced views – not supported</p> <p>The fact that the eastern side of North Lake slopes down to the Lake suggests that an</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>are no bus services coming into the area. The nearest bus routes are Farrington and North Lake Roads. These bus routes are limited as we have found out trying to utilise them. They are too far away if you are elderly or disabled. You have to cross over very busy roads to access the bus stops or returning from a journey, there are pathways but no crosswalks so peak hour traffic is horrendous and dangerous.</p> <ul style="list-style-type: none"> • There are limited internet services in the area, not all houses have internet now so the future remains unclear. • There are no local or major shops in the area. • The post box we had had been removed and not replaced. 	<p>appropriate design response is poible to deliver additional housing and provide views for resident's further up the slope. The natural ground level is the subject lot for example is approximately 6m above the lots located to the east. Therefore suggesting the majority of an adjoining building would be below the subject lot.</p> <p>No provision for trees -not supported</p> <p>The North Lake suburb in particular has an abundance of native trees within the public spaces of the locality of the which the Strategy recommendations will not affect the provision of trees.</p> <p>Lack of services and public recreation areas – not supported</p> <p>North Lake is located immediately adjacent to the Bibra Lake Reserve which has a number of facilities nearby including, walking tracks, environmental trails, exercise equipment, and for teenagers and families a range of entertainment facilities exist in close proximity including the Ice Arena and Adventure World.</p> <p>Limited bus services – please see response to bus services within the Background Report – traffic analysis on page 65.</p> <p>Limited internet – The City continues to lobby for improved services however it is noted the City is not an internet provider.</p> <p>No major shops in the area – Not supported. Kardinya shopping centre is 1km to the north.</p> <p>No mail box – Landowners provide mail boxes.</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
277	Landowner	Support As housing is so expensive it is good to have similar lots, especially to help families to have independent but shared living – Parks in the area should be left as they are now to help sustain the natural environment.	Noted
278	Landowner	Object The ability to have space and grow plants should be everyone's interest not the money involved in subdividing. High density living has proved to be a bad thing globally. Owning my own home in a suburb with a lot of Homeswest housing is uncomfortable enough without the government being able to build multi developments on their land and more and more of undesirable tenants they have!!	Noted and not supported It is not supported that medium density dwellings cannot provide space for plants and gardens. It is not supported that high densities have globally proved to be a bad thing. It is not supported medium density development in itself attracts anti-social behaviour. On this note please see the correspondence on the City's project page for the Lakes strategy to see response with regard to forward planning from the Department of Housing.
279	Landowner	Support	Noted
280	Landowner	Support	Noted
281	Landowner	Support As an owner of an old house with a big block of land, I support rezoning for better use of land. Better use of land- improvement of public area, parks and roads.	Noted
282	Mr & Mrs R Rice 3 Dairy Court BIBRA LAKE WA 6163	Support	Noted
283	Landowner	Object I object and strongly oppose the proposed residential density and zoning changes especially in the section of where my property is located which seems to have the HIGHEST "Rn code changes as per the Plan - The Lake (Map 4) indicates R60 and R80 codes. I have been the owner and the occupier of my property for the past 30 years and soon to be retired. My fears, concerns and arguments are if these changes	Not supported <u>High density and crime</u> It is not supported that medium-high density development alone will encourage anti-social behaviour. Rather the revitalisation of the suburb is expected to improve the wider suburb.

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>to the proposed density codes go ahead they will have an impact and contribute to my overall health, mental health, wellbeing and safety. I have seen lots of changes to the Suburb of South Lake over my 30 years of residing here, some good and some bad. I think this proposal for High Density in my view is a bad one and will have a negative outcome.</p> <p>These changes would increase –</p> <p>Crime Level which is already high. My property has already been broken into several times with precious jewellery and personal items stolen never to be seen again, that was heartbreaking. Male person arriving one evening whilst I was home alone, police attended. Very frightening, I am still an edge to this day.</p> <p>Traffic will increase tenfold - already extremely high, especially the main road of South Lake - North Lake Road. Over the years has now increased to a point where it can take up to 10 - 15 minutes to turn from Elderberry Drive and South Lake Drive. Extremely long wait from North Lake Road to get onto Freeway at Berrigan on Ramp. Traffic thru North Lake Road onto Jandakot Road at roundabout at Glen Iris is a nightmare in the mornings and afternoons - long delays (I take this route daily for my work commitments). Huge amount of semi-trailers, trucks, motor bike etc now using North Lake Road. Increase in traffic will increase road rage which I experience often.</p> <p>Noise Level will increase - Already high especially coming from North Lake Road. It is so bad now I cannot open my back doors and windows. All of what I have referred to above will add to the noise level. Already have a consist amount of planes flying frequently over the suburb from Jandakot Airport and now we have large jumbo jets from the Perth Airport doing the same. This is happening all day, midnight and early morning. This is very frustrating and effects your sleeping. Also the freight trains are now becoming more frequent and regularly passing thru all day, late at night and early morning.</p> <p>Environment - will be greatly affected. There will be a lack of trees, shrubs, greenery, etc. Not only effecting residents and the community but also the wild life, especially the beautiful Black Cockatoos that fly over my property and have done for many years. The numbers have decreased considerably over the years.</p> <p>Pollution/Emissions from Traffic - Will increase and will have an impact on</p>	<p><u>Unacceptable traffic impacts</u></p> <p>The City envisages change and growth in the Lakes area will occur over time. With take up of development opportunities being spread mostly over the mid to long term.</p> <p>This view is informed by the City's 3 complete Strategies, these being Phoenix, Hamilton Hill and Coolbellup Revitalisation Strategies. All of which are demonstrating that change will occur over time - incrementally. As has been seen to date since the first Strategy completion in 2009.</p> <p>As a result the City's approach is to monitor traffic and respond accordingly depending on where and when growth occurs across the suburbs. A further recommendation post advertising has been included to ensure this monitoring is undertaken as follows - <i>Action 2.5 Undertake an update of the transport assessment every 3 – 5 years as required.</i></p> <p>In addition to this approach the City undertook a thorough traffic assessment (See the Background Report) and there are numerous improvements recommended within the draft Strategy document.</p> <p><u>Elderberry Drive</u> A transport analysis informed the Background report of the revitalisation strategy. It identifies the following recommendations forming the Strategy:</p> <ul style="list-style-type: none"> Elderberry Drive and Berrigan Drive intersection: City road engineer's in consultation with City Planners to investigate and implement traffic calming, parking provision, dedicated bicycle path and street tree provisions. Design concepts to be prepared by the

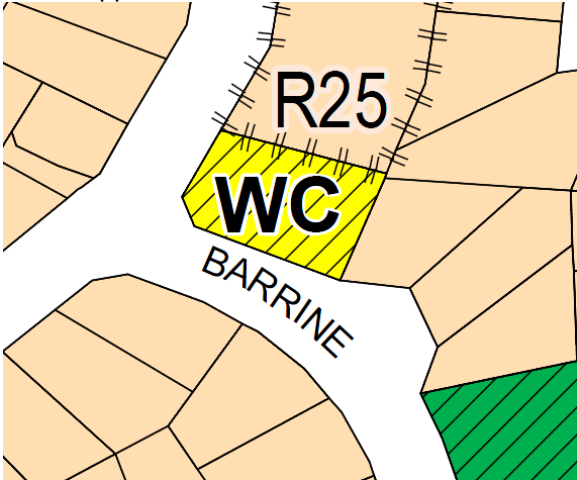
NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>people's health.</p> <p>Untidy Properties - This will increase - This is already happening and it is one of the negative changes I have seen. Residents no longer take pride and maintain their properties. The Properties are being treated like a rubbish tip and a used car yard and if the high density is approved the suburb of South Lake will get more of what we have now, an ugly mess. I ask you the Councillors to take a visit, a drive thru my area especially my street to see how bad things have become, especially No 30 & 28 Blackthorne Crescent and also No 18 Hackettana Drive, Plumridge Street is the pitti along with South Lake Drive.</p> <p>Parking of Cars & Trucks - already happening on verges and driveways as stated in my previous point - will increase tenfold.</p> <p>Unruly & Uncooperative Neighbours - will increase and will be a problem due to the increased amount of people living in smaller confined area/space. Property next door to me is a Homeswest property I fear and am concerned for my personal safety.</p> <p>Loss of Privacy/Personal Freedom/Spaciousness - With the proposal of an R80 Code at the back of my property and stretching across all of "Little Rush Road" this will have a Huge impact on the things that I value, enjoy and expect as a home owner, tax payer and rates payer.</p> <p>My privacy, personal freedom to feel safe and secure without having to worry that I am being watched, to have a natural, spacious, visual appeal in my own back yard to enjoy with my family, grandchildren and friends. I am fearful and concerned that this will be lost.</p> <p>I have concerns on the impact of Residential Density Plan will be on my site and the area around me. Has there been any studies/planning/investigations done as to why and reasons for R60 & R80 & R40.</p> <p>Concerns on what kind/type of development around me and my site, what are the expectations.</p> <p>Action 3.1 - Street Tree Planting - I am strongly against the street planting due to the fact that will be an issue as they will not be maintained regularly which will only add to the huge amount of mess I already have to contend with.</p>	<p>Strategic Planning department for Elderberry Drive. Implementation of the works to be undertaken by the City of Cockburn Engineering department.</p> <ul style="list-style-type: none"> • Undertake a vehicular safety review and implement safety measures to improve Elderberry Drive and North Lake Road intersection for cyclists and pedestrians. • The installation of traffic signals at the North Lake Road/ Elderberry Drive intersection would not be approved by Main Roads WA because of the close proximity of existing traffic signals at Omeo Street 200m to the north-west and Osprey Drive 400m to the south-east. Therefore the instillation of a dual-lane roundabout (like the one recently constructed at Bibra Drive) will be investigated and considered as a Black Spot Program project for the 2017/18 financial year. • Investigate possible parking provision options for this intersection or alternatively explore pedestrian entry point relocation away from the intersection. This is to be undertaken by the City of Cockburn; Strategic Planning Department in consultation with Engineering Department. • With regard to Berrigan Drive and Elderberry Drive intersection - As shown in the Murial Court Local Structure Plan it is planned to realign both the southern end of Elderberry Drive and northern section of Semple Court to form a 4-leg intersection with Berrigan Drive. That new intersection will be constructed as a roundabout or traffic signals (subject to Main Roads WA approval), subject to further investigation. This project is tentatively scheduled for 2020-22 on the


NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
			<p>City's Regional and Major Roadworks 2013-2030 plan, but timing will be dependent on funding availability and of progress of development in the Muriel Court precinct.</p> <p>Please refer to the traffic analysis in the Background Report for the full assessment. This is available on the City's project page for the Lakes.</p> <p><u>Noise levels</u></p> <p>Further dwellings will only seek to provide a great barrier for the subject lot with North Lake Road regarding noise.</p> <p>Aircraft noise is outside the scope of this strategy.</p> <p><u>Environmental impacts</u></p> <p>The Strategy does not seek to remove any vegetation from public land, streets, or reserves. Rather the Strategy has identified opportunities to increase tree coverage.</p> <p>A new recommendation is also being added to the Strategy for the City to research street tree species that are good feed trees for birds in the locality. The City also has a range of suitability initiative on its website of which encourages native vegetation and preservation of environmental attributes.</p> <p>It is not supported pollution from cars will be a health issue as a result of what is expected to be moderate change over the long term.</p> <p><u>Tidying of verges</u></p>


NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
			<p>The strategy includes the provision of upgrading key streets with additional street trees.</p> <p>It is agree that unmaintained verge areas generally cause a maintenance issue. This issue extends across the City. As a result the City has a webpage, booklet and policy dedicated to verge upgrades. The documentation can be found here - http://www.cockburn.wa.gov.au/Council_Services/Engineering_Services/Verge_Maintenance/</p> <p>It is noted verge areas are required to be maintained by landowners in WA.</p> <p>The City is also currently preparing a good design guide for new dwellings and intends on referring to the importance of good verge design that can also contribute to sustainability related aims and objectives</p> <p><u>Car parking</u></p> <p>The City is working through car parking on verge related issues. In the first instance new developments are expected to provide car parking within private land. Please contact the City's rangers with regard to trucks being stored inappropriately on verges.</p> <p><u>High density and crime</u></p> <p>It is not supported that medium-high density development alone will encourage anti-social behaviour.</p> <p>Please contact Department of Housing if you are experiencing issues with a state housing property.</p> <p>Expected development outcomes from R40-R60 developments. The draft Strategy details extensively the assessment undertaken, the</p>

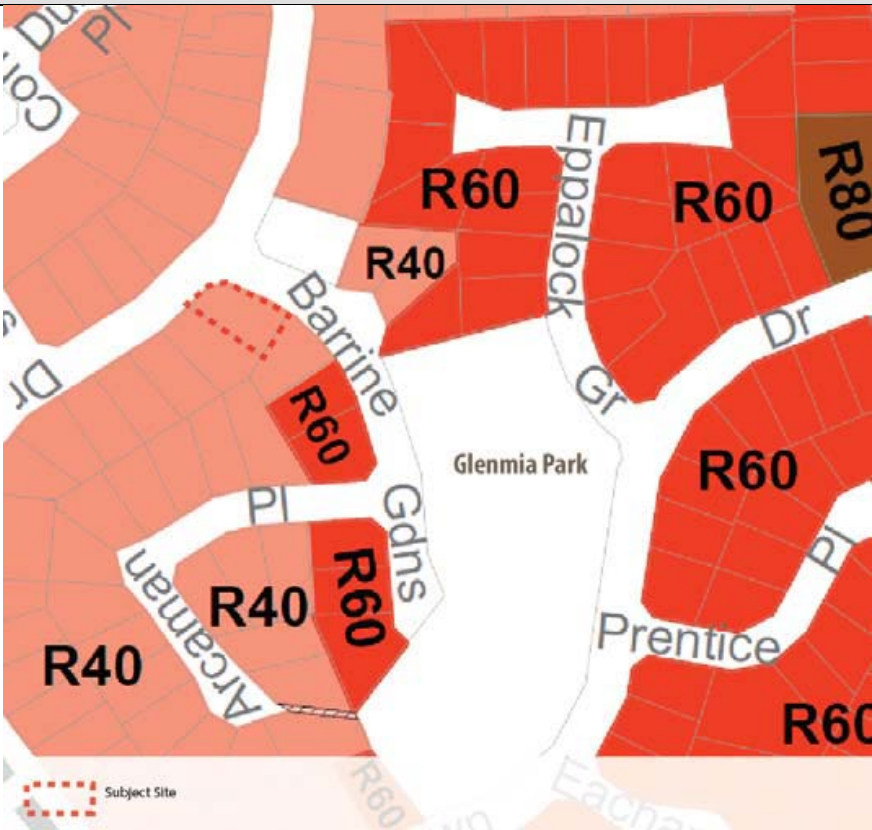
NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
			<p>reason for the strategy and includes illustrations and easy to read guides that explain densities and expected development outcomes. Please refer to this document for further details.</p> <p><u>No street trees</u></p> <p>It is unfortunate that you have an objection to street trees as the City sees street trees as providing a valuable contribution to the environment and bird life of which you claim is a concern earlier in your submission.</p>
284	Sharon Hardy 18 Eppalock Grove SOUTH LAKE WA 6164	<p>Object</p> <p>I recently attended the meeting at Cockburn City Council on 24th February, in relation to the information sent to our household of the Draft Lakes Revitalisation Strategy (South Lake).</p> <p>I unequivocally object to the proposed changes as listed in the draft, most importantly due to the lack of any impact study on the effects of any of the changes that the proposal will have on pollution, crime, anti-social behaviour, sewerage, traffic congestion, water pressure, environmental damage and the quality of lifestyle of the residents of South Lake.</p> <p>It is incomprehensible at the thought of allowing such huge changes to go ahead without an extensive study into the severe lifestyle change you propose to enforce on the residents of South Lake. During the meeting on 24th February, it was very clear that many residents were concerned about the impact these changes will have on their personal safety due to the increase in high density dwellings and traffic congestion on their surrounding streets. The few people who were interested in the changes were majorly those showing an interest in investments and the increase in property value. It is the residents, left behind who have no option of selling, that will be the losers with these proposed changes.</p> <p>It was quite clear to me at the meeting that there has been little, if any research or study into what the proposals will do to the suburb of South Lake. I contacted the Water Corporation after I attended the meeting in regards to how they consider the proposed changes of such high density would have on the sewerage systems in the area. They advised me that the system was built</p>	<p>Not supported</p> <p><u>No studies undertaken to inform the Strategy</u></p> <p>The relevant analysis has been undertaken to inform the Strategy. This information is included both with the draft Strategy document and the Background Report. Please refer to the Lakes project page on the City's website for further details.</p> <p><u>Severe lifestyle change</u></p> <p>The City envisages change and growth in the Lakes area will occur over time. With take up of development opportunities being spread mostly over the mid to long term.</p> <p>This view is informed by the City's 3 complete Strategies, these being Phoenix, Hamilton Hill and Coolbellup Revitalisation Strategies. All of which are demonstrating that change will occur over time - incrementally. As has been seen to date since the first Strategy completion in 2009.</p> <p>It is highly unlikely anyone will experience a</p>

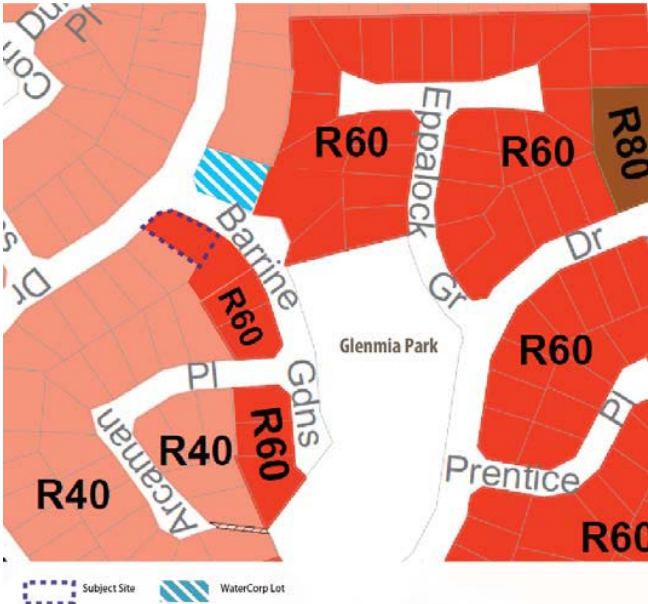
NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>only for single resident, or duplex site housing, certainly not multi- developed sites. They also advised me of the ongoing problems Palmyra suffered with their sewerage systems soon after that area was re-developed.</p> <p>I fail to see your legal rights in even proposing these changes without any impact study, let alone, going ahead with these multi-dwelling developments. I have seen the enormous traffic congestion that Cockburn Central has created around the apartments in that area, and that's even without the final developments being completed. There is only three ways in and out of Southlake, and they are already ALL dangerously heavily congested every morning and evening.</p> <p>The crime rate, as you would already be aware off, is of every concern for the people living around Cockburn Central and around the apartments near Gateway Shopping Centre. South lake already suffers from a very high crime rate, which will only be made worse through multi- storey, high density living developments.</p> <p>Being pressured into these changes will only cause animosity among the rate payers, so there definitely needs to be ongoing meetings as to how South Lake will be best redeveloped.</p> <p>On these grounds, I object to the proposed changes, and will endeavour to keep fighting these proposals on the grounds that you have no evidence that these changes will not adversely affect the residents of Southlake.</p>	<p>sever lifestyle change.</p> <p><u>Issue with waste water</u></p> <p>Please see submission number 248 from Water Corporation of which identified upgrades will be required as developments are undertaken. This work will be required by landowners/developers as part of their development/subdivision approval. This is a normal development requirements/outcome.</p> <p><u>Traffic around Cockburn Central</u></p> <p>Cockburn Central is a major activity centre with high density development far beyond what is proposed for South Lake.</p> <p><u>High density and crime</u></p> <p>It is not supported that medium-high density development alone will encourage anti-social behaviour.</p>
285	TPG PO Box 1612 NORTH SYDNEY NSW 2060	<p>Modification request</p> <p>The subject site is described as a standard residential block with an area of approximately 719m2.</p> <p>The landowner is generally in support of the Strategy and believes it will promote positive and necessary urban renewal within the South Lake locality. Based on a comprehensive review of the draft Strategy, the landowner seeks to highlight some matters relevant to the subject site's immediate locality. With further consideration of the Strategy's principles and some minor modifications to particular parts of the Strategy may assist in improving community safety and the visual quality of streetscapes, whilst also reducing opportunities for antisocial activity, which is a common occurrence within the immediate locality of the subject site.</p> <p>1. Background</p>	<p>Supported</p> <p>The request for a coding change from R40 to R60 along the remainder of Barrine Gardens is supported for the following reasons:</p> <ul style="list-style-type: none"> • Contributes to a more consistent streetscape. • Is in close proximity to the Local Centre. <p>It is agreed opportunities should be explored to provide on street car parking along key roads to importantly provide additional car parking opportunities but also to assist in slowing down traffic. This recommendation will be included within the Strategy</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p><i>Existing situation and local context</i></p> <p>The subject site is located at the corner of Barrine Gardens and Glenbawn Drive and contains an existing single detached 3 bedroom dwelling. The site is currently zoned for R20 residential development. The land opposite the subject site is zoned as a Local Scheme Reserve in the favour of WaterCorp. This WaterCorp infrastructure lot contains a small building dedicated to WaterCorp activities and an additional temporary demountable structure used as what the landowner has advised is an atmospheric monitoring station. Refer to Figure 1, which illustrates the subject site's zoning and the zoning of the WaterCorp lot on the opposite corner.</p>  <p>Figure 1: Site zoning and location of Watercorp Lot (subject site highlighted in red)</p> <p>As demonstrated in Figure 2, Barrine Gardens provides a key local link between the South Lake Shopping Centre, via Glenmia Park towards residential areas to the west of Glenbawn Drive. Figure 2 also demonstrates the subject site is located within 400m walking distance to the South Lake Shopping Centre and public transport services.</p>	<p>The City will also include a recommendation that supports investigating the provision of a green space within the road reserve of Barrine Gardens.</p>


NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		 <p>Figure 2: Local Context</p> <p>Given the use of the WaterCorp lot opposite as an infrastructure facility, its use is not conducive to providing day-to-day activity and therefore inhibits potential for passive surveillance in the immediate locality. Limited passive surveillance, in conjunction with the role of Barrine Gardens as a pedestrian thoroughfare, results in a tendency for the area surrounding the subject site tends to attract antisocial behaviour during both day time and night time hours in terms of threatening behaviour of passers-by as well as graffiti and vandalism of the WaterCorp infrastructure and private property.</p> <p>Figure 3 illustrates the area surrounding the subject site, which is impacted by poor levels of passive surveillance in relation to the pedestrian route connecting nearby residential areas with the South Lake Shopping Centre.</p>	

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		 <p>Figure 3: Local movement and surveillance</p> <p><i>Proposed zoning</i></p> <p>Rezoning of land as proposed within the Lakes Revitalisation Strategy is based on the following key principles intended to promote local improvement of housing stock and the quality of the public realm:</p> <ul style="list-style-type: none"> • The base code of R40 identified across South Lake recognises the more urgent need for revitalisation of building stock in this area and as a result of the greater appetite for change expressed by South Lake residents. • R60 adjacent to POS and in proximity to Elderberry Drive, Berrigan Drive and within the 800m walkable catchment of the Lakes Neighbourhood Centre. • R80 fronting the Lakes Neighbourhood Centre (Little Rush Close). • Mixed use fronting Berrigan Drive Local Centre. <p>As outlined in the Strategy, the subject site is proposed to be rezoned to R40 as per Figure 4 below:</p>	

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		 <p data-bbox="589 1046 904 1075">Figure 4: Proposed zoning</p> <p data-bbox="589 1107 1496 1259">As demonstrated in Figure 4, the north western end of Barrine Gardens is proposed to be zoned R40, whilst lots located immediately adjacent to and north of Glenmia park are proposed to be zoned R60. It is noted that this approach creates an isolated parcel of R40 land between the WaterCorp site and the narrow R60 site adjacent to Glenmia Park.</p> <p data-bbox="636 1291 837 1319">2. Submission</p> <p data-bbox="589 1351 1491 1474">Extend R60 zoning to encompass all lots on Barrine Gardens Whilst the intensity of the proposed zoning is supported, it is considered that extending the proposed R60 zoning to further towards the corner of Barrine Gardens and Glenbawn Drive, the following benefits could be achieved:</p> <ul data-bbox="636 1474 1447 1505" style="list-style-type: none"> • Additional density along Barrine Gardens would assist in proving 	

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>greater passive surveillance over the street and counteract the current problems associated with antisocial behaviour in the locality.</p> <ul style="list-style-type: none"> • Provide greater surveillance over the WaterCorp Lot to reduce potential for graffiti and vandalism. • Allow for more consistent development outcomes to occur on the north side of Barrine Gardens between the WaterCorp lot and Glenmia Park. <p>The landowner seeks an alternative outcome that rezones each lot along the north west end of Glenmia Park to R60 as well as all lots on the south side of Barrine Gardens. It is considered that this would remain consistent with the principles of the Strategy for density within South Lake. In particular, the subject site and other lots along Barrine Gardens are located in close proximity to POS and within walking distance to the Berrigan Drive Local Centre.</p> <p>Figure 5 illustrates outcome sought by the landowner of the subject site, which illustrates an extended R60 zone in relation to the WaterCorp lot and Berrigan Drive.</p>  <p>Figure 5: Preferred zoning outcome</p> <p>It is considered an appropriate outcome to extend the R60 zone in this manner as it is unlikely that the WaterCorp lot will ever be redeveloped for an alternative purpose and therefore will not provide for surveillance of the public</p>	

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>realm. This is especially the case given the proposed increased development in the locality which will create greater demand for such infrastructure. Therefore, as is the case for Glenmia Park, the focus should be on promoting passive surveillance of this infrastructure to enhance public safety of pedestrians and local residents. The landowner has on numerous occasions reported incidences of graffiti and antisocial behaviour with respect to the WaterCorp lot.</p> <p><i>Encourage car parking on carriageways to slow traffic and reduce potential for dangerous driving</i> Speeding cars and 'hooning' drivers are a common occurrence, particularly along Glenbawn Drive and Plumridge Way lowering the tone of the neighbourhood and creating danger for local pedestrians especially children. Consideration should be given to encouraging car parking within the carriageway to increase the sense of edge friction, which can have the effect of slowing cars in the locality. Painting car spaces within carriageway will encourage residents and visitors to park on the roadway and provide obstacles for vehicles to navigate, this encouraging drivers to adjust their behaviour. This initiative will discourage the occurrence of 'burnouts', which commonly occur in the locality with minimal cost imposition to Council. The presence of tyre trails resulting from 'burnouts' significantly detract from the visual quality and perception of safety in the neighbourhood.</p> <p>Alternatively a fixed traffic calming solution such as speed bumps and/or chicanes should be considered along these roads.</p> <p><i>Enhancing the quality of Barrine Gardens as a 'green link'</i> At present, the width of the Barrine Gardens carriage way includes what appears to be a remnant cul-de-sac. This additional road width is largely redundant and serves as a major heat sink in the locality as well as contributing to a poor visual streetscape quality. It is considered that this area could be landscaped to achieve a more appropriate balance that appropriately services vehicle access and contributes to an improved streetscape quality to the benefit of pedestrians by establishing a green link. Figure 6 provides an indicative illustration of how the above could be achieved.</p>	

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		 <p>Figure 6: Enhancing the streetscape quality of Barrine Gardens</p> <p>3. Conclusion TPG and the landowner commend the City of Cockburn for its efforts in preparing the Draft Lakes Revitalisation Strategy. The landowner is supportive of the initiative and trusts the information provided in the submission above will assist Council in its further consideration and finalisation of the Strategy.</p>	
286	Landowner	<p>Object I support R30 but not R40 in Bibra Lake. R40 is acceptable only along Parkway Road close to shops and Primary school. I am concerned about higher density housing encouraging more congestion more cars during school pickups and drop-offs, commuters, on road parking instead of in driveways.</p> <p>Need more TRAFFIC CALMING and SIGNAGE (speed reminders) on Parkway Road right now. We currently have a lot of hooning on Colonial Drive, Foxon Road and Parkway Road. With additional housing this will be an urgent need.</p> <p>Also, we need FOOTPATHS on roads since verges are uneven and cars speed along eg. Foxon Road. Footpaths allow safer access for residents and children walking, pushing prams, etc.</p> <p>With higher density, Bibra Drive needs to be WIDENED to allow more traffic. Getting out of Bibra Lake suburb is currently limited to the intersections on either side of Bibra Drive. Need other connections to Farrington possibly via Murdoch Chase. More frequent and reliable PUBLIC TRANSPORT especially bus services are needed in Bibra Lake especially to Murdoch Train station/Park and Ride. This will be crucial with a larger suburb population.</p>	<p>Page 67 onwards (Road Safety and Congestion) of the City of Cockburn's 'The Lakes Revitalisation Strategy Background Report' dated December 2015 provides the City's comprehensive comments with regard to traffic. This section of the report identifies a collaborative map of the study area, inclusive of Bibra Lake, which incorporates road safety comments overlaid Main Roads Western Australia crash records data from the period 2008 to 2012. Each of these areas of concern has been inserted into a table titled 'The Lakes Study area community congestion and motor vehicle congestion 'Hot Spots' of concern.' The table includes a number of the City's traffic engineers and town planning recommendations.</p> <p>For instance point 5 makes recommendation for the City road engineer's to investigate and implement improvement options or nomination</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>As backyards shrink there is a greater requirement for play equipment, trees, and community gardens in our LOCAL PARKS. More bird attracting and feeding native trees should be planted on VERGES. Better meeting places like the BIBRA LAKE COMMUNITY HALL revamped and inviting instead of looking haunted and unappealing.</p> <p>Need MORE FAMILY FRIENDLY LOCAL SHOPS AND FOOD OUTLETS in local shopping precinct. This will make residents shop locally.</p>	<p>for State 'Black Spot' Funding for the Bloodwood Circle and Pavonia Heights intersection. This is an example of one of 11 separate comprehensive detailed traffic investigations. In addition to this point the City has incorporated the results of a traffic impact statement, which was undertaken in August 2015, and included under page 76 of the same background report.</p> <p>The City aims to continue to monitor the traffic counts in the revitalisation strategy area and apply for state funding for road upgrades where considered relevant.</p> <p>With regard to the request for traffic calming along Parkway Road, it is noted that this road is on the 514 high frequency bus route. On this basis traffic calming devices are likely to be incompatible with the needs of the Public of Transport Authority. Public buses are required to travel along this street on a daily basis. The City does seek to improve the streetscape with regard to potentially providing street trees. In addition the higher density codes will result in homes being located closer to the street of which both outcomes are likely to result in lower vehicle speeds. General hooning is considered to be a Police matter in some respects. It is expected that the increased densities and landscaping improvements may assist in reduced hooning. If however the alleged hooning continues there is an option for the City's traffic engineers to investigate specific problem areas at the present and also into the future, irrespective of the proposed density changes. The above mentioned report also addresses footpath upgrades in priority areas. The upgrading of footpaths is also dependent upon budgets and funding. It is unlikely the City will be able to budget for footpaths on all local streets.</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
			<p>With regards to the comments of Bibra Drive, please refer to page 69 of the background report which specifically addresses this concern. With regard to public transport the City's officers agree with the comments for the need of improvements. Please refer to page 66 of the associated background report. This section provides a comprehensive review and provides for a range of recommendations to the state government and ways in which funding may be able to be achieved within this respect.</p> <p>The required improvements of the retail facilities are noted. It is potentially a complicated matter in the respect that the retail land is in private ownerships therefore the City's power of influence is somewhat limited. Notwithstanding the City is encouraging the upgrades of these retail centres. It is expected that the higher densities will result in potentially more residents in the suburbs which may then encourage increased demand on the retail sites. This may then encourage the retail landowners to upgrade their facilities in catering for increased supply.</p>
287	Department of Transport GPO Box C102 PERTH WA 6839	<p>In preparing this response the Department of Transport (DoT) has liaised with the Transport Portfolio Agencies, Main Roads WA (MR) and the Public Transport Authority (PTA).</p> <p>The Transport Portfolio Agencies have reviewed the strategy plan and acknowledges that a considerable amount of work has been undertaken by the City of Cockburn for this draft strategy.</p> <p>In order for DoT to provide further advice on this proposal, the Transport Portfolio requests that the comments provided in Appendix 1 be addressed relating to;</p> <ul style="list-style-type: none"> • Public Transport prioritisation; • A comprehensive Pedestrian and Cycle network; • Proposed developments along Freight Rail & Road corridors. <p>DoT is aware that the State Government issued a Planning Bulletin 113/2015,</p>	<p>Not supported</p> <p><u>Planning Bulletin 113/2015</u></p> <p>Not supported - It is noted this bulletin provide Councils with an opportunity to address R40 if it believes it requires an alternative planning response. The City does not support the idea that R40 developments cannot be delivered in an appropriate manner in suburban areas, rather the City has a Local Planning Policy that addresses residential design in infill areas.</p> <p><u>Public transport</u></p> <p>The City looks forward to collaborating with the</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>that become effective on 23 October 2015 to support and guide Local Governments seeking to amend Local Planning Schemes that limits apartment development to appropriate R40 areas - within 800 m of key Activity Centres and train station precincts. Therefore, DoT recommends that comments should also be sought from WAPC.</p> <p>In view of the above, the DoT looks forward in working collaboratively with Local Government to address the issues raised in this letter.</p> <p>Appendix 1 - DoT/ PTA/ Main Roads Detailed Considerations - Draft Lakes Revitalisation Strategy- City of Cockburn</p> <p>1. PUBLIC TRANSPORT</p> <ul style="list-style-type: none"> The PTA advises that bus routes serving the strategy area (Routes 412, 514 and 520) currently run at a typical service level for suburban bus services. While increased population densities are likely to strengthen the case for upgrading service levels, the PTA advises that no funding for service improvements is currently available. The urban consolidation goals of the strategy are supported, but there is concern about whether the traffic impacts of upzoning South Lake and Bibra Lake have been adequately analysed, especially the effects of likely increased traffic from the strategy area on on-road public transport. While the increases in population and development as a result of the rezoning are likely to be gradual, the cumulative effects over time could be significant. Presuming that many of the trips generated by new residents are expected to be on public transport, it is important that public transport routes are protected from the effects of on-road congestion. The Strategy refers to a Transport Assessment in the draft Background Report (December 2015). This Transport Assessment contains very little detail on the traffic impact assessment that is said to have been done for the study area (discussion on p. 73 of the Background Report document). This raises questions about its adequacy. A traffic impact assessment should be prepared for the study area that (a) shows predicted traffic levels for the ultimate expected development, and (b) identifies any bus priority measures that would be needed to quarantine buses from the worst effects of congestion. A strategy could then be prepared to fund any required priority measures (e.g. through a Developer Contribution Plan) and to identify and acquire any additional road reserve. The PTA suggests that queue jump lanes at intersections could be of 	<p>PTA to address and improve services within an important infill area of which is attempting to meet strategic metropolitan objectives. As such the City will be seeking to secure a commitment from the State Government for an increase in Public Transport Services if increased residential infill is secured as part of the Strategy. The City hopes that the PTA is proactive in its role of supporting the State Government's decision for management of Perth's future growth, which is one of facilitating urban consolidation particularly in areas with excellent access to employment, services, facilities and open space. The Lakes area is one such sub-region.</p> <p><u>Lack of a transport assessment</u></p> <p>Not supported - Change and growth in the Lakes area will occur over time. With take up of development opportunities being spread over the mid to long term.</p> <p>This view is informed by the City's 3 complete Strategies, these being Phoenix, Hamilton Hill and Coolbellup Revitalisation Strategies. All of which are demonstrating that change will occur over time - incrementally. As has been seen to date since the first Strategy completion in 2009.</p> <p>As a result the City's approach is to monitor traffic and respond accordingly depending on where and when growth occurs across the suburbs. A further recommendation post advertising has been included to ensure this monitoring is undertaken as follows - <i>Action 2.5 Undertake an update of the transport assessment every 3 – 5 years as required.</i></p> <p>In addition to this approach the City undertook a</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>benefit (for example, at North Lake Road I Berrigan Drive; North Lake Road I Farrington Road; North Lake Road I Omeo Street), although other intersections could be identified through modelling.</p> <ul style="list-style-type: none"> As traffic in Bibra Lake increases, the PTA also advises that bus embayments will be needed for the timing point near the intersection of Parkway Road and Annois Road in Bibra Lake, to make provision for timed bus stops which would be out of the way of other traffic. The PTA request that the City of Cockburn work collaboratively to identify a suitable location for the embayments and help fund their construction. <p>2. CYCLING</p> <ul style="list-style-type: none"> The DoT is currently working with the City of Cockburn to produce a Bike Plan. The Bike Plan aims to build a connected, safe and direct cycle network within the City. The Cycle infrastructure recommendations made on Pg 34 of the Strategy document needs to be fed into the proposed Bike Plan. The lack of local connections to the PSP network is a frequent concern of many local residents. South Lake, which is part of the Lakes district, is adjacent to the Kwinana PSP and the future PSP built as part of Perth Freight Link. Sufficient local links to the PSP (existing and future) should be identified and planned for as part of the proposed strategy. The provision of ancillary cycling facilities/ features such as Bicycle Parking, night-lighting, Bicycle Pumping stations encourage residents to cycle around the Lakes. The provision of such facilities needs to be planned for in the strategy. The DoT is currently working with various councils in trialling Bicycle Boulevards on local streets. The concept is based on the principal of giving priority to cyclists over cars on quiet local streets, i.e. streets that have low traffic volumes and speeds. DoT would encourage the City to consider the concept of Bike Boulevards in this strategy. DoT recently ended its 'Your Move Cockburn' TravelSmart initiative. Behaviour Change programs are crucial in increasing mode shift from cars to alternative modes of transportation. DoT would like the strategy to include elements of behaviour change programs as part of its strategy The PBN Grants Program that is run by DoT aims to assist Local Governments by providing dollar for dollar funding for the development and construction of cycling infrastructure in accordance with State Government priorities as set out in the WABN Plan (2014 - 2031). The City could make an application for State Government Grant to fund cycling projects identified under this strategy. 	<p>thorough traffic assessment (See the Background Report) and there are numerous improvements recommended within the draft Strategy document.</p> <p>If, as the DoT states, traffic will start to emerge as an issue, then this will assist with promoting the need to improve public transport in the suburbs and as stated the City looks forward to discussing these needs with DoT.</p> <p><u>Traffic report should address total build out</u></p> <p>Not supported. This unnecessary modelling would prove overly onerous to rate payers and contribute nothing to this stage of planning. The State Government is requiring urban consolidation to occur, and the Department of Transport is responsible in ensuring that the key regional road networks and public transport provision keeps apace of the change occurring. This needs to be actioned by the Department of Transport across the entire metropolitan region. The City has performed a thorough local transport analysis and will continue to monitor changes in growth such that its responsibility in respect of the local road network is matched by the necessary local road upgrades.</p> <p><u>Upgrades for buses</u></p> <p>These are generally requirements for funding by the Department of Transport and PTA. Developer contribution arrangements do not extend to cover public transport provision. The City maintains a close working relationship with the PTA in respect of public transport planning, and through its Travel Smart officer will continue to work in partnership with PTA to secure necessary improvements which help with bus</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>3. FREIGHT</p> <ul style="list-style-type: none"> The draft transport strategy plan will be an important reference for structure planning. The processing of development applications, DoT would welcome the opportunity to comment on these, particularly in the context of the road and rail freight network where noise and vibration, safety and air quality need to be carefully considered. These areas are subject to a number of guidelines and planning policies which need to be applied. Please contact Richard Cullen (DoT - Freight) on 6551 6093 to assist in this regard. Should Council require more information on the status of the Perth Freight Link project, further information can be found on the Main Roads website link below: https://www.mainroads.wa.gov.au/BuildingRoads/Projects/Pages/Projects.aspx It should be noted that upon the construction and operation of the extension of Roe Highway (Roe 8), this will generate more transportation noise for residents surrounding this transport corridor; It is recognised in the Draft Lakes Revitalisation Strategy under Action 1.3 Prepare Acoustic guidelines for the Lakes suburbs; that Council has prepared its own Noise Attenuation Local Planning Policy to guide landowners in conjunction with the WAPC State Planning Policy 5.4 "Road and Rail Transport Noise and Freight Considerations in Land Use Planning; It should be noted that at the time of a proposed redevelopment for residential or other noise sensitive land uses; that regardless whether an acoustic noise report is commissioned, that traffic must be modelled on existing traffic volumes and future 2031 traffic volumes to determine the anticipated noise impacts and should be reflected in Councils own Local Planning Policy document. Local Government is to advice how developments along freight corridors would be managed and what mechanism needs to be in place to ensure compliance is met? 	<p>service planning and delivery.</p> <p><u>Cycling initiatives</u></p> <p>The City agrees these are important initiatives. The draft Strategy has attempted to draw all of the known information to Council in one document relating to the Lakes area however it is recognised further work is being undertaken in the formulation of the bike plan. The draft Strategy will directly inform this emerging document.</p> <p><u>Draft Transport Strategy</u></p> <p>The City completed its Integrated Transport Strategy last year.</p> <p><u>Noise from Roe 8</u></p> <p>It is presumptuous to consider that Roe Highway will be delivered, given at this moment in time it is an environmentally unacceptable project by virtue of their being no lawful environmental approval. It will be a requirement of the State Government to address noise issues as a result of Roe 8, not landowners. This is recognised within State Planning Policy 5.4.</p> <p><u>Noise policy</u></p> <p>The City is meeting the requirements of policy 5.4 and it is considered our approach is one of the first examples in the metropolitan area of a Council attempting to address noise and vibration from rail and road. A consultant has undertaken noise modelling and this work will directly inform relevant planning policy guidance for new developments.</p>
288	Renae Pearse 11 Jindabyne Heights SOUTH LAKE WA 6164	<p>Object</p> <p>Thank you for giving me a chance to speak on the proposal. I have been to all meetings the City of Cockburn has and have been watching each step. Please</p>	<p>The general support for the revitalisation strategy is noted. It is understood that your view</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>note that my comments refer to the South Lake portion of the Revitalisation Strategy, as a resident in that suburb.</p> <p>I agree that a revitalisation of South Lake is long overdue. South Lake has the prospect to be a fantastic and vibrant suburb. Its location is prime – close to Kwinana Freeway and Roe Highway access, close proximity to the train station and the new stadium, yet still close to the ocean and industrial areas. I believe it has always been overlooked in its potential and has a bad reputation, despite it offering wonderful possibilities.</p> <p>The suburb of South Lake has some wonderful large blocks, but due to it originally being offered as the cheapest housing option in the south of Perth when the land was released, many of the houses have been built on a budget and are small. The quality and upkeep of them has not always been the best either. I believe that Council has repeatedly overlooked the suburb in terms of “beautification” strategies and infrastructure, which has contributed to its waning desirability.</p> <p>I am all for revitalisation and agree that a change in the residential density codes is a great start. I am very aware of the need in infill housing Perth, and that a change in housing is needed to suit our aging population, the increase in single parent families, and to make housing more affordable.</p> <p>However, it was with dismay I saw the draft and just HOW much change Cockburn is proposing.</p> <p>I think this is too much.</p> <p>The rapid change from R20 to R60/R80 on some blocks is going to create extreme headaches and discord in the suburb. A house on a street opposite a park could (potentially) be surrounded by huge apartments and infill housing.</p> <p>I can appreciate that Cockburn is proposing R60 along the major bus routes and opposite parks which would suit the lifestyle of those who could potentially live without cars and in smaller housing, but the large hike will instead create instability.</p> <p>One thing that Cockburn needs to provide for areas of large infill, is more parks</p>	<p>is that the R60 densities are perhaps, in your opinion, too optimistic. In this regard it is worth mentioning that the data on residential redevelopment within the suburbs within Cockburn Council that have already been the subject of a revitalisation strategy are generally quite surprising. The rate of redevelopment is demonstrated in the current data for the 3 suburbs which have been revitalised to be relatively low at approximately 8%. On this basis whilst higher densities are proposed it is unlikely that all land owners will seek to develop their land in a rapid manner. Generally speaking the increase in density is one component in many considerations for redevelopment. Some of the other components include, but are not limited to, site characteristics, sewer easements, topography or the landowners specific financial and motivation factors.</p> <p>The upgrades to the land underneath the power line easement is still planned to be implemented. Unfortunately these projects are somewhat expensive and reliant on local government funding. These items have been budgeted for as expressed in the associated reports. On this basis the locality is very much intended to be improved from a public recreation and passive surveillance perspective. Please refer to the budgeted matters as outlined within the report.</p> <p>Page 67 onwards (Road Safety and Congestion) of the City of Cockburn's 'The Lakes Revitalisation Strategy Background Report' dated December 2015 provides the City's comprehensive comments with regard to traffic. This section of the report identifies a collaborative map of the study area, inclusive of Bibra Lake, which incorporates road safety comments overlaid Main Roads Western Australia crash records data from the period 2008 to 2012. Each of these areas of concern</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>and open spaces. There is nothing on the draft proposal that has shown any extra spaces to be put aside for the increased population and infill this proposal will bring. There is a marked lack of parks in South Lake for their current population, and yet Cockburn wish to increase the population by a huge amount. The draft proposal lists improvements to current facilities, but there are no <i>extra</i> facilities being listed.</p> <p>The residents bounded by the streets of Zillner, Elderberry, Berrigan and the Freeway have no nearby parks at all. Neither do the residents bounded by Berrigan, North Lake and the powerlines. And those living along the northwest area of Bolderwood have nowhere to go, nothing for the kids to play on or anything either. A few small parks in South Lake have swings, but as an area to visit and get "out of the house," the majority of the "green space" is nothing that is useful. Residents living along the space under the powerlines next to Apará and Meadowbark simply have dirt and a few scrubby trees as their "facilities." This <i>cannot</i> support villas and apartment living.</p> <p>I acknowledge that there were plans made in for South Lake areas under the powerlines. However, please note these plans were drawn up in 2003 and have yet to be fully realised and it is a whopping thirteen years later. Work that has been undertaken (ie area 7 in the draft plan) is nothing more than a path up a hill of unusable space. No trees, no shade, no bench seats, no drinking fountains, no swings, no skate ramp, no half-basketball court, no garden, no usable area – apart from a path. There is nothing for any native wildlife, nothing to do, and definitely nothing to entice a person to spend time in that space.</p> <p>The major arteries of South Lake will also not support such change. Berrigan Drive is a nightmare to enter onto, especially during peak times of the day. There has been no suggestion for pedestrian access across this road in the proposal. North Lake Road traffic is expected to increase in the coming years with the proposed flyover of the Freeway, and also Cockburn Central and the stadium developments. South Lake's entry onto North Lake Road is extremely dangerous and at peak times, completely jammed. With increased population, these arteries will become even worse. I appreciate the draft proposal acknowledges these arteries as a problem and has said they need upgrading, but nothing can upgrade the fact that there are only THREE exits out of 80%</p>	<p>has been inserted into a table titled 'The Lakes Study area community congestion and motor vehicle congestion 'Hot Spots' of concern.' The table includes a number of the City's traffic engineers and town planning recommendations. For instance point 5 makes recommendation for the City road engineer's to investigate and implement improvement options or nomination for State 'Black Spot' Funding for the Bloodwood Circle and Pavonia Heights intersection. This is an example of one of 11 separate comprehensive detailed traffic investigations. In addition to this point the City has incorporated the results of a traffic impact statement, which was undertaken in August 2015, and included under page 76 of the same background report. The City aims to continue to monitor the traffic counts in the revitalisation strategy area and apply for state funding for road upgrades where considered relevant.</p> <p>The required improvements of the retail facilities are noted. It is potentially a complicated matter in the respect that the retail land is in private ownerships therefore the City's' power of influence is somewhat limited. Notwithstanding the City is encouraging the upgrades of these retail centres. It is expected that the higher densities will result in potentially more residents in the suburbs which may then encourage increased demand on the retail sites. This may then encourage the retail landowners to upgrade their facilities in catering for increased supply.</p> <p>Your recommendations are noted, the elected members of Council are required to consider the views of all residents, with are often competing, and make a single decision. On this basis the majority view is generally the supported view. The notion of support with a 'dialled back tone' as you describe it will be presented to the elected members of Council for their vote.</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>the suburb: North Lake/Elderberry, Berrigan/Elderberry or Berrigan/South Lake Drive. A greater demand on these exits will only multiply the despair and anger felt by residents as the traffic on North Lake Road and Berrigan Drive increases in the coming future.</p> <p>There is also no business sector or shops to support such a change in population. Residents of South Lake have three choices for local shopping: Lakes Shopping Centre, the IGA shopping centre or Gateways. Lakes Shopping Centre is extremely difficult to get to due to its location. Residents in cars must navigate out onto busy North Lake Road before entering the shopping centre (and as previously mentioned, access to North Lake road is dismal). A fix for this could be Cockburn creating a "back entry" to the shopping centre from Little Rush Close – but there is nothing in the draft proposal about this. The IGA shopping centre is a joke. I understand that the Council has no control over this privately owned building, but set on the busy road of Berrigan Drive, one must navigate huge trucks in order to visit this shopping centre. It is also undesirable due to the pub and bottle-shop so close. The draft proposal mentions this centre, but the owners have never shown interest in changing this centre, which needs more than just a few trees planted in order for it to become a useful and focus of the suburb.</p> <p>Therefore South Lake Residents have nowhere to shop, unless they go two suburbs over to Gateways. And to get to this centre they need to get out of the suburb, which as previously mentioned, their access is greatly reduced due to their inability to exit onto the main roads.</p> <p>South Lake is a major suburb supporting a large high school – and yet there is nothing in the draft plan to increase the desirability to live there. No shops that could bring business and leisure to the area that is easy to get to. No sporting or recreation centre – and please note there is not a single instance of public toilets that are available all of the time in South Lake parks and ovals. There are no natural reserves like Bibra Lake with their myriad of playgrounds and social hubs. There are no skateboarding parks, basketball courts or anything to support the teen age group, despite it having a high school in the suburb.</p> <p>I therefore counter-propose the following changes:</p>	

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<ol style="list-style-type: none"> 1. Drop all density coding in the draft proposal down a step. Where R40 is proposed, make it R30. Where R60 is proposed, make it R40. And R80 to become R60. This will bring South Lake more into line with proposals of Bibra Lake, not have such a marked increase, yet retain the intention of the revitalisation. 2. The R80 code proposed along Little Rush Close is preposterous. There is a marked lack of road access to this area, and putting apartment buildings along here means they overlook the back of the shops and a petrol station. There is nothing there that would support apartments being built. 3. Mixed Use R80 (blue) sections along South Lake Drive and Berrigan Drive is not a good idea. This area is one of the most dangerous areas of the entire suburb. It is set on busy, busy Berrigan Drive, large vehicles use this road at great speed, the corner of South Lake Drive/Berrigan is one of only three exits in the suburb (as previously discussed) and thus full of traffic, and pedestrians are often trying to also navigate this area. Increasing this to Mixed Use and R80/R60 is ridiculous without completely redesigning the area and roads. 4. An increase in R-codes in the areas of Hackettiana, Blackthorne, Pecan, Candlebark and Lacebark is not supported by any amenities, or public transport. I think these should remain at the same level as the rest of the suburb. 5. An increase in R-codes around Lucken Reserve (Stillwater, Pond, Lake Edge, etc) as well as along that section of South Lake Drive is also not supported. With the Leisure Centre closing down, there are no amenities to support the increase. There is no access to public transport nearby, and the area surrounding this lake is actually not very large at all, so no facilities can be built there. I think these should remain at the same level as the rest of the suburb. 6. Areas should be identified as desirable for reclamation of land by the Council for creations of extra parks. Facilitate upgrades in areas under the powerlines for more than just pathways and shrub planting should 	

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>be listed as priority.</p> <p>7. Substantial plans should be noted for traffic hotspot areas, instead of an open ended "undertake road improvements" which has no firm boundaries. Plans for pedestrian crossings over Berrigan Drive should be documented as priority.</p> <p>8. Plans for a secondary access to the Lakes Shopping Centre so residents don't need to enter via North Lake Road should be incorporated.</p> <p>9. Substantial plans for the IGA centre including access, parking and redesign of the centre and surrounds needs to be documented.</p> <p>In summary, I support the revitalisation only if it is dialled back a tone, more fitting with the use of the area. Facilities and amenities also need to be reconsidered in how they will be needed and accessed.</p>	
289	Tim Greenhill 6 Tallow Place SOUTH LAKE WA 6164	<p>Support</p> <p>I support the revitalised strategy as outlined subject to the recommendations established in December 2015.</p> <p>In addition to the bus routes the city should re-investigate the installation of a south lake train station. This could form part of a wider strategy to link into a future passenger rail connection from the airport to Fremantle along the existing industrial rail line. This link was noted as part of the Metrolink proposal and the station was identified in early versions of the Mandurah rail extension. With the additional population this station may be revisited.</p> <p>Some thought should be put in to the retention of vegetation on private lots in addition to the planting occurring in the streets. The current 'green' character of the South Lake/ Bibra Lake suburbs is one of the attractions to this area and there is a possibility of this being lost with speculative increase in density. Incentive mechanisms to retain private vegetation should be investigated and implemented. Might be a good opportunity for a pilot program to test out some options to achieve this.</p> <p>Thank you to Cockburn for continuing to take such an active interest in improving its communities.</p>	<p>Your support is noted. The City plans to upgrade the land beneath the power line easements to help improve the amenity for the local residents. This initiative is costly and therefore has been budgeted for along with other Council projects. Over time this initiative will be implemented to the betterment of the wider community. With regards to the additional train station, whilst this is considered to be a beneficial asset the provision of such infrastructure is at the discretion of the Public Transport Authority and the Department of Transport. The local government has limited capacity in this regard. Notwithstanding, please refer to page 66 of the associated background report. This section provides a comprehensive review and provides for a range of recommendations to the state government and ways in which funding may be able to be achieved within this respect. The protection of trees on residential land is not something that the City can protect. The City</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
			<p>can however, provide for trees within public spaces. The City has proposed a series of street tree planting as part of the revitalisation strategies recommendations.</p> <p>Regardless of the abovementioned statement please note the City's LPP 1.2 makes provision for the requirement of an additional garden area above and beyond the requirements of the R-Codes. This policy was put in place to encourage tree retention and provision on private lots.</p>
290	Tim & Jenny Forster 8 Masefield Ave NORTH LAKE WA 6163	<p>The lifestyle offered by these suburbs is currently under pressure as a result of; the new Fiona Stanley Hospital, vehicles taking 'rat runs' to get access to Kwinana Freeway and Roe Hwy, and commercial developments around Adventure World and Bibra Lake/ Cockburn Commercial Park. I appreciate that the City of Cockburn is looking into strategies to revitalise and improve the area.</p> <p>We feel that the allowing a denser population in these suburbs will exacerbate some of the problems we are presently experiencing. In addition to the rat run through Progress Drive and Hope Rd that I mentioned above, it is becoming increasingly difficult to enter onto Farrington Rd. from both Progress Drive and Bibra Drive as a result of increased traffic in the area. At peak times in the day, the vehicle queue on Bibra Drive can stretch for hundreds of metres. The traffic calmers/one-way points on Progress Drive seem to stop trucks coming through but they are a source of aggravation and frustration for locals who regularly need to negotiate with vehicles who are unfamiliar with the road rules or are in too much of a hurry to follow them. I am against considering the addition of further vehicle movements in North Lake and Bibra Lake until a study of traffic has been conducted and decisive long-term action taken to improve the flow of local traffic.</p> <p>While it appears that the NBN rollout is planned for North Lake in the near future, presently the distance from the exchange and availability of broadband is a problem which needs to be addressed before adding further residences.</p> <p>As the parents of 2 children who regularly go out into the street to meet and play with the neighbours, we are concerned about extra vehicle movements in the street for safety reasons and social reasons. Through the interactions of our children we have got to know many of our neighbours which has increased</p>	<p>Traffic on Progress Drive</p> <p><u>Bibra Drive upgrades</u></p> <p>The City recognises traffic along Bibra Drive is increasing and as a result a recent key initiative was the development of the roundabout at its southern end. The northern end at Farrington Road will be somewhat informed by the outcomes of Roe 8.</p> <p>Monitoring and the provision of relevant actions will continue to be undertaken.</p> <p><u>NBN connections into the Lakes area</u></p> <p>The city regularly discusses the NBN roll out updates with the relevant government persons and continues to strongly advocate for the NBN across the City. When the City has specific dates to hand residents will be further advised.</p> <p>The proposed densities within North Lake are relatively moderate and change will occur over the long term in some areas. It is not supported that the proposed densities cannot be accommodated and at the same time contribute</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		our sense of community and trust in our neighbours. This is a way of life that we and the City of Cockburn should be fighting to preserve for future residents.	to a cohesive neighbourhood.
291	Melinda Stephen 3 Lakeview Place BIBRA LAKE WA 6163	<p>Object I object to the proposal on the following grounds and for the following reasons: My background is that I have a First Class Honours Degree in Biochemisty and Biotechnology, University of NSW, graduated 1992 and a Post Graduate Diploma in Sustainability, Murdoch University, graduated 2012. I have worked in Local Government and State Governmentt over the years in sustainability and community development roles and I have lived in Bibra Lake at the above address since 2003, so for nearly 13 years.</p> <p>I think that the change in density will result in a distinctly noticeable loss of biodiversity of Bibra, North and South Lakes and given that they are suburbs that encompass areas of important habitat for many vulnerable, threatened and endangered species such as owls, Carnaby's and Forest Red Tail Cockatoos, kites, hawks, bandicoots, bobtails. I think it is crucial that these suburbs are maintained as buffer zones because I have noticed over the past 13 years that the garden trees and bushes do indeed provide food and habitat for these species.</p> <p>Additionally if the human population increases there will be more traffic in our streets which will result in increased road kills for these animals and birds. Increased human population will result in more people walking around by day and night further discouraging foraging animals and birds because they are scared of people.</p> <p>Also this will result in an increase in pets such as dogs and cats. The vast majority of people let their cats roam wherever and whenever they want to. These cats end up in nearby bushland areas hunting native wildlife or hunt in their streets where these birds and animals live or forage during the day or night. I have noticed that dog owners very often take their dogs to exercise in the bush and parkland reserves of Bibra, North and South Lakes without leashes. I see this every single day. These dogs chase birdlife and animals, and I have no doubt sometimes kill them if they can catch them. Dogs in backyards also discourage birds and bandicoots from foraging in backyards as many dogs chase and kill native animals, just as cats do.</p> <p>We have colonies of bandicoots living in the verge bushes and in people's gardens at Lakeview Place and visiting our street from the nearby bushland on Hope Rd. Most of the neighbours in our street feel incredibly privileged to have these adorable animals living amongst us and go out of our way to ensure their safety. These bandicoots would be adversely affected by an increase of traffic</p>	<p>Noted. Your concern for the environment is supported by the City's offices. The issue of global warming and residential population increases is a matter that the City and State government consider to be of importance. From a macro scale it is acknowledged that in WA outer areas are being developed in a manner which is considered to be consistent with urban sprawl. The proposed residential density up-codes is in keeping with the principles of infill development which may be considered to offset the environmental degradation associated with the alternative option of urban sprawl. More specifically with regard to the objection it is worth noting that the proposal does not seek to clear any native vegetation within and around the lakes. The proposal in some respect does the opposite as the proposal includes a number of landscaping upgrades and street tree planning initiatives. It is noted that residential roads have been quoted to contribute to 20% of the urban heat island effect. With the proposed street tree planning the City hopes to reduce this impact and therefore work towards improving the natural environment not only for birds but all living creatures.</p> <p>The protection of trees on residential land is not something that the City can protect. The City can however, as mentioned provide for trees within public spaces. This will provide native animals with additional trees, food, shelter and shade. Please note the City has implemented a number of financial incentives for residents to plant trees and retain trees where possible. The City does not support the Roe 8 proposal. For more detail in this regard please refer to page 82 of the City of Cockburn's 'The Lakes Revitalisation Strategy Background Report'</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>in the streets, one has already been killed by a car a few months ago. Plus an increase in cats roaming and backyard dogs would have an adverse impact on the foraging capacity of the bandicoots.</p> <p>We also get flocks of up to 150 Carnaby's Cockatoos visiting our gardens in our street every day, especially my garden because I have almond trees and bird baths. Having lived in Bibra Lake for nearly 13 years, I see these Cockatoos flying low over the gardens of Bibra Lake every day in search of food. Many gardens have trees and bushes that they feed from and bird baths that they use. If an increase in housing density occurs, many trees will be cut down to make way for more houses and concrete. As you know, WA does not have any protection for heritage or important trees in people's gardens unlike Sydney where I am from. I can imagine that simply encouraging home owners to keep trees when they want to develop does not result in many wins for the trees when people are focussed on the financial returns that no trees can provide. Loss of these trees will have a direct impact on the populations of Carnaby's Cockatoos as they have already been dying off at a rate of 15% per year on the Swan Coastal Plain, as per BirdLife Australia's Great Cocky Count statistics, which is currently the most regular and the most accurate counting process for these birds.</p> <p>I walk my cat every night as she's only allowed outside on a harness and I often see owls and some sort of night hawks in our street. I also see numerous bandicoots foraging on people's verges and gardens.</p> <p>With chronic destruction of bushland areas within Perth for housing and industry, bandicoots, bobtails and other land based animals are relocated by contracted environmental consultants into fewer and fewer remaining bushland areas. I know this because a long time friend has worked in this capacity for some time. This means that there is increased competition for food sources in these bushland areas such as Bibra, North and South Lake bushland. Hence these animals are becoming more and more reliant on being able to forage in nearby suburban verges and gardens to find food in order to survive. Thus we need to ensure that suburbs surrounding bushland areas become buffer zones where minimal development occurs in order to preserve the biodiversity that relies upon those bushland areas, as these birds and animals do not just forage in the bush.</p> <p>Over the past 13 years I have witnessed a steady chronic decrease in the number of trees in our suburb and surrounding suburbs. Most people have the frame of mind that does not include the importance of using their gardens or verges for habitat and food sources for the animals and birds that share their</p>	<p>dated December 2015. The City of Cockburn has made a submission to the WAPC with regard to the Perth and Peel Green Growth Plan to which you refer. The City's comments in this respect accord with your concerns. This item was presented, as a separate matter, to the City's elected members of Council and subsequently forwarded to the WAPC for their comment. The comment 'instead of pursuing extra rates by increasing the population, and encouraging the money-making high density practices followed by many people.' is considered to be taken out of context. As mentioned above the macro argument regarding global warming, and the manner in which we can combat these ever increasing pressures, is considered to be the wider sustainable initiative that should be considered rather than the specifics of the individual study area. In this respect the City's proposal can be argued to the contrary by balancing the environmental issues with the pressures for the need for increased housing.</p> <p>Your applause regarding the Habitats for Homes Scheme that the City runs is appreciated and acknowledged. It is noted that the City is in the process of requesting that the State Government earmark Frankland Reserve as a future bush forever site. This 24ha site is considered to be a major contribution for the protection of native vegetation which is home to the Black Cockatoos.</p>


NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>area despite the fact that that they do really value having them around. Most human beings are very anthropocentric in this way and I think it is important that Council takes a leadership role to change this culture.</p> <p>Until the Roe 8 Highway is deleted from the Metropolitan regional Scheme, the approx 100 hectares of Bibra and North Lake bushland that would be bulldozed for that highway remains a possibility.</p> <p>The WA Government has recently released the Perth and Peel "Green Growth Plan". Somewhat hypocritically named, this Plan will result in the chopping down of the Gnangara Pine Plantation which provides essential food for a large percentage of Carnaby's Cockatoos on the Swan Coastal Plain. BirdLife Australia predicts that the resultant 'clearing' of bushland and pine plantations outlined in this plan will result in the death of approx 50% of the remaining population of Carnaby's Cockatoos in Perth.</p> <p>Given that there is a wider trend for bushland destruction with State Govt plans for Roe 8 and the "Green Growth Plan", it is all the more important that Cockburn Council exercises a duty of care over the biodiversity it is currently fortunate enough to have, which does include suburban gardens surrounding bushland areas as necessary feeding areas and habitat for many species from the surrounding bushland.</p> <p>Whilst many people who live in the City of Cockburn may not be writing about biodiversity as being of great value to them in their submissions, if asked on the streets how they would feel if there was a noticeable and reasonably significant decrease in numbers of bandicoots, owls, Carnaby's and Forest Red Tail Black Cockatoos, bobtails etc, in their area I have no doubt that many would say that this would be a concern to them. The biodiversity of Bibra, North and South Lake areas, is the main reason why I moved here and is one of the unique, enjoyable, and special things about living here. The City of Cockburn would be setting a real leadership example if instead of pursuing extra rates by increasing the population, and encouraging the money-making high density practices followed by many people, it established the suburbs surrounding these bushland areas as an important buffer zone of low density housing in order to help preserve populations of the birds and animals that live in or feed in this area, rather than yet another area consumed by increased concrete and rows of housing with tiny gardens that results eventually in dramatic reduction of biodiversity.</p> <p>I grew up in the suburb of Mosman in Sydney. When I was little we had many species of beautiful butterflies that i used to catch, possums, flying foxes, birds</p>	

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>such as kookaburras, blue tongue lizards, shellfish at the beach etc in our gardens and the whole suburb. Over the 22 years that I lived at home up until I graduated from University, I witnessed firsthand the steady and chronic decrease of trees and reduction in size of gardens and increase in housing density. With this came the inevitable associated reduction in numbers of unique birds and animals that made our suburb special. Eventually species pretty much disappeared altogether or at least became so rare that seeing them was a significant event where before it had been a regular sighting. I would hate to see Bibra, North and South Lakes follow the same fate. All too rarely do we learn the lessons from other cities or countries that have pursued the pathways we wish to take, and repeat the same mistakes without heed. I would like Cockburn Council to heed this and take leadership action even if they do not receive many submissions mentioning biodiversity preservation as being important. People often do not think outside their own human-centric sphere to the larger picture. At the Bibra Lake meeting on 23 February I was the only person who spoke about biodiversity yet I noticed when I was speaking that many nodded their heads at what I had to say. Leadership often involves taking pre-emptive action that can be seen from the perspective of the big picture.</p> <p>Climate change and bushfires have a big impact on the natural world on our planet, and the bushland in our suburbs is no exception. In recent months 3 fires have occurred in Bibra and North Lake bushland alone, all thought to be deliberately lit. The interdependence of human beings on the health of our ecosystems and the natural world, and the fact that we are part of a greater web of life is not a hippy tree hugging concept. It is indisputable scientific fact. I am a scientist, and I have read the science and statistics on climate change, biodiversity loss and the current extinction rates in Australia and around the world during my recent Post Graduate Diploma in Sustainability. The destruction of and reduction in the health of our ecosystems directly impacts human health and potentially the chances of overall human survival, particularly with regards to runaway climate change, which the science points to now as inevitable to some degree.</p> <p>I would strongly encourage City of Cockburn officers and particularly Managers and Directors to read the peer reviewed scientific literature on these topics. All Councils and all aspects of Local Government in general need to be across this and be actively working inter-departmentally to minimise climate change and mitigate the effects of climate change in their areas. Not only for human wellbeing but the wellbeing of other species which have a right to life too. Human beings have collectively decided that other species have less of a right to life than humans do, especially if they get in the way of the further expansion</p>	

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>of the human population and our growth-dependent economy (which cannot be sustained indefinitely on a planet with finite resources). It is one of our social ills which has gotten us to where we are today. Will our grandchildren thank us for being the cause of the reduction or loss altogether of species within the Perth Metro area? Surely a method of co-existence can be formulated. We have capacity for great intelligence and innovation so surely we are capable of this.</p> <p>No one can deny the role that suburban micro ecosystems play in assisting birds and animals to survive. I hope that Cockburn Council will act in their capacity to not only prevent an increase in density in Bibra, North and South Lakes, but also to encourage residents to take a more proactive approach to utilising their gardens and verges to plant strategic food and habitat trees and bushes, instead of the vast lawns we all see that use up large quantities of water that is becoming increasingly rare in the Perth Metropolitan area (we require 2 desalination plants already).</p> <p>I applaud the City's subsidisation of native plants from APACE. It would be great if this could be encouraged with a view to providing specific habitat for the rarer species in our area, especially the Black Cockatoos, Red-capped parrots and Ring Necked Parrots. I know I feel a certain sense of pride in doing that and I think others would too. The City of Fremantle delivers mulch to residents planting natives on their verges. It would be great if City of Cockburn provided this incentive too. Ensuring residents use weed/grass matting or lay old carpet down first could be a good way of ensuring that grass does not take over that area again.</p> <p>I also applaud the Habitats for Homes scheme the City runs. I took advantage of this scheme a few years ago. It does seem contradictory however that you are subsidising bird baths and nesting boxes for rare parrots like the Red-capped parrots and Ring Necked Parrots whilst at the same time potentially reducing their food sources by planning higher density housing in this area. Birds need food in order to survive first and foremost before they can bathe and breed.</p> <p>I applaud the City's native planting scheme in bushland and parkland areas. However I would encourage the City of Cockburn to collaborate with BirdLife Australia in order to determine how Council can strategically look after the populations of Black Cockatoos that frequent our area. Steps that could be taken include the strategic planting of food sources and habitat trees for these birds, and also owls, nightjars, hawks, eagles etc. Planting any old natives will not help. Planting needs to be more strategic to provide an increase in food</p>	

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>sources particularly in bushland and parkland areas of the City. I feel that the Planning Dept needs to work more inter-departmentally with the City's Environment and Sustainability Department in order to ensure that our iconic species' food and habitat sources are protected and so that our area can become a model for environmentally conscious living, rather than just another concrete jungle of high density homes.</p> <p>In Sydney where I am from pretty much all of the Black Cockatoos have died out due to housing densities and lack of food. I could not believe how lucky Perth was to have so many when I moved here in 1999. Let's learn from Sydney's mistakes and increase the food supplies to try to stem the steady death of iconic species.</p> <p>I also do not think that our area is going to receive any more public transport given the lack of interest at State level in this and given that our roads are convoluted. The 514 only travels once an hour to Murdoch station and it is very difficult to get to Fremantle by public transport. I too often see people are too scared to use bike lanes at the side of the road because cars are not bike conscious or even bike friendly. I travel around very often by bike and find car drivers often resort to rude behaviour. So I don't think the City is equipped to deal with the extra load of cars that the current plan would involve.</p> <p>It concerns me that the Manager of Strategic Planning somewhat misrepresented the desire for increased density in our area at the February meeting. On his powerpoint he said that there had been a "Moderate" desire for change at the first public consultation. My friend and neighbour reported to me from that initial meeting that there had been a low desire for change. Then when pressed the Manager at the February meeting adjusted what he said from Moderate to Low- to-Moderate. I certainly hope that the City is not driving this push at odds with the voices that do not want this to occur!</p>	
292	Iain A Hastie 143 Elderberry Drive SOUTH LAKE WA 6164	<p>Object Big shift of ratio of owner lives and pushing up rates.</p> <p>Not that I am against development, but I am against development for development sack. As the proposed rezoning affects my property directly I have concerns about a few things.</p> <ul style="list-style-type: none"> • All development is around the Lakes etc., non is shown for South Lake itself. • Action 2.1 Recreational loops of the Baldivis Tramway is pointless for South Lake, is basically a glorified cycle path and at present falls way short of benefit to South Lake. Would be better to think of better access across the railway as it is either the Freeway, North Lake Rd, and some unguarded crossing. See Picture 1 below. Which is covered 	<p>Not supported</p> <p><u>No development is proposed for South Lake</u></p> <p>Not supported – The Strategy proposes the upgrade of the power line easement and the upgrade of key streets.</p> <p><u>Recreation loop</u></p> <p>It is correct a key function of the recreation loop is for cyclists. It also seeks to improve the safety</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>by item 8 of 'Recreation Loop' This should be upgraded to vehicle crossing, also no indication of lights on paths, etc. so night time is unusable.</p> <ul style="list-style-type: none"> • I am finding that there is a lot of owner/livers with the density at present in South Lake so allowing multiple units etc. to be build will change this aspect of where I own my house. This is one of the reasons I bought my house here and decided to extend the house instead of moving. This density changes leading to changes of security, noise, and irresponsible people renting around. • Also it is not clear if this development will falsely push up my rates, or diminish the services that I already have. With dynamic changes as proposed can be either a benefit or detriment to property prices. With increase traffic down Elderberry Drive making it undesirable for young children, noise. All development is directed at walking and cycle ways and the corridor with 1100volt power cables (unless this is what is meant by underground power) • Elderberry Drive is busy enough at the moment (remembering it has two schools) if the take up on unit/subdivisions is high then there has been not planning for doubling, quadrupling the traffic along Elderberry Drive. People don't walk to work etc. It has some messy trees been planted be beautiful are still messy. The cement islands also are troublesome I would like to know what is planned for increased car, bus traffic here! • There has been no indication on real solid planning for public transport either, which will also leave additional traffic along Elderberry drive. Or if the route of the present 520 is changed then this will directly affect my property and family. • There has been no real indication on development of the schools either. In fact, the leisure centre is showing disrepair even at the moment. 	<p>and amenity of crossing the railway track. A vehicle crossing is not possible at this location given the need to remove vehicle at grade crossings. The objectives relate to safety issues and to also promote freight movement.</p> <p><u>Medium density results in security issues and noise</u></p> <p>It is not supported that medium-high density development alone will encourage anti-social behaviour.</p> <p>Admittedly there will more activity occurring within the area as a result of the proposed density changes however it is not supported that this will result in unacceptable levels of noise and pollution.</p> <p>Noise and privacy are key design considerations to consider at the development assessment stage and these elements are identified within the R-Codes of which guide development assessment in WA.</p> <p><u>Rates</u></p> <p>Rates are increased only if landowners further intensify the use of the land. This recognises the more intense development is (the increase in people and cars) the more services and infrastructure is required.</p> <p>Therefore should a landowner choose to not further develop then rates will not increase as a result of the increased zones proposed.</p> <p><u>Elderberry Drive</u> A transport analysis informed the Background report of the revitalisation strategy. It identifies the following recommendations forming the Strategy:</p> <ul style="list-style-type: none"> • Elderberry Drive and Berrigan Drive

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
			<p>intersection: City road engineer's in consultation with City Planners to investigate and implement traffic calming, parking provision, dedicated bicycle path and street tree provisions. Design concepts to be prepared by the Strategic Planning department for Elderberry Drive. Implementation of the works to be undertaken by the City of Cockburn Engineering department.</p> <ul style="list-style-type: none"> • Undertake a vehicular safety review and implement safety measures to improve Elderberry Drive and North Lake Road intersection for cyclists and pedestrians. • The installation of traffic signals at the North Lake Road/ Elderberry Drive intersection would not be approved by Main Roads WA because of the close proximity of existing traffic signals at Omeo Street 200m to the north-west and Osprey Drive 400m to the south-east. Therefore the instillation of a dual-lane roundabout (like the one recently constructed at Bibra Drive) will be investigated and considered as a Black Spot Program project for the 2017/18 financial year. • Investigate possible parking provision options for this intersection or alternatively explore pedestrian entry point relocation away from the intersection. This is to be undertaken by the City of Cockburn; Strategic Planning Department in consultation with Engineering Department. • With regard to Berrigan Drive and Elderberry Drive intersection - As shown in the Murial Court Local Structure Plan it is planned to realign both the southern end of Elderberry Drive and northern section of Semple Court to form a 4-leg

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
			<p>intersection with Berrigan Drive. That new intersection will be constructed as a roundabout or traffic signals (subject to Main Roads WA approval), subject to further investigation. This project is tentatively scheduled for 2020-22 on the City's Regional and Major Roadworks 2013-2030 plan, but timing will be dependent on funding availability and of progress of development in the Muriel Court precinct.</p> <p><u>No planning for public transport</u></p> <p>Not supported – The background report provides an analysis and a key outcome of the strategy is to recommend the City undertake discussions with PTA and DoT to ensure adequate levels of public transport and the population increases.</p> <p><u>Development of schools</u></p> <p>The department of Education is responsible for the delivery and condition of schools. It is noted the DoE provided a submission to the Strategy stating sufficient provision is available for students into the future.</p>
293	Anna Black 4 Walliabup Way BIBRA LAKE WA 6163	<p>Please consider the following feedback.</p> <p>The rezoning map indicates that our block at 4 Walliabup Way, BIBRA LAKE, is proposed to be changed from R20 to R30. I don't understand why we would not be changed to R40 as our neighbours on one side will be. What is the reason for this?</p> <p>I request that this be re-considered as I believe this will devalue our property.</p>	<p>Supported with modification</p> <p>As identified within the response to submission number 80 an administrative error resulted in the draft maps identifying an R40 coding for Farmhouse Drive instead of Meller Road. It is now understood the high frequency bus route travels down Meller Road – not Farmhouse Drive.</p> <p>As a result the R40 coding will be removed from Farmhouse and allocated to lots along Meller, continuing along the full length of Walliabup Way.</p> <p>As a result an R40 coding on the subject lot is</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
			supported for the reasons set out above.
294	Peter Grant 19 Robertson Place BIBRA LAKE WA 6163	Object <ul style="list-style-type: none"> Proposal is clearly contrary to community wishes as per community consultation meeting in 2016 Increased density should only be confined to areas close to commercial and community facilities to avoid overall increase in congestion traffic and loss of vegetation and space in backyards 	Not supported The outcomes of the community visioning forums and the stakeholder surveys received is available on the Lakes Revitalisation Strategy page. The information received suggests the Strategy is very much in line with the community's appetite for change. With regard to the principles adopted for where higher densities are located, it is the adopted approach that higher densities are located close to local centres, along high frequency bus routes and opposite Public Open Spaces.
295	Vijey Vijeyan 180 Bibra Drive BIBRA LAKE WA 6163	Support I strongly support council's proposal to increase the residential density code within my area which will allow for subdivision of existing properties. In my opinion, the higher density zoning will create more affordable housing on manageable size lots plus possibly reduce the over utilization of ground water in maintaining the garden areas on larger single residential dwellings. Also, it will increase the population within the area which in turn creates demand for more retail/commercial services which benefits the local businesses. I look forward to a favourable outcome to this proposed rezoning.	Noted
296	Eddie Crabtree 19 Buckley Street COCKBURN CENTRAL WA 6164	The adjacent land to 19 Buckley is earmarked for a Mens shed. This block is in mostly natural state apart from bamboo. Please consider retaining it to protect valuable natural environment. It even has perm water. Please eradicate the feral cats. The animals has my land also to habitate	Noted This project and location is outside the scope of the strategy however the request has been forward to community services who are delivering the project.
297	Jared Cliff 8 McLernon Place SOUTH LAKE WA 6164	Object I object only to the proposed R-zoning classification of the South Lake region. I believe it would be beneficial to the property development in South Lake to increase the R- zoning to R25 or higher	Not supported for the aims and objectives set out with the draft Strategy document.
298	Eric Barron 12 Rossetti Court NORTH LAKE WA 6163	Object I would like to object to the Draft lakes Strategy proposal.	<u>Not supported</u>


NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>My main concern is the increase in Density and Zoning Changes.</p> <p>With the increase in Density and change of the R codes I feel it will impact on an already stretched transport system and lead to big increase in traffic congestion along with degradation of the already stressed local wet lands and surrounding environment.</p> <p>I am mainly concerned with the changes to the Zoning in North Lake as this area already suffers from traffic congestion and a lack of public transport. With the increase of traffic density and with only one road out of the area (Progress Drive) there will be severe congestion and in the case of an emergency, a potential for disaster in the case of the need for evacuation. Progress Drive already suffers from traffic congestion and with the proposed increase to R40 and R30 (from R20) there can only be an increase to this congestion with the increase of vehicles required for residents and to service the community.</p> <p>With the increase to population density due to the zoning changes I feel that there will also be a detrimental impact to the local environment. The Beeliar wetlands around North Lake are already stressed and any increase to population density could lead to irreversible damage to the wetlands and surrounding environment. As it has been pointed out in other documents (to do with Roe Highway extensions), this area is vital for the survival of certain species of wild life and endangered species of vegetation.</p> <p>Also with the zoning changes there is potential for the removal of vegetation in the area due to increased number of dwellings per hectare and this will also impact on the surrounding environment.</p>	<p>With regards to transport - the City envisages change and growth in the Lakes area will occur over time. With take up of development opportunities being spread mostly over the mid to long term.</p> <p>This view is informed by the City's 3 complete Strategies, these being Phoenix, Hamilton Hill and Coolbellup Revitalisation Strategies. All of which are demonstrating that change will occur over time - incrementally. As has been seen to date since the first Strategy completion in 2009.</p> <p>As a result the City's approach is to monitor traffic and respond accordingly depending on where and when growth occurs across the suburbs. A further recommendation post advertising has been included to ensure this monitoring is undertaken as follows - <i>Action 2.5 Undertake an update of the transport assessment every 3 – 5 years as required.</i></p> <p>In addition to this approach the City undertook a thorough traffic assessment (See the Background Report) and there are numerous improvements recommended within the draft Strategy document.</p> <p><u>Environmental impacts</u></p> <p>The Strategy does not seek to remove any vegetation from public land, streets, or reserves. Rather the Strategy has identified opportunities to increase tree coverage where possible.</p> <p>A new recommendation is also being added to the Strategy for the City to research street tree species that are good feed trees for birds in the locality. The City also has a range of suitability initiative on its website of which encourages native vegetation and preservation of environmental attributes.</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
299	Landowner	<p>Support & Object</p> <p>I support the principles and goals of the Lakes Revitalisation Strategy, however object to the proposed residential density change to most residential land. The majority of blocks in this area were R20 and under proposed changes some are to be given the R40 zoning while the rest are R30. This seems unfair and creates a major difference between block usability and resale prices resulting in a favourable advantage to blocks rezoned R40.</p> <p>My family currently have a three street frontage corner block which would be well suited to the R40 giving own street frontage to all dwellings built plus allowing for visual blend of new homes into the street façade.</p> <p>Please consider my request to rezone the land at 11 Bondini Way in Bibra Lake to R40 instead of the proposed R30, allowing for a better use of land and becoming consistent with what is being offered to other land in close proximity.</p>	<p><u>Not supported</u></p> <p>The City sets out specific criteria to guide the various densities. Please see the Strategy document for the full details. A copy can be accessed on the Lakes project page on the City's website.</p>
300	Landowner	<p>Object</p> <p>I support the idea of increasing the zoning in South Lake but to have an R80 zone behind our street, R40 is too much of a jump. More the R80 on Little Rush Close less (R60)</p>	<p>The R-Codes provides for appropriate setbacks for residential dwellings and appropriately addresses issues concerned with overshadowing and privacy.</p> <p>The R80 proposed on Little Rush Close is considered appropriate given its immediate proximity to the local centre.</p>
301	David Kelly 6 Monaco Avenue NORTH LAKE WA 6163	<p>Object</p> <p>My objections are multi fold.</p> <ol style="list-style-type: none"> 1. This suburb is unique by the fact that it contains houses only. There are no other facilities present, shops, or other buildings or services. This fact alone is of no reason for the submission. It does mean that there can be no other body of reason to change the nature of the suburb other than those of the household occupants. 2. The complete suburb is populated enough for its size and access. 3. Because of the restricted access, which is not going to change, it is highly desirable to not have any unnecessary increase in either population or number of vehicles using the area. 4. The access to the south may be increased by widening the road once the Roe 8 is installed but any increase of access needs to be for the purpose of residents only. A huge sign needs to direct this is residents 	<p>Not supported</p> <p>Lack of services - North Lake has excellent access to the Kardinya Shopping Centre located less than 1km north.</p> <p>North Lake can accommodate further densities. This is demonstrated by its low density standard.</p> <p>With regards to transport - the City envisages change and growth in the Lakes area will occur over time. With take up of development opportunities being spread mostly over the mid to long term.</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>only and not a through road. This was demonstrated recently when there was a fire at North Lake near Farrington. 90% of the vehicles entering Progress Dr were turned around by the police as they were not local traffic.</p> <ol style="list-style-type: none"> 5. The traffic density along Progress Dr is ridiculously high especially between Hope Rd and Gwilliam. This is exasperated by the non-existence of a much-needed double lane road each way of Farrington. 6. This fact the single lane each way on Farrington makes for a difficult exit of Progress into Farrington and a difficult entrance into Farrington especially from the direction of North Lake Rd. 7. This difficult and time-consuming "T" junction at Progress/Farrington is now dangerous and has been for some time. It is becoming more dangerous as traffic increases on Farrington. This traffic is not going to be decreased to a safe level even when Roe 8 is put through. 8. The access to the suburb of North Lake is not adequate now, under normal usage. If there were an emergency of any kind, the degree of access is not acceptable. 9. If the building code were to change, it would be only to line the pockets of people who would take the opportunity to increase the value of their property by enlarging it. 10. The only morally and practicable way of changing the building code to allocate increased density would be to increase access to the area more than double, more likely three times the access to make it safe and less frustrating. 11. The other item that needs addressing is that each house building code wise should have one more garage than the number of bedrooms in that building. Most houses have a car each for Mum and Dad and a car each for the children. 12. There are already cars parked on the verge and on the street within the suburb. This should not be the case. 13. Before the advent of the motorcar, if people had a horse, it was not left in the street, the horse had a stable. 14. The only reason to alter the building ratio of North Lake would be for greed not need. 	<p>This view is informed by the City's 3 complete Strategies, these being Phoenix, Hamilton Hill and Coolbellup Revitalisation Strategies. All of which are demonstrating that change will occur over time - incrementally. As has been seen to date since the first Strategy completion in 2009.</p> <p>As a result the City's approach is to monitor traffic and respond accordingly depending on where and when growth occurs across the suburbs. A further recommendation post advertising has been included to ensure this monitoring is undertaken as follows - <i>Action 2.5 Undertake an update of the transport assessment every 3 – 5 years as required.</i></p> <p>In addition to this approach the City undertook a thorough traffic assessment (See the Background Report) and there are numerous improvements recommended within the draft Strategy document.</p> <p>With regard to Coleridge Place it is unlikely traffic congestion will occur within the inner streets of North Lake. This is recognising the lower coding change of which proposes most of the suburb to be R30.</p>
302	Department Of Water PO Box 332 MANDURAH WA 6210	The Department of Water (DoW) has reviewed the proposal and has no comment to offer at this time.	Noted
303	Department of Housing 99 Plain Street PERTH WA 6983	<p><i>Correspondence 1</i></p> <p>The Housing Authority is responsible for providing a range of diverse housing at all stages along the housing continuum – from rental housing for low income earners, to shared equity and full home ownership affordable sales for low to moderate income earners. Our Affordable Housing Strategy 2010-2020:</p>	Noted the City thanks the Department of Housing (DoH) for the information received. This information has been made available on the Lakes project page for residents to obtain an

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p>Opening Doors to Affordable Housing had a minimum target of 20,000 new homes by 2020, we hit that target in June 2015. The Government has endorsed a new minimum target of 30,000 affordable homes by 2020, that's another 10,000 homes to deliver in the next 4 years.</p> <p>The Housing Authority's Strategic Plan 2020 focuses on stimulating diversity of housing supply and one of the ways we will do this is by optimising the use of our current assets. The Lakes Revitalisation Strategy will provide a good opportunity to facilitate diversity in the housing stock, provide opportunities for affordable home ownership and the increased development will likely result in de-concentration of social housing stock. Our general rule of thumb is 1 in 9 when it comes to social housing. Say for example there is a R20 lot with a single dwelling on it and under the proposed up-coding it allows for a yield of 3 dwellings, the two most likely outcomes for redevelopment of that lot would be-</p> <ol style="list-style-type: none"> 1. 3 grouped dwellings, 1 of which is allocated to social housing (to essentially replace the one that was there) and 2 allocated to affordable sales; or 2. 3 grouped dwellings, with all 3 being allocated to affordable sales. <p>The outcome would depend on the program the development has been scheduled under, which is essentially informed by the housing demand in the region.</p> <p>Whilst I'm not aware of any plans for the Lakes suburbs at this stage, the increased development opportunity will attract redevelopment options for older housing stock in the area in the future.</p> <p><i>Correspondence 2</i></p> <p>The important thing to note is our "1 in 9" approach to public housing. As mentioned previously in terms of our presence and activity in the Lakes suburbs, it is likely that we will look to redevelop our existing older housing stock for a range of housing opportunities. There would be no reason for us to be "buying up big" in these areas purely based on zoning changes. We provide a range of housing across WA and do not wish to have a high presence in any particular area or suburb.</p> <p>It is also important that we make the public aware of the range of people we house, to help them understand the importance of providing housing and to change any negative perceptions of the Authority and our tenants. We are housing the people who are in most need and it is unfair for tenants to all be viewed in one category, just because they require this assistance. I would encourage you to link them to the following website if their main concerns are associated with anti-social and disruptive behaviour as a result of social housing tenants- http://www.rethinksocialhousing.com/.</p>	<p>understanding of the DoH current approach to housing in suburban areas.</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		<p><i>Correspondence 3</i></p> <p>The Housing Authority has no objections to the proposed Lakes Revitalisation Strategy.</p> <p>The information you have shown in the FAQ example in your email is a good precis of the Housing Authority's approach. Timing of redevelopment of Housing land-holdings is dependent on a range of factors including age and useful life of housing stock, funding for development, and the need for housing provision in particular localities.</p> <p>Previous responses from the Housing Authority on this matter – emails to your office, are attached and appear to address all areas of concern raised by the City of Cockburn.</p>	
304	Ricardo Bosito 23 Thomas Street SOUTH LAKE WA 6164	<p>Support</p> <p>Firstly I would like to commend how the first meeting was conducted, your staff were polite (under some duress) and very informative.</p> <p>I am not directly affected by the rezoning however I believe it will add value to the whole suburb and I am happy With the current draft plans.</p> <p>I am also pleased with the green corridor plans under the power lines.</p> <p>I am in favour of Number 19 (on plan) realigning Semple Court with Elderberry Drive and widening Semple Court, however at present Thomas street is being used as a short cut for drivers wanting to travel between North Lake Rd and Berrigan Drive.</p> <p>The main two concerns are volume of traffic increasing and currently (and in the future) speeding.</p> <p>My suggestion is that the intersection at the corner of Thomas St and North Lake Road either be:</p> <ul style="list-style-type: none"> • Closed off or • Converted to left hand turn only when travelling west on Thomas to turn. <p>(Although this will not stem the follow of drivers coming from the freeway and trying to get to Hammond Rd)</p>	<p>Noted and not supported</p> <p>This area falls outside the project boundary however these comments have been forward to the traffic engineers at the City to inform future work in this area.</p>

NO.	NAME/ADDRESS	SUBMISSION	COUNCIL'S RECOMMENDATION
		 <p>The map illustrates a proposed left-left turn from North Lake Rd into Thomas St. North Lake Rd is a multi-lane road running diagonally from the top-left to the bottom-right. It features several blue arrows indicating traffic flow. A red arrow originates from the left side of North Lake Rd, curves to the right, and points into Thomas St, which runs diagonally from the top-right to the bottom-left. A red rectangular box with a black border contains the text "Left left turn into Thomas from North Lake Rd". The map also shows a green area representing a park or undeveloped land, and a small number "4" in the upper right corner.</p>	



CITY OF COCKBURN
THE LAKES
REVITALISATION
STRATEGY

DECEMBER 2015

www.cockburn.wa.gov.au

Contents

Introduction 3

Study area and scope 4

Background 6

Analysis findings 7

Summary of recommendations 10

Program 1 – Encourage and support appropriate development and diverse housing options 11

Program 2 – Promote sustainable transport options and easy ways to move in and around the Lakes area 26

Program 3 - Improve the Lakes Public Spaces 30

Introduction

The Lakes Revitalisation Strategy aims to guide the delivery of residential development across the suburbs of South Lake, Bibra Lake (East) and North Lake.

A key objective is to promote diverse dwelling types and enable current and future residents to make appropriate housing choices into the future.

A key focus is to ensure the Lakes area is an attractive place to live and visit into the future.

A revitalisation strategy for the Lakes is required to:

- Provide opportunities for further housing growth, meeting the needs of existing and future households;
- Contribute towards State Government urban infill aspirations;
- Ensure adequate services and infrastructure including promoting pedestrian orientated streetscapes;
- Allow for a variety of housing types and designs to encourage flexibility and affordability; and
- Preserve the natural environment and identify opportunities to enhance the character of the Lakes area.



The information gathered through 4 community visioning forums has directly informed the recommendations of the Strategy.

Document structure

Part 1 of the Strategy provides a discussion as to why the Strategy was prepared, process undertaken, a summary of the analysis findings and key recommendations.

Part 2 details the recommendations and Implementation Program.

The Background Report, under separate cover, demonstrates the analysis work conducted, directly informing the Strategy outcomes detailed in Part 2. The Background Report details:

- The relevant planning framework and policies to be considered, and an explanation of the R-Codes;
- The Regional and local context analysis;
- A transport assessment;
- A streetscape and open space assessment;
- Urban infill and medium density development lessons learnt by the City and, Stakeholder consultation outcomes.

Key Strategy Stages

Stage 1 Preparation and research

February 2015

Background research and preparation including context analysis of local attributes and issues.

Stage 2 - Community visioning

June - July 2015

The Lakes residents and property owners survey (almost 1100 received by the City).

Two community visioning sessions attended by 270 people. The Background report provides a summary of the process and outcomes and appendix 1 Background Report provides a full account of the 2 evenings.

Stage 3 - Draft Strategy preparation

July - December 2015

Develop strategies based on outcomes of stages 1 and 2 and report to Council seeking support to advertise the Strategy.

Current stage

Stage 4 - Community consultation period

January – March 2016

60 day consultation period in which all residents and property owners are asked to provide comment on the Draft Strategy

Future stages

Stage 5 - Final preparation and adoption of Strategy.

May – June 2015.

Review and assessment of submissions provided by the community and a final Strategy document prepared for Council adoption.

Stage 6 - Implementation

Refer to implementation plan (page 46)

Study area and scope of the Strategy

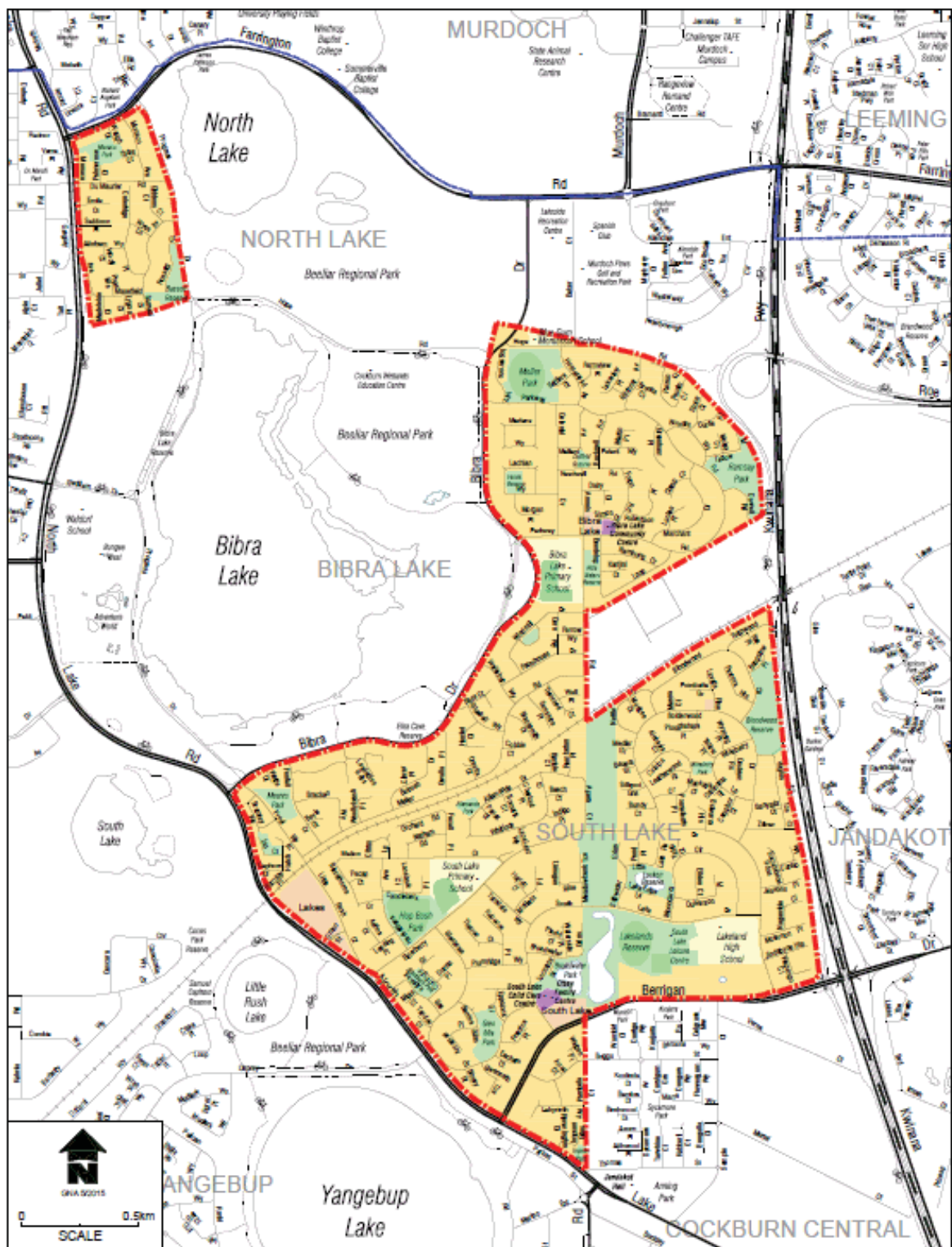
Figure (opposite page) illustrates the extent of the study area – South Lake, Bibra Lake East and North Lake.

The Strategy reviewed the western portion of Bibra Lake and found that given the age of the residential areas on the eastern side of the Lake (as compared to the Western side), that a revitalisation focus should be provided to the east in the first instance.

While the Strategy does make recommendations for streetscapes in and around the 3 local commercial centres, the scope of the Strategy does not extend to recommendations regarding the centres themselves. This is a result of the centres being owned under separate, multiple strata owners and the City having limited ability to influence these privately owned developments.

Further, the Strategy does not provide extensive discussion regarding the proposed Roe Highway extension. Rather, any impacts on residents will require a response from State Government. It is noted however the City, consistent with local community views, continues to not support the Roe Highway extension and will continue to lobby against the delivery of this project with the State Government.

For additional information about the project, please contact South Metro Connect Website: www.southmetroconnect.com.au



Above: Study area

Background

The Western Australian Planning Commission ('WAPC') in 2015 released the draft Perth and Peel@3.5million suite of strategic land use planning documents of which identify the need to accommodate 3.5 million people by 2050.

This latest metropolitan plan seeks to guide the future growth of Perth and Peel, building on the current *Directions 2031 and beyond: Metropolitan planning beyond the horizon* ("Directions 2031").

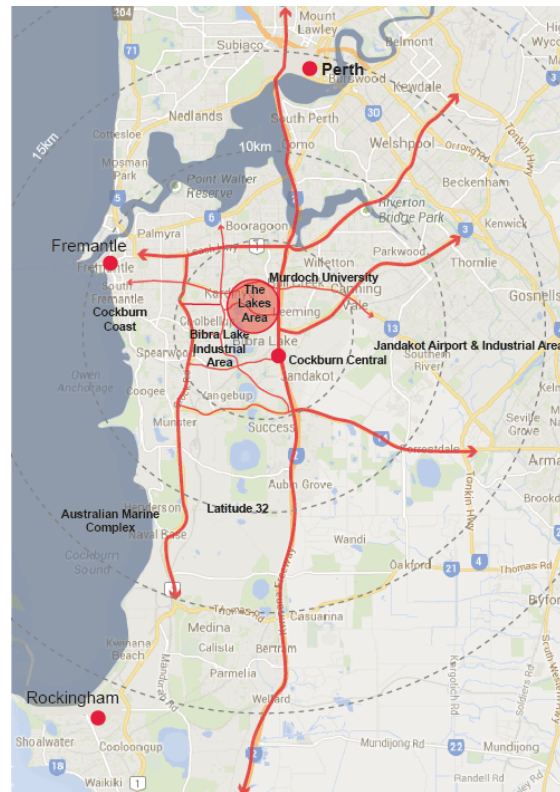
This forecast demonstrates the need to reduce the negative impacts of urban sprawl through accommodating further residential development through urban infill.

This includes identifying further growth opportunities in existing suburbs such as those in the Lakes area.

Contributing to this overarching objective, the City of Cockburn has been undertaking revitalisation strategies since 2009 to identify further housing opportunities while at the same time identifying plans to revitalise suburbs. The Lakes follows on from the following revitalisation strategies: Coolbellup (2014), Hamilton Hill (2012), and the Phoenix Revitalisation Strategy (2009).

The Lakes area is considered a well-connected location and is well situated to contribute to the delivery of these infill targets. It is also considered a unique suburb to provide further development opportunities and associated revitalisation work due to the following factors:

- The Lakes area is strategically placed within the heart of the rapidly expanding south west corridor;



- Is a well-connected inner ring suburb and in proximity to the new Fiona Stanley Hospital, Murdoch University Precincts and the emerging Cockburn Central Activity Centre;
- Good levels of infrastructure with direct access to the Kwinana Freeway;
- The physical age of built form within the suburb being such that decisions for redevelopment and/or renewal are expected to be made by landowners over the coming years, providing the opportunity to consider whether redevelopment to other forms of housing (grouped and multiple) should take place;
- A unique age demographic which sees the opportunity to explore more diverse responses in housing variety and form through the suburb.

Analysis findings

Population, housing and future development

- The age of residents in the Lakes is diverse. The suburbs of Bibra Lake and North Lake have the same median age of 39, which is significantly higher than South Lake and the City of Cockburn average. The suburb of South Lake has a median age of 33.
- The Lakes area has a relatively high number of residents above 65 years – a total of 18.64%. The Cockburn average is 10.3%. However it is important to recognise this high figure is contributed to by the residents in the aged car facility in Bibra Lake. Excluding this facility the number of over 65's in the study area is around 15.47%. Still higher than the Cockburn average.
- Residents in the Lakes area are highly car dependent. Public Transport use to work (5.6%), people who walk to work (1.13%) and people who drive to work (71.9%)
- The number of 1 and 2 person households is expected to rise from 46.5% (2011) to 53.8% (2026), to 54.4% (2036).
- More than 95% of dwellings are separate houses.
- There is a clear need to diversify the types of housing available into the future - providing an alternative to 3 and 4 bedroom homes. Particularly so that the ageing population has opportunities to continue to live in the area.
- Many homes – particularly in the South Lake area are in need of revitalisation.
- The 'appetite for change' varies between suburbs with North Lake and Bibra Lake having a desire for low to medium density changes (less so North Lake). South Lake however, has an appetite for medium to high change with zoning changes to allow for a greater diversity in housing options.
- Strong support for a greater variety of housing including town-houses, villas, apartments, grouped dwellings. Most support for battle-axe type dwellings. There was a high regard for ensuring a maximum of 2-3 storey developments throughout the suburbs.
- Density increases were supported within targeted areas such as along public transport routes, nearby local centres, parks and schools.
- South Lake residents generally supported a density increase in targeted areas and throughout the entire suburb.

Character of the Lakes

- Residents appreciate and value the proximity to the chain of Lakes, wetlands and the overwhelming sense of the natural environment. As a result retention of trees, greenery and the flora and fauna it attracts and supports is important into the future.
- The suburbs are valued for their location and accessibility.
- A strong sense of community exists amongst residents with a number of residents reporting a feeling of safety and security.
- The walkable nature of the suburb layout and large blocks are also appreciated.
- An opportunity exists to build on

the natural areas of Bibra Lake by improving the connection between residential areas and the Lake. This includes improving the amenity and presentation of the eastern edge of Bibra Lake.

- Public Open Space areas are highly valued and appreciated by residents in all suburbs.
- Any opportunity to apply for future under-grounding of power lines should be completed as soon as possible.
- Planting of additional native and fruit trees within the suburbs is desired by residents.
- South Lake residents demonstrated support for high quality entrance statements into to suburb in the form of Public Art, Signage and/or landscaping.
- Residents in all suburbs showed support for local shopping centres to receive upgrades.



The natural environment of Bibra Lake is highly valued by residents and contributes to a strong character for the surrounding residential areas.

Transport and accessibility

- There is strong support from the community against the Roe Highway extension.
- Despite bus services connecting through to outer areas including Cockburn Central and Murdoch, residents report a need to improve the frequency of services.
- Considered of value into the future, residents see a desire to improve traffic flows, ease congestion, reduce through traffic.
- An opportunity exists to improve signage and awareness of services.
- Further enhancement of streets, including further street tree planting could assist in promoting further walking and cycling.
- It is understood a number of residents access community services in Coolbellup and as a result public transport to Coolbellup should remain a priority.
- While on average 50% of residents use public transport there remain opportunities to promote a greater use of bus facilities.
- Overall, Traffic management and parking is considered safe and efficient within the Lakes area. Bibra Lake respondents 'agree' with this statement the most at 76%, followed by North Lake respondents at 75% and South Lake respondents 67%.

Services

- As Cockburn central continues to evolve, the level of services available to residents will improve.
- There is a desire for a cafe and a community gathering area on the eastern side of Bibra Lake. This recognises the considerable number of facilities on the western side.
- An enclosed dog park is desired by residents.

Parks and the natural environment

- Parks and open space are popular within the Lakes area. Between 83% and 89% of respondents of the survey 'agree' that the Parks meet the needs of themselves and their families.
- Residents in Bibra Lake and South Lake see a desire to improve: shelters, BBQs and play equipment.
- 40% of Bibra Lake respondents, 42% of North Lake and 40% of South Lake respondents would be interested in taking part in a tree planting program.
- Bushland and the natural environment should be protected and promoted as much as possible.
- A desire to upgrade the skate facility
- The lakes/wetlands/natural environment; the greenery/trees/flora/fauna are all very important to residents.
- There is a desire for more street trees need to be introduced – preferably native species.



Part 2 - Recommendations

Program 1 – Encourage and support appropriate development and diverse housing options.

- Action 1.1 Residential Density and Zoning Changes.
- Action 1.2 Undertake a drainage review for Bibra Lake and continue to monitor South Lake.
- Action 1.3 Prepare acoustic guidelines for the Lakes suburbs.

Program 2 – Promote sustainable transport options and easy ways to move in and around the Lakes area.

- Action 2.1 Deliver the Recreation Loop – connecting the Lakes area with the emerging Baldivis tramway track and Cockburn Central.
- Action 2.2 Work with the Public Transport Authority to undertake a review of bus services and routes.
- Action 2.3 Undertake initiatives to promote cycling and walking in and around the Lakes area.
- Action 2.4 Undertake road improvements to improve safety and ease congestion.

Program 3 - Improve the Lakes Public Spaces and streets.

- Action 3.1 Continue to revitalise key streets in the Lakes area by continuing street tree planting already commenced throughout the Lakes streets.
- Action 3.2 Continue upgrades to residential parks and improve the maintenance of the eastern side of Bibra Lake Reserve.
- Action 3.3 Create a multi-functional gathering space on the eastern side of Beeliar Wetland (skate area), encompassing: Facilities for food vans, skating, dog walking, picnic tables, shade areas.
- Action 3.4 Undertake public realm upgrades around the 3 local centres.
- Action 3.5 Facilitate the provision of underground power by applying for the next round of funding through the State Underground Power Program.

Program 1 – Encourage and support appropriate development and diverse housing options.

Action 1.1 Residential Density and Zoning Changes.

The residential density and zoning plans are shown on the following pages and propose a change to most residential land within the Study Area. The exception being the local centres, the aged care facility and a few residential areas that were recently developed and provide an increased density beyond R20. These areas remain unchanged.

The Residential Density and Zone Plan is based on the following principles:

- The base density code of R30 will maintain the existing local character of Bibra Lake East and North Lake while allowing flexibility for increased development opportunities for land owners.
- For South Lake and R40 base code has been applied due to the vital need for revitalisation in this area. This decision is supported by feedback obtained within the forums and the surveys - that being South Lake has a higher appetite for change.
- Provision of increased densities to ensure appropriately scaled streetscapes that provide a transition between changing densities.
- Higher density development is focused around:
 - The commercial and retail centres;
 - High frequency transport routes, and;
 - Areas of POS capable of supporting increased densities.

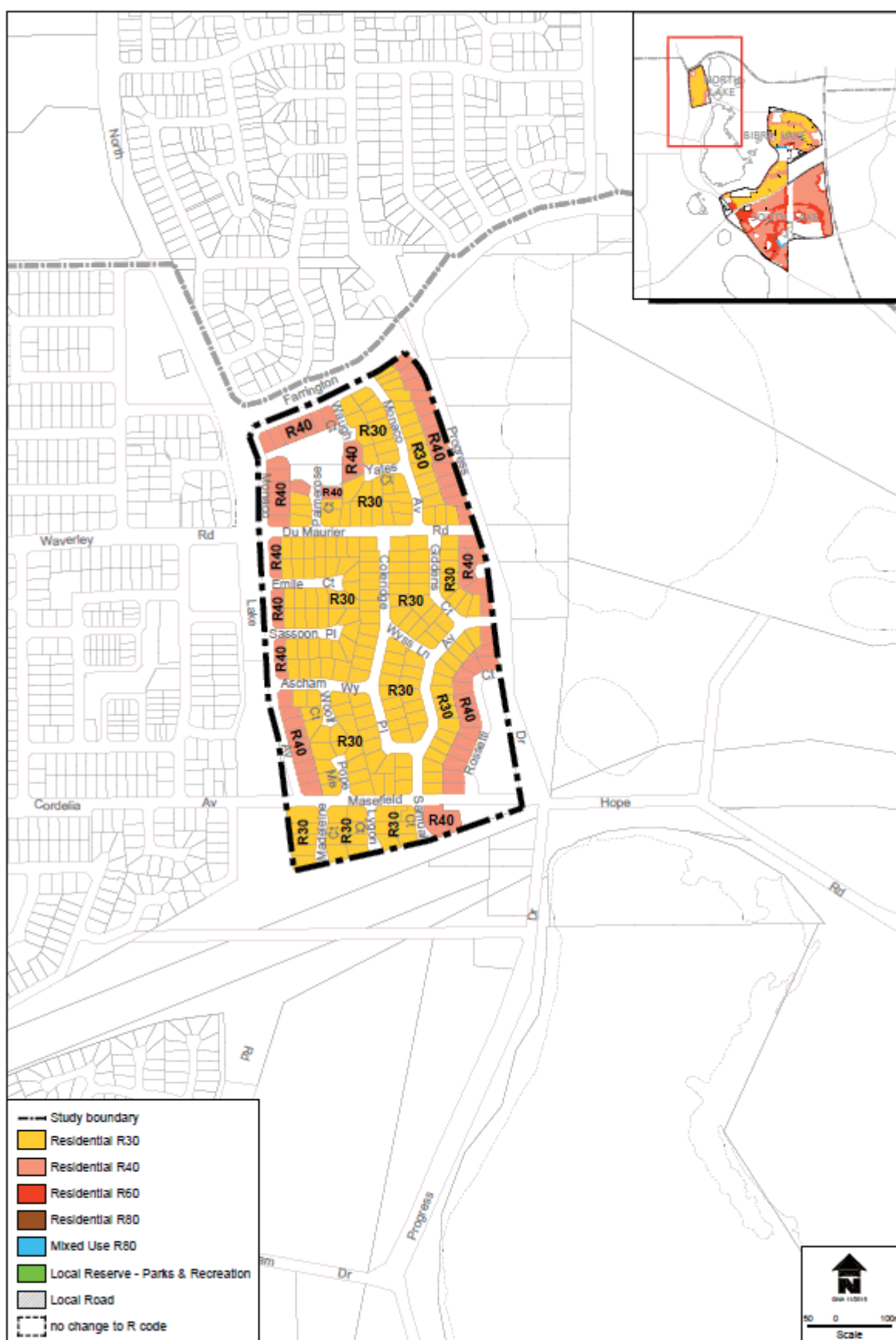
For reference, next to each proposed map is the existing residential density codings in the Study Area.

Explanation of residential density

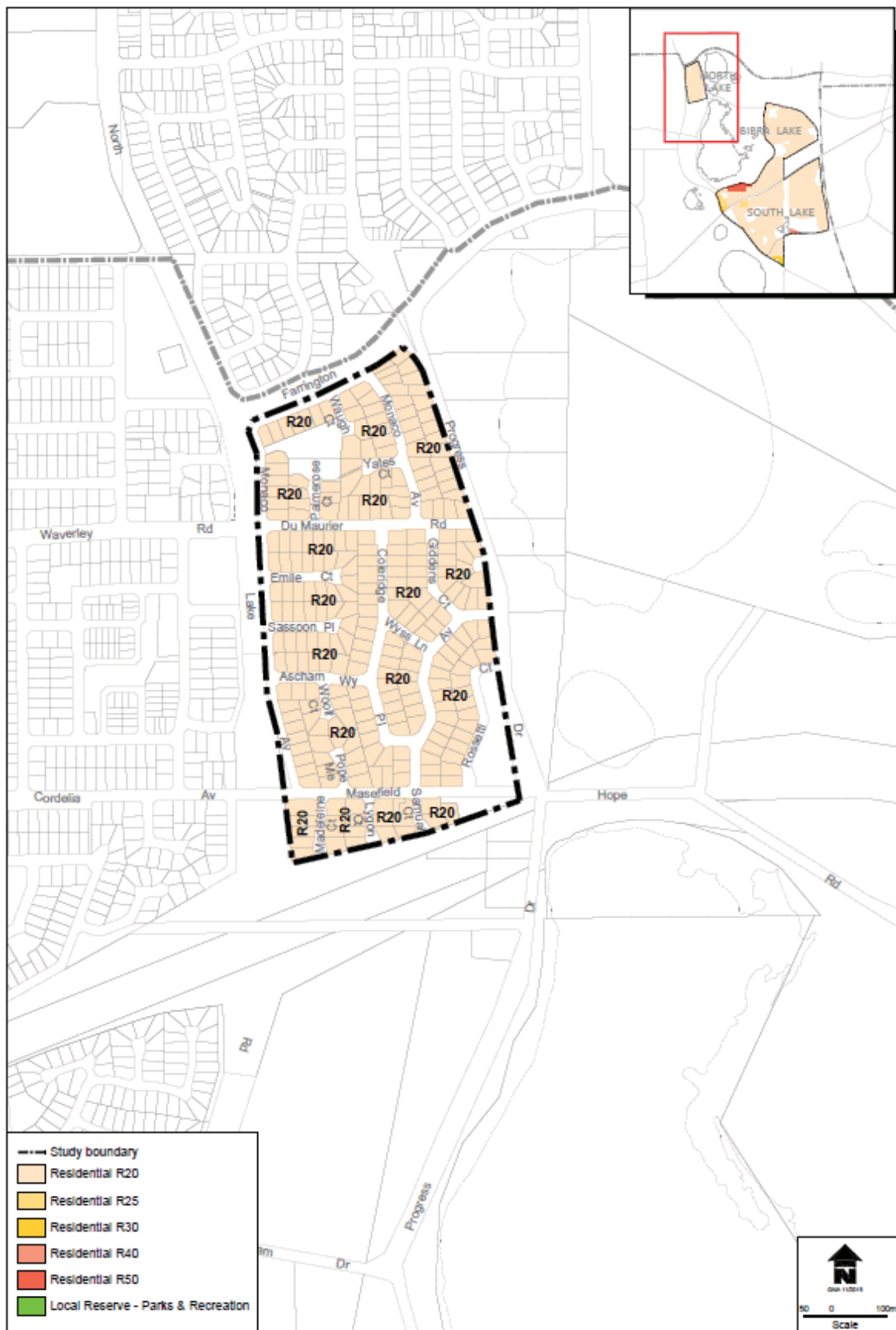
Residential density is the term used to describe the intensity or number of residential units allowed to be developed in a specified land area. The Residential Design Codes of Western Australia ("the R-Codes") provides the basis for the control of residential density throughout Western Australia. The R-Codes specifies minimum and average lot areas, or plot ratios for each density code (ie R20, R30, R40 etc). Local planning schemes then apply a density coding to residential zoned land which is used to control the subdivision and development of land.

To assist the community understand the impact of the Residential Density and Zone Plan page 23 provides an explanation of development potential under a range of R-Code densities. The table on page 23 provides indicative lot yields under the varying densities. Multiple dwellings yield more lots than single or grouped dwellings on land coded R30 and above as multiple dwellings are controlled via plot ratio, maximum building height and minimum open space rather than minimum and average site area. The potential dwelling yield for multiple dwellings showing in Figure 8 have been calculated using an assumed average dwelling area of 65m². However, dwellings can be as small as 40m².

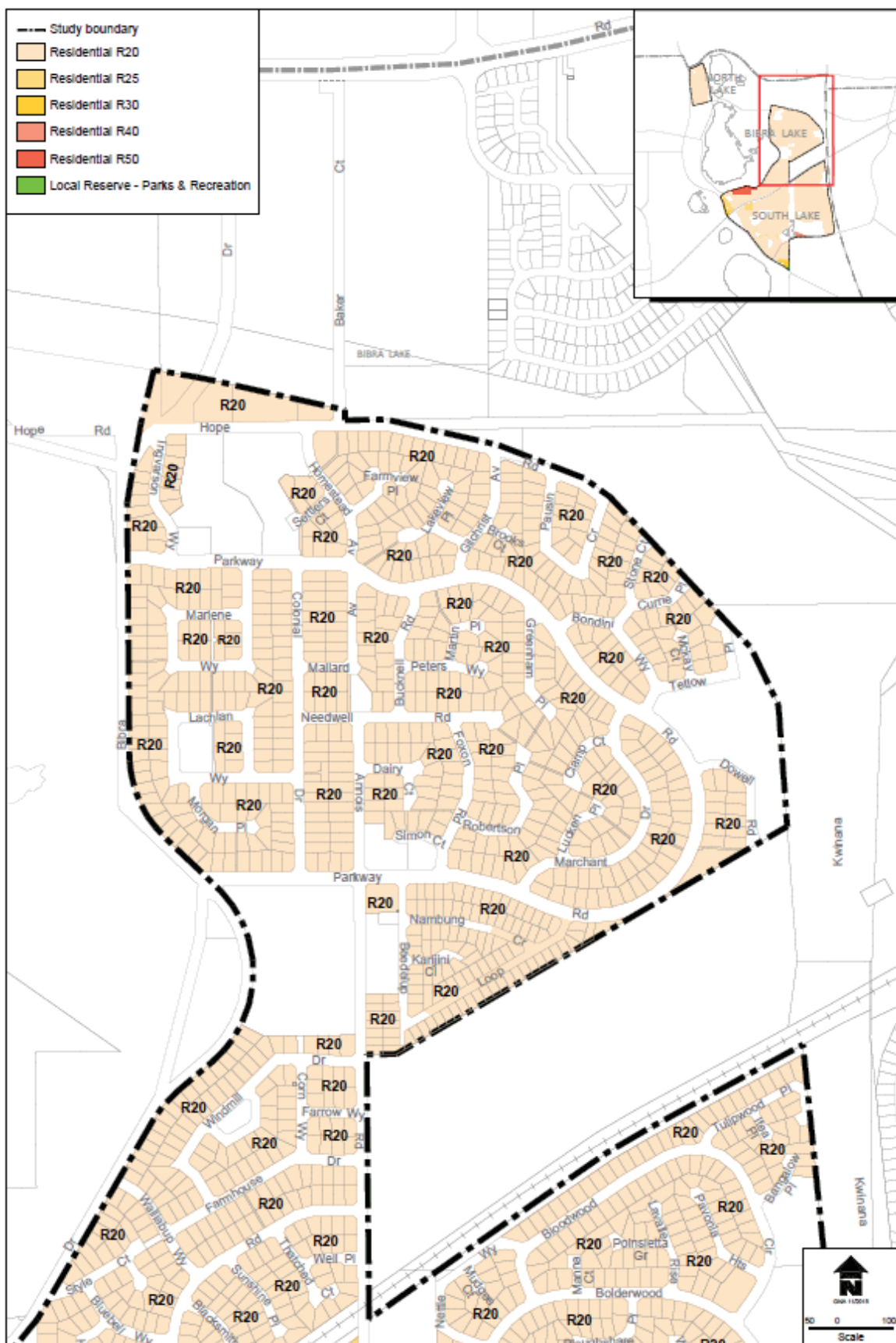
These lot yields are based on a hypothetical development scenario. Ultimate development yields will be influenced by many other factors such as the existing lots configuration, frontage, existing development etc.

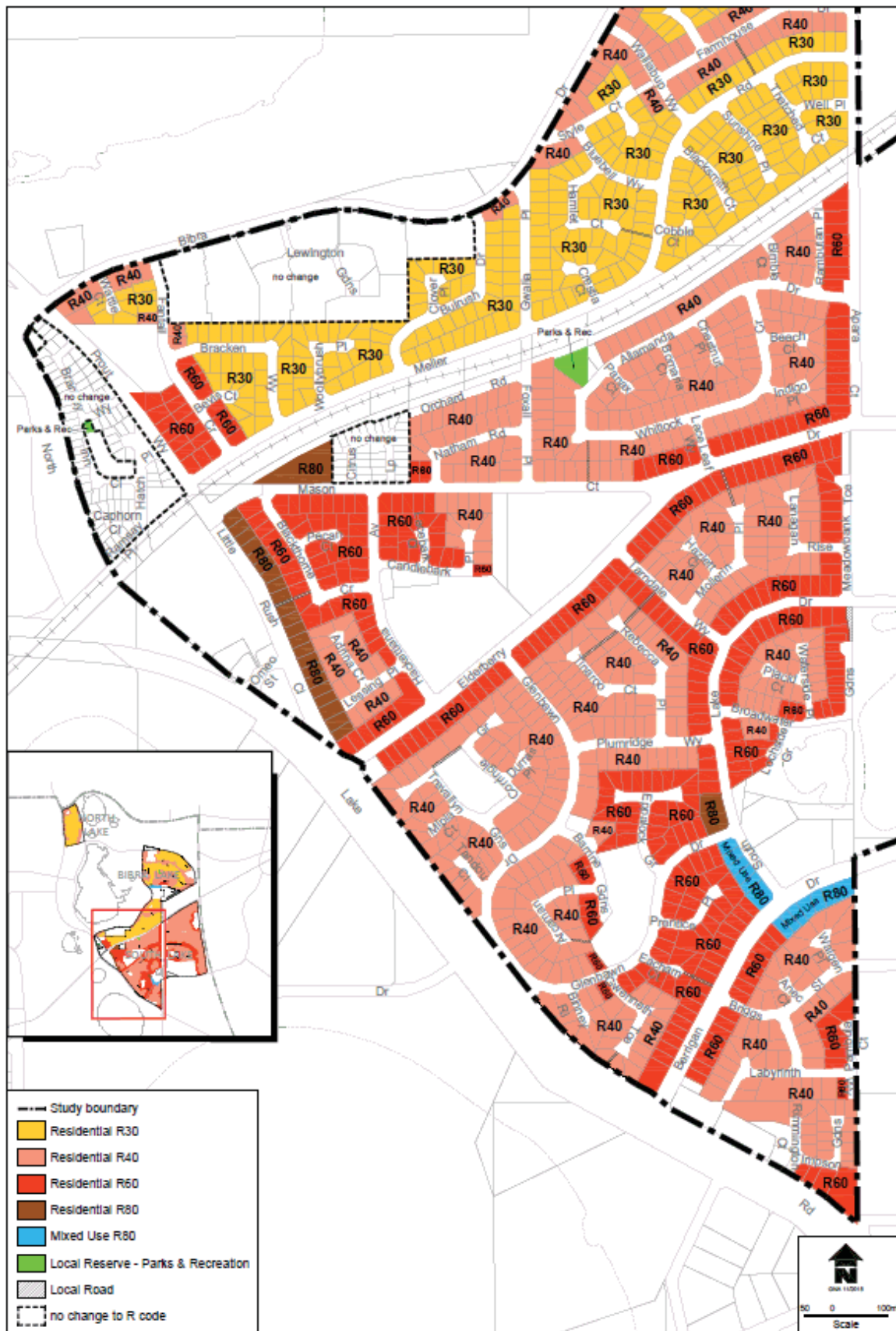


North Lake Proposed Residential Density and Zone Plan

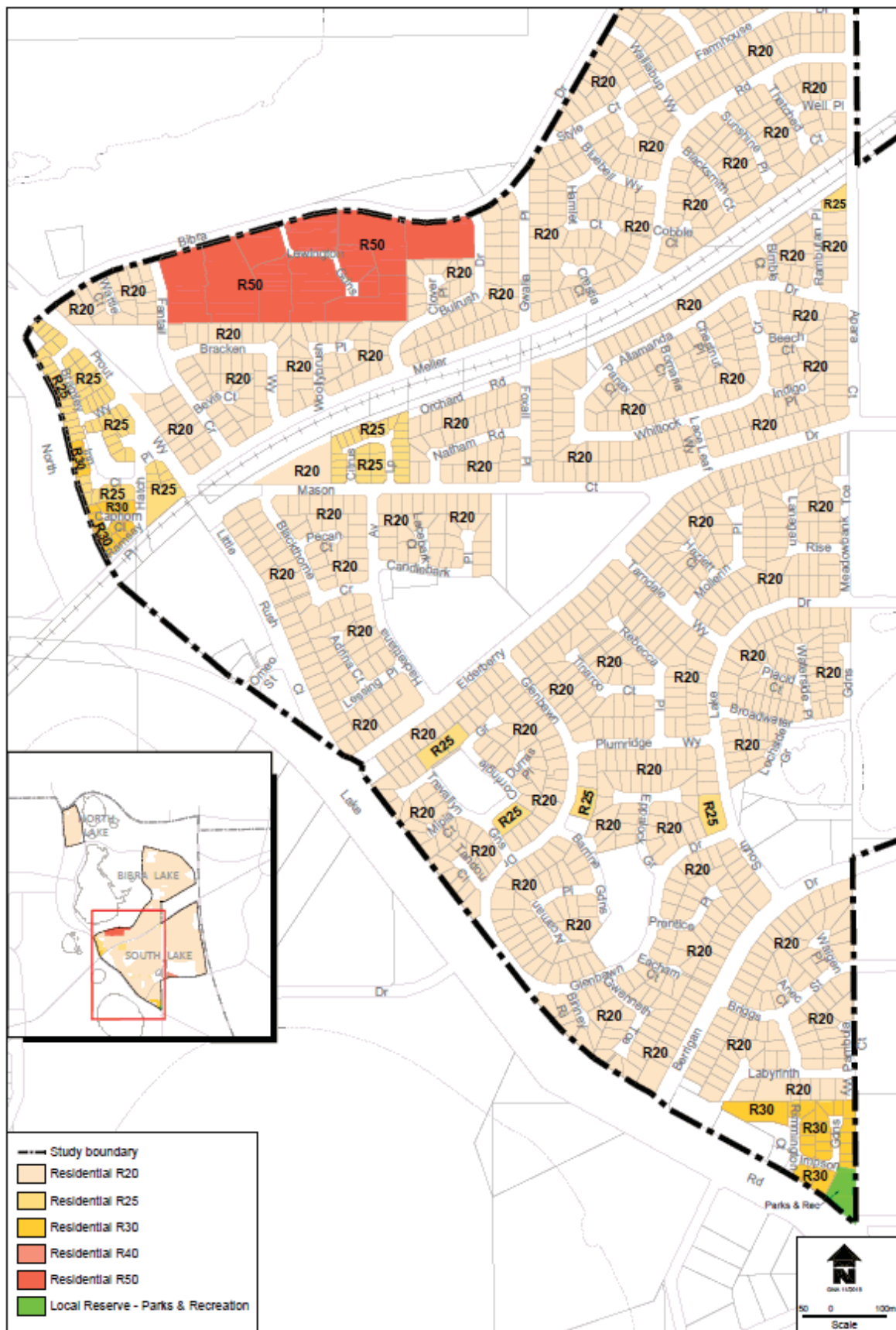


North Lake Existing Residential Density and Zone Plan



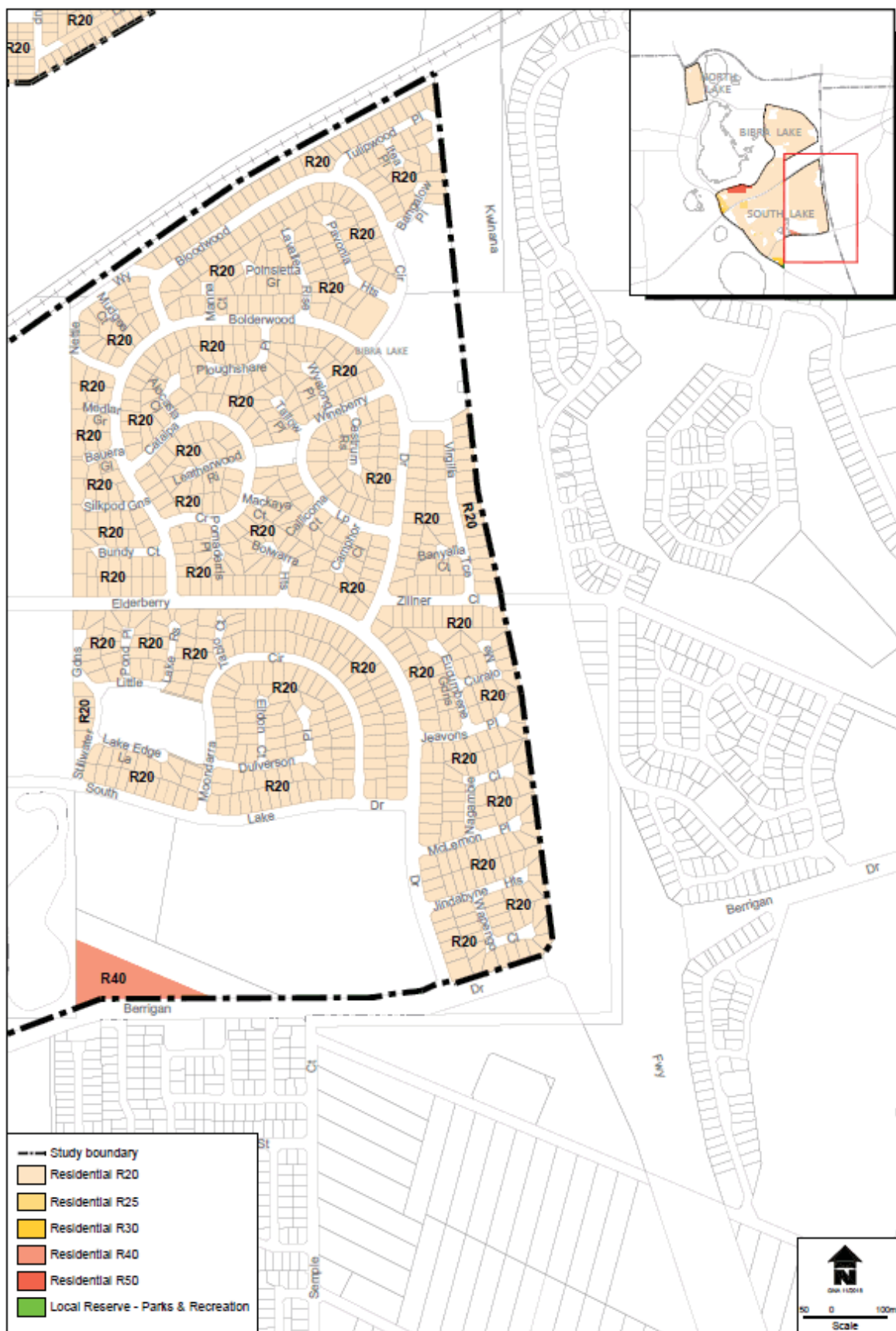


Bibra Lake (North - East) & South Lake (North) Proposed Residential Density and Zone Plan



Bibra Lake (North - East) & South Lake (North) Existing Residential Density and Zone Plan

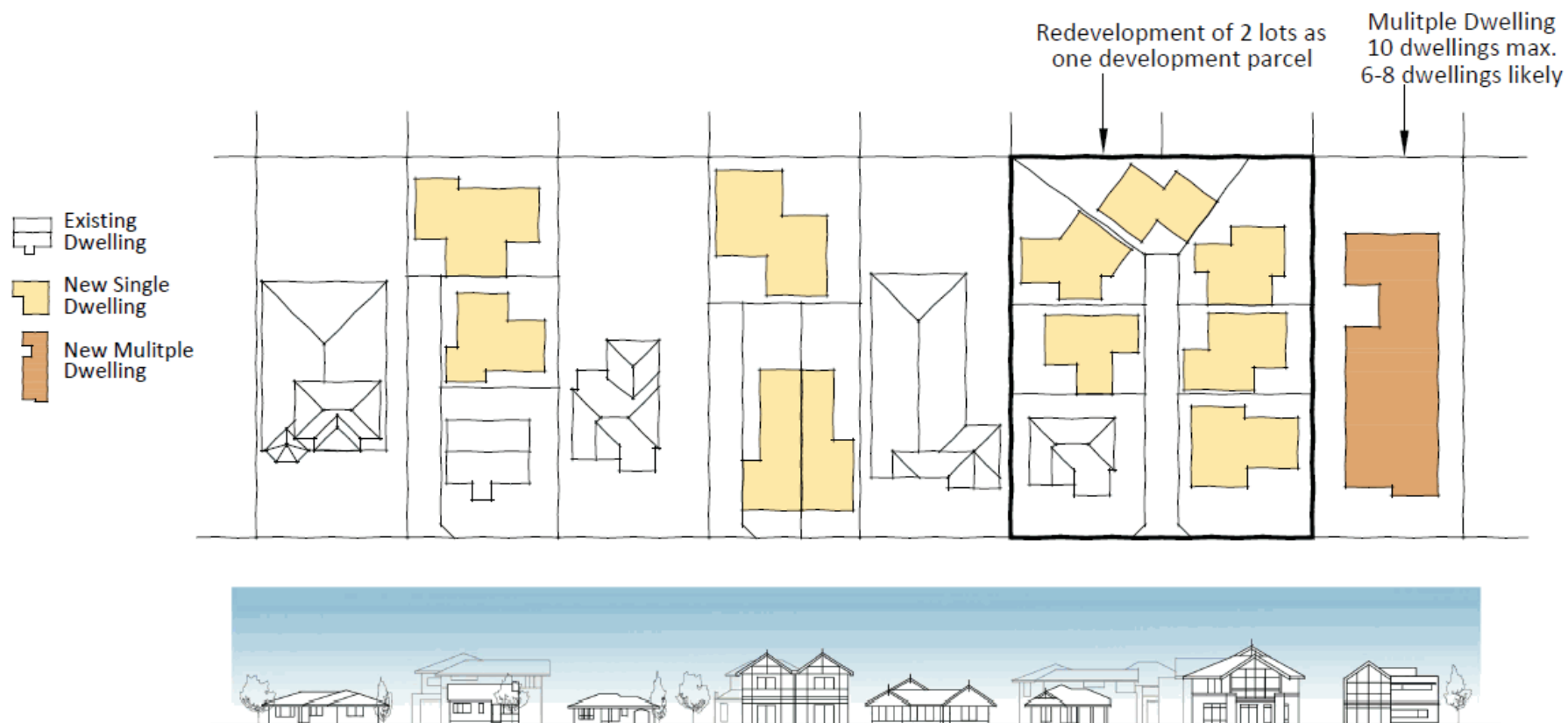




South Lake (South) Existing Residential Density and Zone Plan



Hypothetical Development Illustration at R30



Hypothetical Development Illustration at R40



Hypothetical Development Illustration at R60

Explanatory guide to the R-Codes for R20 to R80

An R Code of R20 means that an average of 450 m² is required per dwelling.

R20

Existing Lot Size		450-899 m ²	900-1,349 m ²	1,350-1,799 m ²	1,800-2,249 m ²	2,250 m ² plus
Potential No. of dwellings ¹	Single and Grouped Dwellings	1	2	3	4	5 or more
	Multiple Dwellings	1	2	3	4	5 or more

An R Code of R30 means that an average of 300 m² is required per dwelling.

R30

Existing Lot Size		300-599 m ²	600-899 m ²	900-1,199 m ²	1200-1499 m ²	1,500 m ² plus
Potential No. of dwellings*	Single and Grouped Dwellings	1	2	3	4	5 or more
	Multiple Dwellings	1	2	3	4	5 or more

Notes:

- The ultimate lot yield will be affected by other factors. Some of these are listed below
 - whether an existing house is retained or not,
 - whether the proposed development is for a "battle-axe" subdivision,
 - the ability to vary the minimum site area requirements under Clause 5.1.1 Site Area of the R-Codes.
- Potential No. of Multiple Dwellings (above R40) have been calculated using an assumed average dwelling area of 65m². However, dwellings can be as small 40m².

An R Code of R40 means that an average of 220 m² is required per dwelling.

R40

Existing Lot Size		220-439 m ²	440-659 m ²	660-879 m ²	880-1099 m ²	1,100 m ² plus
Potential No. of dwellings*	Single and Grouped Dwellings	1	2	3	4	5 or more
	Multiple Dwellings ²	2-4	4-6	6-8	8-10	10 or more

An R Code of R60 means that an average of 150 m² is required per dwelling

R60

Existing Lot Size		150-299 m ²	300-599 m ²	600-749 m ²	750-899 m ²	900 -1,049 m ²	1,050- 1,199 m ²
Potential No. of dwellings*	Single and Grouped Dwellings	2	3	3-4	4-5	6-7	7-8
	Multiple Dwellings ²	1-2	3-5	5-7	7-9	9-13	14-21

An R Code of R80 means that an average of 120 m² is required per dwelling

R80

Existing Lot Size		180-359 m ²	360-539 m ²	540-719 m ²	720-899 m ²	900 -1,299 m ²	1,300- 1,999 m ²
Potential No. of dwellings*	Single and Grouped Dwellings	1-2	2-3	3-4	4-6	7-9	10-15
	Multiple Dwellings ²	2-5	5-8	8-11	11-13	13-19	19-30

North Lake

Base Code – R30

The lowest proposed density under the Residential Density and Zoning Plan is R30 and this is the base code selected for North Lake. Based on the average lot sizes in these areas most lots would be able to be redeveloped into two single, grouped or multiple dwellings.

Refer to the table on page 23 for estimated lot yields within an R30 zone.

See page 20 for a hypothetical illustration of new residential development at R30 on a standard Lakes area lower scale street.

R40 adjacent to POS and in proximity to North Lake Road

Given the relatively low appetite for change in North Lake, the only further zone change is for land adjacent to POS and in proximity to North Lake Road, of which is proposed to be rezoned to a density of R40. A range of lot sizes exist in this area (mostly between 700 – 850m²). This would allow most single residential lots to be redeveloped into three single or grouped dwellings. Lots in this size range could be redeveloped into 6-8 multiple dwellings. This would allow for some diversity in the suburb while still recognising the desire to retain the current suburban character of North Lake.

Refer to the table on page 30 for estimated lot yields for larger lots sizes under the R40 zoning. See page 21 for a hypothetical illustration of new residential development at R40 on a standard street.

Bibra Lake



Lots fronting POS, including Bibra Lake are recommended for an R40 coding.

Base Code – R30

The lowest proposed density under the Residential Density and Zoning Plan is R30 and this is the base code selected for Bibra Lake. Based on the average lot sizes in these areas most lots would be able to be redeveloped into two single, grouped or multiple dwellings.

Refer to the table on page 23 for estimated lot yields within an R30 zone.

See page 20 for a hypothetical illustration of new residential development at R30 on a standard Lakes area lower scale street.

R40 adjacent to POS and in proximity to Parkway Drive, Bibra Drive and within the 800m walkable catchment of the Bibra Lake Local Centre

Land adjacent to POS, in proximity to Parkway Drive, Bibra Drive and within the 800m walkable catchment of the Bibra Lake Local Centre is proposed to be rezoned to a density of R40. This would allow most single residential lots (lots which predominantly range from 700m² to 800m²) to be redeveloped into three single or grouped dwellings. Lots in this size range could be redeveloped into 6-9 multiple dwellings. Refer to the table on page 23 for estimated lot yields for larger lots sizes under the R40 zoning.

It is envisaged that higher densities will assist in creating a more defined street edge particularly along Parkway Drive.

See page 21 for a hypothetical illustration of new residential development at R40 on a standard street.

R60 adjacent to the Bibra Lake Local Centre

Land fronting the Bibra Lake Local centre is proposed to be rezoned to a density of R60. The intent of this zone is to create greater intensity of development and activity around the local centre.

It is also considered the walkable catchment of the shops is appropriate for the provision of increased densities given proximity to services. Further, centre provides direct access to high frequency buses.

This would allow most single residential lots (lots which are between 700m² to 800m²) to be redeveloped with, in some cases, up to five single or grouped

dwellings. Lots in this size range could be redeveloped with up to eight multiple dwellings depending on lot size.

Refer to the table on page 23 for estimated lot yields for larger lots sizes under the R60 zoning.

See page 22 for a hypothetical illustration of new residential development at R60 on a standard street.

Mixed use fronting Parkway Drive

Lots between the Bibra Lake Local Centre and Parkway Drive are proposed to be mixed-use. The Mixed-use zone proposed over these lots is informed by the following considerations:

- Immediate proximity to the Bibra Lake Local Centre;
- The Mixed-Use zone allows for residential uses to transition over time if required to alternative uses, supporting the growth of the Local Centre into the future;

South Lake

Base Code – R40

A base code of R40 is selected for South Lake. This is higher than the base code of Bibra and North Lake, recognising the more urgent need for revitalisation of building stock in this area and as a result of the greater appetite for change expressed by South Lake residents.

Based on the average lot sizes in these areas most lots would be able to be redeveloped into three single, grouped or multiple dwellings.

Refer to the table on page 23 for estimated lot yields within an R40 zone.

See page 21 for a hypothetical illustration of new residential development at R40 on a standard lower scale street.

R60 adjacent to POS and in proximity to Elderberry Drive, Berrigan Drive and within the 800m walkable catchment of the Lakes Neighbourhood Centre

Land adjacent to POS, in proximity to Elderberry Drive, Berrigan Drive and within the 800m walkable catchment of the Lakes Neighbourhood Centre is proposed to be rezoned to a density of R60. This would allow most single residential lots (lots which predominantly range from 700m² to 800m²) to be redeveloped into three to five single or grouped dwellings. Lots in this size range could be redeveloped into 6-8 multiple dwellings. Refer to the table on page 23 for estimated lot yields for larger lots sizes under the R60 zoning.

See page 22 for a hypothetical illustration of new residential development at R60 on a standard street.

R80 fronting the Lakes Neighbourhood Centre (Little Rush Close)

Lots fronting Little Rush Close and the Lakes Neighbourhood Centre are proposed to be rezoned to a density of R80. The R80 zone proposed over these lots is informed by the following considerations:

- Immediate proximity to the Lakes Neighbourhood Centre;
- An R80 coding is consistent with densities proposed on the neighbourhood centre site;
- Little Rush Close is a very wide street that has the capacity to accommodate increased densities of this scale.

Mixed use fronting Berrigan Drive Local Centre

Lots fronting Berrigan Drive Local Centre are proposed to be mixed-use with a residential coding of R80. The Mixed-use zone proposed over these lots is informed by the following considerations:

- Immediate proximity to the Berrigan Drive Local Centre;
- The Mixed-Use zone allows for residential uses to transition over time if required to alternative uses, supporting the growth of the Local Centre into the future;

Action 1.2 Undertake a drainage review for Bibra Lake and continue to monitor South Lake.

The proposed increased densities will have a direct impact on future drainage requirements. While landowners and developers are required to accommodate drainage requirements from developments on site, there is still nonetheless a requirement to continually monitor and upgrade the drainage system within public spaces and roads.

A drainage study was undertaken throughout most Cockburn suburbs in 2009. This included South Lake and North Lake. The current drainage provision in these suburbs is appropriate and therefore monitoring of the infrastructure as development intensifies is required.

Bibra Lake however was not part of the study and there are areas within the suburb that are not connected to a drainage network.

As a result, engineering will be conducting a drainage review of infrastructure in Bibra Lake in 2016. At this time the

proposed zones will be considered.

Recommendations will be made to ensure appropriate levels of drainage for an expanding suburb.

Action 1.3 Prepare acoustic guidelines for the Lakes suburbs.

North Lake Road, Farrington Road, Kwinana Freeway and the freight railway line are considered to be 'major transport corridors' within the Lakes Revitalisation Strategy area. As a result, it is important to understand the potential impact of noise and vibration on nearby properties when making decisions regarding increased densities.

The Western Australian Planning Commission's State Planning Policy 5.4 'Road and Rail Transport Noise and Freight Considerations in Land Use Planning ('SPP 5.4')' seeks to minimise the adverse impact of transport noise, without placing unreasonable restrictions on noise-sensitive residential development, or adding unduly to the cost of transport infrastructure.

For new residential noise-sensitive developments (such as residential development), SPP 5.4 specifies noise assessments should generally be conducted as early as is practicable in the planning process. On this basis the City engaged the services of an Acoustic Consultancy to assess the Lakes study area to help formulate vehicle noise and vibration analysis. This analysis has, alongside other information, informed the proposed density plans identified within the draft Strategy.

While the analysis and resulting report provides useful guidance for landowners to develop in proximity to these high traffic

environments into the future (including where noise sensitive areas of the house should be located such as bedrooms) it does not remove the need for land owners to undertake an acoustic report in certain locations.

To assist landowners the City's Noise Attenuation Local Planning Policy and associated guidelines provides guidance to applicants as to when an acoustic consultant should be engaged and provide information on the type of assistance an acoustic consultant might provide.

The acoustic report and resulting guidelines, together with the Noise Attenuation Policy will assist landowners near noise sensitive locations wishing to development their land in the future.

While the full Lakes Acoustic Report is still being finalised, it will (prior to land being rezoned) be made available to assist landowners in making informed development decisions for the future.

This information is not intended and in no way precludes residential development. The findings are purely for community and landowner consideration at the onset of any new development consideration.

Program 2 – Promote sustainable transport options and easy ways to move in and around the Lakes area.

Action 2.1 Deliver the Recreation Loop – connecting the Lakes area with the emerging Baldivis tramway track and Cockburn Central.

Connecting the Lakes suburbs with the natural asset of Bibra Lake, public spaces and public transport are vital in promoting a sense of place for residents and encouraging people to walk, cycle and catch public transport.

In particular a greater connection to the emerging activity centre of Cockburn Central will provide greater access to essential services including medical services, the emerging Regional Recreation Facility, the Success Library, Gateways Shopping Centre and Cockburn Central Train Station.

The Beeliar Wetlands are the most important inland natural asset in the sub-regional catchment, providing a range of recreational facilities of which mostly occur on the western side of the Lake.



Right: Proposed recreation track for Cockburn Central area (shown in green), linking with the emerging regionally significant Tramways Trail Concept Plan and Cockburn Central.

Above: An example of turning a constraint into an asset.

An opportunity exists to better connect with this asset and promote usage on the eastern side of the lake.

Aligning with this objective is the power line easement cutting through residential land in a North - South direction through the middle of the Lakes area, down through and past Cockburn Central to the South.

The easement stretches for approximately 7km from Russell Road in the south and up to the southern boundary of the suburb of Bibra Lake. At which point the alignment continues North, through the partly upgraded easement (adjacent to North Lake Senior High). The easement terminates at the railways line and it is at this point cyclists and pedestrians are required to travel along Annois Road and onto the Bibra Lake Local Centre. A left hand turn at this point, at Parkways Drive, connects through to Bibra Lake.

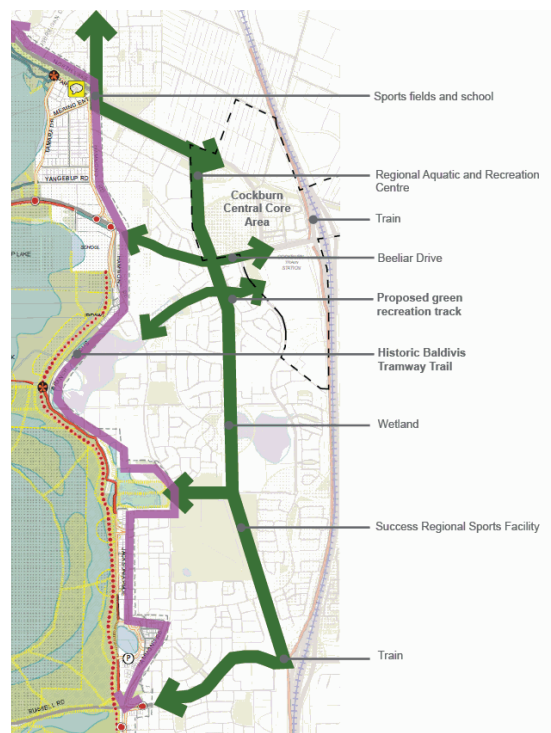


Figure (Right) illustrates how this stretch of land has the potential to connect several residential neighbourhoods and recreation facilities with the Lakes Area.

Importantly the benefits of this project correlate with the objectives of the Cockburn Central Activity Centre Structure Plan which seeks also to provide better connections between the suburbs surrounding Cockburn Central.

Portions of this easement have already been revitalised and now present as high quality areas including large areas of grassland, landscaping and water areas. It is recommended the remaining portions of the easement are upgraded in a similar manner. The concept plans are illustrated on page 30.

The enhancement of this easement should include planting, where opportunities exist, in an attempt to provide a green backdrop for residential areas and the Cockburn Central Activity Centre and in effect reduce the negative visual impact of the transmission lines.

This project will require consultation with Western Power.

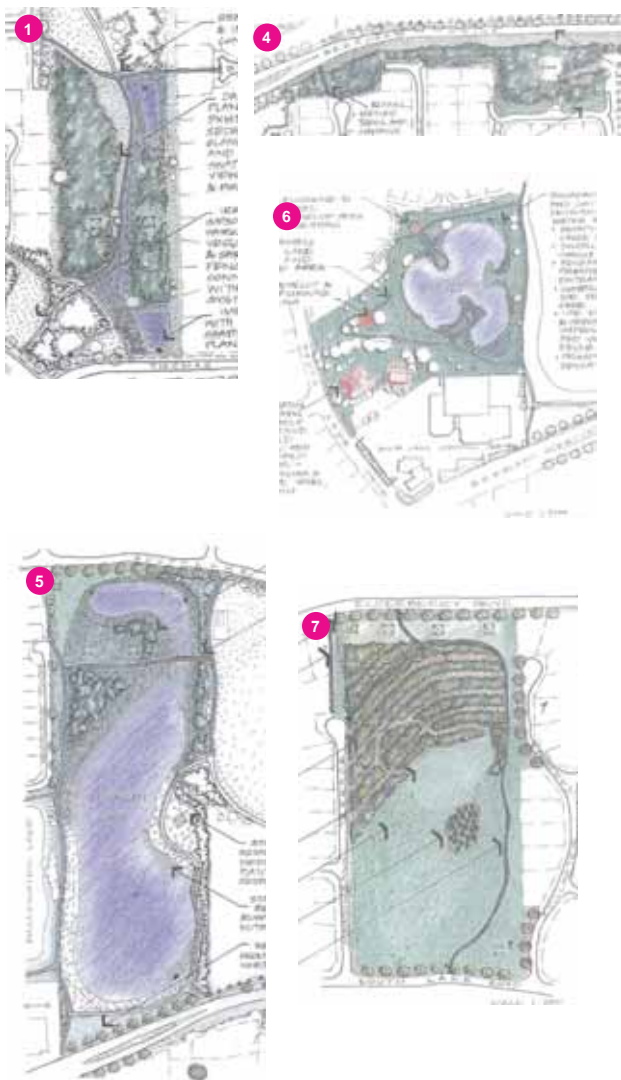
Further to this point, the City's Environmental Services Team are finalising the Tramways Reserve Trail, a historic linear trail approximately 32km in length running in a north south direction traversing the Cities of Cockburn, Kwinana and Rockingham. The trail also runs past a number of natural features including the Beeliar Regional Park with potential lookouts towards a linear chain of lakes including Yangebup, Kogalup and Thomsons Lakes. The trail was formerly a tram network for transporting harvested timber from Karnup to Jandakot. The network was running for a period of about five years in the 1920s until the timber stocks were exhausted; since then the rail lines have been pulled up.



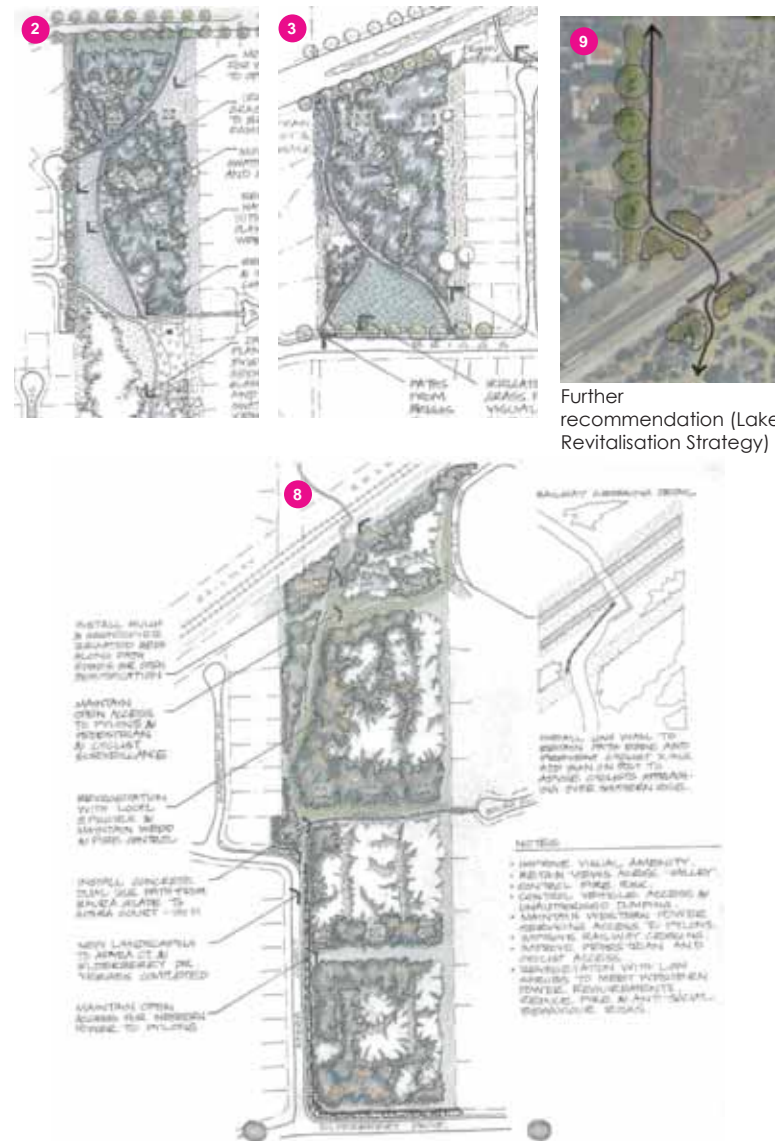
Proposed Recreation Loop (Northern Portion). Linking the Lakes area with Cockburn Central for cyclists and pedestrians.

This initiative has clear benefits in connecting Lakes residents with an important emerging activity centre and surrounding natural assets.

Landscape and park upgrades - Complete



To be undertaken



Community consultation was undertaken on these plans in 2003 (Connecting South Lakes, 2003)

South Lake and Bibra Lake power line easement upgrades - 4 final components to be completed.

Action 2.2 Work with the Public Transport Authority to undertake a review of bus services and infrastructure.

The Lakes study area is well connected to public transport with the area being serviced by five bus routes of which three services provide access to the Murdoch Station, Cockburn Central Station or the Fremantle Station. The local bus services provide public transport to two train stations (Cockburn Central and Murdoch), providing residents with access to the wider metropolitan area.

Important local community facilities are well serviced by public transport. Bibra Lake Primary School is serviced by the 514 service which runs from Murdoch Station to Spearwood Avenue/ Hamilton Road. This service runs centrally through the Lakes Study area along Bibra Drive, Parkway Road and Northlake Road which is within a 5 minute walking distances to most properties within the Lakes.

The 514 service runs directly past the Lakes Shopping Centre providing residents and students with direct access to the local shops, primary school and Murdoch Station. Along Northlake Road residents have access to the 520 service which connects from the 514 service extending centrally through South Lake past South Lake Primary School, Lakeland Senior High School and the Local Centre site at the corner of Berrigan Drive and South Lake Drive.

However improvements can be made to the provision of buses. Feedback obtained from residents suggests the following can be improved and therefore it is recommended the following point be discussed further with the Public Transport Authority. This recommendation will be undertaken by the City of Cockburn Engineering Team.

1. Improve public transport to the Bibra Lake Employment Area (Bibra Lake West)
2. Address “long travel times” and limited service coverage at evenings and on the weekends.

Several other public transport related initiatives are recommended and these are identified within the Transport Assessment of the Background Report. These relate to bus stop upgrades and promoting public transport initiatives.

Action 2.3 Undertake initiatives to promote cycling and walking in and around the Lakes area.

The City of Cockburn Bicycle and Footpath Plan 2010 provides an assessment of the City’s pedestrian and cyclist networks. The plan identifies a range of built and non-built recommendations for improving the network, encouraging its use and monitoring future use. Opportunities exist to encourage walking and cycling through the upgrading of some of the pathway environments and to ensure important paths link with the wider network beyond the Lakes study area boundaries.

In early 2015 City project officers undertook a series of site inspections including bike tours to explore and rate the current bicycle networks within the Lakes study area. The table on page 34-36 and the corresponding map on page 33 identifies areas where the project officers consider bicycle network improvements are required, and includes the recommendations as outlined in the 2010 plan which have not yet been completed.

See the Background Report for the full Transport assessment.

Action 2.4 Undertake road improvements to improve safety and ease congestion.

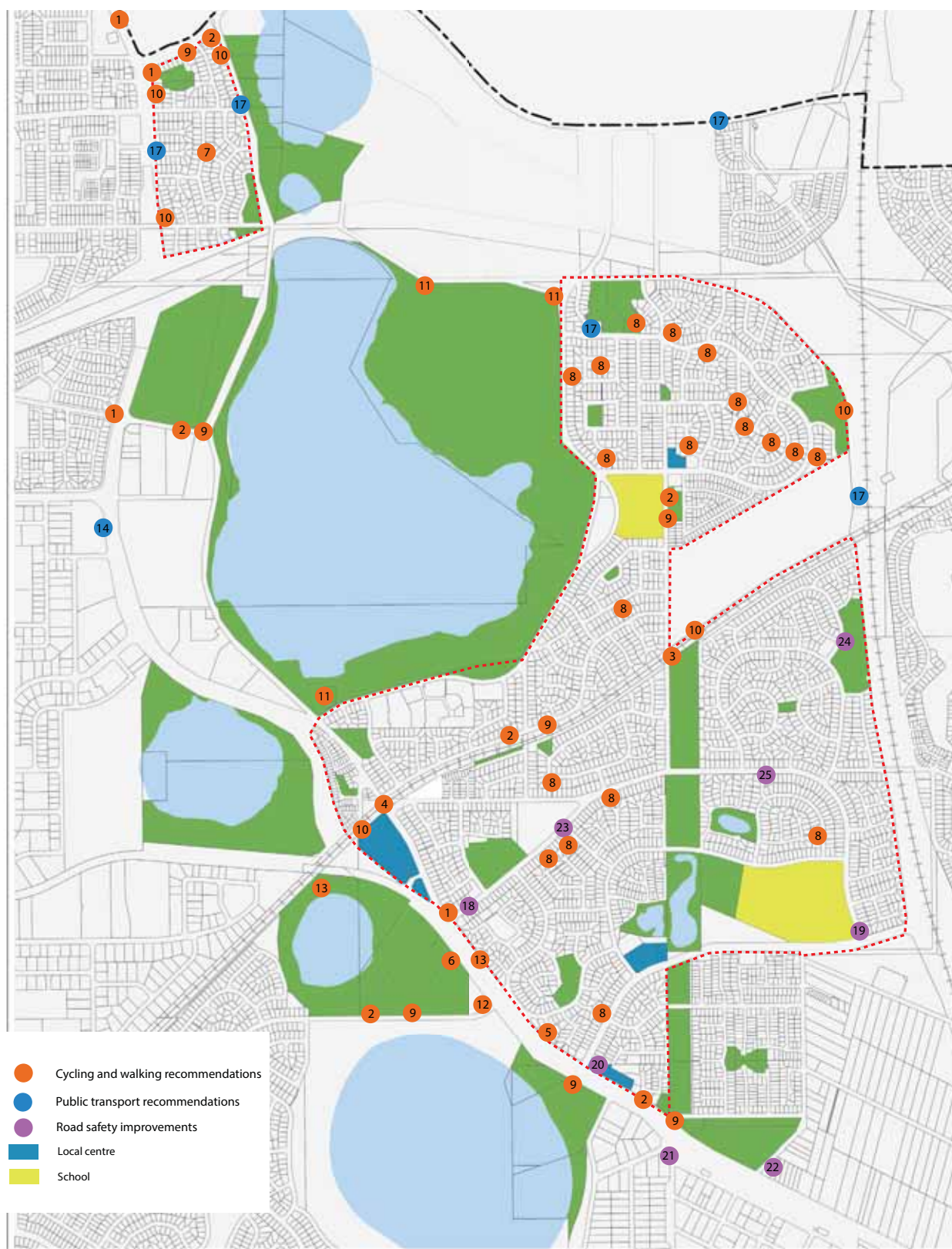
Transport infrastructure should be planned and, if need be, improved to match increased traffic demand. In the case of the Lakes Revitalisation study area the draft changes to existing density codes is predicted to have a negligible impact on the transport network in the short to medium term.

The predicted increased traffic flows can be managed by the existing road network and already planned intersection upgrades as outlined in the Transport assessment provided within the Background Report.

This recognises that development will occur incrementally as we have seen in Spearwood and Hamilton Hill. Over the long term monitoring and targeted improvements where required will be undertaken.

There are however some improvements that can be undertaken now and these are identified within the table on pages 34,35 and 36. The recommendations correspond with the map on page 33.





Transport recommendations

Number (on plan)	Action	Target date	Works required	Cost estimate	To be actioned by	Has the recommended action been drawn from an adopted CoC Strategy, within the current works program or funded/ planned for within another program?
	Cycling and walking related recommendations (*Orange circles – see map)	Low: 5-10 years Med: 1-3 years High: 6 months – 1 years				
1*	Undertake a vehicular safety review and implement safety measures to improve the following road intersections for cyclists and pedestrians: a. Intersection of North Lake Road and Winterfold Road (SW8). b. Intersection of North Lake Road, Gwilliam Drive and Forrest Road (SW10). c. Intersection of North Lake Road and Farrington Road (SW8). This intersection also requires vegetation overgrowth maintenance which currently obstructs pedestrian visibility. d. Intersection of North Lake Road and Elderberry Drive.	Short term	Safety Review	\$60,000	Engineering Services	Yes - Main Roads Western Australia crash statistics data and the City of Cockburn Integrated Transport Plan Strategy Report. (Including Community engagement for the month of August 2013).
2*	Improve signage for all major 'SW' bike paths within the Study Area. The objective is to encourage increased cycling activity.	Medium term	Signage & Line Marking	\$50,000	Engineering Services	No – However relevant to the City of Cockburn 2010 Bicycle Network and Footpath Plan
3*	Implement safety measures to improve the pedestrian and cycle crossing at the Annois Road/ Aparra Court railway crossing. The crossing should perpendicularly meet the formal railway crossing rather than bend towards the formal crossing within 1 metre of the railway line.	Medium term	Safety Review & Design	\$30,000	Engineering (lead) with State Government	No – identified safety issue.
4*	Design and implement street improvements to Little Rush Close & Prout Way in favour of cyclists and pedestrians over cars.	Short Term	Investigation & Design	\$30,000	Engineering Services and Parks and Recreation	No – identified safety issue
5*	Line and image mark the existing stretch of path as a shared use path (SUP) on the northern side of North Lake Road from Semple Court to Elderberry Drive / Little Rush Close	Short term	Signage & Line Marking	\$25,000	Engineering Services	Yes - CoC Bicycle and Footpath Plan 2010.
6*	Formalise the PBN route SW34 north along North Lake Road to the Lakes Shopping Centre.	Medium term	Design & Construct	\$150,000	Engineering Services	Yes - CoC Bicycle and Footpath Plan 2010.
7*	Provide a new footpath through the core of North Lake along Coleridge Place.	Medium term	Design & Construct	\$65,000	Engineering Services	Yes - CoC Bicycle and Footpath Plan 2010.
8*	Public access ways (PAWs) within the lakes study area require vegetation maintenance, signage and the provision of bicycle symbol ground markings.	Medium term	Maintenance & Signage	\$50,000	Engineering Services	No - Identified safety and maintenance issues.
9*	Bicycle symbol ground markings require maintenance / repainting throughout the Lakes study area.	Medium term	Maintenance & Signage	25,000	Engineering Services	No – identified maintenance
10*	Implement the seven 'Proposed Actions' as specified by The Lakes Study area community cycling 'Hot Spots' of concern table.	Medium term	Review, Design, Construct	300,000	Engineering Services	Yes - City of Cockburn Integrated Transport Plan Strategy Report. (Including Community engagement for the month of August 2013).
11*	Implement the upgrades to the 'Bibra Lake Circuit' (Project e) as identified by The City of Cockburn Trails Master Plan 2013 on page 46.	Medium term	Design and install signs and markers	30,000	Engineering Services and Parks and Recreation	Yes - The City of Cockburn Trails Master Plan 2013 (Project e)
12*	Implement the upgrades to the 'Little Rush Lake Trail' (Project i) as identified by The City of Cockburn Trails Master Plan 2013 on page 51.	Medium term	Maintenance and signage	\$80,000	Engineering Services and Parks and Recreation	Yes - The City of Cockburn Trails Master Plan 2013 (Project i)
13*	Implement the upgrades to the 'South Lake Trail' (Project q) as identified by The City of Cockburn Trails Master Plan 2013 on page 61.	Medium term	Planning maintenance, signage and trail construction	\$120,000	Engineering Services and Parks and Recreation	Yes - The City of Cockburn Trails Master Plan 2013 (Project q)

Number (on plan)	Action	Target date	Works required	Cost estimate	To be actioned by	Has the recommended action been drawn from an adopted CoC Strategy, within the current works program or funded/ planned for within another program?
	Public transport ("Blue circles – see map)	Low: 5-10 years Med: 1-3 years High: 6 months – 1 years				
14*	Engage with the PTA to: <ul style="list-style-type: none"> Improve public transport to the Bibra Lake Employment Area (Bibra Lake West) Address "long travel times" and limited service coverage at evenings and on the weekends across the suburbs. 	Medium term	public transport review	\$20,000	Engineering Services	Yes - City of Cockburn Integrated Transport Plan Strategy Report. (Including Community engagement for the month of August 2013).
15	Upgrade core bus stop infrastructure	Medium term	Review & Replace	\$50,000	Engineering Services (Liaise with WALGA and the Public Transport Authority)	No - Partnership Agreement between WALGA and the Public Transport Authority paper
16	<ul style="list-style-type: none"> Continue to promote the use of Co-funded 'TravelSmart' programs. Continue the implementation of Healthy Spaces and Places initiatives Support programs that encourage active travel to school. 	Ongoing	Education Program	\$20,000	The City's Travel Smart Officer	No - The Department of Transport's 'TravelSmart' programs No - Healthy Spaces and Places – A national guide to designing places for healthy living.
17*	Implement the three identified actions as prescribed by <i>The Lakes Study area community public transport 'Hot Spots' of concern table</i> .	Short term	Traffic Review	\$20,000	Engineering Services to communicate with the Public Transport Authority and the City of Cockburn.	Yes - City of Cockburn Integrated Transport Plan Strategy Report. (Including Community engagement for the month of August 2013).

Number (on plan)	Action	Target date	Cost estimate	Funding requirements	To be actioned by	Has the recommended action been drawn from an adopted CoC Strategy, within the current works program or funded/ planned for within another program?
	Roads safety (*purple circles – see map)	Low: 5-10 years Med: 1-3 years High: 6 months – 1 years				
19	Berrigan Drive and Elderberry Drive intersection - As shown in the Muriel Court Structure Plan it is planned to realign both the southern end of Elderberry Drive and the northern section of Semple Court to form a 4-leg intersection with Berrigan Drive. That new intersection will be constructed as a roundabout or traffic signals (subject to Main Roads WA approval), subject to further investigation.	This project is tentatively scheduled for 2020-22 on the City's Regional and Major works 2013-2030 plan, but timing will be dependent on funding availability and progress of development in the Muriel Court Precinct.	\$300,000	To be actioned as a DCA item based on demand, funding and MRWA approval.	MRWA, WAPC, City of Cockburn and community development/ DCA funding.	No – However relevant to the Muriel Court Local Structure Plan 110/007, 110/094
20	North Lake Road and Berrigan Drive Intersection – The City's Engineering Services Officers previously identified the need for some improvement of this intersection and have applied for grant funding from the 2015/ 2016 State Black Spot Program to extend the left turn lanes on the west (North Lake Road) and north (Berrigan Drive) legs of the intersection and improve street lighting.	Road upgrade project dependent upon funding. Waiting for announcement from the Minister for Transport. To then be actioned accordingly by the City's engineering services.	\$280,000	N/A - That project has been recommended for funding and it is anticipated an announcement will be made soon by the Minister for Transport.	MRWA, Department of Transport and the City of Cockburn.	Yes - State Black Spot Program funding request.
21	North Lake Road and Hammond Road roundabout leg intersection – This intersection will be improved as part of the current widening of North Lake Road, from Hammond Road to Kentucky Court, to 4-lanes. Separate turn lanes will be provided at Hammond Road for safety and to minimise disruption to continuing traffic.	Current works program	\$180,000	Municipal	Engineering Services	Yes - Current works program
22	North Lake Road and Semple Court intersection – This intersection will be improved as part of the current widening of North Lake Road to 4-lanes. A protected right-turn lane will be provided in the median for motorists turning into Semple Court, and motorists turning right from Semple Court will be able to turn in two stages by temporarily storing in the median on North Lake Road.	Current works program	\$150,000	Current works program	Engineering Services	Yes - Current works program
23	Elderberry Drive and Tamdale Way intersection – Local residents have raised the issue that "School parents parking inappropriately cause visibility issues and park too close to the corner". This intersection is located opposite a pedestrian access point. It is expected parents would park here during peak student pick up/ drop off times. Investigate possible parking provision options for this intersection or alternatively explore pedestrian entry point relocation away from the intersection.	Short term	\$30,000	Municipal	Engineering Services	Yes - City of Cockburn Integrated Transport Plan Strategy Report. (Including Community engagement for the month of August 2013).
24	Bloodwood Circle and Pavonia Heights intersection – Local residents have raised the issue that "This junction of Bloodwood and Pavonia Heights is dangerous. Cars going south on Bloodwood go too fast down-hill there is also limited sight from Pavonia". City road engineer's to investigate and implement improvement options or nomination for State 'Black Spot' Funding. Subject to their professional review.	Medium Term	\$25,000	Municipal	Engineering Services	Yes - City of Cockburn Integrated Transport Plan Strategy Report. (Including Community engagement for the month of August 2013).
25	Elderberry Drive – Local residents have raised the issue that "School zone is not clearly marked, road is too wide and signs are not seen or are ignored. Better line marking needed and electronic signs." City road engineer's in consultation with City Planners to investigate and implement traffic calming, parking provision, dedicated bicycle path and street tree provisions. Design concepts to be prepared by the Strategic Planning department for Elderberry Drive. Implementation of the works to be undertaken by the City of Cockburn Engineering department.	Short term	\$30,000	Municipal	Engineering Services	Yes - City of Cockburn Integrated Transport Plan Strategy Report. (Including Community engagement for the month of August 2013).
Recommendations from existing CoC Strategies:			1,565,000			
New recommendations identified within this Strategy:			555,000			
Total:			2,111,000			

Program 3 - Improve the Lakes Public Spaces.

Action 3.1 Continue to revitalise key streets in the Lakes area by continuing street tree planting.

Attractive streetscapes are an integral part of enhancing the character of the Lakes area and encouraging pedestrian and cycle use both throughout the locality. If streets are well presented and functional, then there is a likelihood for a positive effect on land values and will contribute to a place people wish to live and visit and spend time in.

Feedback received from residents is that streets are generally considered attractive in the Lakes area. However improvements can be made to street tree provision and the current layout of Elderberry drive requires review to identify opportunities for on-street car parking and cycle lane markings. This is discussed further in the transport section recommendations.

See map opposite and actions on page 34 for Streetscape upgrade details.

Action 3.2 Continue upgrades to residential parks and improve the maintenance of the eastern side of Bibra Lake Reserve.

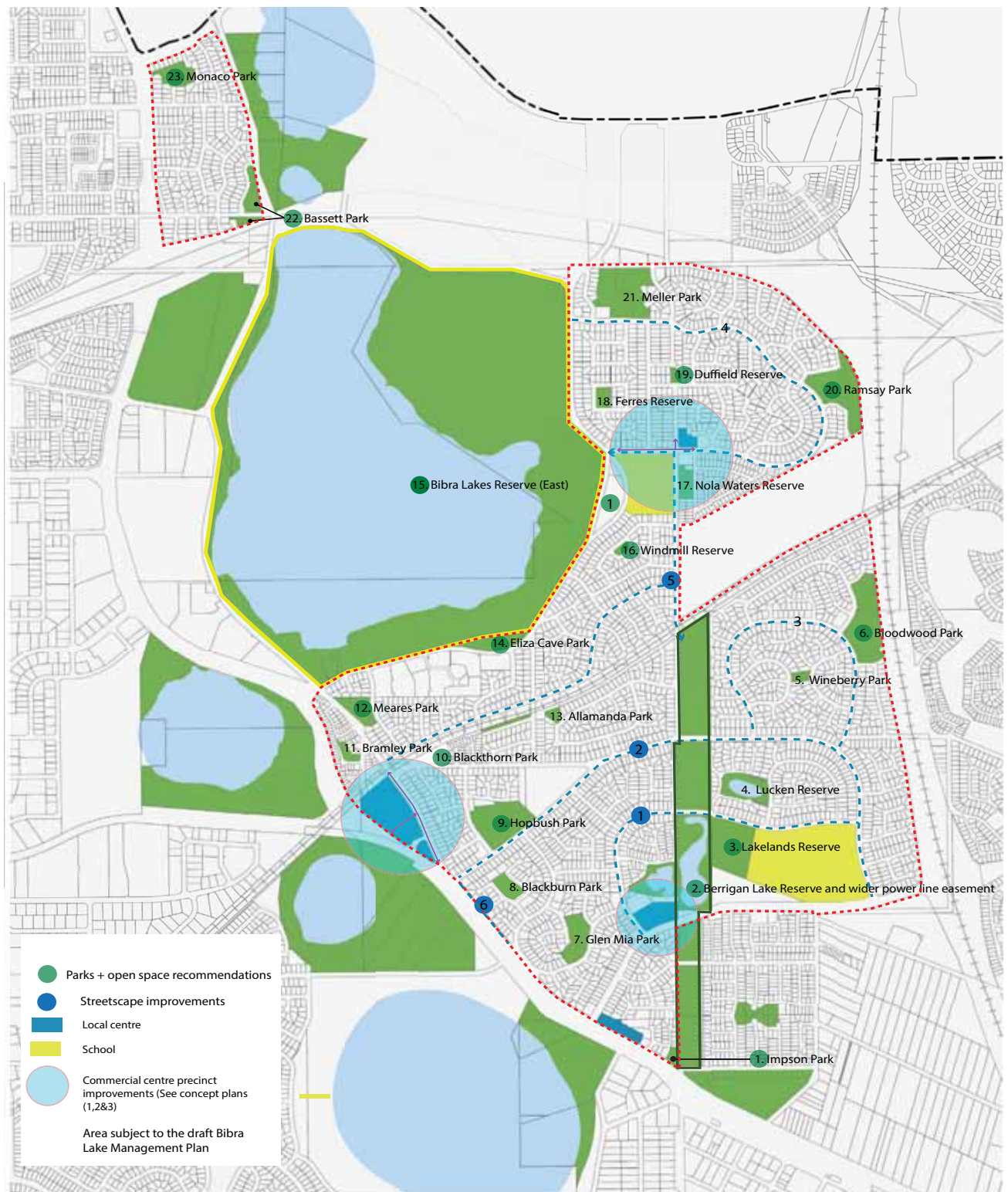
The Lakes area is provided with a wide variety of parks. Some are more natural - such as the areas adjacent to wetland areas, while others are used for more formal activities including sport and play areas for smaller children.

Parks and open space are popular within the Lakes area. Between 83% and 89% of respondents of the survey 'agree' that the Parks meet the needs of themselves and their families.

The map (opposite) identifies parks in the study area. These numbered parks correlate with the recommendations identified within the table on page 34.

With regard to the eastern side edge of Bibra Lake the biggest improvements can come from regular maintenance of this area. The below image illustrates the recommended actions.





Parks, streetscapes upgrades reference map (See page 34 for actions)

Number (on plan)	Park/street/project name	Park primary function	Action	Target date	Funding Requirements	To be actioned by	Has the recommended action been drawn from an adopted CoC Strategy?
Parks (green circles)							
1	Impson Park	Underutilised and undeveloped vacant land. Excess to needs.	Rezone to R80: <ul style="list-style-type: none"> Land underutilised Sufficient POS adjoining Ensure a PAW on the northern boundary. 	When the scheme amendment is undertaken to implement the strategy objectives.		Strategic Planning and Land Management Departments	No – first time proposal
2	Berrigan Lake Reserve and wider power line easement	Recreation space	Implement the South Lake Precinct Upgrade and Redevelopment Plan	2019/2020	Stage 5 - \$350,000 Stage 6 - \$350,000	Parks Service Unit	Yes - The concept plan is an adopted concept as part of "Connecting South Lake 2003. The Parks Team are part way through actioning the plans.
3	Lakelands Reserve	Sport space	This park is under review for regional sport needs.	TBA	TBA	Parks Service Unit and Recreation Service unit	Yes - POS Strategy 2014-2024
4	Lucken Reserve	Recreation – passive, children's play.	No further improvements identified	-	-	-	Yes - POS Strategy 2014-2024
5	Wineberry Park	Recreation – passive, children's play.	No action recommended – A new playground recently added	-	-	-	Yes - POS Strategy 2014-2024
6	Bloodwood Park	Recreation – passive, children's play, BBQ facilities	Neighbourhood Park requiring BBQ, picnic settings, shelters and landscaping. Exercise Equipment to be installed in 2015/16 through the CIL Strategy.	Medium term	\$200,000	Parks Service Unit	Yes - POS Strategy 2014-2014 Yes - CIL Strategy 2014 - 2016
7	Glen Mia Park	Recreation – passive, children's play, dog exercise area	No further improvements identified	-	-	-	Yes - POS Strategy 2014-2024
8	Blackburn Park	Recreation – passive, children's play.	No further improvements identified	-	-	-	Yes - POS Strategy 2014-2024
9	Hopbush Park	Recreation – active and passive, children's play, BBQ facilities.	Exercise Equipment to be installed 2015/16 (CIL Strategy). Shelter and seating required to support existing infrastructure	Medium term	\$100,000	Parks Service Unit	Yes - POS Strategy 2014-2014 Yes - CIL Strategy 2014 - 2016
10	Blackthorn Park		Improve landscaping and amalgamate the play areas.	Medium term	\$100,000	Parks Service Unit	Yes - POS Strategy 2014-2024
11	Bramley Park	Recreation – passive, children's play.	No action recommended	-	-	-	Yes - POS Strategy 2014-2024
12	Meares Park	Recreation – neighbourhood space, children's play	Playground Shade Sail, picnic setting, shelters and landscaping	Medium term	\$150,000	Parks Service Unit	Yes - POS Strategy 2014-2024
13	Allamanda Park	Recreation – passive, children's play.	No action recommended	-	-	-	-
14	Eliza Cave Park	Recreation – passive, children's play, cycling, walking	Proposed to relocate and upgrade 200m north – see the Bibra Lake Reserve (east) concept plan (recommendation 3.4 of the Lakes Revitalisation Strategy)	Medium term	Cost integrated into "Bibra Lake Reserve (east) concept plan"	Parks Service Unit	See recommendation 3.4 for further details.

Number (on plan)	Park/street/project name	Park primary function	Action	Target date	Funding Requirements	To be actioned by	Has the recommended action been drawn from an adopted CoC Strategy?
15	Bibra Lake Reserve (east) concept plan	Currently - Skate Park	See recommendation 3.4 of the Lakes Revitalisation Strategy. Recommend this space consolidate several activities required in the area and address desires identified in the community forum. Including: <ul style="list-style-type: none"> Improved skate facilities over time (\$400,000-500,000) An enclosed dog area (\$55,000) Children's play area (\$100,000) Seating and tables (\$30,000) Car parking, including a hard stand area for a food van (\$300,000) 	Medium term	\$985,000	Parks and Service unit	No - This concept will require an amendment to the Bibra Lake Management Plan in the first instance.
16	Wind mill reserve	Recreation – local space, child play elements	Additional footpath required	Medium term	\$50,000	Parks Service Unit	Yes - POS Strategy 2014-2024
17	Nola Waters Reserve	Undeveloped	No action recommended	-	-	-	Yes - POS Strategy 2014-2024
18	Ferres reserve	Recreation – passive, children's play.	No action recommended	-	-	-	Yes - POS Strategy 2014-2024
19	Duffield Reserve	Recreation – passive, children's play.	Incorporate playground and shade sail, landscaping.	Medium term	\$100,000	Parks Service Unit	Yes - POS Strategy 2014-2024
20	Ramsay Park	Recreation Space – Neighbourhood park – social space and playground facilities	<ul style="list-style-type: none"> Exercise equipment Bbq/s Picnic setting Landscaping Increase playground features 	Medium term	\$250,000	Parks Service Unit	Yes - POS Strategy 2014-2024
21	Meller Park	Recreation – unstructured sports, passive, children's play.	No action recommended	-	-	-	Yes - POS Strategy 2014-2024
22	Bassett Park	Recreation Space – Neighbourhood park – social space and playground facilities	Picnic seating areas, gazebo and sports infrastructure.	Medium term	\$150,000	Parks Service Unit	Yes - POS Strategy 2014-2024
23	Monaco Park	Recreation – passive, children's play, dog exercise area	Landscaping	Medium term	\$20,000	Parks Service Unit	Yes - POS Strategy 2014-2024
Total:					2,805,000		

STREETSCAPES

Streets (Blue circles)	Street	Works recently undertaken/streetscape elements	Further recommendations	To be actioned by	Funding Requirement	Reference document and further comments
1	South Lake Road, South Lake		<ul style="list-style-type: none"> Street tree planting required. 	Parks Service Unit	\$250,000	Yes - POS Strategy 2014-2024
2	Elderberry Drive	Street tree planting done on both sides of the street	<ul style="list-style-type: none"> Street tree planting down centreline 	Parks Service Unit		Yes - POS Strategy 2014-2024
3	Bolderwood Drive	Street tree planting already undertaken	No further recommendation	-	-	-
4	Parkway Drive	Jacaranda's planted both sides of the street	No further recommendation	-	-	-
5	Berrigan Drive	<ul style="list-style-type: none"> Good provision of advanced street trees. 	<ul style="list-style-type: none"> Strengthen the gateway treatment on the corner of Elderberry Drive Strengthen the gateway treatment on the corner of Berrigan Drive. <p>Both locations - As shown on map. Scale of landscaping/treatment to respond to context.</p>	Parks Service Unit	\$50,000	Yes - POS Strategy 2014-2024
6	North Lake Road (South-East of Elderberry Drive)	<ul style="list-style-type: none"> Cnr of North Lake Road and Osprey Drive intersection recently upgraded by Main Roads. 	<ul style="list-style-type: none"> Verge area where shared path is requires clearing on Eastern side of road. 	Parks Service Unit	NIL – Maintenance (clearing)	
Total:					\$300,000	

Action 3.3 Create a multifunctional gathering space on the eastern side of Beeliar Wetland (skate area), encompassing: Facilities for food vans, skating, dog walking, picnic tables, shade areas.

A clear desire by residents was a key public space and gathering area on the eastern side of the lake. Also desired was an enclosed area for dogs and a cafe.

While the City has very little influence on the provision of a cafe, other than allowing for the appropriate zone to allow a cafe

business to operate, it can provide the area and facilities for a food van to pull up in the area.

As a result the following concept plan provides details for such a space to accommodate these functions.

Given this area falls within the Bibra Lake Management Plan area there is a requirement for the plan to be amended before these works can be undertaken.

This ensures orderly planning and protection of the Lake and its natural assets.



Bibra Lake Recreation Node

Action 3.4 Undertake public realm upgrades around the 3 local centres.

A clear opportunity to improve the amenity and character of the Lakes area is through Streetscape upgrades around the 3 local centres.

The concept plans establish a vision for future Streetscape enhancement in key locations. Key objectives of the regeneration of these streets are to:

- Reinforce the centres as a strong focal point of the suburbs;
- Improve linkages and relationship between residential areas and the centres;
- Improve pedestrian amenity, safety, and street legibility;
- Encourage pedestrian and cycle

movement;

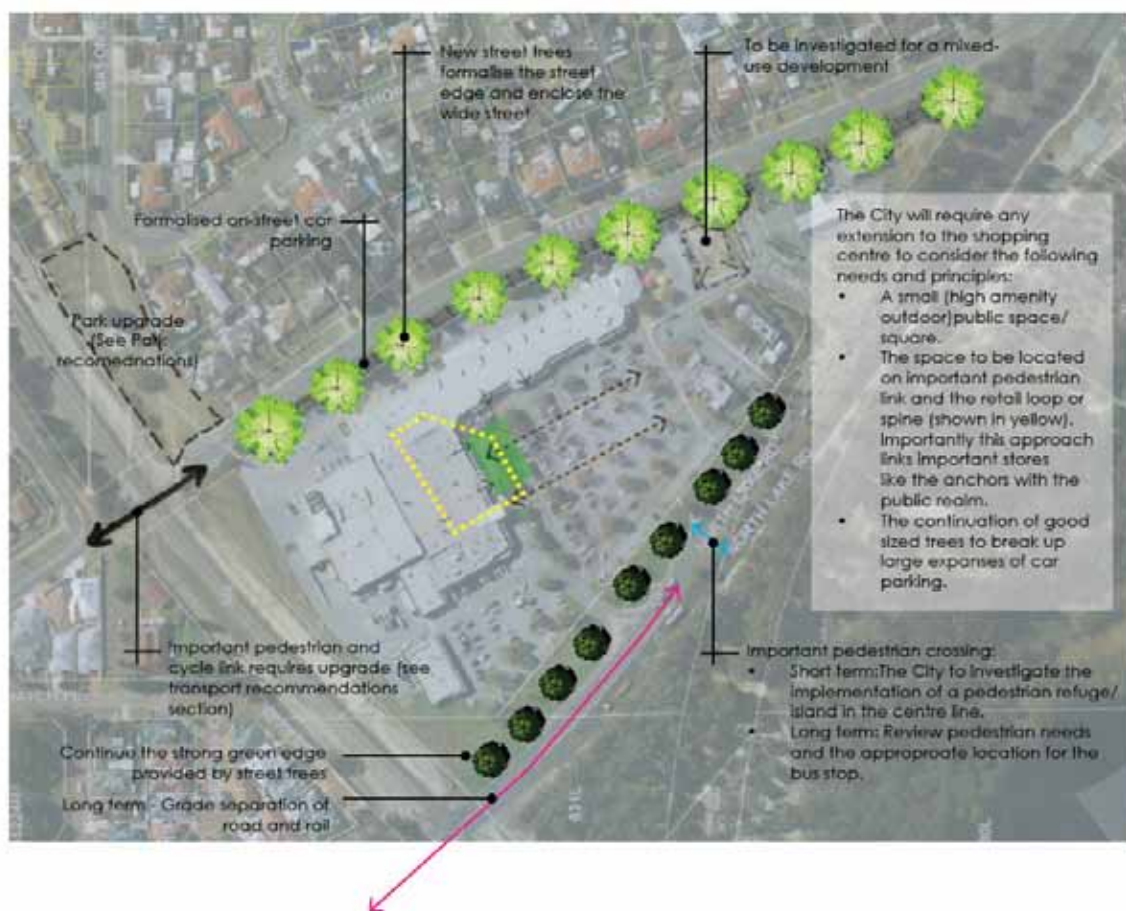
- Accommodate more trees;
- Define the street environment and assist in managing vehicle speeds;
- Provide flexible options for developments to accommodate car parking.



Bibra Lake Local Centre Concept Plan



Berrigan Drive Local Centre Concept Plan



The Lakes Neighborhood Centre Concept Plan

Action 3.4 Facilitate the provision of underground power by applying for the next round of funding through the State Underground Power Program.

The Coolbellup East Underground Power Project in 2013 saw the undergrounding of power lines in the eastern portion of Coolbellup. This was a result of the State Underground Power Program which was a partnership between the Government of Western Australia (through the Office of Energy), Western Power and the City of Cockburn, to improve residential amenity and security of power supply.

The next round of funding is likely to apply for funding to provide underground power for the remaining, western side of Coolbellup.

It is also considered appropriate that the Lakes suburbs be included within this next application for funding.

It is noted the application is subject to approval and does require community consultation with affected landowners to identify support (80% required) for residents to contribute what is usually 50% of the costs.

Further information will be available to residents at such time as an application is commenced.

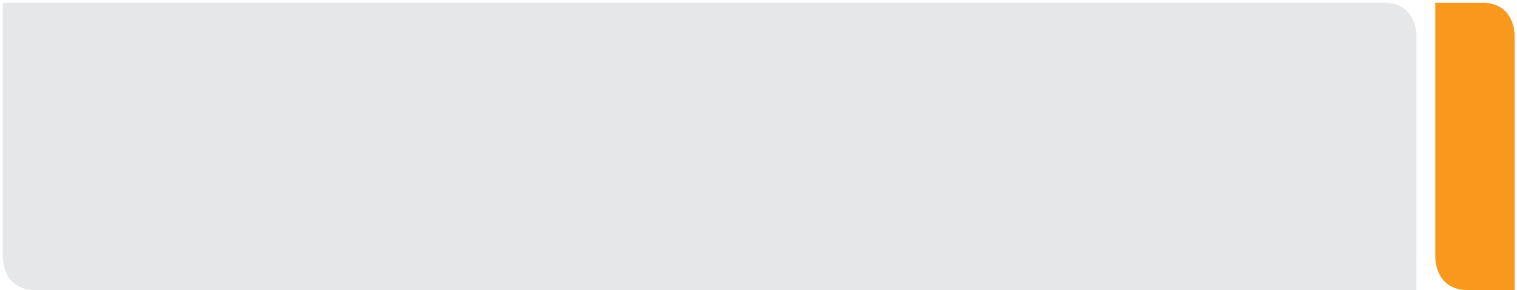
3.0 Implementation

The revitalisation strategy will be implemented in accordance with the table on page 46.

Certain recommendations, such as the scheme amendment process required to implement the recommended residential density changes, will be implemented as part of the City's normal processes using existing resources and allocations. However there are costs associated with the recommendations relating to park upgrades, streetscape upgrades and transport related initiatives.

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

Actions to implement the Lakes Revitalisation Strategy						
Actions		Stakeholders	Priority	Timeframe	Cost estimate	Relevant area of Strategic Plan
1.1	Amend TPS3 in accordance with the Residential Density and Zoning Plan.	Lead Department: Planning Services Department	High	6 months-1 year	Internal	Governance Excellence Demographic Planning
1.2	Undertake a drainage review.	Lead Department: Engineering	Medium	1 - 3 years	\$40,000*	Infrastructure development
1.3	Prepare acoustic guidelines to accompany the City's Noise Attenuation Local Planning Policy	Lead Department: Planning Services Department	High	6 months-1 year	Internal	Infrastructure development
2.1	Prepare an action plan to deliver the recreation loop concept and report to Council for adoption and funding support.	Lead Department: Planning Services Department	Medium	1 - 3 years	\$700,000*	Infrastructure development Lifestyle and aspiration achievement
2.2	Engage with the Public Transport Authority to undertake a review of bus services and routes within the locality.	Lead Department: Engineering	High	6 months-1 year	Internal	Lifestyle and aspiration achievement
2.2-2.4	Undertake the transport related recommendations identified within the table on page 34-36.	Lead Department: Engineering	Medium	1 - 3 years	\$2,420,000 (1,565,000*)	Infrastructure development
3.1	Continue street tree planting along South Lake Dr, Berrigan, Elderberry -Strength planting	Lead Department: Park and Environment Department Support Department: Planning Services External: Landowners	Medium	1 - 3 years	\$300,000*	Lifestyle and aspiration achievement
3.2	Undertake upgrades to residential parks as identified within the table on page 39-40.	Lead Department: Park and Environment Department	Ongoing – see page 39-40 for park specific timeframes	Ongoing	\$1,120,000*	Infrastructure development
3.3	1. Undertake an amendment to the Bibra Lake Management Plan in support of the Bibra Lake East Recreation Area Concept Plan. 2. Undertake more detailed design drawings and deliver the project.	Lead Department: Park and Environment Department Support Department: Strategic Planning	High	6 months-1 year	\$985,000	Infrastructure development
3.4	Undertake public realm upgrades around the 3 local centres.	Lead Department: Park and Environment Department	Medium	1 - 3 years	\$80-100,000	Infrastructure development
3.5	Facilitate the provision of underground power for the Lakes suburbs by applying for the next round of funding through the State Underground Power Program.	Lead Department: Engineering	High	6 months-1 year	To be costed.	Infrastructure development
Recommendations from existing CoC Strategies and plans*:					\$3,725,000	
New recommendations identified within this Strategy:					\$1,640,000	
Total:					\$5,365,000	





CITY OF COCKBURN THE LAKES REVITALISATION STRATEGY

BACKGROUND REPORT

DECEMBER 2015

www.cockburn.wa.gov.au

Contents

Introduction 3

Planning Policy Framework 3

Regional and Local Context 13

Indigenous and European History 13

Demographics 17

**Town Centre and Community
Facilities 20**

Streetscape Assessment 22

**Land in proximity to major roads and
the railway line 24**

Transport and Accessibility 30

Stakeholder Consultation 25

**Appendix 1: Outcomes Report -
Resident and Landowner survey**

**Appendix 2: Outcomes Report:
Community Visioning Forums**

Introduction

This Background Report provides the justification for the Strategy recommendations by detailing:

- Relevant planning framework and policies to be considered;
- An explanation of the R-Codes;
- Regional context;
- Local context including: History, demographics, town centre and community facilities;
- A streetscape assessment;
- An Integrated Public Open Space Assessment;
- A Transport and Accessibility Assessment;
- Urban infill and medium density development lessons learnt by the City, and;
- Stakeholder consultation outcomes.

At the end of each chapter, key findings are summarised to inform the Strategy recommendations.

The Revitalisation Strategy reflects the comprehensive State Government planning framework embodied in various strategies and policies. The City's local strategic plans is also embedded in the Plan.

Planning policy framework

State Planning Strategy 2050

The State Planning Strategy 2050 (SPS) provides a guide for public and local authorities to frame their legislative responsibilities in matters that regard land use planning, land development and transport planning. The Strategy provides a set of principles based upon Community, Infrastructure, Environment, Economy, Regional Development and Governance. Through these principles the Strategy guides future planning decisions.

The SPS identifies planning considerations and strategic direction that relates directly to the formulation of the Lakes Revitalisation Strategy and provides the agenda for urban infill and urban regeneration projects throughout Perth, those directions include;

- Land Availability – ensuring the sustainable supply, use and development of land with a strong presumption in favour of the sustainability of prime agricultural land.
- Spaces and Places – creating spaces and places that foster culture, liveability, enterprise and identity.
- Affordable Living – enabling affordable living through housing diversity and compact settlements.
- Health and Well-Being – encouraging active lifestyles, community interaction and betterment.
- Environment – conserving biodiversity, achieving resilient ecosystems, protecting significant landscapes and managing the state's natural resources in a sustainable manner.

To view the State Planning Strategy 2050 visit **www.planning.wa.gov.au**

Directions 2031 and beyond: Metropolitan planning beyond the horizon

"Directions 2031 and Beyond" is a high level strategic plan that establishes a vision for future growth of the Perth and Peel regions. It provides framework to guide the detailed planning and delivery of housing, infrastructure and services necessary to accommodate growth.

A key objective within Directions 2031 and beyond is to manage and progress the relationship between where people reside and where people are employed, reduce travel times and cost, and the associated impact on transport systems and the environment.

Perth and Peel @3.5 million (draft)

The Perth and Peel @3.5 million document seeks to update the Directions 2031 Strategy, developed to engage Perth in a discussion on future expectations around accommodating an increasing population whilst maintaining a familiar lifestyle for residents. The document provides a guide to manage urban growth, achieve increased urban consolidation and residential housing choice, required to accommodate the long term population growth.

Under the 'connected city' scenario, the need to provide urban infill has been identified at a target rate of 47%; meaning that by 2050, 380,000 of the 800,000 new dwellings will be within strategic infill positions. The connected city approach relies upon strategies such as the Lakes Revitalisation Strategy, and previous City of Cockburn strategies, to deliver its objectives for the Perth Metropolitan area.

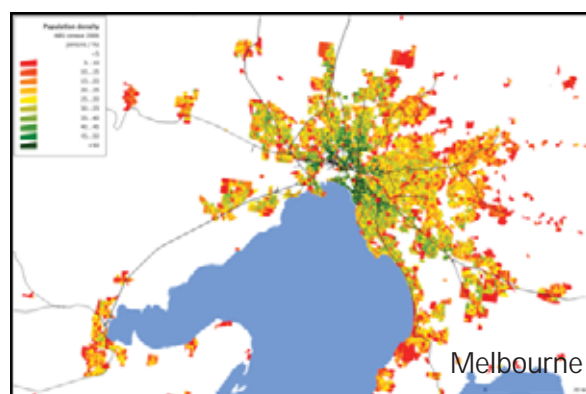
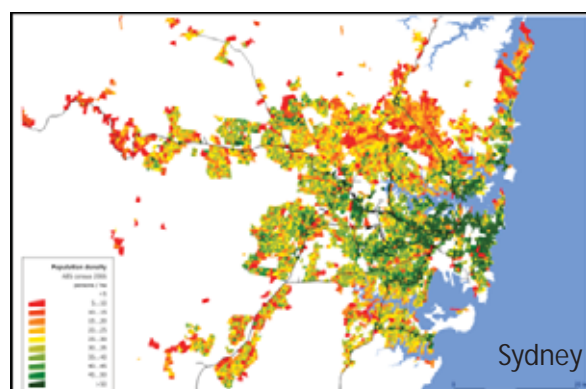
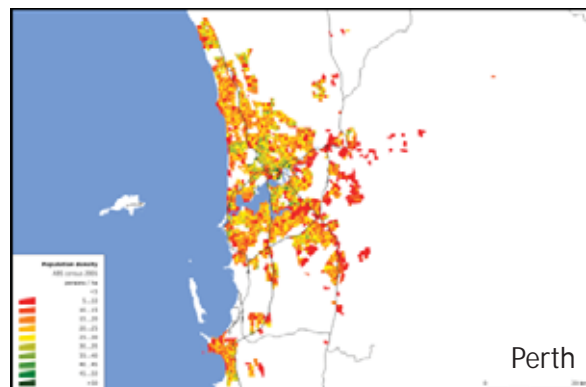
Images (Right) sourced from: <http://chartingtransport.com/2012/10/19/comparing-the-residential-densities-of-australian-cities-2011/>

Perth's population 2011 **2,021,200**

3.5 million Perth's projected population 2050

More than **1.5 million** new residents

800,000 new dwellings



The above images demonstrate the low density nature of Perth compared to Sydney and Melbourne. Red = low density, green = high density. Illustrating the need to consolidate housing options and reduce the negative impact of sprawl.

South Metropolitan Peel Sub-Regional Planning Framework: Perth and Peel @ 3.5 million (draft)

As an implementation mechanism of Perth and Peel @3.5 million, the Department of Planning released for advertising draft sub – regional planning framework documents, including the South Metropolitan Peel Sub-Regional Planning Framework. The draft Sub Regional Strategy focuses on establishing a long term and integrated framework for land-use and infrastructure provision.

Within the Sub-Regional Strategy the City of Cockburn is identified as requiring an estimated dwelling supply of approximately 14,678 dwellings that will provide an additional 32,292 residents by 2050. Furthermore, the draft strategy has identified a declining trend in the average household occupancy in the South-West subregion, together with an ageing population. This suggests it may be timely and appropriate to investigate opportunities to encourage diverse housing types when regenerating residential areas such as the Lakes area. Particularly given the ageing housing stock, some of which is up to 35 years old, currently located within the area.

State Planning Policy No. 3.1 – Residential Design Code of Western Australia

The Residential Design Codes of Western Australia (“the R-Codes”) provides the basis for the control, through local government, of residential development throughout Western Australia. The R-Codes aims to address emerging design trends, promote sustainability, improve clarity, and highlight assessment pathways to facilitate better residential design outcomes throughout Western Australia

The R-Codes provides minimum and average lot areas for each R code. Local planning schemes then apply an R coding, for example: R20, R30, R40, to residential zoned land which is used to control the subdivision of land.

Table (below) is an excerpt from Table 1 of the R-Codes and sets out the minimum and average site area for R20-R80 single and grouped dwellings and for multiple dwellings codes (above R30).

Please note that the table is inclusive of the amendments that were made to the R-Codes on 23 October 2015. This amendment affected the potential yield of apartments that can be built on blocks coded R30 and R35. A copy of the R-Codes and further details on the recent amendments can be found on the WAPC website.

R-Code	Dwelling Type	Minimum site area per dwelling (m2)
R20	Single house* or grouped dwelling**	Min 350 Ave 450
	Multiple dwelling	450
R25	Single house or grouped dwelling	Min 300 Ave 350
	Multiple dwelling	350
R30	Single house or grouped dwelling	Min 260 Ave 300
	Multiple dwelling	300
R35	Single house or grouped dwelling	Min 220 Ave 260
	Multiple dwelling	260
R40	Single house or grouped dwelling	Min 180 Ave 220
R50	Single house or grouped dwelling	Min 160 Ave 180
R60	Single house or grouped dwelling	Min 120 Ave 150
R80	Single house or grouped dwelling	Min 100 Ave 120

Minimum site area requirements (extract from the R-Codes)

Multiple dwellings on land coded R40 and above are controlled in a different manner. Multiple dwellings are controlled via a plot ratio, maximum building height and minimum open space. Plot ratio is the ratio of the gross total of all floors of buildings on a site to the area of land in the site boundaries. The following table is an excerpt from Table 4 of the R-Codes which summaries the key control relating to multiple dwellings on land coded R40 and above.

R-Code	Maximum Plot Ratio	Minimum Open Space (% on site)	Maximum height (m)		
			Top of external wall	Top of external wall (roof concealed)	Top of pitched roof
R40	0.6	45	6	7	9
R50	0.6	45	9	10	12
R60	0.7	45	9	10	12
R80	1.0	*	12	13	15

Multiple and grouped dwelling general site requirements R30-R80 (extract from the R-Codes)

It is important to note that there are additional requirements under the R-Codes when considering the development and subdivision of land.

The above description of the R-Codes only covers requirements which relate to dwelling yield. Other requirements of the R-Codes include:

- Streetscape;
- Boundary setbacks;
- Open space;
- Access and parking;
- Site works;
- Building height;
- Privacy; and
- Designing for climate.

Further information see the following information sources:

Further information regarding the R-Codes - www.planning.wa.gov.au/Residential-design-codes.asp

For information to assist in further understanding:

- Housing types
- House and site design considerations
- Neighbourhood planning

See the *Towards Perth and Peel@3.5million - Diverse City by Design* document -

www.planning.wa.gov.au/dop_pub_pdf/Diverse_City_by_Design_Fact_Sheets.pdf

Explanatory guide to the R-Codes for R20 to R80

R20

An R Code of R20 means that an average of 450 m² is required per dwelling.

Existing Lot Size		450-899 m ²	900-1,349 m ²	1,350-1,799 m ²	1,800-2,249 m ²	2,250 m ² plus
Potential No. of dwellings ¹	Single and Grouped Dwellings	1	2	3	4	5 or more
	Multiple Dwellings	1	2	3	4	5 or more

R30

An R Code of R30 means that an average of 300 m² is required per dwelling.

Existing Lot Size		300-599 m ²	600-899 m ²	900-1,199 m ²	1,200-1,499 m ²	1,500 m ² plus
Potential No. of dwellings*	Single and Grouped Dwellings	1	2	3	4	5 or more
	Multiple Dwellings	1	2	3	4	5 or more

Notes:

- The ultimate lot yield will be affected by other factors. Some of these are listed below
 - whether an existing house is retained or not,
 - whether the proposed development is for a "battle-axe" subdivision,
 - the ability to vary the minimum site area requirements under Clause 5.1.1 Site Area of the R-Codes.
- Potential No. of Multiple Dwellings (above R40) have been calculated using an assumed average dwelling area of 65m². However, dwellings can be as small 40m².

R40

An R Code of R40 means that an average of 220 m² is required per dwelling.

Existing Lot Size		220-439 m ²	440-659 m ²	660-879 m ²	880-1,099 m ²	1,100 m ² plus
Potential No. of dwellings*	Single and Grouped Dwellings	1	2	3	4	5 or more
	Multiple Dwellings ²	2-4	4-6	6-8	8-10	10 or more

An R Code of R60 means that an average of 150 m² is required per dwelling

R60

Existing Lot Size		150-299 m ²	300-599 m ²	600-749 m ²	750-899 m ²	900 -1,049 m ²	1,050- 1,199 m ²
Potential No. of dwellings*	Single and Grouped Dwellings	2	3	3-4	4-5	6-7	7-8
	Multiple Dwellings ²	1-2	3-5	5-7	7-9	9-13	14-21

R80

An R Code of R80 means that an average of 120 m² is required per dwelling

Existing Lot Size		180-359 m ²	360-539 m ²	540-719 m ²	720-899 m ²	900 -1,299 m ²	1,300- 1,999 m ²
Potential No. of dwellings*	Single and Grouped Dwellings	1-2	2-3	3-4	4-6	7-9	10-15
	Multiple Dwellings ²	2-5	5-8	8-11	11-13	13-19	19-30

City of Cockburn Planning Strategy

The City of Cockburn's Local Planning Strategy (LPS) sets out the long-term planning directions for Cockburn and provides the rationale for the zones and other provisions of the Town Planning Scheme 3. The LPS sets out the City's general aims and intentions for future long-term growth and change.

The following strategies from the LPS directly relate to the formulation of the Coolbellup Revitalisation Strategy:

- Promote development near public transport routes and minimise trip lengths in order to maximise local convenience and minimise the environmental impacts of private car users.
- Encourage cycling by defining and implementing cycle networks and promoting the provision of end-of-trip facilities.
- Provide a range of housing opportunities for a diverse mix of people.
- Promote mixed uses of land in communities, especially through the location of housing in commercial centres.
- Ensure neighbourhoods include appropriate amounts of local open space.
- Enhance local identity and character by preserving buildings and places with historic, architectural, scientific or scenic value.

City of Cockburn Sustainability Action Plan 2015/16

The City of Cockburn's Sustainability Action Plan 2015 – 2016, forms part of the City's integrated reporting platform. The action plan assists in identifying how the City will work towards the City's vision as the most attractive place to live, work, visit and invest in, within the Perth Metropolitan area. The following actions directly relate to the development of the strategy:

- To plan neighbourhoods with a range of residential densities which increase towards the neighbourhood's centre;
- Develop a strategic approach to community engagement, and
- Enhance a sense of community ownership and promote Cockburn as an attractive place to live, work and visit.

Contributing to these actions is the identified requirement to deliver the Lakes Revitalisation Strategy is a key action identified.

The Coolbellup, Hamilton Hill, and Phoenix Revitalisation Strategies.

All 3 strategies are adopted and provide a comprehensive plan to guide future development including guidance as to how future urban infill will be delivered and works required to facilitate improvements in the urban environment.

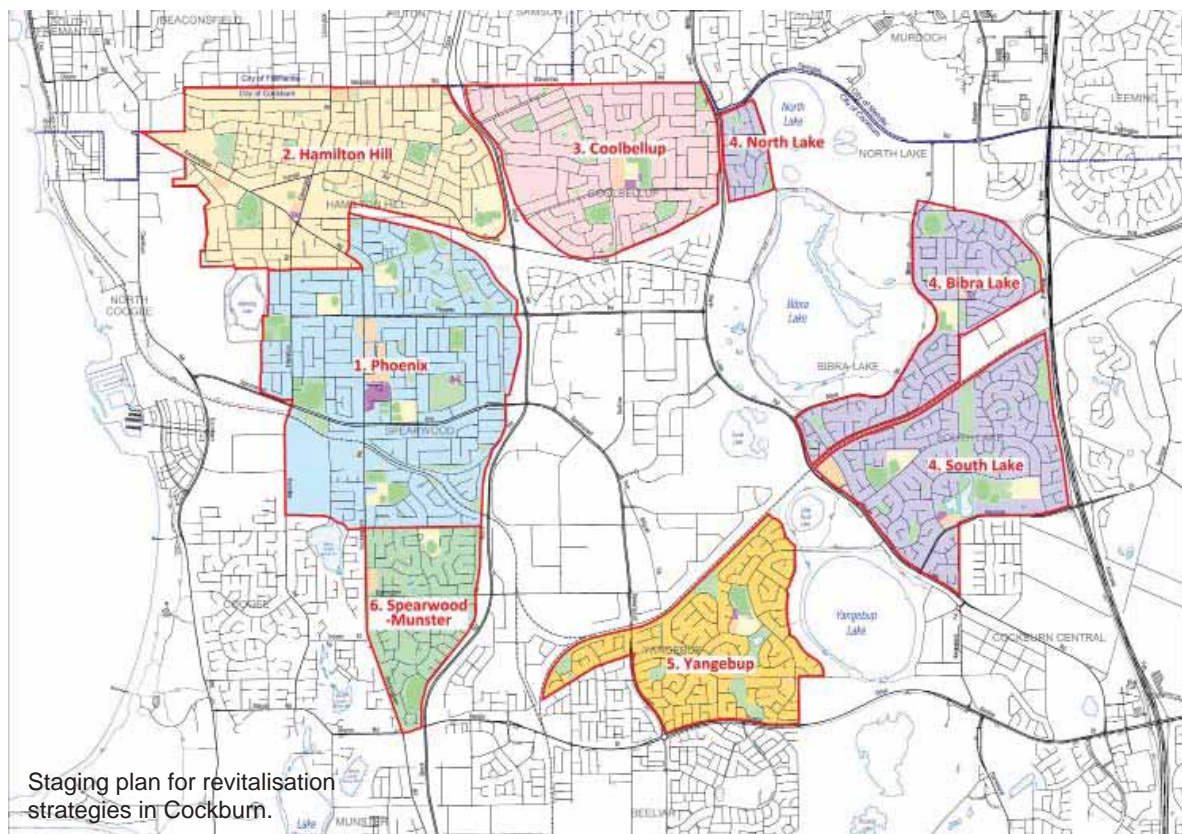
The Phoenix Revitalisation Strategy was a precursor to the Hamilton Hill Revitalisation Strategy and was finalised in May 2009. The Phoenix Strategy lies immediately to the south of the Hamilton Hill Strategy area. It provides a comprehensive plan to guide future development within the established suburb of Spearwood and a portion of Hamilton Hill. The Hamilton Hill Revitalisation Strategy identified amongst other recommendations identified strategies to address the ageing building stock and revitalise public areas.

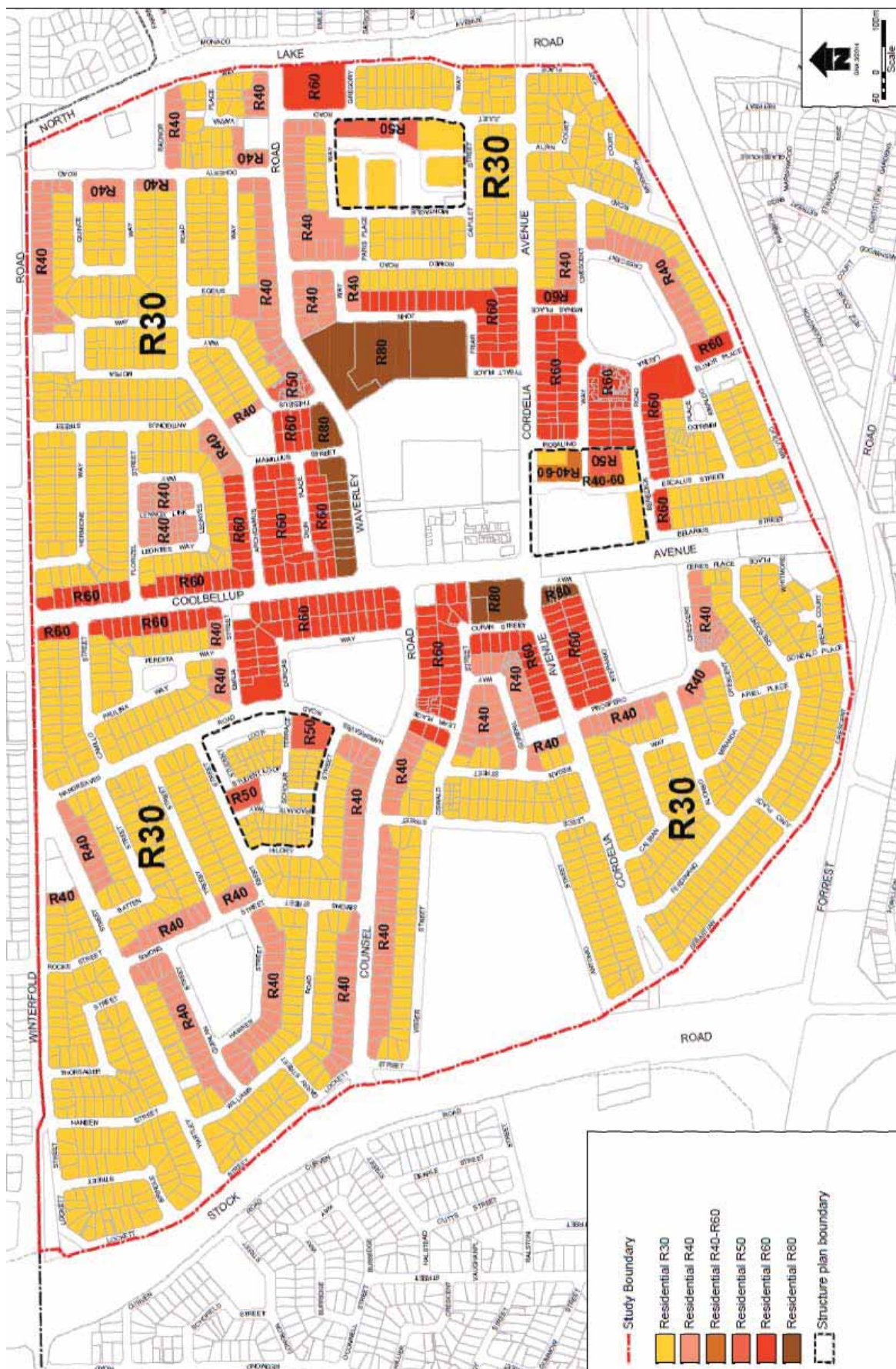
The Coolbellup Revitalisation Strategy for example focused on:

- Identifying opportunities to attract a more diverse building stock;
- Promoting good design outcomes by proposed changes to APD58 – Residential Design Guidelines, and;
- Opportunities to revitalise key streets.

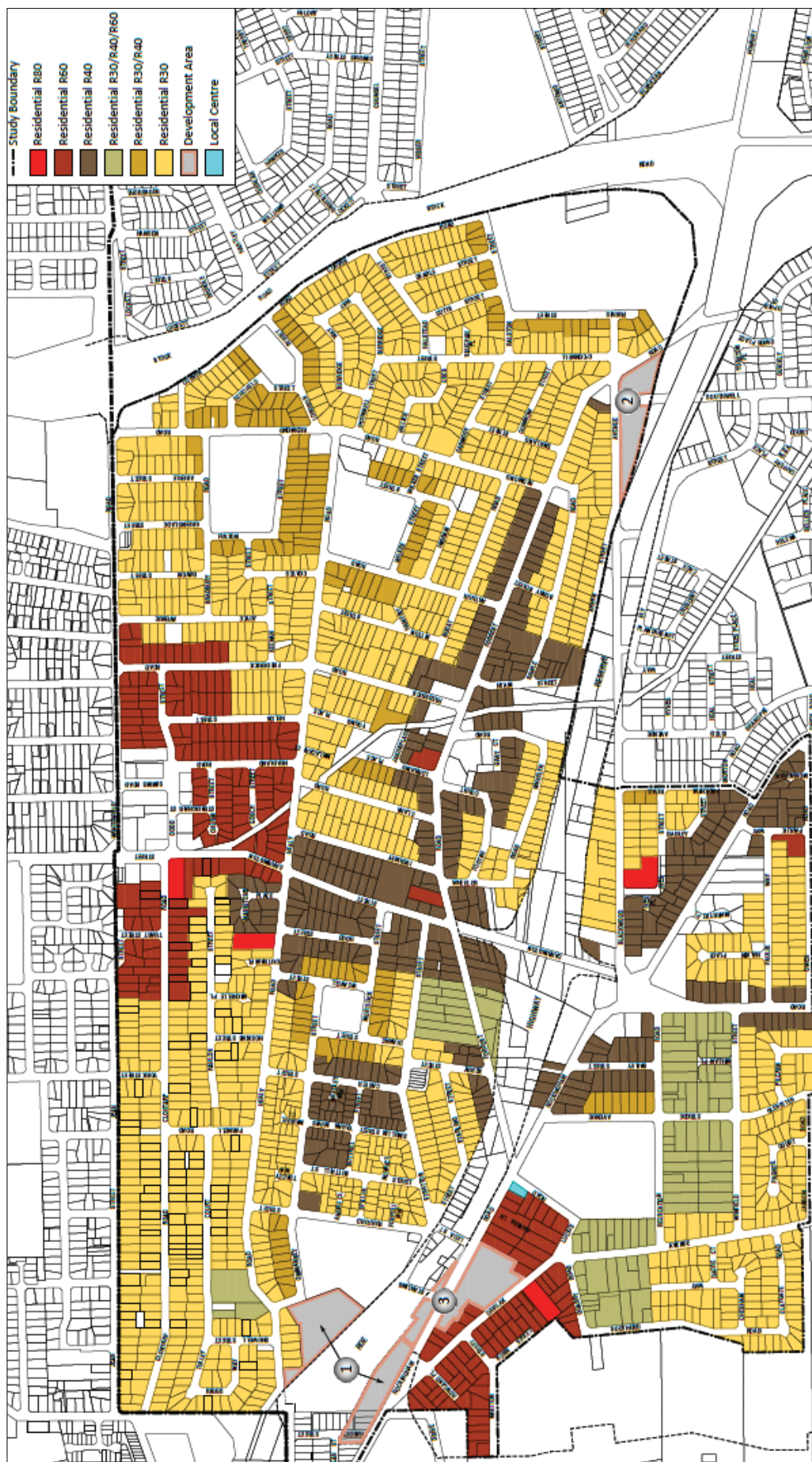
A copy of all 3 revitalisation strategies are available on the City's website.

The below figure provides the City's staging plan for revitalisation strategies across Cockburn.

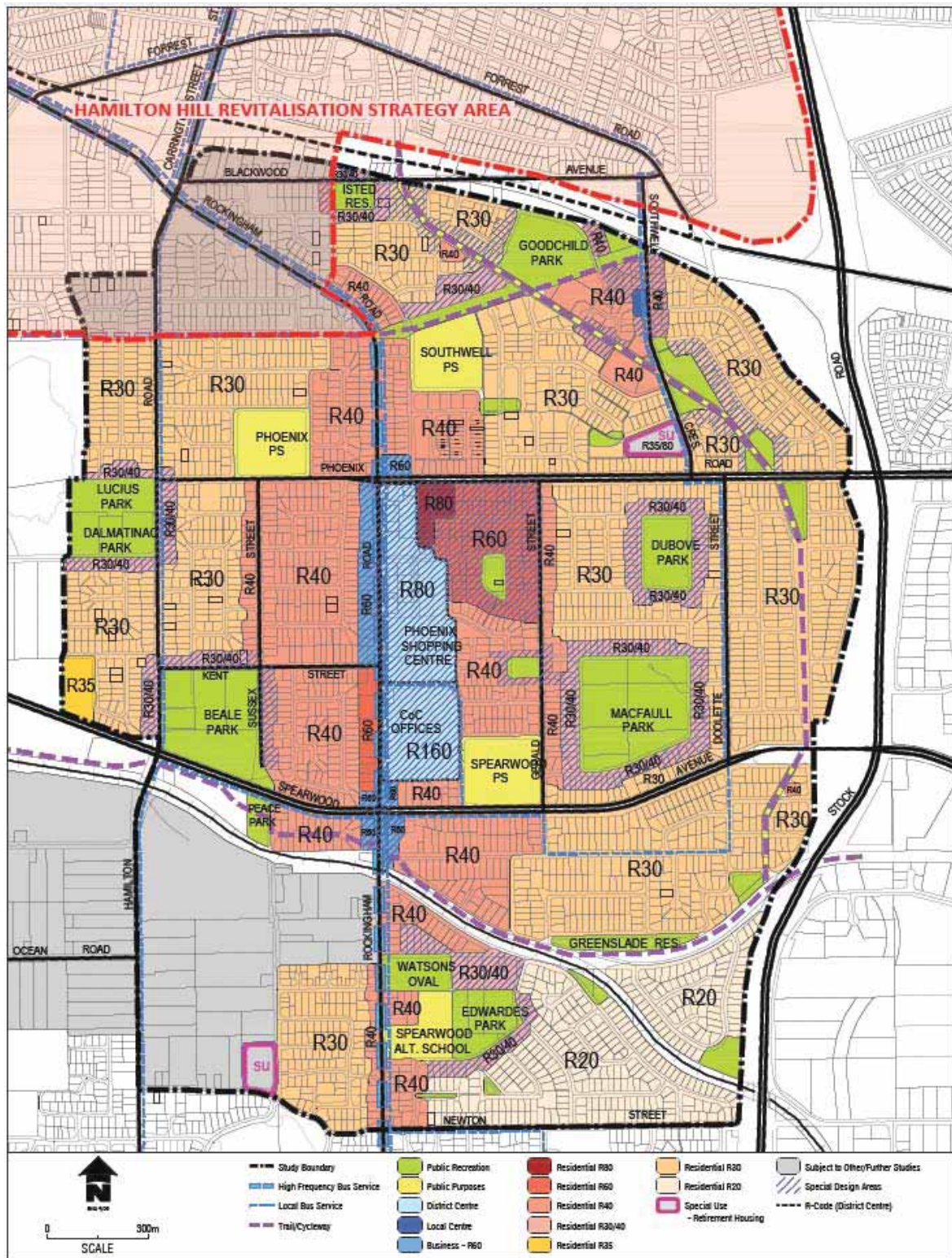




Coolbellup Revitalisation Strategy Residential Density Zoning Plan (Extract from Coolbellup Revitalisation Strategy)



Hamilton Hill Revitalisation Strategy Residential Density Zoning Plan



Phoenix Revitalisation Strategy Residential Density Zoning Plan

Regional context

The Lakes suburbs are located within the South West corridor of the Perth metropolitan region approximately 18km from Perth CBD. At a regional level the area is well connected and in close proximity to the new Fiona Stanley Hospital, Murdoch University precincts, Fremantle city centre. The evolving regional centre of Cockburn Central is located to the south of the Lakes area, providing a strong provision of retail, recreation and support services.

The strategy area is close to major employment nodes including Fremantle, the Australian Marine Complex in Henderson, Jandakot Airport and Kwinana heavy industrial area, the growing and future nodes of Latitude 32 industrial area, Cockburn Central and Cockburn Coast.

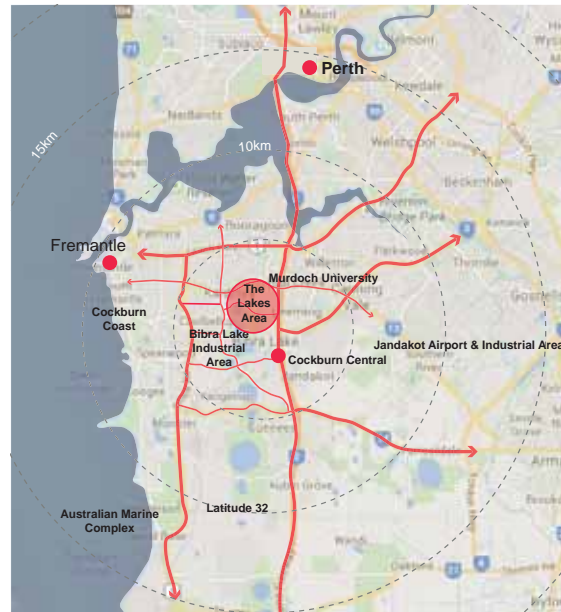
In close proximity are several educational centres including North Lake Senior High School, Lakelands High School and private institutions such as Waldorf School, Seton Catholic College and Emmanuel Catholic College. As a result the Lakes area is well located in terms of services, schools, community facilities and retail needs.

Local context

Aboriginal history

The City of Cockburn is known to the Indigenous traditional owners of the area as Beeliar Boodjar. Beeliar are one of the clans of the Whadjuk group of Nyungar and Beeliar Nyungar means 'river people'. Boodjar means land (City of Cockburn, n.d).

'The Dreaming' is a term used to describe Aboriginal creation stories about events



The Lakes suburbs and the surrounding region

within and beyond the living memories of Aboriginal people. The Dreaming shaped the physical, moral and spiritual world and continues to renew and sustain itself today. Nyungar responsibilities, beliefs and values have been based on the same principles. The content of Dreaming stories may change depending on the narrator, audience and location. However, the Rainbow Serpent, the Waakal is always depicted as fundamental to Nyungar Dreaming, creating the shape of the boodjar and giving foundation to the meaning of life. It is easy to look at the Beeliar wetland system and visualise this huge Waakal twisting up and down, making its way north to Fremantle and south to Mandurah (City of Cockburn, n.d).

Prior to European contact the Nyungar people were hunter gatherers who moved along definite routes determined by seasonal supplies of food and water. They lived in closely knit family groups related by kinship, and over the previous centuries, they had evolved a sound social framework and a finely tuned

established order (City of Cockburn, n.d).

The arrival of European explorers and settlers in the Swan River Colony in the late 1820s and the movement of people into the interior of Western Australia in the subsequent decade was to set in motion a period of enormous change for the Aboriginal inhabitants of Western Australia. The arrival of the Europeans, with their different attitudes to land ownership and tenure, was to have a devastating effect upon the traditional way of life of the people.

Investigation of the Cockburn region prior to European settlement in 1829 shows evidence of a large Aboriginal presence. Archaeological findings show camp sites in the vicinity of the freshwater lakes in the Cockburn Sound district, particularly near North and Bibra Lakes. Artefacts and rock engravings found in Cockburn reflect their use of the land.

There are still 16 archaeological sites found within Cockburn, most of which in the Lakes area. The Bibra and North lake area were used as campsites by Nyungar people due to the proximity to freshwater, good vegetation and the subsequent wildlife. Additional rock engravings are found in the area which reflects the use of the land by Nyungar people.

Given the different land management and attitudes between European settlers and Nyungar people, specific locations of the many campsites and artefacts are not recognised on City maps. However given the scope of the revitalisation strategy, there is no expectation that these sites will be disturbed. Rather what is important is to educate and highlight special areas of interest so as to encourage a link to the past and local heritage. This is already considerably discussed within the Bibra

Lake Management Plan but should also be embedded into the recommendations of the revitalisation strategy where possible such as through placemaking initiatives.

European history

Bibra Lake was originally known as Walliabup Lake, a Nyungar name for the area that was accepted by many early European settlers. The name 'Bibra' comes from the initial surveyor of the Lakes area Benedict Von Bibra, who allocated and sold lots to future pastoralists. The remaining suburbs in the Lakes area are named simply after their geographical position, North Lake and South Lake.

Following the settlement of the Swan River Colony in 1829, the Lakes area along with the rest of the Cockburn region was gradually settled by pastoralists during the 1850's to 1870's. In the decades following the 1870's market gardens began to emerge as the key land use within the Lakes area.

Technological change and a lack of infrastructure brought about a decline in Market gardening during the 1920's. With the introduction of the automobile, the time it took to travel between markets and the farm decreased, thus farmers could afford to live further South in areas associated with better soils. 1921 saw the establishment of North and Bibra Lake Progress Association, who sought the advancement of the Lakes area to a similar standard of the nearby Hamilton Hill and Spearwood market gardeners and town sites with the inclusion of electricity and extension of North Lake road through the Canning Highway.

Urban development of the Lakes area occurred later than other Cockburn

regions with most residential development being constructed during the 1980's at a zoning of R20. In the years following several parcels of land notably in the Southern portion of Bibra Lake and South Lake have been developed during the early 2000's at a higher zoning of R30.

There are 5 sites with heritage interests in the Lakes Revitalisation Strategy area. These include:

- Jandakot Hall
- Jandakot Hotel (Site)
- Residence: Meller
- Moreton bay Fig Trees
- Norfolk Island Pine Trees



Jandakot Hotel



Jandakot Hall - Anning Park

Jandakot Hall

Jandakot Hall has high social and recreational significance within the local community as a focal point for community activities.

The hall was constructed in the 1960's on the site formerly known as Anning Park Showground and Agricultural Hall. The hall is known for hosting Agricultural shows from 1902 and is still used for various sporting and is still regularly rented out for social events.

Jandakot Hotel (Site)

Jandakot Hotel is a private residence, formerly used as a Hotel, Tavern and Inn. The site retains its original fabric and has social significance to members of the local community.

Original owner and licensee, Walter Lawrence, built the Jandakot Hotel. A fire in 1909 destroyed most of the structure and it was reconstructed using pressed red brick. In 1938 the property was sold to the Lucken family who used the premises as a private residence. Today it functions as a private residence.

Residence: Meller

Residence: Meller is significant for its high architectural value as a substantial and well resolved residence within Cockburn. Built in 1890 as a homestead on the Meller family farm, the residence is now surrounded by suburban houses and public open space however, retains its exterior fabric of red sundried bricks.



Meller Residence

Moreton Bay Fig Trees

In close proximity to the study area, the 3 Moreton Bay Fig Trees located adjacent to the western side of the lake, on Progress Drive, are significant for their high level of aesthetic value and association with the Currie family, a prominent dairying family who formerly owned and farmed the land. The trees are a living reminder to the previous land use of Bibra and North Lake.



Morton Bay Figs - Progress Drive

Norfolk Island Pine Trees

The 2 Norfolk Island Pines, planted in 1900, are significant in their representation of vegetation that has survived urban development of the Bibra and North Lake. The trees have significant social and historical value to the former dairying land use and the Dixon family who planted the trees.



Norfolk Pine Trees located on Hope Road (cnr Progress Drive)

Demographics

This section of the report analyses and documents current demographics of the Lakes area relative to the City of Cockburn and Perth averages and trends. This part of the background report helps in defining the unique character of the local population as well as predict the future populous of the area.

Collectively the Lakes area population is diverse, with diversity being demonstrated between the 3 suburbs – Bibra Lake, North Lake and South Lake.

The median age of residents in the Lakes area is 35 compared to the median age for all City of Cockburn residents of 34. When these figures are analysed a little closer it can be established that South Lake is generally represented by a younger demographic of 33 being the median age. North Lake and Bibra Lake median age sits at 39. This younger demographic is likely to be suggesting that younger families are entering the market in this location (in part) as a result of lower house prices (compared to Bibra Lake and North Lake).

The Lakes area has a significantly greater aged population profile than that of Cockburn overall with 18.6% of residents being 65 or older, compared with 10.3% respectively. However it is important to recognise that the Lakeside Village contributes greatly to this demographic trend and as a result the data is not reflective of the entire Lakes area. Rather the median age is likely to be more in line with the Cockburn average.

Almost 75% of households earn a weekly income between \$600 - \$3000 per week.

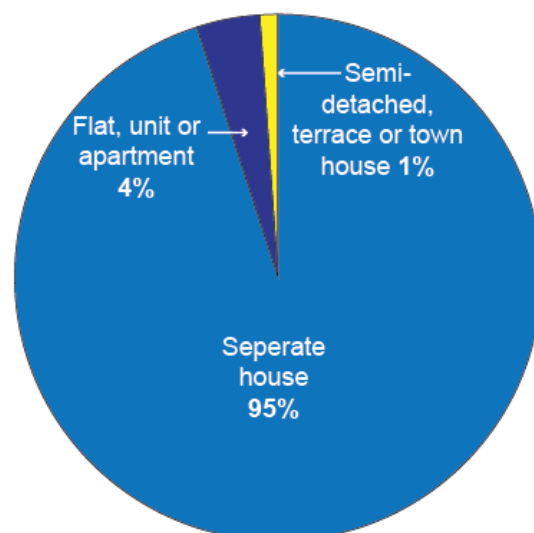
The type of jobs residents are employed to do relate to – 18.3% are classified as “Technicians and Trade workers” alongside 18.17% of ‘Professionals’.

These figures are very much consistent with the wider Cockburn average.

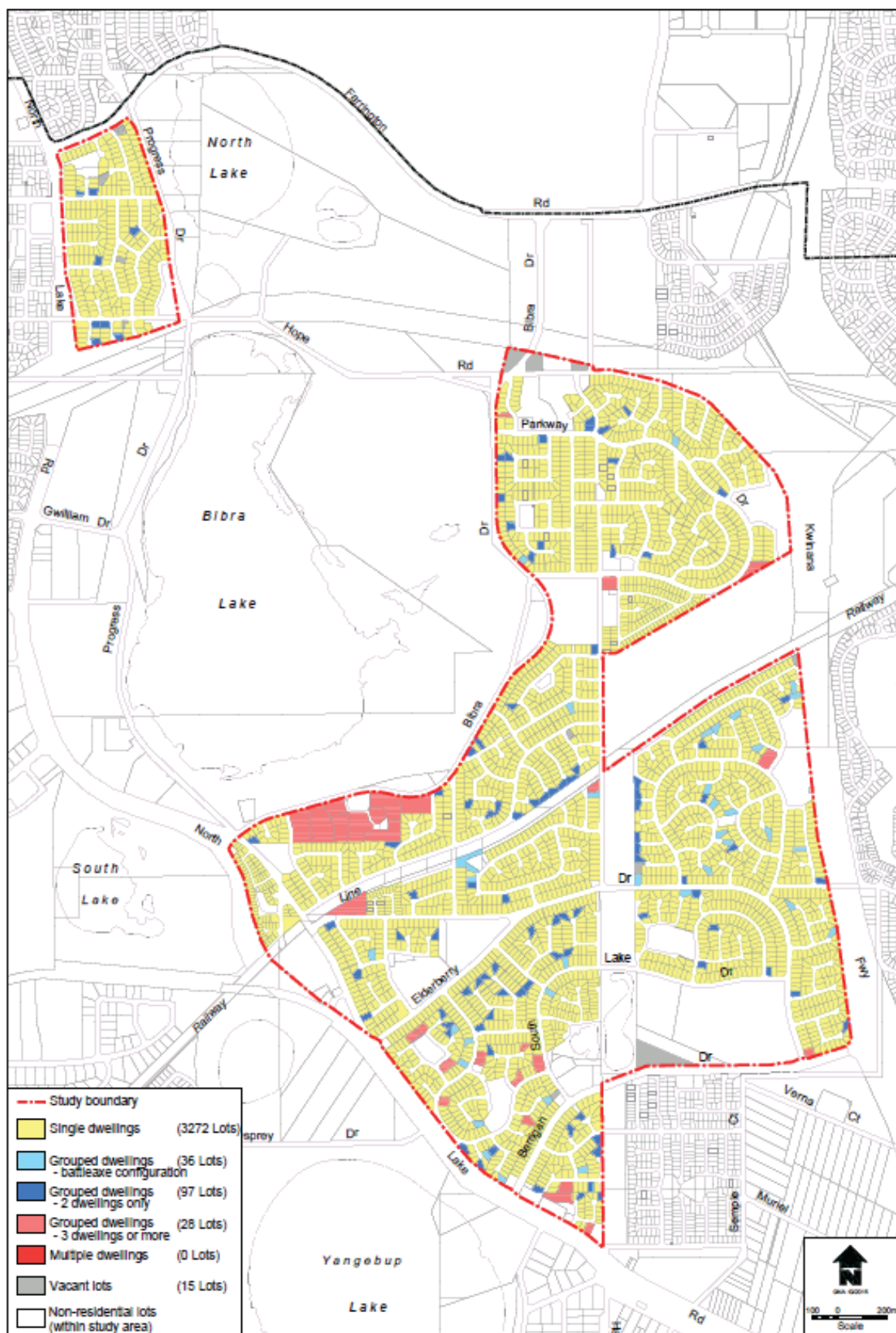
The Lakes residents are heavily dependent on car use as their primary form of travel to work. 71.9% of residents travel to work as a driver or passenger, similarly 71.5% of Cockburn residents uses the same method. Public Transport is a less utilised method with 5.6% of residents taking buses, trains and ferries to work, while Cockburn overall uses public transport for 7.3% of journeys. Walking to work is the least used transportation method with only 1.3% of Lakes residents walking to work and 1.1% of Cockburn overall walking to work.

Housing

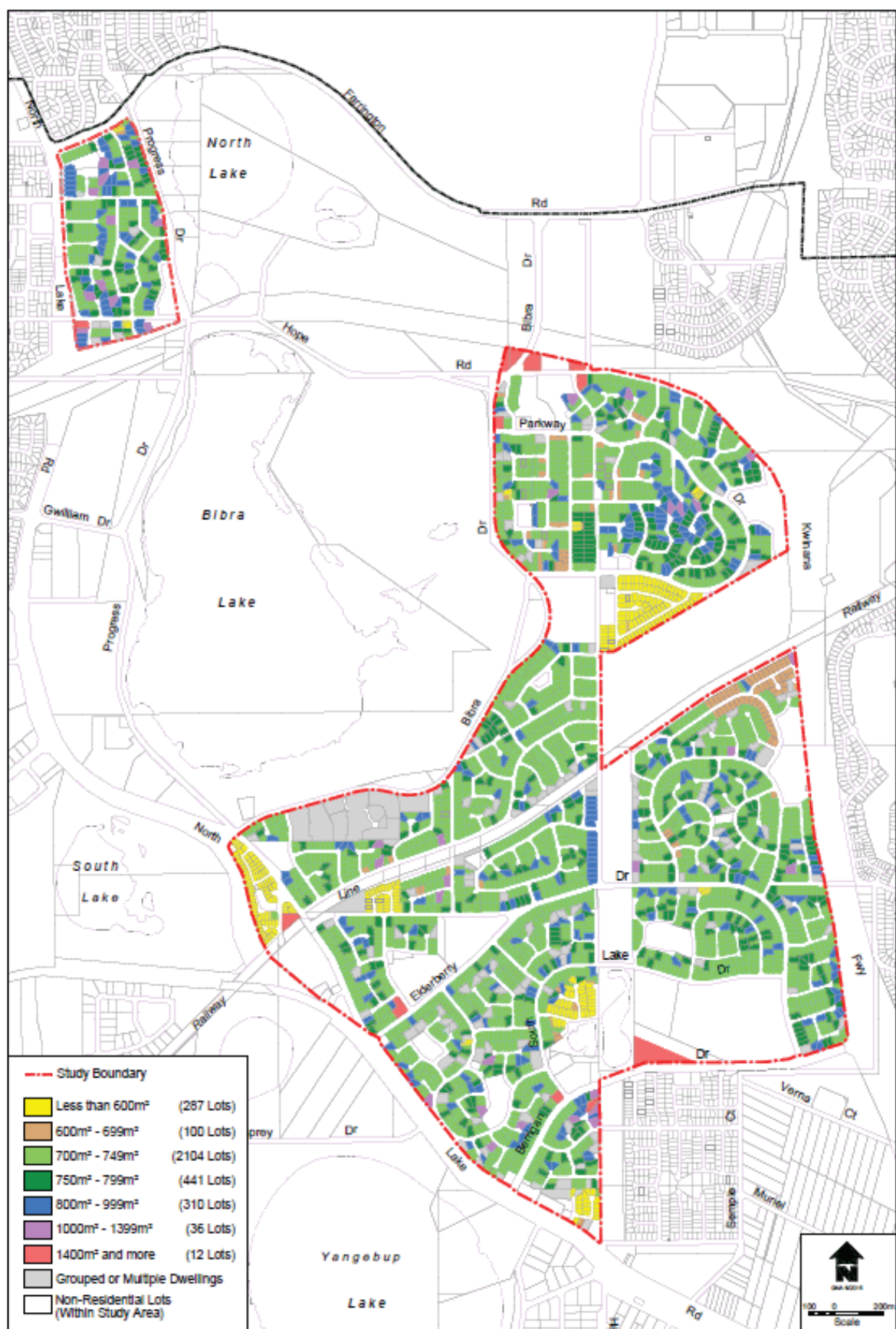
There are 3,791 dwellings in the Lakes area. The structure and number of dwellings is shown in the below figure, illustrating a much higher proportion of households live in separate houses. This is consistent with the wider trend across Cockburn and the metropolitan region. Demonstrating a need to provide alternative housing types such as apartments and town houses.



The Lakes Dwelling Structure



The Lakes Existing Dwelling Structure Types



The Lakes Existing Lot Size Map

grouped dwellings of various scale and multiple dwellings in the Lakes area. By far the most common are single dwellings (3272).

The “Lakes Existing Lot Size Map” shows the current density codings, R-Codes, prescribed to residential land within the Lakes suburbs. Page 6 and 7 provides a detailed explanation of the R-Codes and the development potential under various density codes.

The majority of the Lakes is coded R20.

Figure (Left) provides an indication of the size of the single residential lots and undeveloped lots in the study area. Most residential lots in the Lakes range between 700m² and 750m² however a proportion (750 lots) are larger in size, between 750m² and 1,000m².

This analysis provides an understanding of the existing residential development within the area, but also the development implications of the proposed recoding's outlined in Part 2 of the Strategy.

Demographic and housing summary and implications

The strategy must ensure that any future planning responds and supports demographic characteristics of the Lakes area currently, and forecasted. The key demographic characteristics and trends to be considered in the Lakes strategy relate to:

- A diverse and ageing population;
- Small and declining household sizes;
- A disproportionate number of single dwellings compared to smaller housing types
- High car dependency.

The purpose of the Strategy responds to the demographics characteristics and

trends. Through reviewing the residential densities, the Strategy supports creation of a greater diversity of housing types and sizes which will provide appropriate housing options for these smaller household sizes. Further the strategy seeks to encourage alternative transport modes through the revitalisation of the Lakes area key streets and public places.

Alternative, smaller, dwellings are likely to have the added advantage of contributing to an affordable living option.

Town Centre and community and recreation facilities

Shopping needs

There are 3 Local centres in the Lakes area;

- The Lakes Shopping Centre;
- South Lake Shopping Centre, and;
- Bibra Lake Shopping Centre.

These centres provide for daily short trip and in some cases, weekly shopping needs for the surrounding local catchment. In addition to these, the Lakes area is within the catchment of larger centres such as Gateways Shopping City, Kardinya Shopping Centre and Garden City. These centres provide more of the weekly shopping needs.

While the centres themselves provide for a range of shopping needs, and this will be improved with the arrival of ALDI at The Lakes Shopping Centre early 2016, opportunities exist to improve the presentation and interface with surrounding uses around these centres.

Any future works in and around the centres should include/consider:

- Opportunities to increase community events in and around the centres;
- Increased densities, particularly on land within the 400m walkable catchment. It is viewed that increased densities will contribute to the viability of the commercial centre by increasing the number of people in proximity to the Centre.
- Higher densities will assist in delivering larger buildings that will contribute towards reinforcing and enclosing these important areas and increasing activity and surveillance;
- Improve pedestrian amenity, safety, and street legibility;
- Encourage pedestrian and cycling to and from the centre through improved signage;
- Accommodate more trees; and
- Improve the relationship between the centres and surrounding public spaces and green areas.

The 3 concept plans provided on page X of the Strategy illustrate important concepts and functions to guide future development in and around these centres.

Community and health facilities

Most community support services in the area are provided through outreach services, meaning residents have to travel for these services. Most of these are in Coolbellup however Cockburn Central also provides a number of services such as through the Integrated Health Centre, the Youth centre and the Success Library.

In addition, a strip of health services are located along the Western section of Berrigan Drive including medical and dental clinics and massage services. A

Medicare Local is located in South Lake.

While the extent of this revitalisation strategy does not extend to proposing or reviewing services, it nonetheless does highlight the importance of ensuring good levels of public transport and connections exist between the Lakes Area, Coolbellup and Cockburn Central. This is analysed further within Transport Section of this Background Report.

Community halls and facilities

Bibra Lake Community centre

The Bibra Lake Community Centre is located immediately adjacent to the Bibra Lake Shopping Centre and the Bibra Lake Primary School. The hall was renovated 7 years ago with a focus on young children at which time the play area was upgraded. How the hall integrates with surrounding land uses into the future and addresses surrounding street frontages are important considerations to improve the amenity and function of the town centre.

South Lake Ottey Family and neighbourhood Centre

The Ottey Centre provides for a range of activities and functions including counselling, emergency food relief, co-health activities, classes, BBQ's for community events and has a children's play area. The centre is a facility that can be utilised for meetings.

The Ottey Centre is centrally located adjacent to the South Lake Shopping centre and fronts quality recreation open space area to the north of which links in with the green loop (See recommendation X). Good levels of public transport exist from Berrigan Drive.

Schools

The Lakes area has a sufficient level of schools for the population catchment, with 1 high school, 2 public primary schools and 1 private primary school.

A further 2 private schools, the Perth Waldorf School (Gwilliam Drive) and the Steiner School (North Lake Rd), are located in the periphery of the study area, on the Western side of Bibra Lake.

When considering schools in the context of the revitalisation strategy, it is important to ensure safe options exist for walking and cycling. This has directly informed the regional green route recommendation – see page 28 and 29 of the Strategy.

These combined with public transport options (buses to trains at Cockburn Central) provide relatively good facilities for teenagers. However opportunities exist to upgrade facilities surrounding the skate ramps. For example shade trees and group seating areas. This is discussed further in section X.

When the South Lake Leisure Centre closes good bus services to CCW will be required. This is discussed further in section X.

Recreation facilities in public parks are addressed within section X on page X.

Entertainment and recreation facilities

Activities and infrastructure for teenagers in the study area and surrounding area include:

- The Youth Centre at Cockburn Central;
- Adventure World – Reportedly a number of young people have season passes access the western side of the lake;
- The skate ramps located on the eastern edge of Bibra Lake;
- The South Lake Leisure Centre (soon to relocate to Cockburn central West);



Streetscape assessment

Streets are important shared spaces and their presentation and form impacts on the perception of a place. Generally the feedback provided within the visioning forums and the surveys was that attractive streets are important and while most streets were viewed favourably throughout the Lakes area, the following improvements were identified as being important to revitalise key streets:

- More quality street trees
- Better connected footpaths and cycle paths
- Improved directional signage

Additionally, residents in North Lake and Bibra Lake highlighted a need to improve street lighting.

Spatial definition of streets

The following provides an assessment on the spatial definition of streets within the study area:

North Lake

Given the quality landscaped frontages of most houses in the North Lake area, and the condition of homes, streets are generally present well.

Du Maurier Road and Masefield Avenue are important streets given their West-East connections for pedestrians and cyclists, in addition to Du Maurier Road being the central, main entry road into the suburb. These roads provide access through the suburb from Bibra Lake, through to Coolbellup.

The spatial definition of these streets is good given the consistent landscaping and dwelling setbacks.

Opportunities

Generally both of these streets are relatively attractive suburban streets however:

- Signage could aid in understanding route options for cyclists and pedestrians.
- A gateway treatment such as landscaping (gateway trees on the corner) or an alternative natural feature could punctuate the entry to the suburb on the corner of Du Maurier Road and Progress Drive. Sufficient space exists in the road reserve on the north western side of Du Maurier Road.

Progress Drive is also an important connecting street and is also sufficiently landscaped given its immediate frontage with the Bibra Lake Reserve.

Bibra Lake

4 streets given their extent and role as an important connector for most residents are important streets for Bibra Lake. These are Bibra Drive, Parkway Road, Annois Road and Meller Road.

Opportunities

- Improve the maintenance and presentation of the eastern side of Bibra Lake, along the edge of Bibra Drive:
- Enhance street tree planting along Annois Road, particularly down to the south where the road joins the railways crossing shared path.

- The planting of Jacaranda's along Parkway drive has already been undertaken. Given the wide nature of this street, further increases in dwelling bulk and scale could easily be accommodated and is likely to contribute to a more enclosed streetscape.

South Lake

- Street tree planting has already been undertaken along Elderberry Drive, Bolderwood Drive, Parkway Drive and Berrigan Drive.
- Opportunities exist to strengthen the gateways treatments along key entry points to the suburb.
- A portion of the North Lake Road verge requires maintenance to overgrown vegetation.

Streetscape assessment conclusion and recommendations

The opportunities identified here have directly informed the Strategy's recommendations, including:

1. Increasing densities along wider roads that have direct access to high frequency public transport . This will directly contribute towards improving the spatial definition of streets.
2. Several recommendations relate to streets and the enhancement around the 3 local centres. These are identified within table X of the strategy.



Stakeholder consultation

Stakeholder consultation took place through a resident and property owner's survey and two community visioning forums. The purpose of the consultation was to ensure the Lakes communities' views informed the preparation of the Strategy. The surveys and the forums were undertaken in June 2015.

The Lakes residents and property owners survey

All Lakes residents and property owners were sent a survey to gauge their opinions on a number of topics relating to the future of the suburb and satisfaction with the areas parks, street environment, pedestrian and cycle paths and traffic. Over 1100 completed surveys were returned to the City.

Outcomes

Key outcomes and resulting analysis is summarised as follows:

- While 78% of respondents currently consider their homes are about the right size, this number drops when considering future needs. In line with the forecasted national trend, this is likely to be in recognition of household sizes reducing due to children moving out of the family home, and an increase in older demographics. This highlights the importance of ensuring house types are diverse so that into the future the housing stock in the Lakes area meets the needs of residents.
- South Lake respondents are more likely to develop their property. North Lake and Bibra Lake are less likely. These figures suggest only some residents are interested in redeveloping and therefore this might suggest housing in targeted areas

rather than broad scale density. Like other suburbs the City has undertaken revitalisation work within, it also highlights the likelihood that change will be incremental, allowing change to be managed.

- Of the respondents who are likely to develop their property, 59% of South Lake respondents, 57% of North Lake respondents and 51% of Bibra Lake respondents would develop their property within 5 years.
- 18% of North Lake residents wish for an allowance of more Housing throughout suburb, as compared to 30% in Bibra Lake and 53% in South Lake.
- Of respondents who would like to see an increase in housing, the primary type of housing respondents would prefer to see is 'a diverse mix of all types'. Again, given the dominance of single detached dwellings in the Lakes area, it highlights the need to provide alternative housing types.
- Bibra Lake, 85%, and North Lake 81% are satisfied with the streetscape in their suburb. South Lake however (50%) is less satisfied that the suburb's streets are attractive
- Overall, respondents are pleased with pedestrian and cyclist paths in the Lakes area.
- Overall, Traffic management and parking is considered safe and efficient within the Lakes area. Bibra Lake respondents 'agree' with this statement the most at 76%, followed by North Lake respondents at 75% and South Lake respondents 67%.
- A good response from South Lake and

Bibra Lake residents were received regarding bus services however the majority of residents in North Lake believe services in and around their suburb could be improved.

- Parks and open space are popular within the Lakes area. Between 83% and 89% of respondents from each suburb 'agree' that the Parks meet the needs of themselves and their families
- More shelters, BBQs and play facilities were the top 3 desired items to be incorporated into parks upgrades.
- 40% of Bibra Lake respondents, 42% of North Lake and 40% of South Lake respondents would be interested in taking part in a tree planting program.

Community visioning forums

Four community forums were held by the City in October aimed at drawing out and articulating The Lakes residents' "vision" for the future development of their suburbs.

The two Forums for North Lake and Bibra Lake residents were held on:

Monday June 8th, and

Wednesday June 10th

The two Forums for South Lakes residents were held on:

Monday June 22nd, and

Wednesday June 24th

The Bibra Lake and South Lake Forum were attended by approximately 160 community members. 110 attended the South Lakes Forums.

Workshop structure

Attendees were separated into tables and were asked to discuss the following questions:

1. What aspects of your suburb do you value and are important for the future?
2. What is your appetite for change in terms of new residential development and redevelopment within your suburb? Low, med, high?
3. Would you support a greater variety of housing and therefore residential densities throughout your suburb? If yes, where would you like to see medium to high residential densities provided?
4. What public domain improvements should take place for your suburb? (E.g., street trees, parks, public art, plantings and car parking under power line easements, improved public transit and facilities)

The table facilitators were asked to stimulate debate amongst those at their table, and to record both individual comments and collectively-held views.

The Forum attendees were asked to complete the same questions on the questionnaire, and to return them to the facilitator at the end of each Forum.

Attendees were also encouraged by the table facilitators to discuss each of the four questions in turn, and the facilitators had the responsibility of formulating a consensus "table view" for each question.

At the end of the workshop phase, a spokesperson from each table was asked to present, in turn, their table's responses to the four questions. Both individual comments and collectively-held views were articulated.

Community forum outcomes

Common responses emerged from these table presentations. These responses were briefly summarised and articulated by the facilitator after the individual table presentations were completed, and general agreement was voiced by the audiences. These consensus themes were generally consistent across both Forums, although the feedback from the second Forum was a little more diverse than from the first.

The following provides a summary of the consensus and themes for North Lake and Bibra Lake residents:

- Bibra Lake and North Lake residents greatly value and appreciate the lakes, wetlands and the natural environment. The existing trees, greenery, and flora and fauna are all rated highly by the community. The suburb's location and accessibility are seen as major advantages, and the sense of community is pronounced. The parks, other public open spaces, the quiet environment and the relative safety and security of the suburb are highly valued.
- Overall there is a low to medium appetite for change. Bibra Lake residents appear, however, to be more enthusiastic about change and renewal than North Lake residents.
- There is strong support for a greater variety of housing types to be provided: e.g., town houses, villas and grouped dwellings. A 2-3 storey maximum building height is generally supported.
- These higher density-type dwellings should preferably be provided in targeted areas, such as around shopping centres, parks and schools, and along the main public transport routes.
- There is good support for the view that subdivision of all single lots presently accommodating a single dwelling should generally be permitted, so that in future two dwellings can be accommodated on each lot in a "battle-axe"-type configuration.
- New housing should be of a high quality and maintain existing residential amenity, and development/design guidelines should be introduced alongside new R-Codes to ensure this occurs.
- The major public transport system in the locality (buses) is appreciated, but the community is strongly of the view that it needs upgrading through greater route choices, more direct routes, and higher frequency of services.
- More street trees need to be introduced – preferably native species.
- The quality and connectivity of the existing footpath and shared use path systems needs improving.
- Existing public open space reserves are highly valued, however there is scope for improvements to the standard and scope of the facilities within them. The opportunity exists to upgrade and improve the parks to encourage greater usage, particularly by the youth in the community. The value of the public open space reserves will increase over time as population and demand increases. Facilities that could be introduced include public toilets, shade

structures, drinking fountains, play equipment, seating etc. The local residents would like to be consulted by the City when changes are being planned.

- A café/food and drink outlet located on the edge of Bibra Lake would act as a new community focus, and would be welcomed. More public facilities generally around Bibra Lake would be appreciated, including on the Lake's east side.
- Better access into and out of the suburbs is required, and the two communities should be better linked.
- Some fenced-off dog exercise areas should be provided where dogs can be allowed to run without leads.
- The program of undergrounding the powerlines within the suburb should be completed as soon as possible.
- The local shopping centres could be upgraded and allowed to expand, provided sufficient car parking was also provided.
- There seems to be very little support, if any, for the extension of Roe Highway.
- The following provides a summary of the consensus and themes for South Lake residents:
- South Lake residents greatly value and appreciate the lakes, wetlands and the natural environment. The existing trees, greenery, and flora and fauna area all rated highly by the community. The suburb's location and accessibility are seen as major advantages, and the sense of community is pronounced. The parks, other public open spaces,

the quiet environment, the attractive streetscapes and the relative safety and security of the suburb are highly valued. The suburb's walkability is valued, as are the large residential blocks with gardens.

- There is a medium to high appetite for change. Very few residents want to resist change. Initiating zoning changes to permit the development of a wider choice of housing types is a high priority for the community.
- There is strong support for a greater variety of housing types to be provided: e.g., town houses, villas, grouped dwellings and apartments. A 2-3 storey maximum building height is generally supported.
- There was also a need expressed for more aged care housing and over-55s housing.
- Higher density-type dwellings should preferably be provided in targeted areas, such as around shopping centres, parks, along selected main roads, and along the main bus routes. However, there was also good support for allowing redevelopment to occur throughout the suburb.
- There is good support for the view that subdivision of all single lots presently accommodating a single dwelling should generally be permitted, so that in future two dwellings can be accommodated on each lot in a "battle-axe"-type configuration.
- New housing should be of a high quality and maintain existing residential amenity, and development/design guidelines should be introduced alongside new R-Codes to ensure this occurs.

- Existing public open space reserves are highly valued, however there is scope for improvements to the standard and scope of the facilities within them. The opportunity exists to upgrade and improve the parks to encourage greater usage, particularly by the youth in the community. The value of the public open space reserves will increase over time as population and demand increases. Facilities that could be introduced include public toilets, shade structures, drinking fountains, play equipment, seating etc. The local residents would like to be consulted by the City when changes are being planned.
- The program of undergrounding the powerlines within the suburb should be completed as soon as possible.
- The major public transport system in the locality (buses) is appreciated, but the community is strongly of the view that it needs upgrading through greater route choices, more direct routes, a higher frequency of services and greater reliability of services.
- The quality and connectivity of the existing footpath and dual-use path systems needs improving.
- More street trees need to be introduced – preferably native species and/or fruit trees.



The Lakes community consultation forum at Council Offices, June 2015.

- High quality entry statements to the suburb are required. These could be made up of a combination of attractive landscaping, signage and artworks.
- Street lighting should be upgraded, and better traffic management and traffic calming introduced to reduce vehicle speeds and improve safety for pedestrians and motorists.
- The existing, highly valued streetscapes should be maintained and/or improved.
- The appearance and parking availability of the local shopping centres require upgrading.
- There seems to be very little support, if any, for the extension of Roe Highway.

The key outcomes of the community consultation stage has directly informed the draft Strategy recommendations.

Land in proximity to major roads and the railway line

North Lake Road, Farrington Road, Kwinana Freeway and the freight railway line are considered to be 'major transport corridors' within the Lakes Revitalisation Strategy area. Therefore it is important to understand the potential impact of noise and vibration on nearby properties when making decisions regarding increased densities.

As a result the City engaged the services of an Acoustic Consultant to assess the Lakes study area to help formulate vehicle noise and vibration analysis. This analysis has, alongside other information, informed the proposed density plans identified within the draft Strategy.

The final report is currently under review however the following provides a summary of the key elements of the report and issues which landowners should be mindful of.

Understanding noise in Land Use Planning

Sound may be simply described as what we hear. Noise, for the purposes of this report, is unwanted sound. The World Health Organisation (WHO) in the *Night Noise Guidelines for Europe of 2009* considers there is 'sufficient evidence' that road and rail transport noise can adversely affect community health and amenity. The below image provides a range of measurements for typical noise levels. The 50dB to 60dB range is discussed further in the below sections with reference to land use planning.

Range of typical noise levels (Decibel 'dB')

Painful	120	Jet aircraft takeoff at runway edge
	110	Rock concert
	100	225mm angle grinder at 1 metre
	90	Heavy industrial factory interior
Noisy	80	Shouting at 1 metre
	70	Freeway at 20 metres
	60	Normal conversation at 1 metre
	50	Night time Outdoor Noise Target
Quiet	40	Office airconditioning
	30	Typical bedroom design target
Very quiet	20	Whisper, rural bedroom at night
	10	Human breathing at 3 metres
	0	Threshold of typical hearing

Road vehicle noise sources typically include engine exhausts (and truck engine braking), vehicle aerodynamics (flow turbulence) and the interaction between wheel and road or track.

Rail noise generally includes these factors plus safety horns, interaction or shunting between cars and wheel squealing on tight curves.

The below sections focusses on the issues of road and rail noise, and vibration, in the context of the Lakes Revitalisation Strategy.

Road and Rail Noise and Vibration (SPP 5.4)

Road and rail transport corridors play a vital role in moving people and goods, and they provide economic and social benefits to the community. Growing volumes of general traffic and freight in Western Australia has led to transport noise becoming an increasingly important consideration in land use planning.

Excessive noise has the potential to affect the health and amenity of a community as a whole, as well as the wellbeing of an individual. Sleep, relaxation and conversation can all be adversely affected by high levels of noise. There is also documented evidence that long-term exposure to high levels of noise may cause serious health, learning and developmental problems.

The Western Australian Planning Commission's *State Planning Policy 5.4 'Road and Rail Transport Noise and Freight Considerations in Land Use Planning ('SPP 5.4') and the associated 'Implementation Guidelines'* aim to promote a system in which sustainable land use and transport are mutually compatible.

SPP 5.4 seeks to minimise the adverse impact of transport noise, without placing unreasonable restrictions on noise-sensitive residential development, or adding unduly to the cost of transport infrastructure. SPP 5.4 aims to provide a standardised and consistent triple bottom line framework for the consideration and management of the impacts of transport noise and freight operations.

SPP 5.4 was prepared in conjunction and consultation with the Department of Environment and Conservation (DEC), Main Roads WA (MRWA), the Public Transport Authority (PTA) and the Western Australian Local Government Association (WALGA), as well as various industry bodies. SPP 5.4 has formed the basis for noise and vibration considerations within the drafting of the Lakes Revitalisation Study area.

The Lakes Noise and Vibration considerations

The Lakes Revitalisation Strategy is partially directed towards promoting urban expansion, encouraging higher density residential development and employment close to public transport and activity centres. The Strategy also aims to reduce car dependency by promoting public transport and active modes of travel, such as cycling and walking.

North Lake Road, Farrington Road, Kwinana Freeway and the freight railway line are considered to be '**major transport corridors**' within the Lakes Revitalisation

Strategy area. These major transport corridors are located in the vicinity of existing residential development and potential future residential development sites. It is possible that as North Lake, Bibra Lake and South Lake evolve as suburbs over time these transport routes will be flanked by higher density housing. The below image spatially identifies these major transport corridors within the Lakes Revitalisation Study Area.

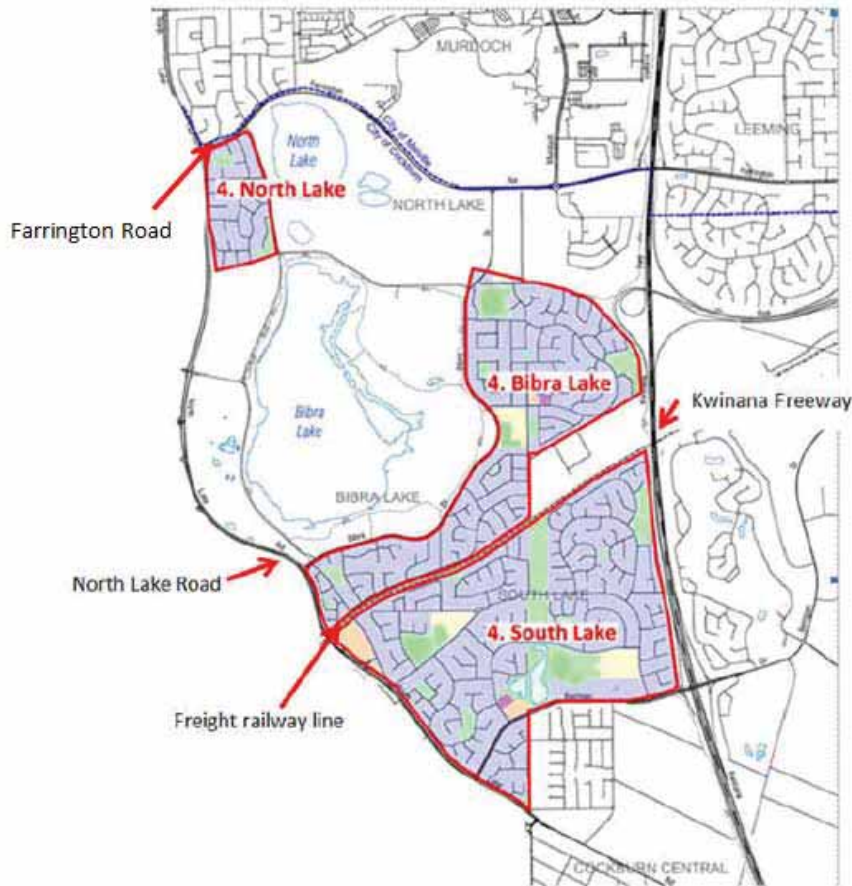
It is noted that the draft Roe 8 highway proposal includes its own separate Acoustic Report which was prepared by AECOM and peer reviewed by Lloyd George Acoustics.

The Roe 8 Acoustic report, as published on MRWAs website, specifies traffic noise monitoring will be conducted immediately post construction and then annually for 3 years to determine the accuracy of the predicted noise emissions and the adequacy of noise mitigation. The report further specifies if this post construction monitoring indicates that noise mitigation is not sufficient, Main Roads will consider upgrading the noise barriers adjacent to the affected areas.

At this early stage it is understood that the exact location, height and material of the noise walls associated with potential Roe 8 may be determined by the successful Alliance Contractor either late this year or early 2016. If the Roe 8 project comes to fruition, the construction of the noise walls will occur in accordance with the contractors detail construction program. For this reason, and that the City of Cockburn does not support Roe 8, the noise issues associated with Roe 8 have not been focused on in this report.

Noise issues and compliance with SPP 5.4 with regard to noise emissions from Roe 8 for existing noise sensitive development is the responsibility of Main Roads Western Australia. Roe 8 has therefore not been included in the below image. New noise sensitive development above the ground floor in the vicinity of Row 8, if constructed, will likely require some noise mitigation to ensure that noise sensitive areas are protected from noise intrusion, dependent upon development design.

Major transport corridors within the Lakes Revitalisation Strategy area



Noise Criteria

The noise criteria adopted within SPP 5.4 were developed after consideration of road and rail transport noise criteria in Australia and overseas, which were followed by a series of case studies to assess whether the levels were practicable. The SPP 5.4 noise criteria take into account the considerable body of research into the effects of noise on humans, particularly community annoyance, sleep disturbance, long-term effects on cardiovascular health, effects on children's learning performance, and impacts on vulnerable groups such as children and the elderly.

The below table sets out the outdoor noise criteria that apply to proposals for new noise-sensitive development. It is important to note SPP 5.4 does not place any noise restrictions on existing residential development. Therefore SPP 5.4 **does not** apply retrospectively to existing homes. This criterion is applicable only to new residences and only where these residences are affected by noise. The requirements of the Lakes Revitalisation Strategy Acoustic Analysis Report will apply only to new residential development in noise affected areas. The majority of residential land within the Lakes study area is predominantly not affected by excessive noise or vibration.

The outdoor noise criteria set out in the below table apply to the emissions of road and rail transport noise as received at a noise-sensitive land use. These noise levels apply at 1m from the most exposed, habitable façade of a proposed new building, at each floor level, and within at least one outdoor living area on each residential lot.

Time of day	Noise Target	Noise Limit
Day (6 am–10 pm)	$L_{Aeq(Day)} = 55\text{dB(A)}$	$L_{Aeq(Day)} = 60\text{dB(A)}$
Night (10 pm–6 am)	$L_{Aeq(Night)} = 50\text{dB(A)}$	$L_{Aeq(Night)} = 55\text{dB(A)}$

In the application of the above outdoor noise criteria applicable to new noise-sensitive developments, the objective of SPP 5.4 is to achieve;

- Acceptable indoor noise levels in noise-sensitive areas (for example, bedrooms and living rooms of houses); and
- A reasonable degree of acoustic amenity in at least one outdoor living area on each residential lot.

In areas where the noise target is likely to be exceeded mitigation measures will need to be implemented by the landowner or developer with a view to achieving the target levels in at least one outdoor living area.

Noise Assessment

The SPP 5.4 guidelines give detailed information on methods for measuring and predicting transport noise levels for the purpose of undertaking noise assessments.

For new residential noise-sensitive developments, SPP 5.4 specifies noise assessments should generally be conducted **as early as is practicable in the planning process**. On this basis the City of Cockburn engaged the services of an Acoustic Consultancy to assess the Lakes study area to help formulate vehicle noise and vibration analysis. This analysis has partially informed the draft proposed density plan. The full report and its findings will soon (once finalised) be made **publicly available** to assist landowners in making **informed development decisions** for the future. This information is **not** intended and in **no way precludes** residential development. The findings are purely for community and landowner consideration at the **onset** of any **new development** consideration. This approach is highly recommended by the City of Cockburn.

The findings within the *Lakes Revitalisation Strategy Acoustic Analysis Report* can be considered, in some respect, as a platform for further discussion with regard to noise and vibration sensitive design principles. Further discussions can be organised at the request of a landowner with either the City's Environmental Health Officers - 'Acoustic Specialists' or the City's planning departments. The City will work towards preparing *The Lakes Acoustic Guidelines* in the future, subject to Council approval,

which will aim to provide further clarification and direction with regard to the acoustic report's 'summary of findings'.

SPP 5.4 currently specifies in areas where the outdoor noise limit is likely to be exceeded a detailed noise assessment in accordance with the guidelines should be undertaken by the developer. The Lakes Revitalisation Strategy Acoustic Report is not intended to act as or replace a lot specific noise assessment report for the purposes of SPP 5.4. The Lakes Revitalisation Strategy Acoustic Report, as mentioned above, can assist in initial development decision making. The early decision making regarding noise and vibration can lead to higher levels of amenity for residents.

Landowners with properties in proximity to major corridors should aim to incorporate good noise sensitive design into their proposed new dwellings before they commence the house design process. Early noise and vibration consideration can achieve development outcomes which are more **effective**, **efficient** and **within budget**.

Possible noise management and mitigation measures

A range of noise mitigation measures are available to meet the noise criteria. SPP 5.4 specifies the following as a guide;

- Construction of noise attenuation barriers such as noise walls (often brick or concrete);
- Building design, such as locating outdoor living areas and indoor habitable rooms away from noise sources; and
- Building construction techniques, such as upgraded glazing, ceiling insulation and sealing of air gaps. Note that where upgraded glazing is used, the benefit is only realised when windows are kept closed and, as such, mechanical ventilation will be required in these circumstances.

The document *'Reducing Traffic Noise - A Guide for Homeowners, Designers and Builders (published in 1991 by the State Pollution Control Commission, Roads and Traffic Authority, NSW Department of Housing)'* also provides appropriate guidance on site planning, housing design and building techniques to reduce road traffic noise. It can also be applied to rail noise.

Vibration Assessment

Whilst under the SPP 5.4 vibration is excluded from the noise assessment requirements, the City recognises that ground borne vibration associated with freight rail transportation can have a considerable amenity impact to noise sensitive development. Noise emissions traveling through the air can generally be mitigated using common noise attenuation treatments to exclude noise from entering noise sensitive areas such as bedrooms and living areas where these areas are facing the noise source.

Vibration can however, cause noise effects to areas of the house which do not face the transport corridor. Referred to as regenerated noise, this is caused where ground vibration causes the building structure to vibrate and create noise within the building. This means that specific treatments and design measures to address regenerated noise, may be necessary where ground borne vibration is a concern.

Lakes Revitalisation Strategy Acoustic Analysis summary of findings

As mentioned above, the draft Lakes Revitalisation Strategy Acoustic Analysis Report is currently a work in progress. The report will be made available to the public following its finalisation. The City's project team will work towards preparing **The Lakes Acoustic Guidelines** in the future which will aim to provide further clarification and direction with regard to the acoustic report's 'summary of findings'.

Transport and accessibility

The final section of the Background Report provides a thorough analysis of transport with regards to the Lakes study area.

Residents expressed a desire for accessibility to be improved and vitally for new development not to negatively impact on traffic levels.

As a result the assessment has responded appropriately and informed the recommendations listed within the Strategy on page X.

Importantly these actions are closely linked with the City of Cockburn Integrated Transport Plan Strategy Report

Transport

Streets within residential neighbourhoods provide a role and contribute to communities far beyond that of the needs of the car. If designed effectively, streets can enhance the general attractiveness and 'liveability' of a neighbourhood.

Liveability of an area can be enhanced through the aesthetics of the streets, spatial definition and good functionality for all transport modes including cycling, walking and driving. Well-designed streets can enhance the economic attractiveness of neighbourhoods and contribute to increased residential property values.

Residential development and the supporting road network was first established in the Lakes study area in the early 1980s and while the network still supports the locality, opportunities exist to revitalise the streets that are now approximately 35 years old. Accordingly this section provides a review of the networks current performance and provides recommendations to support future growth.

Aerial Photograph – Initial residential subdivision of the Lakes Study area 1981.



Pedestrians and cyclists

The number of Perth residents cycling to work or for pleasure has increased more than fivefold over the past 15 years and the trend is expected to continue. The vision of the *Department of Transport's Western Australian Bicycle Network Plan 2014-2031* ('WABN') is to make WA a place where cycling is safe, connected, convenient and a widely-accepted form of transport. The State target is to double the number of cycling trips in WA within five years. The objectives of the WABN Plan take a whole-of-government approach to cycling, which includes:

1. *Build evidence and demonstrate the benefits of cycling for the community;*
2. *Encourage cycling to build active and healthy communities;*
3. *Provide a high-quality, interconnected bicycle network;*
4. *Improve the level of safety for people cycling; and*
5. *Build and enhance relationships with advocacy groups and stakeholders.*

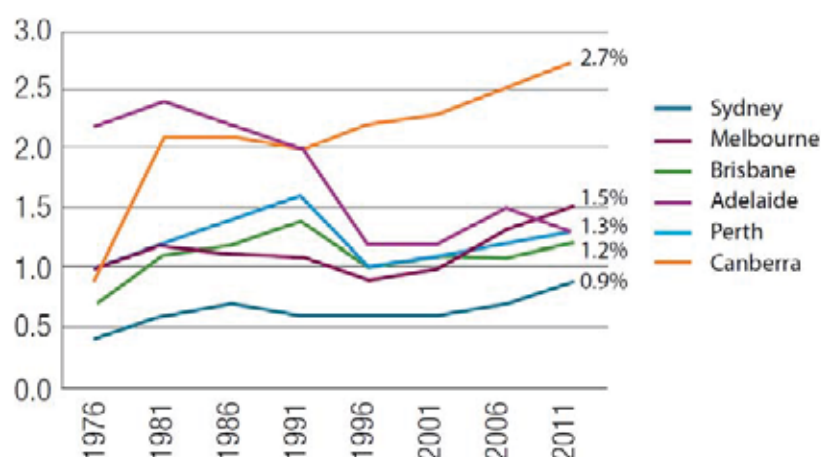
The above 5 objectives are very much supported by the City of Cockburn and form a guide to the 'Recommendations for Bike & Pedestrian Planning', as outlined below in this report.

Existing Cyclist Volumes

Main Roads Western Australia and the *Department for Planning* separately undertake annual counts of cyclist which includes areas around the Perth CBD, Fremantle and other selected locations. Unfortunately, counts are not undertaken by the *Department of Planning* or *Main Roads Western Australia* within the City of Cockburn.

According to baseline data established for the *National Cycling Strategy 2011-2016: gearing up for active and sustainable communities*, Western Australia ('WA') has cycling participation rates significantly higher than the national average.

Cycling rates – journeys to work by capital city 1967-2011 (source: WABN).



Approximately 22 per cent of Western Australian residents cycle in a typical week (year 2011 data). It is encouraging to note that the national cycling survey revealed WA has one of the highest national levels of participation among children with roughly 57 per cent of children aged less than 10 years old and about 45 per cent of children aged 10-17 riding each week.

In a typical week 77 per cent of people who cycle do so for recreation, again a significant higher rate than the national average. Also in a typical week, about 159,000 people in WA make at least one trip for transport purposes, including riding to work, education, shopping or visiting friends and relatives.

"Across the developed world, there are a number of constant factors in travel behaviour, which have not changed noticeably in decades. Among these are that most car journeys are short enough to be walked or cycled (Moving Australia 2030)."

Perth's relatively flat topography and Mediterranean climate, characterised by moderate rainfall, hot summers and mild conditions over the rest of the year, make it ideal for cycling. As a mode of transport, cycling provides numerous benefits for individuals and communities, broadly falling into three categories those being economic, environmental and social.

Benefits of increasing cycling in the community (source: WABN).



Current government initiatives to encourage cycling and community social interaction

'Travel-Smart' and 'Your Move' are two programs instrumental in inspiring local residents to opt for active travel modes for short trips in and around the City. Travel-

Smart is a state government initiative which is provided at a local level by the City's Travel-Smart Officer and provides a suite of initiatives and events to City employees, local schools and the local community.

The City's Travel-Smart Officer has worked closely with staff from the *Department of Transport* and the *Department of Sport and Recreation* to see the development and provision of 'Your Move'. 'Your Move' has resulted in over 10,000 Cockburn households setting personalised goals to motivate them to switch car trips to active modes and increase physical activity by providing highly personalised information, feedback and support.

The City's Travel-Smart officer has close contact with primary schools by engaging them with the 'Travel- Smart to School' program. The City supports schools to engage their teachers, parents and children in becoming more active for the school day commute by leaving their cars at home.

Children who ride, scoot, walk and take public transport to school benefit in many ways, additional minutes of physical activity, they engage with their surroundings, they can have a greater sense of confidence and connectedness to the communities and also develop an understanding and an interest in the concepts surrounding sustainability.

Parents who accompany their children by bike or on foot act to reduce the congestion on local roads and make roads safer for their school communities. The City Travel-Smart program provides small grants to schools to hold special event days to promote 'National Ride to School Day', 'Walk Safely to School Day', 'Walk Over October' and Walk to School Day to inspire and celebrate year round achievements of families who opt for active travel

The Role of the Local Government in the delivery of the Western Australian Bicycle Network Plan

With State Government support, the City of Cockburn is responsible for providing and maintaining bicycle facilities within the City of Cockburn. The *Department of Transport* is currently working with the City of Cockburn to complete new Local Bicycle Routes (LBR) through the *Perth Bicycle Network Local Governments Grants Program*. The responsibility of the City of Cockburn with regard to bicycle planning, as set by the State Government, includes the following tasks:

1. *Manage and maintain local cycling facilities to appropriate standards.*
2. *Complete and maintain local bicycle plans and ensure that they integrate with the WABN Plan and neighbouring LGA plans.*
3. *Ensure that the design of all roads, parks and other council facilities include adequate consideration of cyclists.*
4. *Ensure land is set aside along river foreshores for completion of the Recreational Shared Paths network.*

5. Incorporate the requirement to provide end of trip facilities in buildings within local government town planning schemes.

Existing major bicycle infrastructure and bike map for the Lakes study area (Source: Department of Transport)



The above image makes reference to 'Principal Shared Paths' and displays 'Local Bicycle Routes'. For ease of reference and consistency these terms are defined below:

Principal Shared Paths (PSPs):

These high-standard routes are for longer, more direct trips between centres with minimal interruptions from other traffic and are strategic links into urban corridors. A standard PSP is 3-4 metres wide, as straight and flat as possible, surfaced with red asphalt with at least 0.5 metre compacted limestone shoulders. In addition, a 0.5 metre clearance from obstructions is required wherever possible and at intersections is adopted where feasible to give grade separation and uninterrupted access.

Local Bicycle Routes (LBRs):

LBRs aim to provide connections for cyclists to undertake purpose-orientated trips across the metropolitan area. LBRs tend to follow quiet suburban access roads and pass shops, schools and other local community facilities. It is intended that these routes link with the strategic PSP networks. LBRs allow less confident and less experienced riders to cycle in quiet traffic environments where continuity and speed are not as important as safety. Additionally, all local roads should be designed to cater for cyclists' needs and just because a road is not marked as a LBR it should not be precluded for consideration.

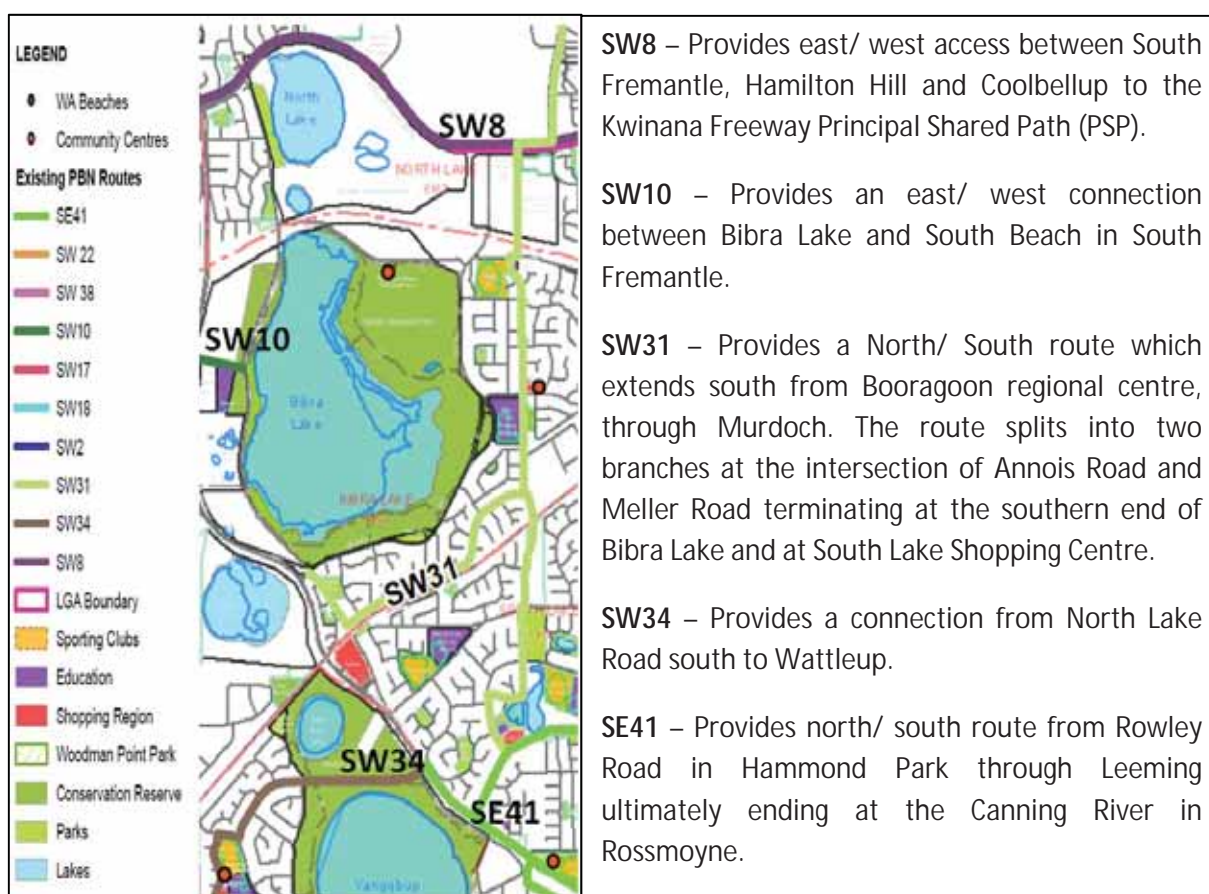
The City of Cockburn Bicycle and Footpath Plan 2010 provides an assessment of the City's pedestrian and cyclist networks. The plan identifies a range of built and non-built recommendations for improving the network, encouraging its use and monitoring future use. Opportunities exist to encourage walking and cycling through the upgrading of some of the pathway environments and to ensure important paths link with the wider network beyond the Lakes study area boundaries.

The Department of Transport has allocated \$45,000 to the City of Cockburn for the preparation of a City wide revised Bicycle Plan (source: Department of Transport 2015-2016 Awarded Projects). As the existing '*City of Cockburn Bicycle Network and Footpath Plan*' was prepared in July 2010 it is somewhat outdated and requires revision. The future revised Bicycle Plan project has not yet commenced however it is expected to be initiated at the end of 2015.

In early 2015 the City's Lakes study area project officers undertook a series of site inspections including bike tours to explore and rate the current bicycle networks within the Lakes study area. The below sections further identifies areas where the project officers consider bicycle network improvements are required, and includes some of the recommendations as outlined in the 2010 plan which have not yet been completed.

It is important to note that the future revised bicycle plan will include targeted community consultation as a separate process. The future revised bicycle plan will be focused on the City of Cockburn as a whole and therefore aspects of the plan will cover the Lakes study area.

**This image illustrates the existing major bicycle routes within The Lakes study area
(source City of Cockburn 2010 Bicycle Network and Footpath Plan)**



Road intersection analysis, pedestrian and cyclist safety

Crash statistics maintained by Main Roads WA provides locations where potential safety issues exist for cyclists and pedestrians on the road network. In total there has been an average of 11.8 cyclist crashes and 13.6 pedestrian crashes from 2003 to 2007 within the City of Cockburn.

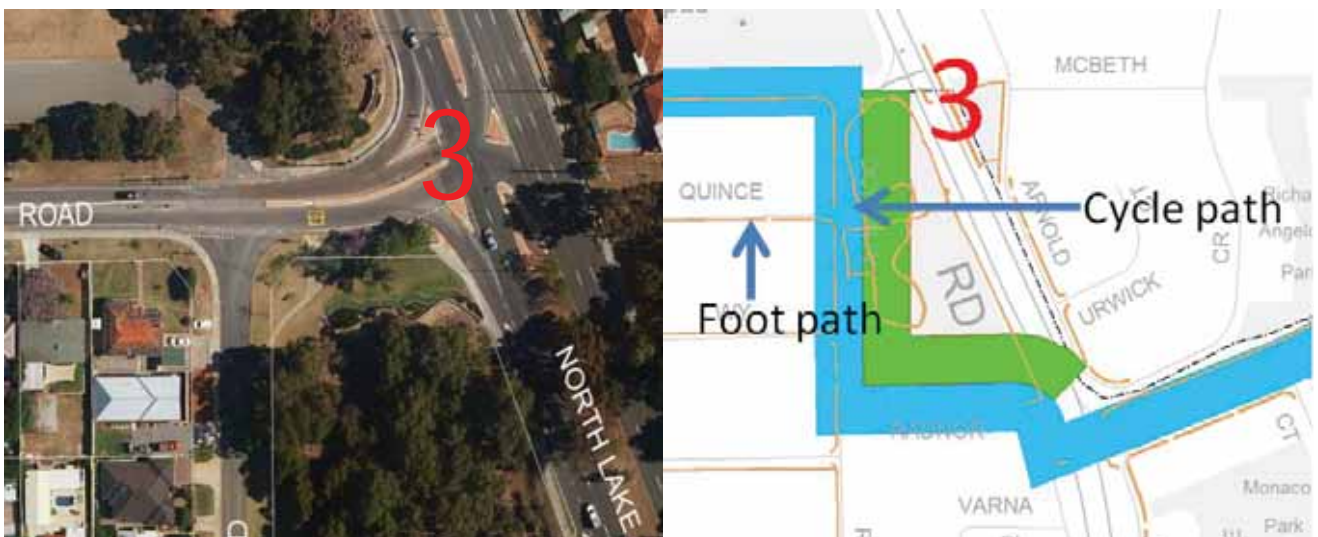
In total 6 intersections within the City's top twenty intersections, ranked by frequency of crash, are on an existing Perth Bicycle Network route of which 3 are directly within, or within close proximity, to The Lakes study area. These locations are summarised in the below table.

Intersection located on existing Perth Bicycle Network involving crashes – The Lakes study area

City Rank (out of 20)	Road 1	Road 2	Road 3	PBN Route	Crash involving pedestrians	Crash involving a Cyclist
3	North Lake Road	Winterfold Road	N/A	SW8	0	0
4	North Lake Road	Gwilliam Drive	Forrest Road	SW10	0	1
6	North Lake Road	Farrington Road	N/A	SW8	0	1

Whilst the number of cyclists and pedestrians involved in crashes at these intersections is relatively low the impacts of a crash on these vulnerable road users can be very high. These locations are large un-signalised intersections carrying high volumes of traffic including heavy vehicles. The below figures provide a visual representation of these locations.

Top 20 ranked intersections for crashes within the City of Cockburn that involved either a pedestrian or a cyclist – Item 3 – Corner North Lake Road and Winterfold Road.



Top 20 ranked intersections for crashes within the City of Cockburn that involves either a pedestrian or a cyclist – Item 4 – Corner North Lake Road and Forrest Road.



Top 20 ranked intersections for crashes within the City of Cockburn that involves either a pedestrian or a cyclist – Item 6 – Corner North Lake Road and Farrington Road.



The high volume of crashes at Give Way or un-signalised intersections suggests that at these locations motorists are perhaps not expecting to stop. This is coupled with the fact that the majority of crashes at intersections are 'right angle' crashes, which suggests that one or more of the parties are either failing to stop, give way or see the other party.

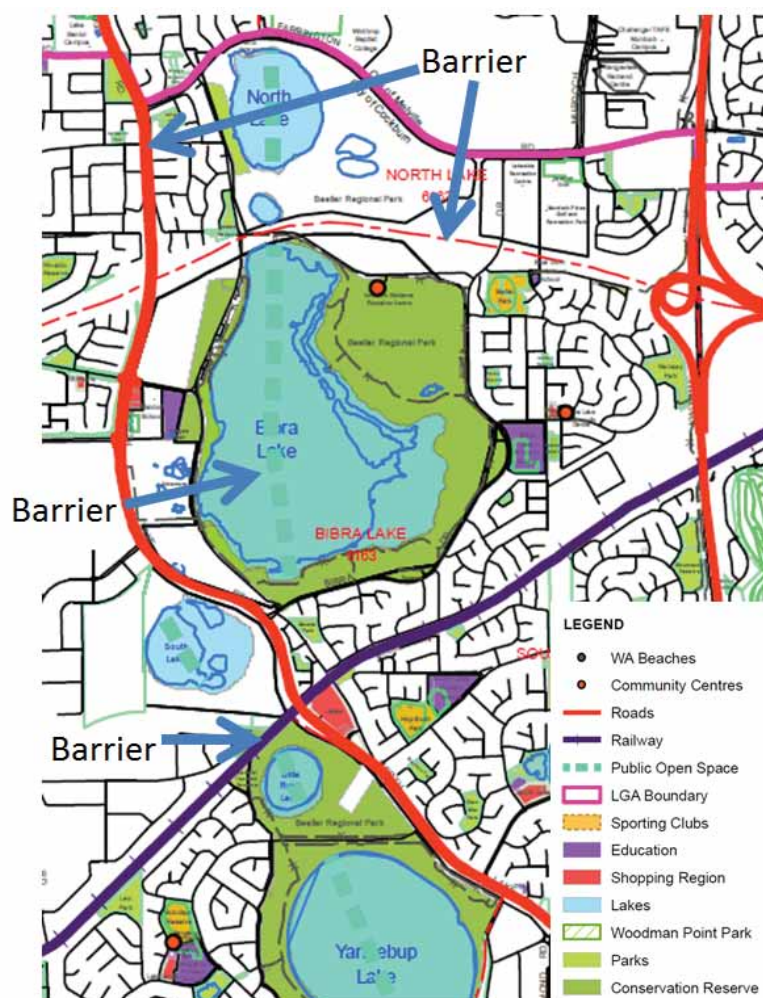
The above three intersections are within the City's top 20 crash locations for the City of Cockburn. Intersections 4 and 6 are located on the existing Perth Bicycle Network route whilst intersection 3 on occasion is used by cyclists to cross North Lake Road.

Cyclists are required to use these intersections, either on road or off road. Most crashes reported by *Main Roads Western Australia* occurred at mid-block locations suggesting that there may be a lack of safe mid-block crossing facilities available within these locations. Opportunities exist for improvement in these three locations.

Physical Barriers to Walking and Cycling

Physical barriers to cycling can take a number of forms. Within the Lakes study area, barriers include significant road and rail infrastructure as well as large areas of regional open space. The below image outlines the regional barriers to cycling and pedestrian movement.

Barriers to cyclist & pedestrian movement at a regional level



Whilst none of the barriers identified within the above figure may actually prevent people from cycling or walking for a particular trip they often discourage the use of these modes. Physical barriers can discourage the use of these modes by adding a significant distance to a trip or through the creation of a hostile environment for pedestrians and cyclists.

Significant physical barriers to walking and cycling within and surrounding the Lakes study area include:

1. Roe Highway (future extension – shown as a dashed red line in above figure).
2. Freight Railways
3. Regional Parks surrounding North Lake, Bibra Lake, South Lake, Little Rush Lake and Yangebup Lake
4. North Lake Road

Along many major roads signalised intersections represent the most common opportunity to cross. Where intersections do not include pedestrian crossing facilities (ramps, signals etc) potential barriers to pedestrian and cyclist movements can occur. It is important to note that physical barriers to walking and cycling are likely to be interpreted by each individual differently. What one person may perceive as a barrier may not be a barrier to another.

The freight railway presents a significant physical barrier to cyclists and pedestrian movement between Bibra Lake and South Lake. Only two railway crossing locations are located within the Lakes Study area, the first is in the vicinity of Annois Road/ Aparra Court and the second in the vicinity of Meller Road/ Little Rush Close. This second crossing is particularly important as it is located in close proximity to the Lakes Shopping Centre and provides access to the centre from the Lakeside Retirement Village to the north of the line. Both intersections require improvements.

Aerial photograph and street view of Annois Road/ Aparra Court railway crossing – (SW 31)



The City's planning officers investigated the above site in early 2015 during the background study bike tour. It was noted that the City's bike path classification

signage, in this location and throughout the study area, is particularly small and in the officers' opinions signage could be improved.

Signage improvements should be focused on size, placement and information provided. Improved signage is likely to encourage increased cycling activity by providing information to cyclists regarding trip distances and destination points, particularly for inexperienced cyclists.

This stretch of the SW31 extends beneath the above ground Western Power heavy duty 330kV lines and through a heavily vegetated area. From the road cyclists or pedestrians unfamiliar with the area would be unaware of the purpose of the path and its destination point.

The railway crossing in its current design is considered to be unsafe. The path should be re-aligned to perpendicularly meet the formal railway crossing rather than bend towards the formal crossing within 1 metre of the railway line. Coupled with debris and sand coverings the current path/ railway intersection design encourages crossing the railway line in an unsafe manner and potentially creates a tripping hazard.

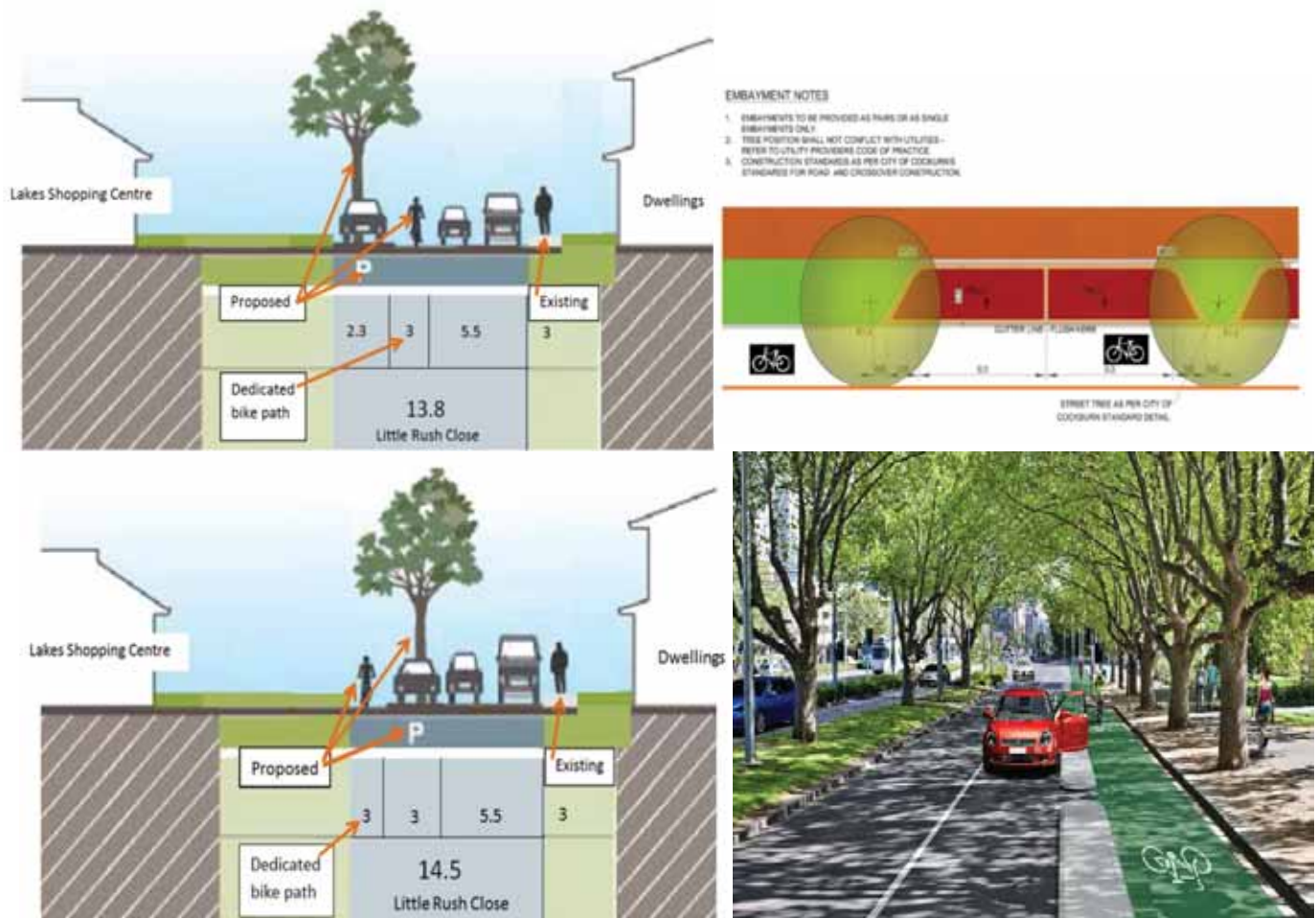
Aerial photograph and street view of Prout Way/ Little Rush Close railway crossing.



Little Rush Close is sufficiently wide to accommodate a formal bike path. Vegetation maintenance is also required as is evident from the above figure. On street parking could be provided too to narrow the street which will reduce motor vehicle speeds and provide a safer environment for cyclists and pedestrians.

The below cross sections offer two indicative design concepts for Prout Way/ Little Rush Close to help improve the cyclist and pedestrian environment which would ultimately contribute to state objectives 1-4 and local objectives 1-5 of the WABN.

Preliminary indicative cycling, pedestrian and community improvement concepts for Little Rush Close (see recommendation # 4).


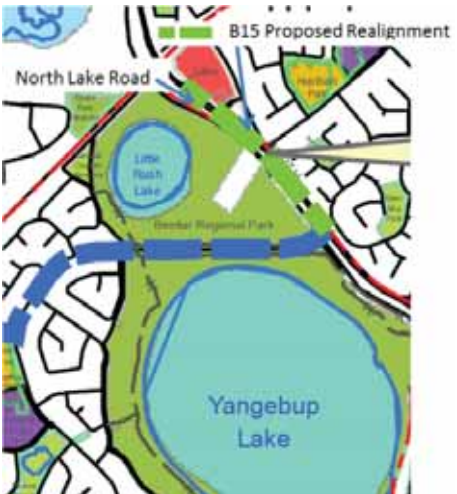



The Lakes themselves and the surrounding green space can form a barrier to pedestrians and cyclists wishing to travel east-west across the City. A limited network of paths currently provides access around the lakes that can be used to travel in an east west direction.

Further improvement options to the cycling and pedestrian environment

The City of Cockburn Bicycle and Footpath Plan 2010 includes recommendations within the Lakes study area that require infrastructure to be constructed, signage or line marking to be provided. The below mentioned improvements, as identified in the 2010 plan, have not been undertaken to date. The implementation of these recommendations will improve the cycling and pedestrian environment within the Lakes study area.

Bike planning recommended improvements table – Extracts from the CoC Bicycle and Footpath Plan 2010.

ID #	ID – Pursuant to the City of Cockburn Bicycle and Footpath Plan 2010	Description of works identified by the City of Cockburn Bicycle and Footpath Plan 2010	Locational map
1	B5 – North Lake Road	<p><u>Description:</u> Marking of the existing path as a Shared Use Path (SUP) on the northern side of North Lake Road from Semple Court to Berrigan Drive.</p> <p><u>Purpose:</u> This will improve access along North Lake Road to the Lakes Shopping Centre and improve connectivity between SE41 and SW34/SW31.</p>	
2	B15 - Extension of SW34	<p><u>Description:</u> Extension of PBN route SW34 north along North Lake Road to the Lakes Shopping Centre.</p> <p><u>Purpose:</u> Currently SW34 terminates at the intersection of Osprey Drive and North Lake Road. By extending it north approximately 600m this route will now terminate at a trip attractor. Alternatively the footpath along North Lake Road through to Little Rush Close could be upgraded to a formalised bicycle path.</p>	
3	Coleridge Place	Provision of new footpath through the core of this residential cell along Coleridge Place in North Lake.	

General maintenance and improvement requirements throughout the Lakes study area.



City of Cockburn Integrated Transport Plan Strategy Report – Cycling ‘Hot Spots’ analysis

The City of Cockburn has a combination of on and off-road cycling facilities as shown in the image titled *Existing major bicycle infrastructure and bike map for the Lakes study area* (Source: Department of Transport as shown earlier in this report).

A principal Shared Path (PSP) along the western side of Kwinana Freeway serves as a major north-south connection for Cockburn cyclists. The community has raised concerns that there is currently a lack of east-west connection to the PSP on Kwinana Freeway. The desired connections include Farrington Road, Hope Road, Armadale Road, Forrest Road (via Bibra Lake and Hope Road), Rowley Road and across North Lake Road.

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

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

The below table identifies the cycling ‘hot Spots’ that are of particular concern for the community of North Lake, Bibra Lake and South Lake as derived from the community collaborative analysis which was extracted from the City of Cockburn Integrated Transport Plan in 2014.

The City applies for PBN funding, as mentioned earlier, on an annual basis and is relatively successful at obtaining grant funding to implement cycling infrastructure in Cockburn. The City of Cockburn is responsible for providing and maintaining bicycle infrastructure within the City of Cockburn. The below tables and figures are reflective of the responsibility of the City of Cockburn as set by the State Government. In particular the below table and figures provide specific examples within the Lakes Study area where the City of Cockburn should;

- 1. Manage and maintain local cycling facilities to appropriate standards.**
- 2. Ensure that the design of all roads, parks and other council facilities include adequate consideration of cyclists.**

The below table should be read in conjunction with the following site map and site photographs for ease of reference and clarity.

The Lakes Study area community cycling 'Hot Spots' of concern.

Site	Location	Community Comment	Officer Comment	Proposed Action
1	Farrington Road north of Waugh Court	<i>"Farrington road intersection disappearing cycle lane. Demarcate cycle lane on road".</i>	The below photograph '2' of this site demonstrates the ending of the cycle lane as the vehicle slip lane emerges.	Appropriate line markings or signage to be implemented in this location.
2	Radnor Way/ North Lake Road at Farrington Road traffic lights intersection	<i>"Remove barriers to direct access from Farrington Road, put traffic calming and clear signage each side of cycle path entry to protect cyclists".</i>	The below photograph '1' of this site demonstrates a car dominated environment with bicycle and pedestrian access as a secondary consideration. Farrington Road is on the City of Cockburn major bike path 'SW8' which provides cyclists with an important east west access between South Fremantle, Hamilton Hill, Coolbellup, North Lake AND Bibra Lake to the Kwinana Freeway PSP. It is therefore considered appropriate to improve the environment in favour of cyclists and	This crossing (photograph 1) should be widened and the barriers removed/ or improved. The road treatment should be colour coded or marked to inform motorists that the crossing is for cyclists and pedestrians. Signage may be of great assistance in achieving this objective.

			pedestrians.	
3(a)	Monaco Avenue/ Masefield Avenue corner in North Lake.	<i>“Cycle connection to Masefield Ave needs to be more direct, and traffic calming put before the corner in both directions.”</i>	The indirect nature of the path is reflective of the gradient of that stretch of the land. It is unlikely that the City could improve the gradient or connectivity of this stretch of the bike/ pedestrian path.	Traffic calming or line marking recommended for the Monaco Avenue/ Masefield Avenue corner in both directions.
3(b)	North Lake Road closest to Cordelia avenue/ Monaco Avenue	<i>“Cycle crossing at North Lake Road needs to be enlarged and improved. A bridge would be even better.”</i>	The path is consistent with the standard path width. The vegetation however may result in sightline issues.	Provide appropriate road demarcation/ markings on North Lake Road at this bicycle intersection to advise road users of the bicycle/ pedestrian path. The markings should encourage motorists to consider the safety of cyclists and pedestrians.
4(a)	Railway crossing Prout Way and Little Rush Close	<i>“Railway crossing needs to be more cycle friendly – i.e smooth out the crossing, and remove ‘cycle demount’ signs. The Dutch can do this!”</i>	Any changes to this crossing will require Public Transport Authority approval.	The City to discuss with the PTA the possibility of improving the crossing to better serve cyclists and improve the cycling environment but not to compromise on safety.
4(b)	Railway crossing Prout Way and Little Rush Close	<i>“Cycle path to be improved. Needs widening, smoothing and removal of ‘U’-bar, which is redundant”.</i>	It is agreed the U-bar serves no purpose in this location.	The Lakes background report provides for ‘recommendation 4’ which proposes an upgrade to Little Rush Close and Prout Way. The proposed design aims to widen the cycle/ pedestrian path and provide for traffic calming. The ‘U’ bars should be removed as it serves no purpose as motor vehicles are restricted in this location as the cul-de-sac ends and the railway crossing fences prohibit vehicles crossing this path. Also a cul-de-sac is a low

				speed environment.
5	Freight Railway Line	<i>"New shared path along rail reserve would provide direct link to freeway shared path from Yangebup and South Lake".</i>	From a cycling infrastructure provision there may be merit with this suggestion. The obvious concern is safety and liability in relation to a path adjacent to high speed trains, particularly under bridges where the reserve is narrow. Residents from Yangebup and South Lake currently have access to paths south of Bibra Lake and via Discovery Drive in Bibra Lake.	The railway reserve falls within the control of the State government and falls beyond the scope of the project. Notwithstanding the City should discuss this option in detail with the Public Transport Authority. Alternatively the footpath along Discovery Drive could be demarcated to be a shared use path to provide access to Kwinana Freeway from Yangebup and South Lake.
6.	Principal Shared Path west of Kwinana Freeway east of Virgilia Terrace	<i>"Little kink in Principal Shared Path is dangerous, you cannot see traffic ahead, cyclists cut corner to maintain speed up the hill or going too fast downhill".</i>	The below photograph '7' of the site shows acute angle of this stretch of bicycle path. The vegetation limits sightlines and accordingly this section appears to be unsafe when used by two passing cyclists particularly at high speeds.	The City to discuss safety improvement options with the State government.
7.	Principal Shared Path west of Kwinana Freeway east of Jindabyne Heights/ Wapengo Close in South Lake	<i>"Bushes at all 'T' intersections on cycle-way need clearing or regular trim for visibility when giving way".</i>	The below photograph '6' of the site shows the trees overgrowing and causing sight line and therefore safety issues.	The City to clear or to request that the State government clear/ maintain sight lines by reducing/ removing vegetation close to the edges of corners. This is to be an ongoing exercise or alternatively the vegetation to be removed or replaced as appropriate to ensure sightlines are adequate improved.

The Lakes Study area community cycling ‘Hot Spots’ of concern site map.



The Lakes Study area community cycling ‘hot spots’ of concern site images.



Recommendations to improve cycling and Pedestrian environments within the Lakes Study Area.

1. Undertake a vehicular safety review and implement safety measures to improve the four below mentioned road intersections for cyclists and pedestrians.
 - a) Intersection of North Lake Road and Winterfold Road (SW8).
 - b) Intersection of North Lake Road, Gwilliam Drive and Forrest Road (SW10).
 - c) Intersection of North Lake Road and Farrington Road (SW8). This intersection also requires vegetation overgrowth maintenance which currently obstructs pedestrian visibility.
 - d) Intersection of North Lake Road and Elderberry Drive.
2. Improve signage for all major 'SW' bike paths within the Study Area. Signage improvements should be focussed on size, placement and information provided. Improved signage should encourage increased cycling activity by providing information to cyclists regarding trip distances and destination points.
3. The Annois Road/ Aparar Court railway crossing should be re-aligned to perpendicularly meet the formal railway crossing rather than bend towards the formal crossing within 1 metre of the railway line. The path should be provided with curbing (closest to the railway line) to formalise the path and separate from the adjoining sand and debris. This location requires railway crossing safety signage and lighting should be provided at the intersection and possibly along the path to improve safety.
4. Little Rush Close & Prout Way should be modified to accommodate a dedicated/ separate formal bike path. Vegetation maintenance is also required along this road. On street parking or alternatively street trees should be provided to narrow the street width which will reduce motor vehicle speeds and provide a safer environment for cyclists and pedestrians (see the above cross sections for indicative details).
5. Line and image mark the existing stretch of path as a shared use path (SUP) on the northern side of North Lake Road from Semple Court to Elderberry Drive / Little Rush Close (See ID # 1 above – Table Bike planning recommended improvements table – Extracts from the CoC Bicycle and Footpath Plan 2010.).
6. Extend the Perth Bicycle Network route SW34 north along North Lake Road to the Lakes Shopping Centre (See ID # 2 above – Table Bike planning

recommended improvements table – Extracts from the CoC Bicycle and Footpath Plan 2010.).

7. Provide a new footpath through the core of North Lake along Coleridge Place (See ID # 3 above – *Table Bike planning recommended improvements table – Extracts from the CoC Bicycle and Footpath Plan 2010.).*
8. Public access ways (PAWs) within the lakes study area require vegetation maintenance, signage and the provision of bicycle symbol ground markings.
9. Bicycle symbol ground markings require maintenance / repainting throughout the Lakes study area.
10. Implement the seven 'Proposed Actions' as specified by *The Lakes Study area community cycling 'Hot Spots' of concern table.*
11. Implement, if not already done so, the upgrades to the 'Bibra Lake Circuit' (Project e) as identified by The City of Cockburn Trails Master Plan 2013. This involves 5 tasks as follows;

Tasks
1. Install <i>Lakes, Lookouts and Legends</i> trailhead signage at 4 locations: at trailhead on Progress Drive; at parking area near corner of Progress Drive and Bibra Drive; at Cockburn Wetlands Education Centre and at parking area on Bibra Drive (north of Parkway Road).
2. Install promotional signage (double-sided) at corner Farrington Road / Progress Drive; North Lake Road / Farrington Road; Bibra Drive / Progress Drive; North Lake Road / Bibra Drive and double sided fingerboard at entrance to trailhead on Progress Drive.
3. Install trail directional markers on posts with arrows with distance plates. (12)
4. Install additional "Please Share" signage (x3).
5. Install interpretive panels (see separate list) including panels on existing (old) bird hide. (Allow for 12 panels: 600mm x 350mm). <ul style="list-style-type: none"> • Research and writing • Design and manufacture • Graphics (photos and drawings) • Installation

12. Implement, if not already done so, the upgrades to the 'Little Rush Lake Trail' (Project i) as identified by The City of Cockburn Trails Master Plan 2013. This involves 13 tasks as follows;

Tasks
1. Install <i>Lakes, Lookouts and Legends</i> trailhead signage at 3 locations: Proposed Parkes St trailhead; Osprey Drive entrance; and playground entrance (Grassland Loop).
2. Install promotional signage (double-sided) on North Lake Road (opposite entrance to trailhead).
3. Construct 10m asphalt path from proposed trailhead (at northern end of Parkes St) to existing path along North Lake Road.
4. Construct 20m asphalt path from existing concrete path along North Lake Rd to existing crushed limestone trail.
5. Install trail directional markers on posts with directional arrows (11).
6. Install road crossing warning signage (on trail both sides of road and on Osprey Dr both sides of trail crossing).
7. Construct 50m crushed limestone spur trail.
8. Construct 10m viewing platform
9. Revamp existing Beeliar Wetlands Heritage Trail artworks.
10. Re-construct 30 crushed limestone trail
11. Construct 15m boardwalk
12. Construct bird hide at end of boardwalk
13. Install interpretive panels (see separate list). (Allow for 1 panel: 600mm x 350mm). <ul style="list-style-type: none"> • Research and writing • Design and manufacture • Graphics (photos and drawings)

13. Implement, if not already done so, the upgrades to the 'South Lake Trail' (Project q) as identified by The City of Cockburn Trails Master Plan 2013. This involves 9 tasks as follows;

Tasks
1. Install <i>Lakes, Lookouts and Legends</i> trailhead signage at 2 locations: near interpretive shelter off Bushland Ridge, and on western side near proposed access point from North Lake Road.
2. Install promotional signage at cnr North Lake Rd / Discovery Dr (double-sided); cnr Discovery Drive / Sustainable Ave (single-sided); cnr Sustainable Ave / Bushland Ridge (single-sided) and fingerboard opposite entrance to trail; and opposite proposed new trailhead off North Lake Road.
3. Fieldwork to confirm preferred trail route; interpretive sites; location of signs
4. Consultation (with Council staff, DEC, other stakeholders; etc)
5. Preparation of simple Trail Development Plan (including mapping; sign plans; sign designs; interpretive topics/sites)
6. Allowance for installation of trail directional markers on posts with directional arrows (allow for 10).
7. Allowance for trail construction and trail surfacing (750 metres). Note: path on western side of lake has been costed in Beeliar Lakes Trail improvements.
8. Allowance for development of new trailhead off North Lake Road using existing access (management access gate) and limestone road.
9. Install interpretive panels (see separate list). (Allow for 4 panels: 600mm x 350mm).
<ul style="list-style-type: none"> • Research and writing • Design and manufacture • Graphics (photos and drawings) • Installation

Public Transport

Physical inactivity costs Australia \$13.8 billion a year (Moving Australia 2030 - KPMG Econtech 2008). The direct annual health care cost incurred to treat the symptoms of inactivity was estimated to be \$719 million in 2007-08, and it is estimated that 16,178 Australians die prematurely each year due to physical inactivity.

Physical inactivity is a major contributor to the burden of chronic disease, including cardiovascular disease, and is an important driver of the overweight/obesity epidemic.

Despite greater understanding of the significant health burden of physical inactivity, it remains disturbingly prevalent in Australia.

The Heart Foundation has developed a Blueprint for an Active Australia outlining key action areas required to increase population wide physical activity levels to achieve community wide benefits in health, the environment, social policy and the economy.

Both the Blueprint for an Active Australia and the Australian Government's National Preventative Health Strategy have recognised that increasing walking and cycling for transport has significant potential to boost physical activity levels in Australia, but requires investment, cooperation, coordination and collaboration between different levels of government and other sectors, including transport (Moving Australia 2030).

Perth faces serious issues in the twenty-first century. These include high cost of providing services and facilities to cater for continued rapid expansion, the need for greater housing affordability, and a desire for greater social, economic and environmental sustainability, the need for more locally-based employment and the ability to provide public transport more efficiently.

The design and layout of a subdivision is a fundamental determinant of the urban forms which:

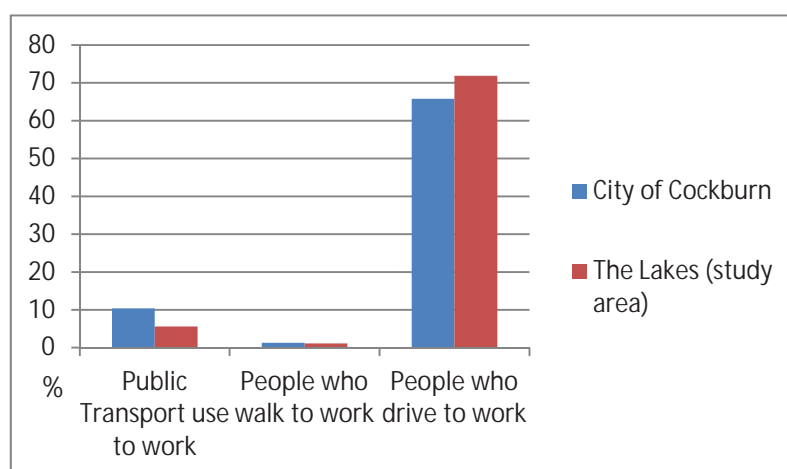
- Sets the urban character and design of an area;
- Allows or inhibits social interaction and therefore influences the likelihood of community formation;
- Forces car dependency or reduces it by encouraging the non-car modes of walking, cycling and public transport;
- Gives or denies access to facilities for all users of the urban environment; and
- Provides or prevents opportunities for locally based business and employment.

The Lakes Study area has a higher dependency of car usage than people using public transport to get to work each day. In comparison to the City of Cockburn average the Lakes Study area has a higher proportion of people who drive to work, as a passenger or as a driver, and a lower proportion of people that use public transport to work.

The proportions of people who walk to work in the Lakes Study area are relatively consistent with that of the City of Cockburn as a whole. The below figure identifies

that only 5.6% of residents within the Lakes study area use public transport to work where as 10.4% of residents within the City of Cockburn use public transport to work.

City of Cockburn and the Lakes Study area methods used to travel to work.



The Lakes study area is well connected to public transport with the area being serviced by five bus routes of which three services provide access to the Murdoch Station, Cockburn Central Station or the Fremantle Station. The local bus services provide public transport to two train stations, which intern provide residents with access to the wider metropolitan area. The above data possibly reflects the need for a behavioural change towards public transport and/ or the need to improve the infrastructure/ services to better suit local residents.

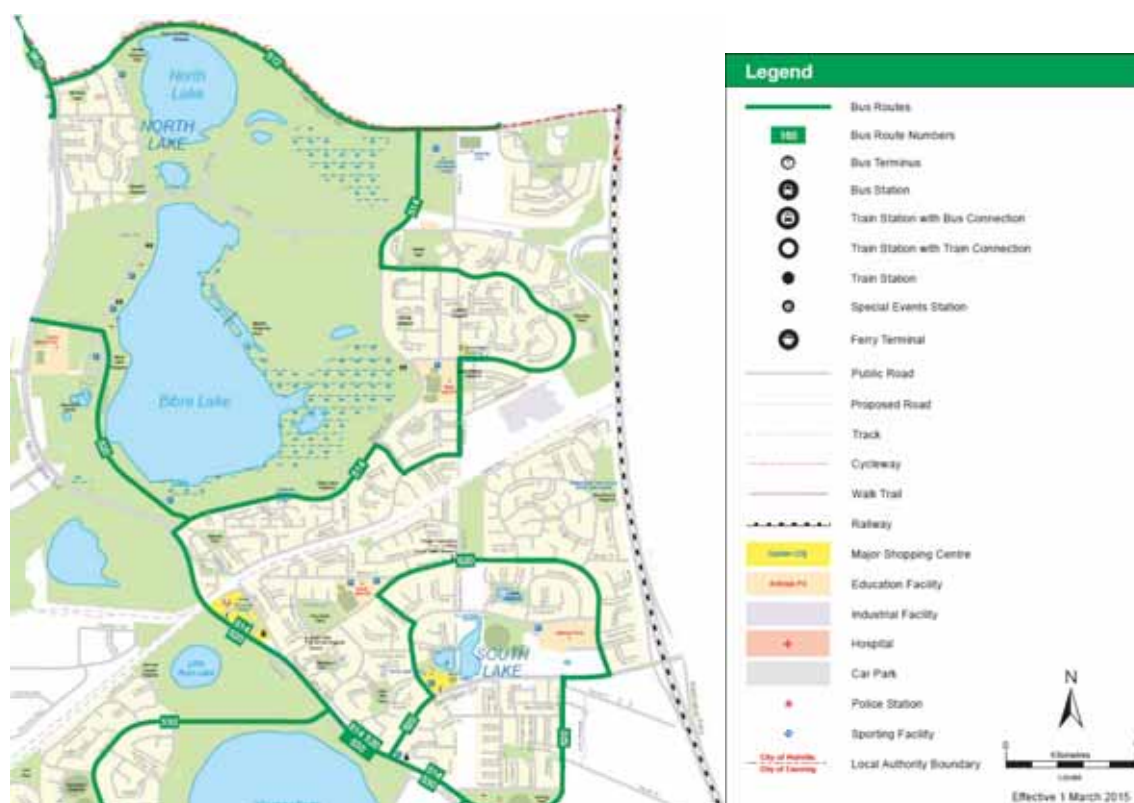
The bus routes are identified in the below table and image below. Important local community facilities are well serviced by public transport. Bibra Lake Primary School is serviced by the 514 service which runs from Murdoch Station to Spearwood Avenue/ Hamilton Road. This service runs centrally through the Lakes Study area along Bibra Drive, Parkway Road and Northlake Road which is within a 5 minute walking distances to most properties within the Lakes.

The 514 service runs directly past the Lakes Shopping Centre providing residents and students with direct access to the local shops, primary school and Murdoch Station. Along Northlake Road residents have access to the 520 service which connects from the 514 service extending centrally through South Lake past South Lake Primary School, Lakeland Senior High School and the Local Centre site at the corner of Berrigan Drive and South Lake Drive.

Current bus services within the Lakes study area.

Bus Route numbers	Starting point		Ending point	
	Location	Stop number	Location	Stop number
512	Murdoch Station	23718	Spearwood Avenue/ Hamilton Road	26869
514	Murdoch Station	23717	Cockburn Central Station	23635
940	Esplanade Bus-port	12212	Hamilton Hill Hall	25562
520 & 530	Fremantle Station	10432	Cockburn Central Station	23635

Transperth's existing bus network map within the Lakes Study Area



Bus Stop Infrastructure

The Western Australian Local Government Association ('WALGA') has been working with the Local Government sector and negotiating with the Public Transport Authority ('PTA') for a number of years in an endeavour to clarify and advise on Local Governments involvement with regard to public transport bus stops infrastructure.

The *Bus Stop Infrastructure Partnership Agreement* was developed in conjunction with the PTA. The Agreement was approved by the WALGA State Council at its March 2015 meeting. The purpose of the Agreement is to define the roles and

responsibilities for providing and maintaining bus stop infrastructure. This agreement will assist in ensuring that investments by the PTA and Local Government in bus stop infrastructure deliver benefit to the community. In particular, the Agreement outlines the communication required between the PTA and Local Government before works commence at or around bus stops. The Agreement also details the responsibilities when bus stop infrastructure is upgraded, removed or relocated.

Through the negotiation phase of developing this agreement, the PTA has introduced a new subsidy known as the Bus Shelter Maintenance Assistance Scheme ('BSMAS'). In recognition of the costs incurred by Local Governments maintaining bus shelters, the PTA agrees to provide funding support to participating Local Governments under the BSMAS. Total funding for the BSMAS will be capped to a total of \$500,000 per annum. BSMAS payments will be made on a per shelter basis.

Integrated Transport Plan (ITP)

A month-long community engagement period during August 2013 was held in the course of the City of Cockburn's 'Integrated Transport Plan'. The community input was solicited using an online e-engagement tool called 'Collaborative Map'.

Users were able to add an unlimited number of comments to the map by category and were able to 'agree' or 'disagree' with comments posted by others on the map. Over the month-long engagement a total of 612 unique comments were posted. There were 938 visits to the website and 2,360 votes were made on the comments.

Public Transport was a key focus of the community during the collaborative mapping exercise. The below image shows the 'Hot Spot' locations where clusters of comments were raised. The darker the circle, within the below image, the greater number of comments.

The issues raised as a result of the survey which relate to the Lakes Study area can be summarised as follows;

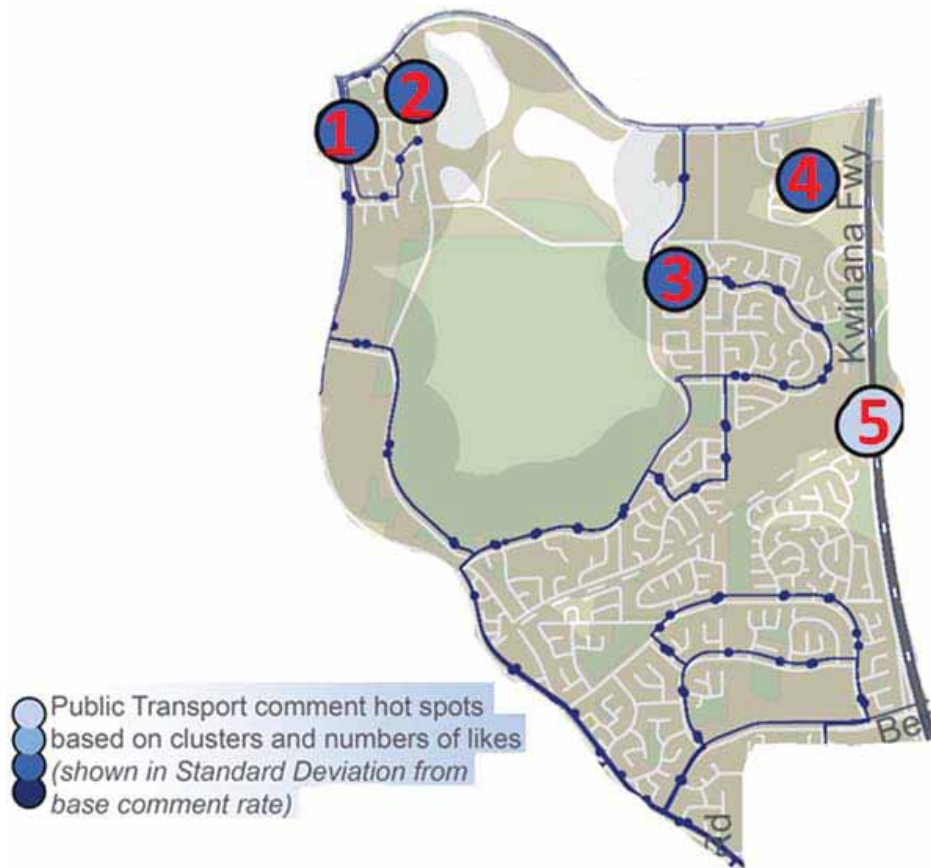
- 1. Bibra Lake: lack of public transport services to this employment node.**
- 2. General Comment: 'long travel times' and limited service coverage at evenings and on the weekends.**
- 3. General Comment: Cycle lanes terminating short of intersections**
- 4. General Comment: Lack of maintenance on existing pathways.**
- 5. North Lake Road: desire for continuous paths on the busy arterial road.**
- 6. General Comment: Rails/U-bars restricting access to paths.**

The collaborative mapping exercise as produced by the ITP in 2014 included a brief questionnaire on current travel patterns and reasons for using a chosen travel mode. The two key lessons learnt, which applies to the City of Cockburn as a whole, include the following:

- 1. Car use is high because motorists do not have public transport as an available alternative.* This is either a perception requiring more information on available public transport options to be made available or that there are limited public transport options available and the existing options require improvement.

2. Convenience is a strong reason why some people chose non-car travel modes.

Collaborative Map –Public transport comments overlaid with the existing public transport network within the Lakes Study Area



The Lakes Study area community public transport ‘Hot Spots’ of concern.

Site	Location	Community Comment	Officer Comment	Action
1	South of Waverley Road and North Lake Road intersection.	<i>“A bus service all the way along North Lake Road from end to end is lacking”.</i>	The 940, 513, 512 and 520 services provide a service to North Lake and the land to the west of the Lakes study area. None of these services follow North Lake Road from end to end. North Lake is classified as a ‘District Distributor A’ road.	Consult with the Public Transport Authority to investigate whether it is possible to modify existing services or provide a new service to travel along North Lake road. This is to be undertaken by the City’s travel smart officer in

				consultation with the Strategic Planning department.
2	Progress Drive	<i>"Need public transport for the locals to get to the train station, especially the elderly."</i>	Progress Drive is approximately 800 metres in length. North of Progress drive is serviced by the 512 bus which travels along Farrington Road. From the 512 bus the 514 bus is accessible from Farrington Road/ Murdoch Drive. The 514 service travels from Murdoch Station to Cockburn Central Station. Accordingly the current 512 and 514 provide residents along Progress Drive with public transport to the train station. The footpath provision along Progress Drive and Farrington Road appear to be in good condition. Progress drive has been modified to provide for chicanes as a traffic calming device. Accordingly the pedestrian environment is considered to be acceptable and not in need of immediate improvement.	No direct action recommended. Possibly more promotion of the current and planned public transport services would be of benefit to the community. This is to be undertaken by the City's travel smart officer in consultation with the Strategic Planning department.
3	Parkway Road east of Bibra Drive.	<i>"514 buses are too few in number. Coming every hour is too large a window. Would appreciate a direct bus to/ from the City like in the past."</i>	It is noted that the bus service comes every hour on weekdays, weekends and also on public holidays.	Consult with the Public Transport Authority to investigate whether it is possible to increase the frequency of the 514 bus service. This is to be undertaken by the City's travel smart officer in consultation with the Strategic Planning department.
4	Allendale Entrance subdivision.	<i>"No Public Transport (buses) in this subdivision".</i>	The Allendale Entrance subdivision falls outside the scope of the Lakes Study area. Notwithstanding the subdivision is within a maximum 700 metre walk from Farrington Road which provides access to the 512 bus service which terminates at Murdoch Station commencing	No direct action recommended.

			from Spearwood Avenue/ Hamilton Road.	
5	Kwinana Freeway and freight line intersection Bibra Lake/ Jandakot.	<i>"Intersection of 2 rail lines. Passenger function to Fremantle and Airport needs to be added to this existing freight line."</i>	Freight lines cannot service the community in a public transport capacity. This issue falls beyond the scope of the Lakes Project.	No action recommended.

Recommendations for Public Transport improvements and increasing Public Transport patronage within the Lakes Study Area.

1. Undertake an audit and prepare a plan to upgrade 'core bust stop infrastructure' (as defined by the Partnership Agreement between WALGA and the Public Transport Authority paper) including bus stop poles, level concrete hard-stand passenger boarding area at correct height, tactile ground surface indicators and appropriate connecting concrete pathways. The fists stage of upgrades should focus on the local centre shop sites and those stops closest to primary and high schools. This is to be undertaken by the City's engineering services in consultation with the Strategic Planning department.
2. Promote the use of Co-funded 'TravelSmart' programs, to residents and their employers, which are currently administered by the Department of Transport which encourages travel behaviour change in targeted workplaces, schools and neighbourhoods. This it to be undertaken by the City's Travel Smart Officer in consultation with the City's Strategic Planning Department.
3. Support active living and ageing principles by funding implementation of the Healthy Spaces and Places initiative. Strategic Planning to prepare a working concept targeted at the Lakes Study area.
4. Support programs that encourage active travel to school. This it to be undertaken by the City's Travel Smart Officer in consultation with the City's Strategic Planning Department.
5. Implement the three identified actions as prescribed by the above table - The Lakes Study area community public transport 'Hot Spots' of concern. The responsibilities of these tasks are outlined within the table.

Road Safety and congestion

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

Existing road hierarchy within the Lakes Study Area



The City of Cockburn's Integrated Transport Plan Strategy Report, which was published in 2014, revealed the City of Cockburn community's concerns in relation to road safety. The concerns raised by the community were received from the entire municipality area which includes the Lakes Study area.

The below image shows the road safety comments raised by the Cockburn community in 2014 overlaid over the actual crash data (sourced from Main Roads Western Australia) for the period 2008 to 2012 specific to the Lakes Study area.

The below figure shows a clear correlation between community views on locations where road safety is an issue and actual crash occurrences. This is not surprising given that congestion can lead to safety issues mainly stemming from driver impatience and frustration. Examples include travelling too close to the vehicle in

front (i.e. tailgating), speeding through signalised intersections, running amber/ red signals, picking insufficient gaps to enter the major traffic stream from side streets/ driveways and traffic queues blocking intersections.

Collaborative mapping road safety comments (2014) overlaid on MRWA crash records (2008-2012)



The City of Cockburn annually applies for, and is successful in obtaining, Black Spot Program grant funding from Main Roads WA for road safety improvements. Projects recently completed under the Black Spot Program within, or in close proximity to, the Lakes Study area include the following:

- Instillation of signal mast arms on North Lake Road at three intersections.
- The instillation of a roundabout at the intersection of North Lake Road and Bibra Drive in Bibra Lake. The roundabout is expected to lower vehicle travelling speeds through the intersection and improve the efficiency of the intersection by providing safe gaps in the flow of traffic for right hand turning manoeuvres.
- North Lake Road/ Osprey Drive – adding a left turn pocket in Osprey Drive and extending the right turn pocket to North Lake Road including traffic signal modifications and installation of traffic masts. This included kerbing and footpath reinstatements.
- North Lake Road – Kentucky Court to Hammond Road duplication of the carriageway and removal of overhead power lines. This stretch of North Lake Road falls outside the Lakes Study area.

Previous North Lake/ Bibra Drive intersection (L) with the recently installed roundabout intersection treatment (R).



Safety improvement options for all transport system users

The Community has expressed concerns that there are road safety issues in the City of Cockburn. These are identified by the wider community as follows:

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


The red numbers within the above image – (*Collaborative mapping road safety comments (2014) overlaid on MRWA crash records (2008-2011)*) correlates to the below table which provides a snapshot of the current issues, as described by the Cockburn Community, associated with the Lakes Study area.

The Lakes Study area community congestion and motor vehicle congestion 'Hot Spots' of concern.

Site	Location	Community Comment	Officer Comment	Recommended Action/ Engineering Response
1	Waverley Road and North Lake Road intersection	<i>"Motorists do not keep a clear way for those of us who need to turn left and then right into Farrington Road."</i>	This site falls outside of the Lakes Study area however it is expected that the impacts of this intersection will hinder the residents within the Lakes Study Area.	<p>Traffic on North Lake Road (the major road) has priority over Waverley Road (the minor road) and is not required to give-way to Waverley Road traffic. It should always be anticipated that vehicles exiting a minor road onto a major road is likely to be delayed to some degree, particularly during peak hours.</p> <p>This location shall be monitored because it is expected that if Roe Highway is extended to Stock Road, with an interchange at North Lake Road, then the volume of traffic turning right into Farrington Road will reduce significantly and there should also be greater gaps on northbound traffic on North Lake Road, making it easier to turn in/ out of Waverley Road.</p>
2	North Lake Road and Bibra Drive intersection	<i>"During peak hour the Bibra Drive/ North Lake Road intersection is very dangerous, especially for traffic trying to leave Bibra Drive onto North Lake Road."</i>	As part of a successful State Blackspot Grant funding the City of Cockburn in April 2015 installed a roundabout, at this intersection, to improve safety by providing safe gaps in the flow of traffic for right hand turning manoeuvres.	No further action required following the instillation of the roundabout.
3	North Lake Road and Elderberry Drive intersection	<i>"Only exit onto North Lake Road dangerous junction, no lights constant flow on North Lake Road makes it hard"</i>	This intersection is currently an uncontrolled 'T' intersection and appears to be a potential congestion point. North Lake Road is classified as a 'District Distributor	The installation of traffic signals at the North Lake Road/ Elderberry Drive intersection would not be approved by Main Roads WA because of the close proximity of existing traffic signals at Omeo Street 200m to the north-west and Osprey Drive

		<i>to get into flow of traffic filter lane”.</i>	A’ road and Elderberry Drive is classified as a ‘Local Distributor’.	400m to the south-east. The instillation of a dual-lane roundabout (like the one recently constructed at Bibra Drive) will be investigated and considered as a Black Spot Program project for the 2017/18 financial year.
4	Elderberry Drive and Tarndale Way intersection.	<i>“School parents parking inappropriately cause visibility issues and park too close to the corner”.</i>	This intersection is located opposite a pedestrian access point. It is expected parents would park here during peak student pick up/ drop off times. Elderberry is classified as a ‘Local Distributor’ road.	Investigate possible parking provision options for this intersection or alternatively explore pedestrian entry point relocation away from the intersection. This is to be undertaken by the City of Cockburn; Strategic Planning Department in consultation with Engineering Department.
5	Bloodwood Circle and Pavonia Heights intersection.	<i>“This junction of Bloodwood and Pavonia Heights is dangerous. Cars going south on Bloodwood go too fast down-hill there is also limited sight from Pavonia”</i>	The intersection vehicle sightlines may be an issue for motorists. Further investigation is recommended.	City road engineer’s to investigate and implement improvement options or nomination for State ‘Black Spot’ Funding. Subject to their professional review.
6	Elderberry Drive	<i>“School zone is not clearly marked, road is too wide and signs are not seen or are ignored, Better line marking needed and electronic signs.”</i>	Elderberry Drive is classified as a ‘Local Distributor’ road and consists of; a 25 metre road reserve with a 10 metre carriageway, footpaths on both sides and a 2 metre median island in-between lanes. The dwellings are setback approximately 15 metres from the street with the school side development setback in excess of 80 metres. The road environment is conducive to	City road engineer’s in consultation with City Planners to investigate and implement traffic calming, parking provision, dedicated bicycle path and street tree provisions. Design concepts to be prepared by the Strategic Planning department for Elderberry Drive. Implementation of the works to be undertaken by the City of Cockburn Engineering department.

			speeding.	
7	Berrigan Drive and Elderberry Drive intersection.	<i>"Rotary or controlled intersection needed here to improve vehicular crossing and slow vehicles next to the school".</i>	Berrigan Drive is classified as a 'District Distributor A' road and Elderberry Drive is classified as a 'Local Distributor' road. The intersection is heavily developed including 4 east west vehicle lanes, an additional east west bicycle lane and a turning lane. These roads intersect with a dual lane road. During peak periods it is imagined that pedestrian crossing can be somewhat difficult.	<p>As shown in the Murial Court Local Structure Plan it is planned to realign both the southern end of Elderberry Drive and northern section of Semple Court to form a 4-leg intersection with Berrigan Drive. That new intersection will be constructed as a roundabout or traffic signals (subject to Main Roads WA approval), subject to further investigation.</p> <p>This project is tentatively scheduled for 2020-22 on the City's Regional and Major Roadworks 2013-2030 plan, but timing will be dependent on funding availability and of progress of development in the Murial Court precinct.</p>
8.	Berrigan Drive immediately east of South Lake Drive	<i>"Cars and particularly trucks turning in and out of the pub and parking on the side of Berrigan creates a danger on the bend".</i>	This appears to be a management issue.	No direct action recommended under the Lakes Project.
9.	North Lake Road and Berrigan Drive Intersection	<i>"Need to make left turning lane longer".</i>	North Lake road is classified as a 'District Distributor A' road which intersects with Berrigan Drive which is also classified as a 'District Distributor A' road. Traffic volumes in this location during peak periods may warrant the need for an increased left turning lane length subject to engineering safety standards and planning merit.	<p>The City's Engineering Services officers previously identified the need for some improvement of this intersection and have applied for grant funding from the 2015/2016 State Black Spot Program to extend the left turn lanes on the west (North Lake Road and north (Berrigan Drive) legs of the intersection and improve street lighting.</p> <p>That project has been recommended for funding and it is anticipated an announcement will be made by the Minister for Transport soon.</p>

				
10.	North Lake Road and Hammond Road roundabout leg intersection.	<i>“Dangerous intersection – traffic heading south reduced to one lane by vehicles turning right”.</i>	Hammond Road is classified as a ‘District Distributor B’ Road and North Lake Road is classified as a ‘District Distributor A’ road. The intersection is in close proximity to Thomas Street. The current road design/ treatment appear to be a possible spot for major traffic congestion during peak periods.	This intersection will be improved as part of the current widening of North Lake Road, from Hammond Road to Kentucky Court, to 4-lanes. Separate turn lanes will be provided at Hammond Road for safety and to minimise disruption to continuing traffic.
11.	North Lake Road and Semple Court intersection	<i>“This corner requires a turning lane. Large volumes of traffic hold up the north lane when turning, and turning from Semple Court is dangerous”.</i>	North Lake Road is classified as a ‘District Distributor A’ road which intersects with Semple Court, a ‘District Distributor B’ road. This intersection is an uncontrolled intersection which during peak times may be subject to unacceptable traffic jams.	This intersection will be improved as part of the current widening of North Lake Road to 4-lanes. A protected right turn lane will be provided in the median for motorists turning into Semple Court, and motorists turning right from Semple Court will be able to turn in two stages by temporarily storing in the median on North Lake Road.

Traffic impact assessment

Transport infrastructure should be planned and, if need be, improved to match increased traffic demand. In the case of the Lakes Revitalisation study area the draft changes to existing density codes is predicted to have a negligible impact on the transport network. The predicted increased traffic flows can be managed by the existing road network and already planned intersection upgrades as outlined earlier in this report.

The WAPC's State Planning Policy No. 1 (February 2006) sets out the key principles relating to environment, community, economy, infrastructure and regional development; which should guide the way in which future planning decisions are made. The objective of the infrastructure component is:

“to facilitate strategic development by making provision for efficient and equitable transport and public utilities.”

The City of Cockburn has undertaken three revitalisation strategies to date, with the Lakes Revitalisation Strategy being the fourth. These include the suburbs of Spearwood (Phoenix), Hamilton Hill and Coolbellup.

These strategies have been adopted and the associated scheme amendments (residential up-coding) have been gazetted. Following the gazettal of these amendments landowners within these areas have undertaken development and subdivision in accordance with the higher density codes.

Infill development has been calculated at a rate of **43 to 50** additional dwellings per annum in the suburb of Spearwood (Phoenix) as outlined in 'Forecast id'. The data indicates a **3% to 5%** increase in yearly infill development.

Last year 'Population id' undertook a population forecast analysis across the City of Cockburn including Coolbellup. Infill is assessed by doing a lot size analysis and assuming that, of existing lots that have potential for redevelopment over the forecast period, a percentage will do so and, depending on the size of those lots, there will be a net dwelling gain of between 1 – 10 dwellings. This gives a source of development for the future.

It is assumed that infill will increase as existing major site opportunities are exhausted. It does also, of course, depend on the housing market for the area and competing areas within both the local government area and the region.

On this basis it was identified in Coolbellup a 512 dwelling gain through major site development, and a further 451 dwellings through infill. The allocation of infill rates to the area was based on;

- a) what is expected in neighbouring localities such as Hamilton and Spearwood;
- b) type of housing stock,
- c) residential lot size and shape; and

d) the amount of housing stock.

The level of infill in Coolbellup has risen from **10 to 30** dwellings per annum by the end of the forecast period.

Estimated additional vehicle trip generation is an approximate guide only and is based on 9 daily vehicle trips per dwelling. This is currently the industry 'best practice' as recommended in the WAPCs 'Transport Assessment Guidelines' and the Traffic Authority's Guide to Traffic Generating Development (October 2002).

The additional number of dwellings generated by the greater number of homes on higher density lots is offset by the reduced number (up to half) of trips typically generated by the higher density land use. In addition, for the purposes of the City's traffic impact assessment, no allowance has been made for any reduction in vehicle trips due to trips made by alternative modes such as public transport, walking, cycling or car share. As a result, the City's estimated trip numbers are considered a worse-case scenario.

Notwithstanding the above, this report aims to identify issues and specify recommendations to improve pedestrian, cycling and public transport infrastructure as outline in previous sections. These improvements are expected to partly offset a proportion of car trips for cycling, public transport or walking.

An increase in residential density, as drafted in this report, for the Lakes study area translates to a predicted negligible increase in traffic on the road network. This is for various reasons as described above within the Coolbellup and Spearwood case studies. The below table provides further detail on the City of Cockburn's traffic survey results.

The City of Cockburn has undertaken a series of traffic counts as part of our traffic impact analysis. The surveys were conducted at a date and time considered suitable by the City's engineering services. The traffic surveys were conducted during August 2015 in the following 20 locations.

Traffic survey locations undertaken August 2015



The Lakes Revitalisation Strategy traffic surveys – August 2015

	Road	Suburb	Section	Road function	Average weekday traffic (vehicles)
1	Bibra Drive (District Distributor B)	Bibra Lake	80m south of Fantail Drive	Integrator B arterial	7,536
2	Hope Road (Access Road)	Bibra Lake	200m west of Bibra Drive	Access street	6,153
3	Hope Road (Access Road)	Bibra Lake	60m east of Bibra Drive	Access street	1,480
4	North Lake Road (District Distributor A)	Bibra Lake	400m north of Bibra Drive	Integrator A	29,856
5	North Lake Road (District Distributor A)	Bibra Lake	250m south of Bibra Drive	Integrator A arterial	35,345
6	Du Maurier Road (Access Road)	North Lake	60m west of Progress Drive	Access street	739
7	Masefield Avenue (Access Road)	North Lake	60m west of Progress Drive	Access street	1,008
8	Progress Drive (Local Distributor)	North Lake	200m south of Farrington Road	Neighbourhood connector B	2,105
9	Progress Drive (Local Distributor)	North Lake	180m north of Hope Road	Neighbourhood connector B	1,328
10	Progress Drive (Local Distributor)	North Lake	280m north of Gwilliam Drive	Neighbourhood connector B	6,475
11	Elderberry Drive (Local Distributor)	South Lake	130m east of North Lake Road	Neighbourhood connector	6,322
12	Elderberry Drive (Local Distributor)	South Lake	50m east of Apra Court	Neighbourhood connector	3,518
13	Elderberry Drive (Local Distributor)	South Lake	20m north of Jindabyne Heights	Neighbourhood connector	5,517
14	North Lake Road (District Distributor A)	South Lake	300m south of Berrigan Drive	Integrator A arterial	27,021
15	North Lake Road (District Distributor A)	South Lake	220m north of Berrigan Drive	Integrator A arterial	34,220

	Road	Suburb	Section	Road function	Average weekday traffic (vehicles)
16	South Lake Drive (Local Distributor)	South Lake	120m north of Berrigan Drive	Neighbourhood connector B	3,732
17	South Lake Drive (Local Distributor)	South Lake	50m west of Elderberry Drive	Neighbourhood connector B	2,250
18	Farrington Road (Oct 2015)	North Lake	200m east of North Lake Road	Integrator A arterial	21,613
19	Farrington Road	North Lake	200m west of Murdoch Drive	Integrator A arterial	26,554
20	Berrigan Drive (Aug. 2012)	South Lake	150m west of Kwinana Freeway	Integrator A arterial	25,512

Roe 8 – Roe Highway Proposed Extension

The proposed \$1.6 billion Perth Freight Link, officially launched on 19 May 2014 as part of the Federal Budget, is the largest proposed road infrastructure project ever to be undertaken in Western Australia.

If constructed, the works will provide a major link in the Perth Urban Transport Corridor, through a dedicated east-west freight connection between Perth's heartland industrial areas, such as Kewdale, Welshpool and Fremantle Port.

The ethos of the 'Option 1' proposal, as designed by Main Roads Western Australia, is that current stop-start traffic will be replaced with free-flowing vehicle movement.

The project is expected to link with the \$1 Billion Gateway WA project and the \$1.2 billion North Link WA (Perth to Darwin Highway) project to provide a free-flowing 85km route from Muchea to Fremantle Port and Perth's southern industrial and trade centres.

Main Roads Western Australia advises the major works contracts are scheduled to be awarded in late 2015 with infrastructure works expected to commence in early 2016 and be completed in 2019.

Roe 8 is a proposed 5.2 kilometre extension of Roe Highway from Kwinana Freeway to Stock Road. It includes a major upgrade to the existing Kwinana Freeway-Roe Highway interchange as well as interchanges and flyovers at Murdoch Drive, Bibra Drive, Progress Drive, North Lake Road, Coolbellup Avenue and Stock Road.

Two proposed Freight transportation infrastructure upgrade options as proposed by Federal and State government.



City of Cockburn's position – Roe 8

The City of Cockburn at its Ordinary Council Meeting held on 11 June 2015 resolved **not** to support 'Option 1 (MRS)' freight transportation infrastructure upgrade option but rather the City supports Option 2 (Rail).

The City of Cockburn's reasoning, as partially extracted from the 11 June 2015 Council meeting, is outlined as follows:

"The City proposes the construction of an intermodal facility (similar to that currently in Forrestfield) in the Latitude 32 Precinct. Such a facility forms part of Directions 2031 planning for the region and has long had a concept District Structure Plan prepared. This facility will support the storage, packing and movement of containers for freight generated from the south-metropolitan area that goes to and from Fremantle. It would utilise existing rail infrastructure, whilst also catering to a future outer harbour, which will be located in close proximity to the facility, but would not be dependent on the construction of a port for its viability. The bulk of the land required for this facility is also in Government ownership."

The City of Cockburn formally resolved to;

- 1) *"call on the State Government to bring development of the intermodal facility for the Outer Harbour forward by investigating and costing the City's proposal to construct an intermodal facility (similar to that currently in Forrestfield) in the Latitude 32 Precinct including the associated infrastructure as a realistic alternative to the construction of Roe 8 and cease actions associated with the proposed Roe 8 in terms of awarding contracts for its construction while the process above is completed;*
- 2) *discuss with the Mayors and CEOs of the City of Fremantle, Town of East Fremantle and the City of Armadale the alternative described in clause (1) above in an endeavour to get their "in principle" support by 21 July 2015;*
- 3) *seek the Mayor and Chief Executive Officer to organise urgent meetings to put the case for the alternative described in clause (1) above with the:*
 1. *Premier, the Treasurer, the Minister for Transport and the Member for Jandakot;*
 2. *Leader of the Nationals;*
 3. *Leader of the Opposition and the Shadow Minister for Transport;*
 4. *Greens WA;*
 5. *Federal Member for Fremantle.*
- 4) *develop a social media strategy and commence an online campaign in support of the alternative described above in clause (1) above, utilising the material attached to the Minutes;*
- 5) *notify the Rethink Perth Freight Link Group of the outcome of Council's deliberations; and*

- 6) *engage community and other groups across the City to support the Alternative to Roe 8 proposal outlined in clause (1) above.*”

The Lakes Study area revitalisation background report aims to provide a holistic overview of the project area which involves outlining the details of Roe 8. The long term outcome may include either ‘Option 1’ or ‘Option 2’, as described above, as proposed by the State and Federal Government. Both options will have a variety of implications on the Lakes Study area and the current and future communities which visit and reside within North Lake, Bibra Lake and South Lake.

The City of Cockburn does not support the MRS alignment ‘Option 1’ as described above however this report aims to briefly explore and highlight the potential outcomes of ‘Option 1’ and ‘Option 2’ on the Lakes Study area.

The Metropolitan Region Scheme (MRS) ‘Option 1’ Alignment Proposal

If constructed the Roe Highway Extension is expected to carry around 4,800 Heavy Commercial Vehicles (HCV) per weekday in 2031 between Stock Road and North Lake Road and 6,900 between North Lake Road and the Kwinana Freeway.

In part these trips are expected to be transferred from Leach Highway and South Street. A further 4,000 to 6,000 trips transfer from other adjacent local roads and from roads further south, such as Russell Road, Rowley/ Wattleup Road, Anketell Road and Thomas Road.

The Main Roads Western Australia ‘Roe Highway Strategic Review Final Report October 2009 (MRWA 2009)’ promotes Option 1 as a shorter distance for freight transportation, in comparison to Option 2.

The Rail Alignment ‘Option 2’ Proposal

For freight traffic originating or terminating at Fremantle Port, or the Myaree or O’Connor industrial areas, the rail alignment route would be about 6 kilometres longer than both the existing route along Kwinana Freeway and Leach Highway and the new Roe Highway route along the MRS alignment (MRWA 2009).

For freight following a north-east and south west trajectory between Kewdale and Welshpool in the east and the Kwinana and Rockingham industrial areas and the future potential Outer Harbour, in the south west, the journey via the rail alignment and then onto Stock would be roughly to 3.5 kilometres shorter (to the future Outer Harbour) than the existing route, and about 2 kilometres shorter than the MRS alignment option. The ‘RHE rail’ link would also allow trucks to get from the Roe Highway/Kwinana Freeway interchange to the southern section of Stock Road (anticipated to be near Freeway standard by 2031) without having to travel on any sections of the Kwinana Freeway, which is anticipated to be heavily trafficked even with just passenger traffic (MRWA 2009).

The modelling suggests that the RHE along the rail alignment would attract around 6,000 HCVs per weekday in 2031. This volume of heavy and commercial vehicle traffic is approximately the same as would be carried by the MRS alignment. Overall, the rail alignment appears more successful in drawing HCVs from the southern

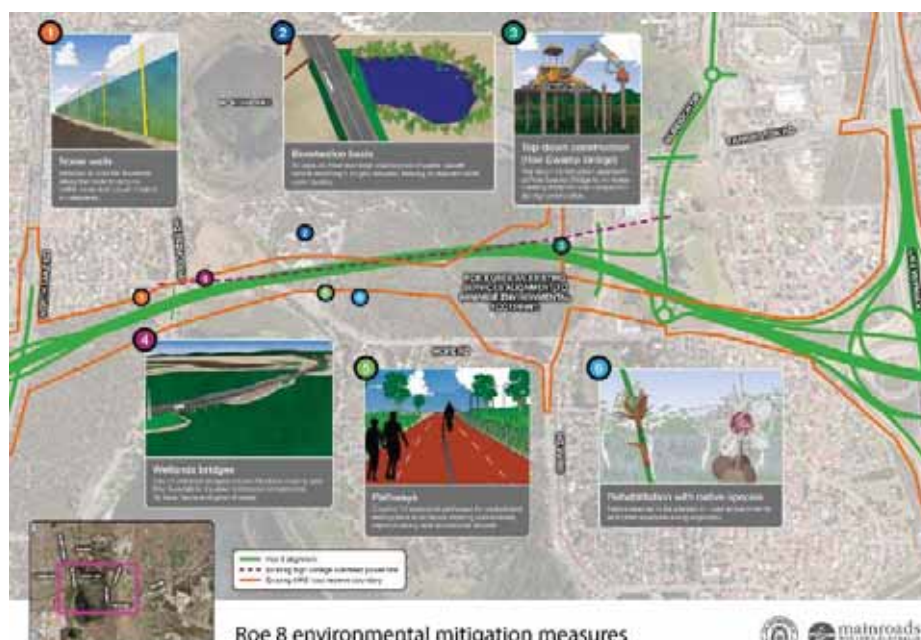
section of the Kwinana Freeway compared with the MRS alignment, but less successful at drawing this traffic from Leach Highway and South Street (MRWA 2009).

Proposed 'Option One' (MRS) Roe 8 concept design (MRWA 2012)



The Rail alignment option would avoid the potentially significant complexities and costs that are likely to be associated with the MRS alignment proposal in avoiding the Beeliar Regional Park. However, on balance the State Government is of the option that it would be less effective than the MRS alignment. This is because, in their view, it would result in a lesser reduction in traffic diversion than the MRS alignment proposal, would involve complicated and costly property resumption strategies, and is likely to be difficult to provide connectivity at highway standard as the interchange of the Roe and the Kwinana Freeway has been constructed. The MRS alignment as promoted by the State government would be a significant east-west linkage in the southern metropolitan area and it is said to support demand for between 47,000 and 79,000 vehicles per day by 2031 (MRWA 2009).

Roe 8 environmental mitigation measures as proposed by MRWA



Roe 8 - North Lake Road interchange

The below image provides a visual representation of the section of North Lake within the Lakes Study area that abuts the proposed Roe 8 extension. Masfield Avenue, the southern east/west road within North Lake, has three streets approximately 50 to 90 metres in length which terminate at a cul-de-sac which abuts the Roe Highway road reservation to the south.

At present, as indicated in the aerial photograph below, the residents within the southern part of North Lake, between North Lake Road and Progress Drive, are not provided with a direct east/west bicycle or pedestrian path to provide access from North Lake Road to Progress Drive.

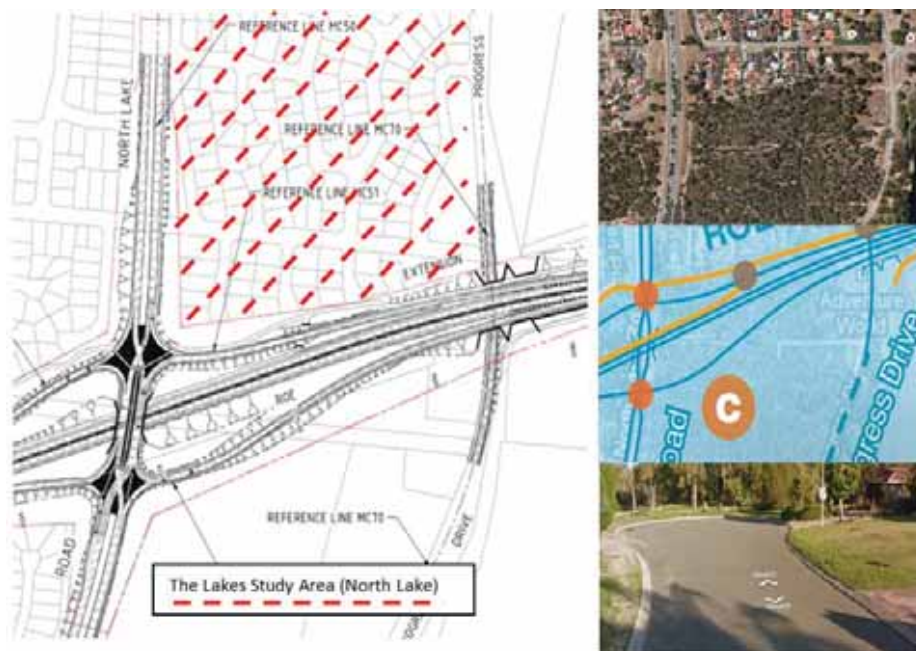
In order for cyclists or pedestrians to access Kwinana Freeway, and the wider metropolitan public transportation services, residents are required to travel 580 metres north from the south of North Lake and cross North Lake via Du Maurier Road and then head back south, down Progress Drive, towards Hope Road.

Cyclists and Pedestrians travelling in an east/ west direction from west of North Lake are required to cross North Lake Road at the North Lake/ Waverley Road Intersection which is currently informally used as a crossing point and not designed for pedestrian or cyclist crossing.

Under the current MRWA Roe 8 proposal the intersection of North Lake Road/ Roe Highway and Progress Drive provides for separated full movement dedicated shared use paths. These paths propose a more direct link from east to west terminating at Kwinana Freeway and assumingly a safer environment for pedestrians and cyclist than what is currently provided for. The below image provides a visual representation of the current proposed design concept.

The Roe 8 MRS 'Option 1' design appears to provide a more direct and safer environment for cyclists and pedestrians, particularly to those traveling east from west of North Lake Road. The current MRS design provides for two flyovers at the intersection of Roe Highway/ North Lake Road and Roe Highway/ Progress drive. These flyovers allow for vehicular traffic to continue flowing in a north/ south direction along North Lake and Progress Drive whilst allowing for east/ west movement for freight and other vehicles along Roe Highway. These flyovers require a significant amount of bunding and retaining which will raise the height of the roads above that of the existing residential properties. In order to combat the road noise from the raised roads noise walls are proposed by MRWA to be installed at specific locations along the route to reduce traffic noise and visual impacts on residents.

Roe 8 North Lake Road interchange – current preferred concept design (MRWA)



Roe 8 - Murdoch Drive Extension

Murdoch Drive as proposed under the Roe 8 design concept will extend from Bramanti Road as a new roundabout extension. The proposed extension is drafted to include 4 lanes and 2 turning lanes, one directed to the west and the other directed to the east.

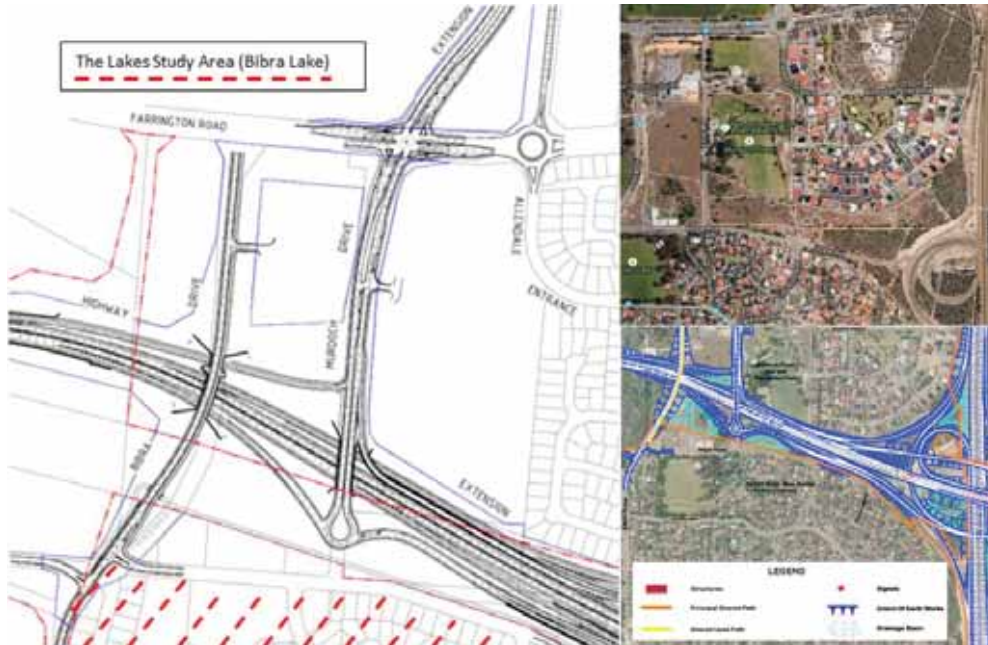
Murdoch Drive extension is partly proposed over the parkland and native vegetation located to the south east of Chelodina Reserve. The extension is proposed to intersect with Farrington Road, as a 4 way intersection, which then forms an upgrade to the existing Baker Court. Baker Court under the proposed 'Option 1' design will be renamed to Murdoch Drive, which is shown in the below image as 'Murdoch Drive Extension'.

Bibra Drive and the Murdoch Drive Extension are proposed as flyovers over the Roe Highway extension. These roads are designed and proposed to be raised in height at these intersections as shown in the below image. The raised road heights are proposed and designed to carry large volumes of freight and passenger vehicles and therefore the design, as proposed by MRWA, includes appropriate noise walls to mitigate traffic noise on the existing Bibra Lake and surrounding residents.

The 'South Metro Connect' draft MRWA Roe Highway extension design provides an earth bund and three drainage basins to the north of Bibra Lake to accommodate the raised proposed Murdoch Drive extension and Bibra Drive crossing. The design proposes to cul-de-sac the existing hope road and provides a principal shared bicycle path ('PSP') to extend beyond the cul-de-sac, run separately to the north of Roe and then underneath the proposed Roe Highway extension. The PSP is then proposed underneath two proposed vehicle paths at North Lake westwards terminating in Hamilton Hill close to Hamilton Senior High School closest to O'Connell Street. Under the proposed MRWA 'Option 1' design residents of Bibra

Lake will benefit from the provision of a dedicated and almost uninterrupted PSP which travels in an east west direction from Leeming to Hamilton Hill.

Roe 8 Murdoch Drive Extension – current preferred concept design (MRWA)



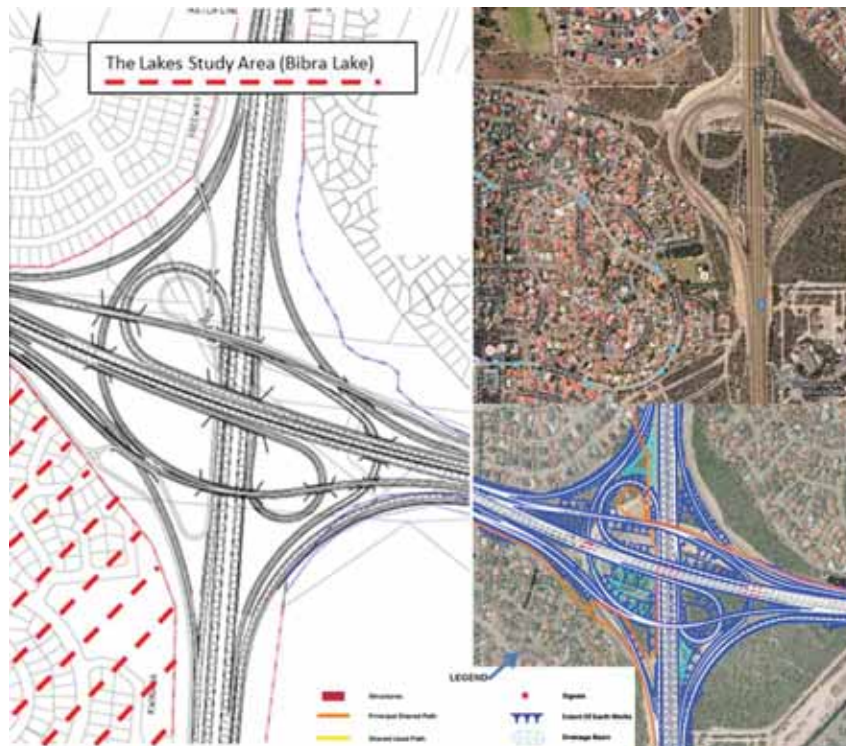
Roe 8 – Kwinana Freeway

The Kwinana freeway interchange reserve currently does not permit any direct vehicle access from Bibra Lake. Under the proposed design no direct vehicle access is proposed.

An existing children's slide and swing set is currently located on a managed lawn area along the Hope Road/ Roe Highway road reserve. This is in-between Gilchrist Avenue and Pausin Crescent in Bibra Lake.

Under the proposed Roe 8 design the slide and swing set will be removed to make allowance for Pausin Crescent to extend west as a new road directly to Gilchrist Avenue. At the moment (pre-Roe 8) Pausin Crescent extends directly to Hope Road to the east. The Roe 8 design proposes to terminate the existing Hope Road/ Pausin Crescent link as a cul-de-sac.

Kwinana Freeway Interchange – current preferred concept design (MRWA)



Recommendations to improve Road Safety and congestion within the Lakes Study Area

1. Implement the eight (8) actionable items identified as specified by *The Lakes Study area community congestion and motor vehicle congestion 'Hot Spots' of concern table* (as outlined above). The responsibilities of the recommended actions are outlined within the table. This includes items 3, 4, 5, 6, 7, 9, 10 and 11 from the table.
2. Continue to not support Roe 8.

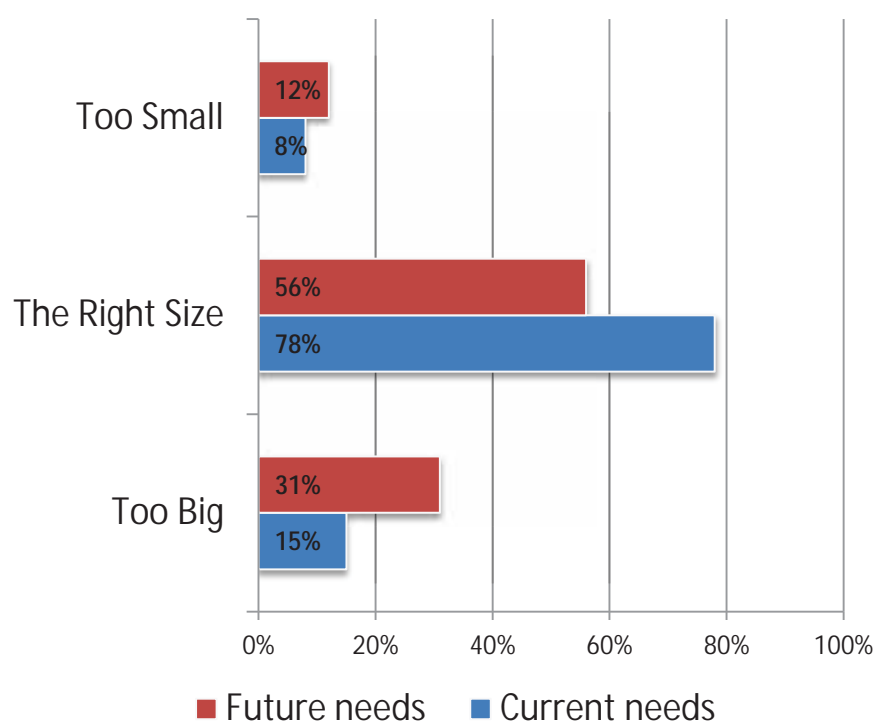
Appendices

Appendix 1: Outcomes Report - Residents and Landowner survey

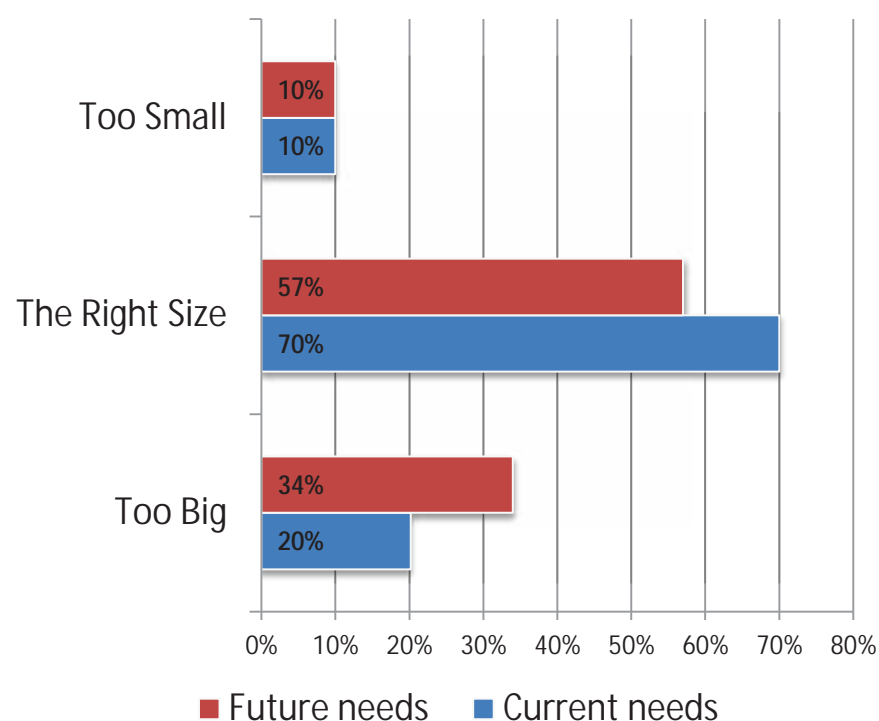
Appendix 2: Outcomes Report: Community Visioning Forum.

Responses Part One – You and Your Home

Q2/Q4. Dwelling sizes are considered...

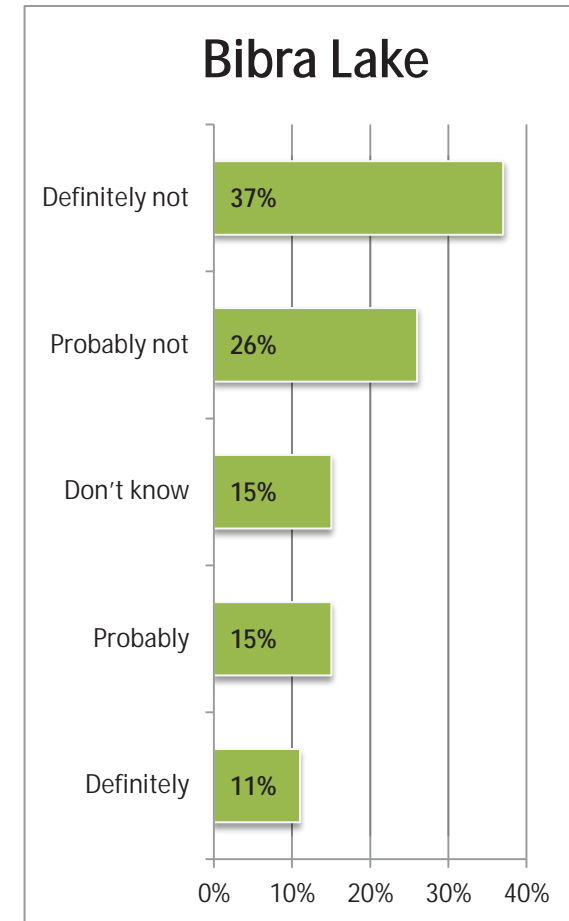
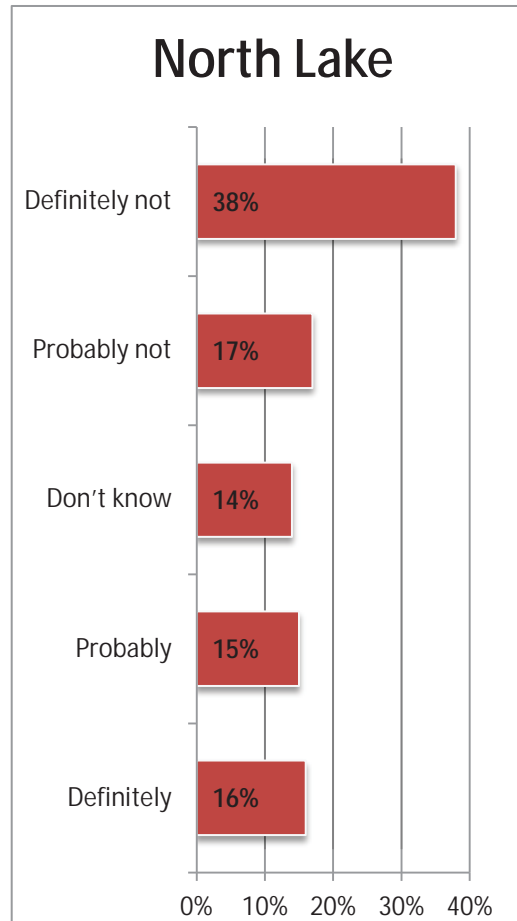
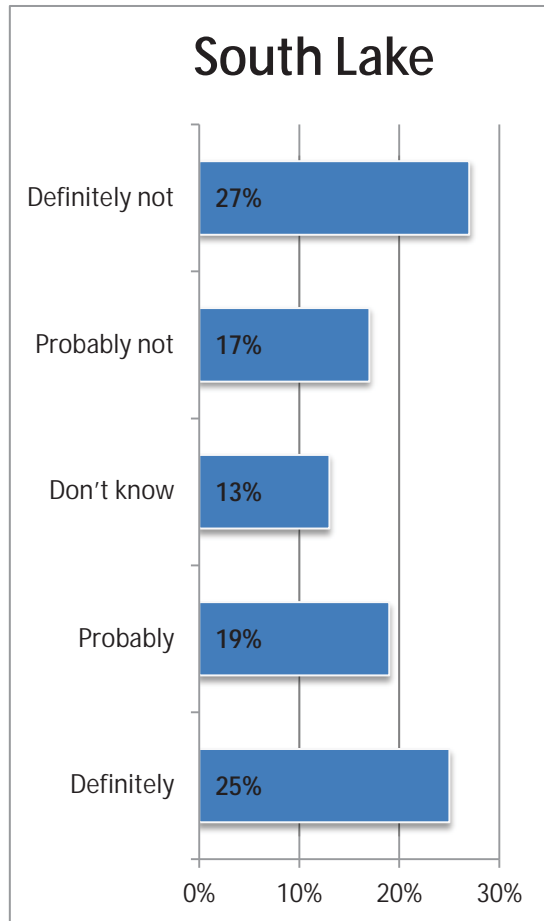


Q3/Q5. Backyard sizes are considered...



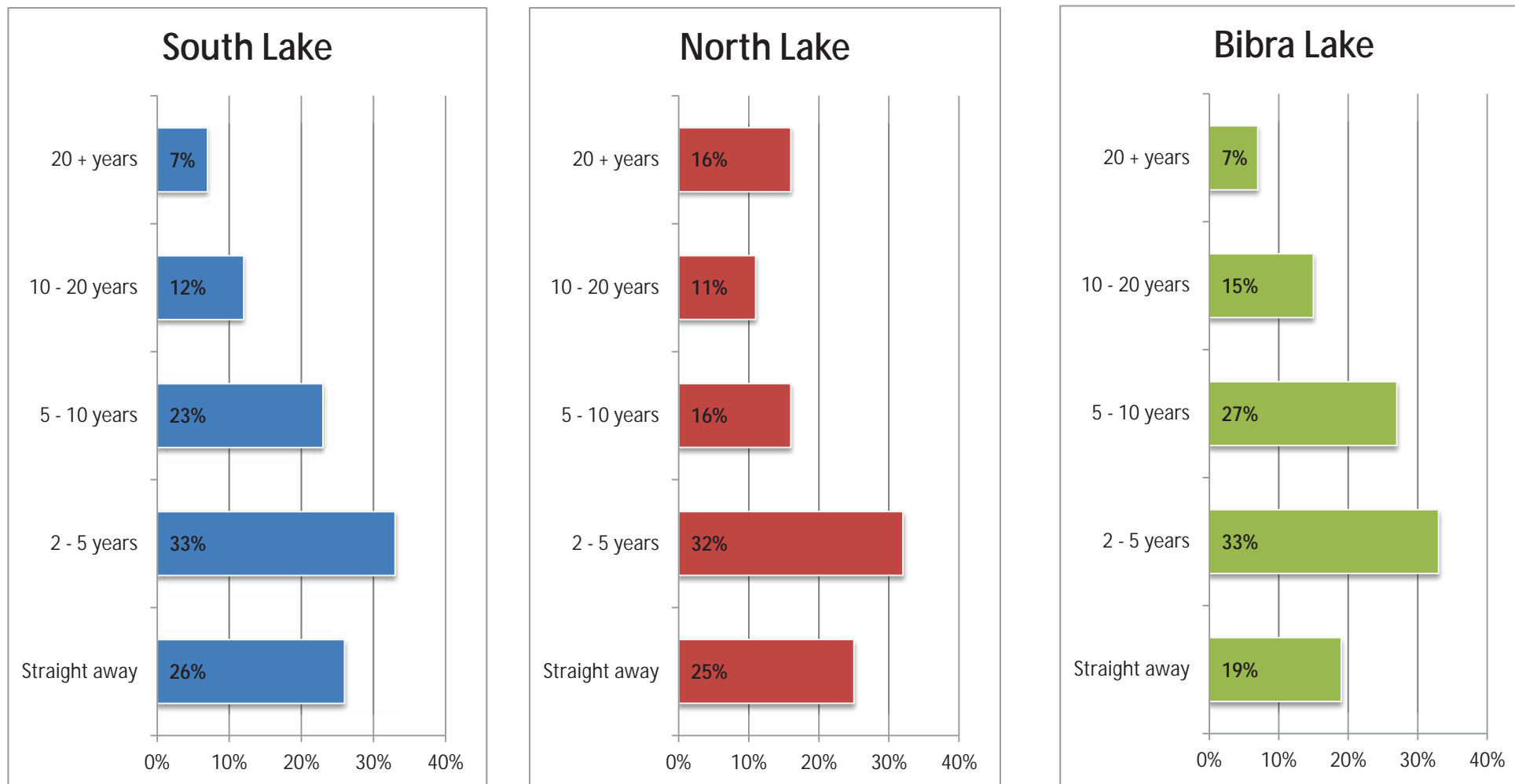
While 78% of respondents currently consider their homes are about the right size, this number drops when considering future needs. In line with the forecasted national trend, this is likely to be in recognition of household sizes reducing due to children moving out of the family home, and an increase in older demographics. This highlights the importance of ensuring house types are diverse so that into the future the housing stock in the Lakes area meets the needs of residents.

Q6. If rezoning occurred what is the likelihood of residents subdividing or redeveloping their property?



South Lake respondents are more likely to develop their property. North Lake and Bibra Lake are less likely. These figures suggest only some residents are interested in redeveloping and therefore this might suggest housing in targeted areas rather than broad scale density. Like other suburbs the City has undertaken revitalisation work within, it also highlights the likelihood that change will be incremental, allowing change to be managed.

Q7. Of those respondents who are likely to subdivide or redevelop, in what timeframe would you consider subdividing or redeveloping?

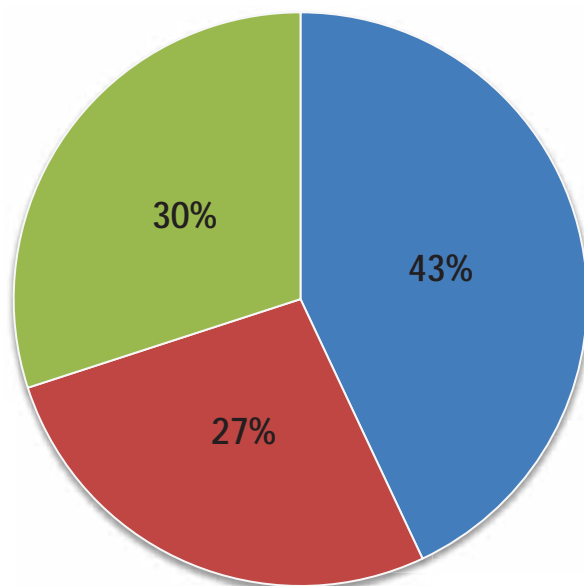


Of the respondents who are likely to develop their property, 59% of South Lake respondents, 57% of North Lake respondents and 51% of Bibra Lake respondents would develop their property within 5 years.

Responses Part Two – Your Neighbourhood

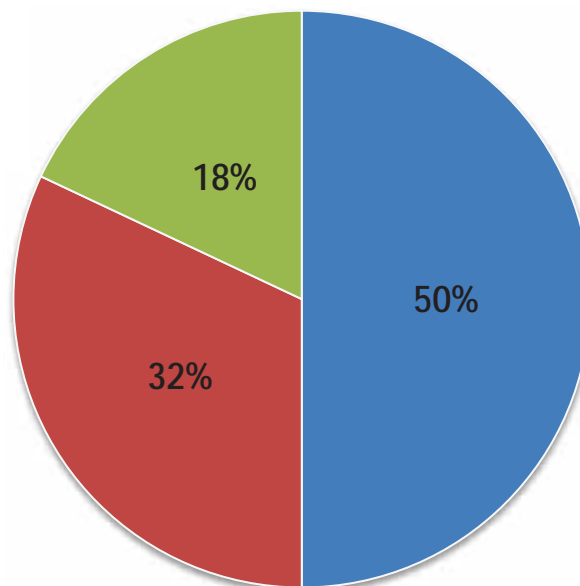
**Q1. Would residents like to see an increase in housing within their suburb?
If so, how would residents like to see this additional housing distributed?**

South Lake



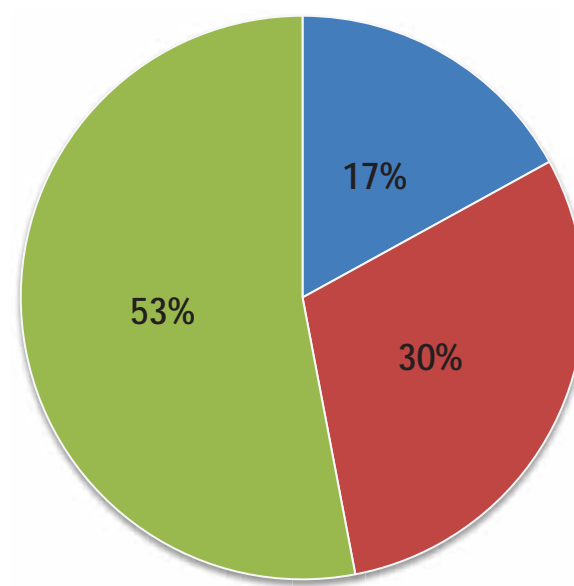
- No Increase in Housing
- Increase in Targeted Areas
- Allowance of more Housing throughout suburb

North Lake



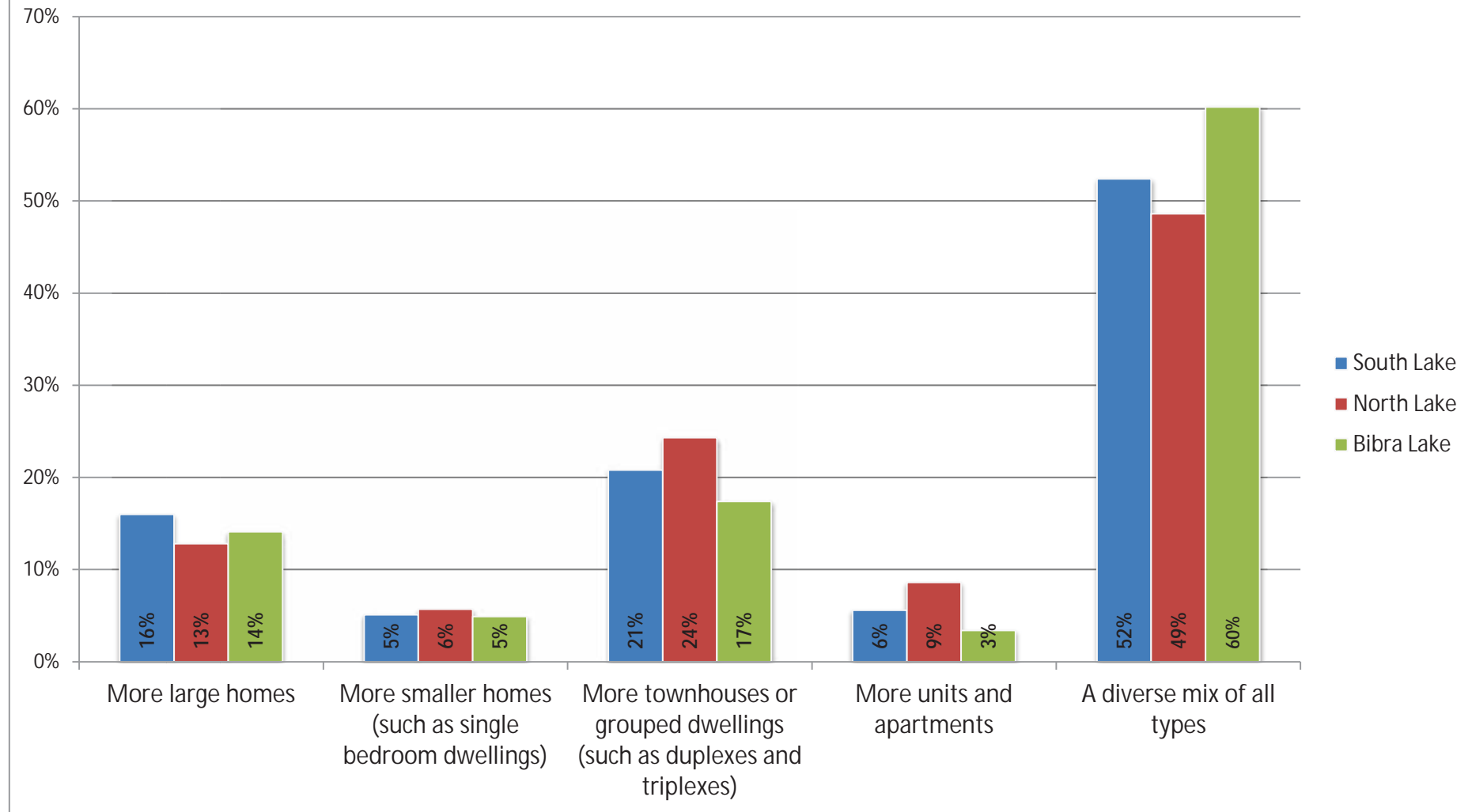
- No Increase in Housing
- Increase in Targeted Areas
- Allowance of more Housing throughout suburb

Bibra Lake



- No Increase in Housing
- Increase in Targeted Areas
- Allowance of more Housing throughout the suburb

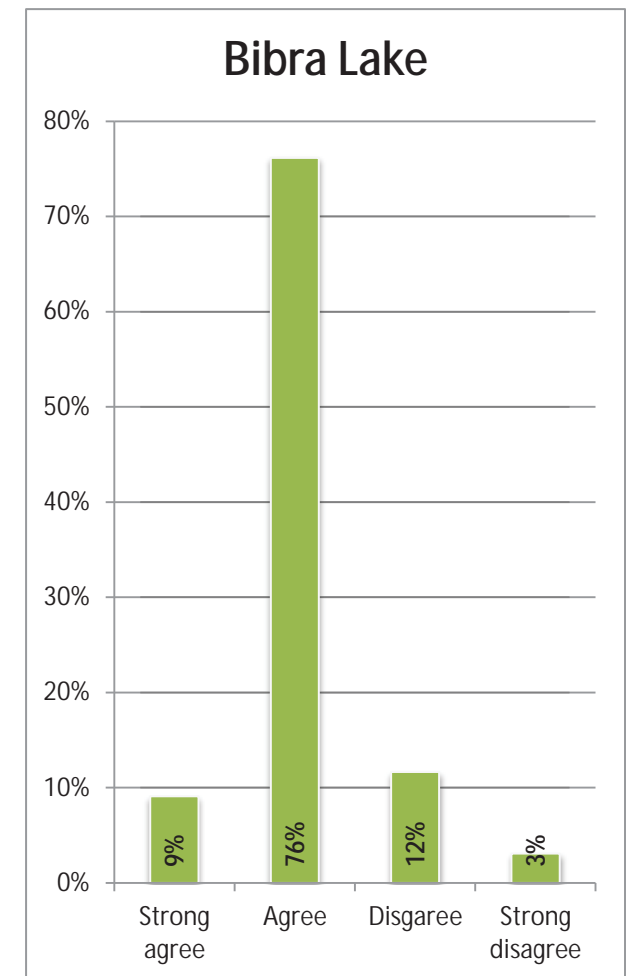
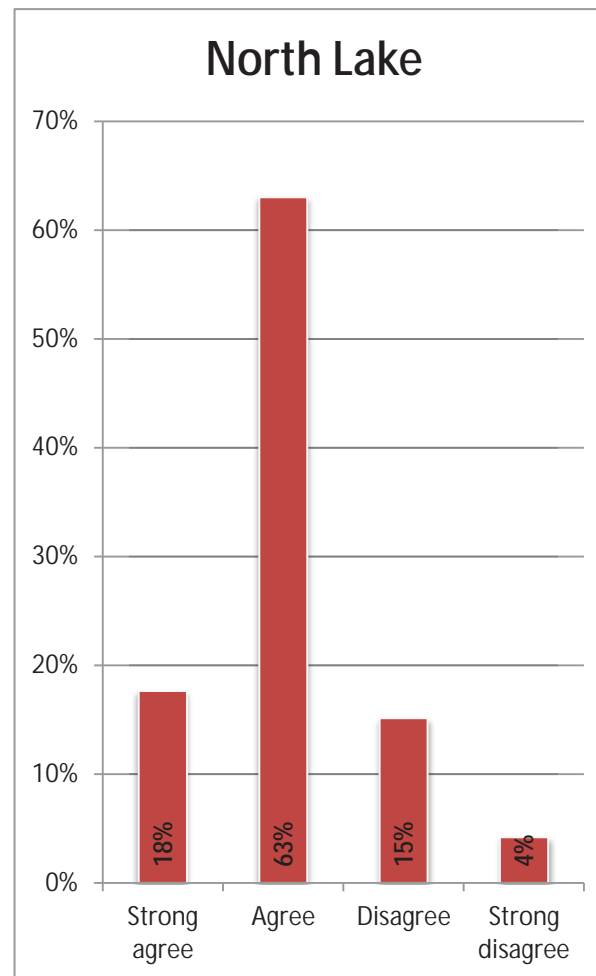
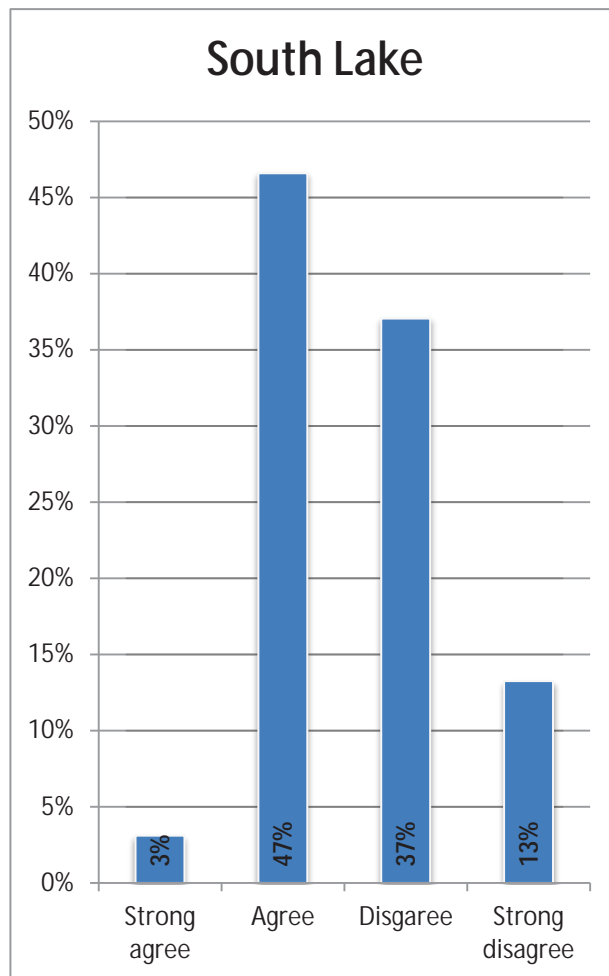
Q2. What type of Housing would respondents like to see more of?



Of respondents who would like to see an increase in housing, the primary type of housing respondents would prefer to see is 'a diverse mix of all types'. Again, given the dominance of single detached dwellings in the Lakes area, it highlights the need to provide alternative housing types.

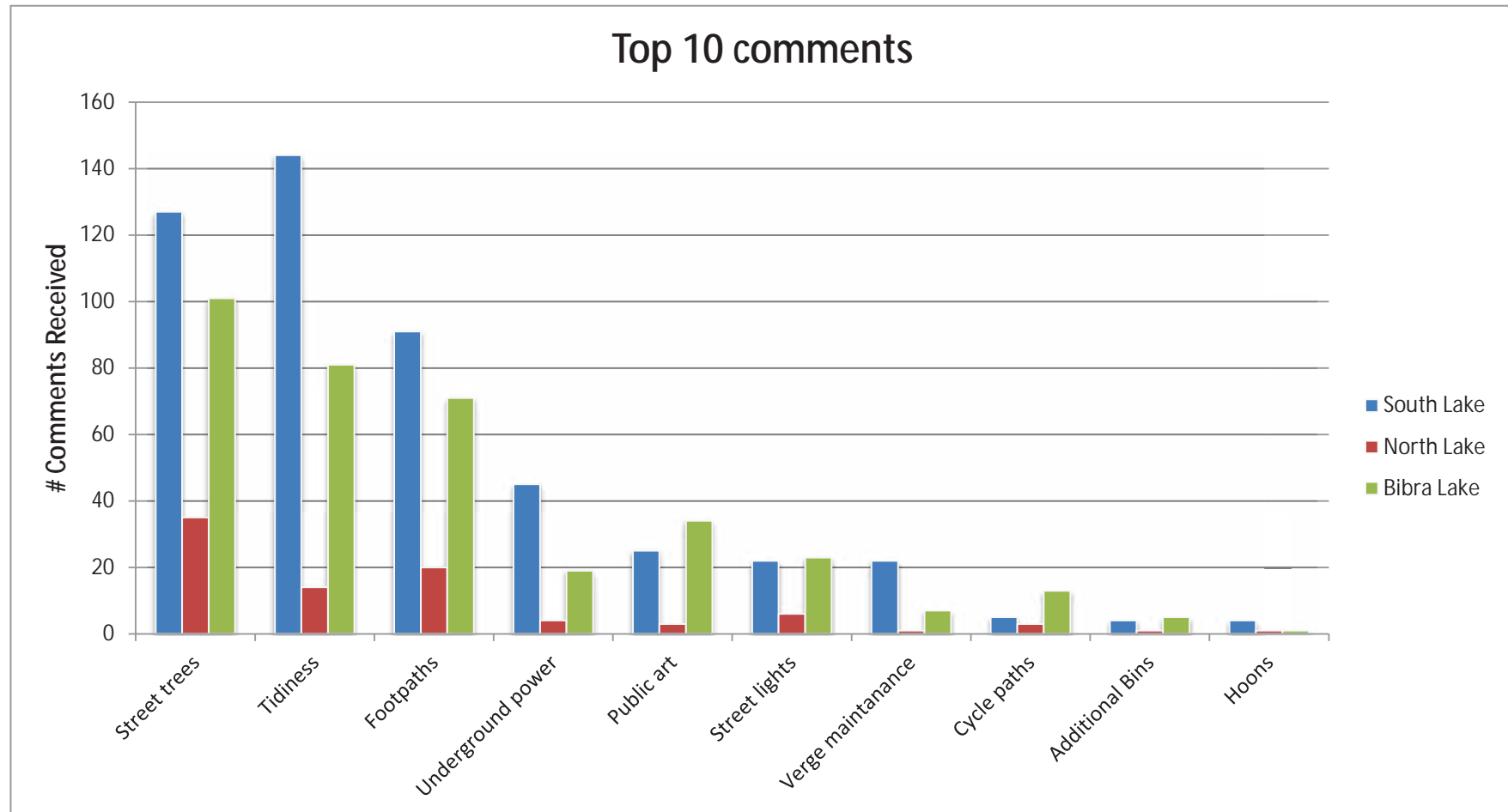
Responses Part Three – Community Satisfaction

Q1. Streetscapes within resident suburb are considered attractive:



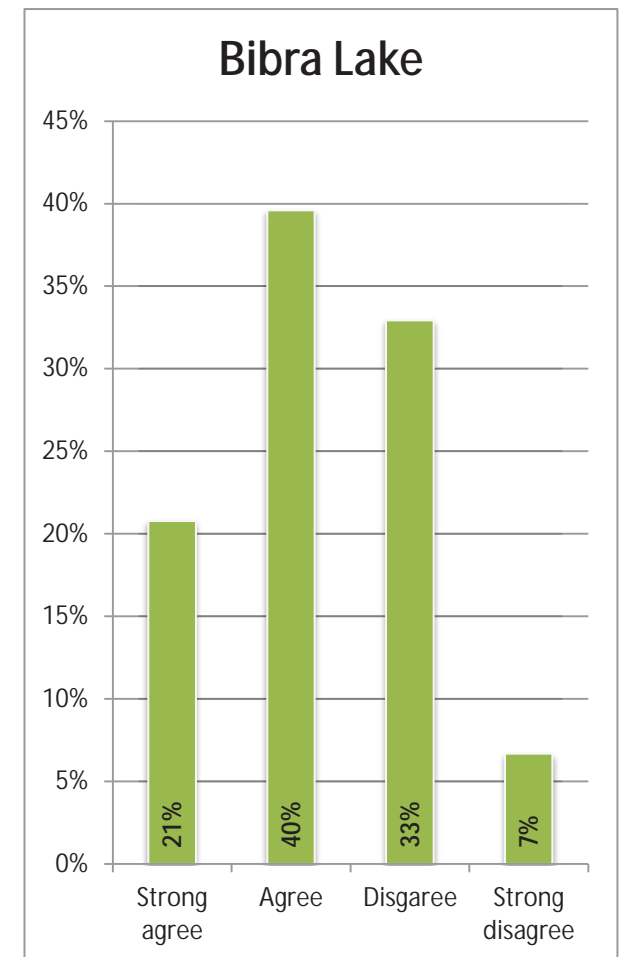
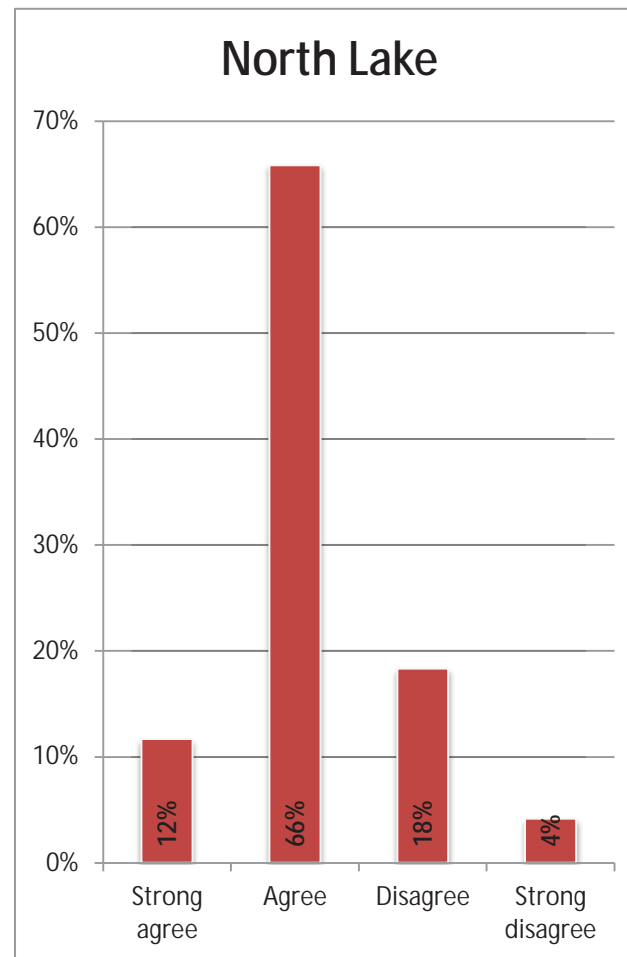
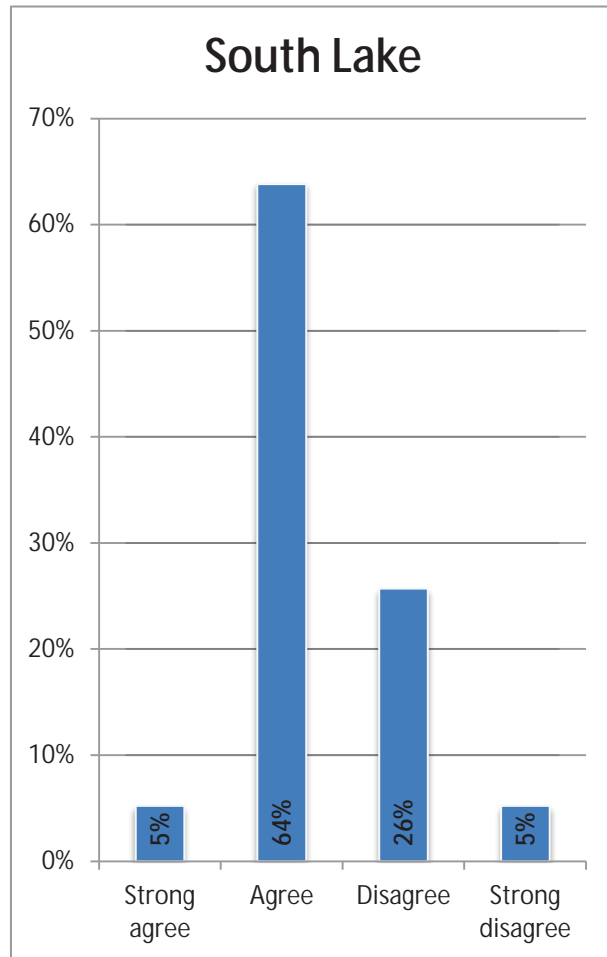
Bibra Lake, 85%, and North Lake 81% are satisfied with the streetscape in their suburb. South Lake, 50%, however is less satisfied that the suburb's streets are attractive

Q2. What *streetscape elements and characteristics* within the Lakes area are in need of improvement?



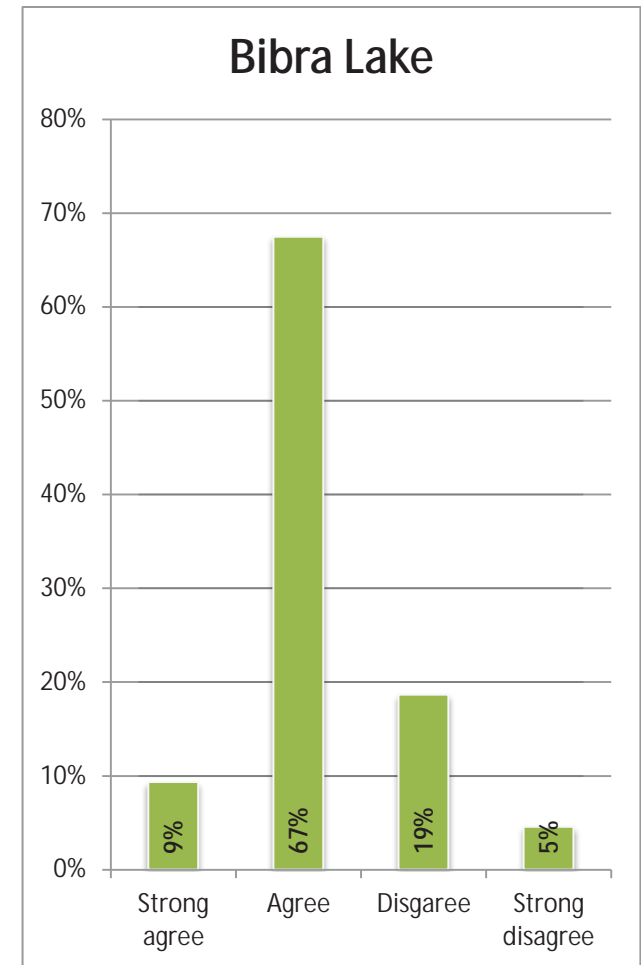
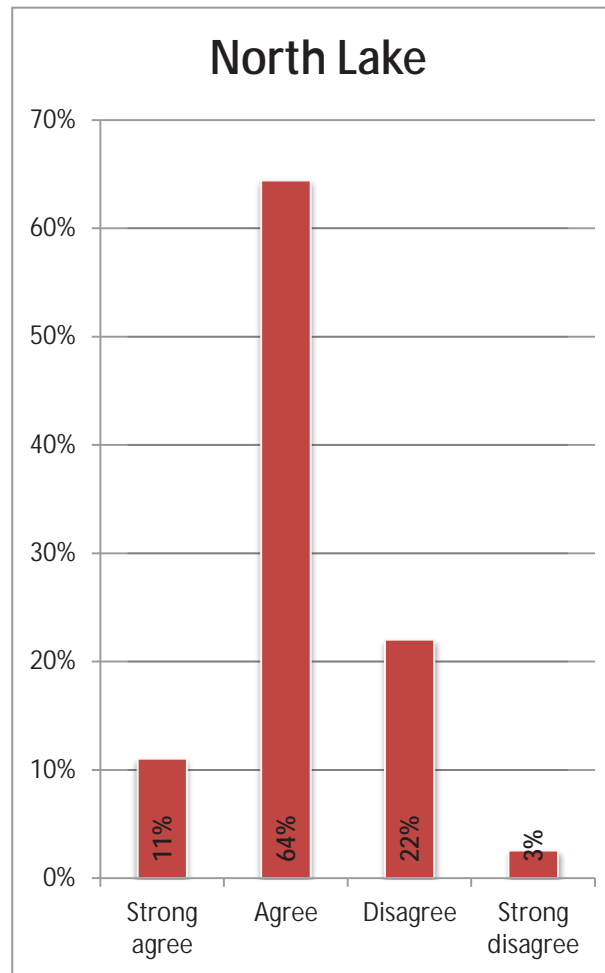
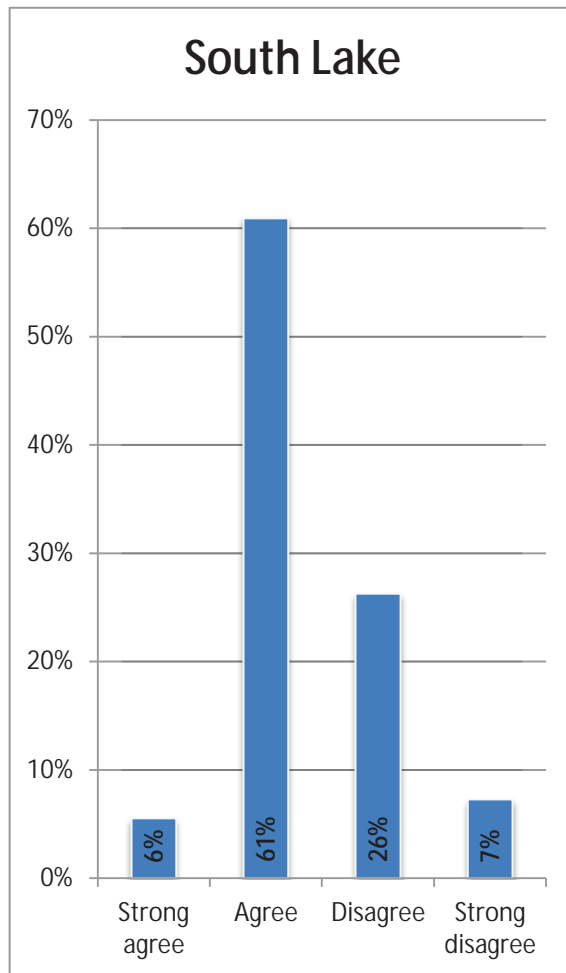
This list directly assists the City in understanding where new streetscape projects should be targeted with the top 3 projects focused on street trees, cleanliness and footpaths.

Q3. *Pedestrian and Cycle Paths* within my suburb are considered safe, well maintained and well connected:



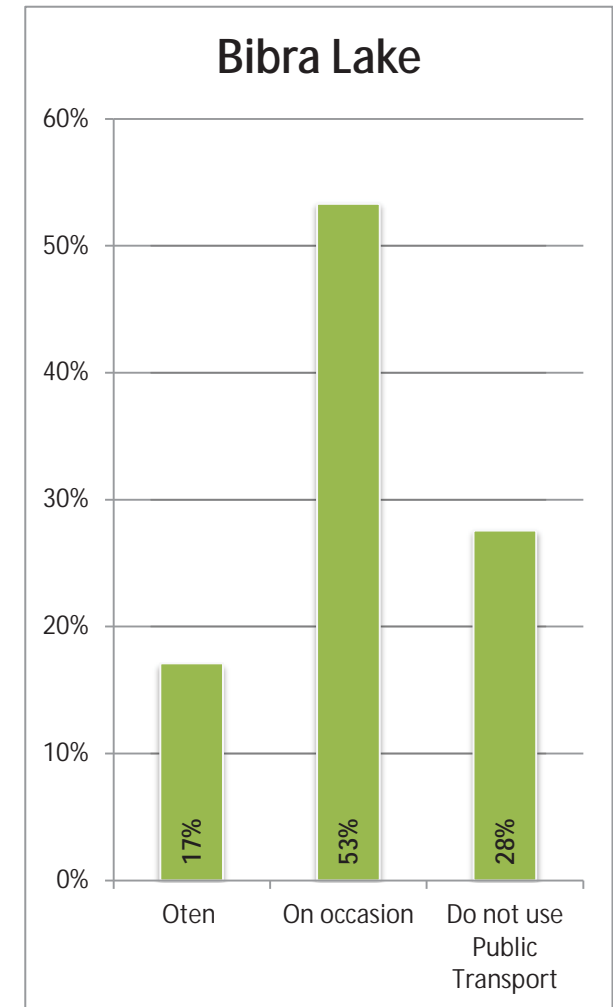
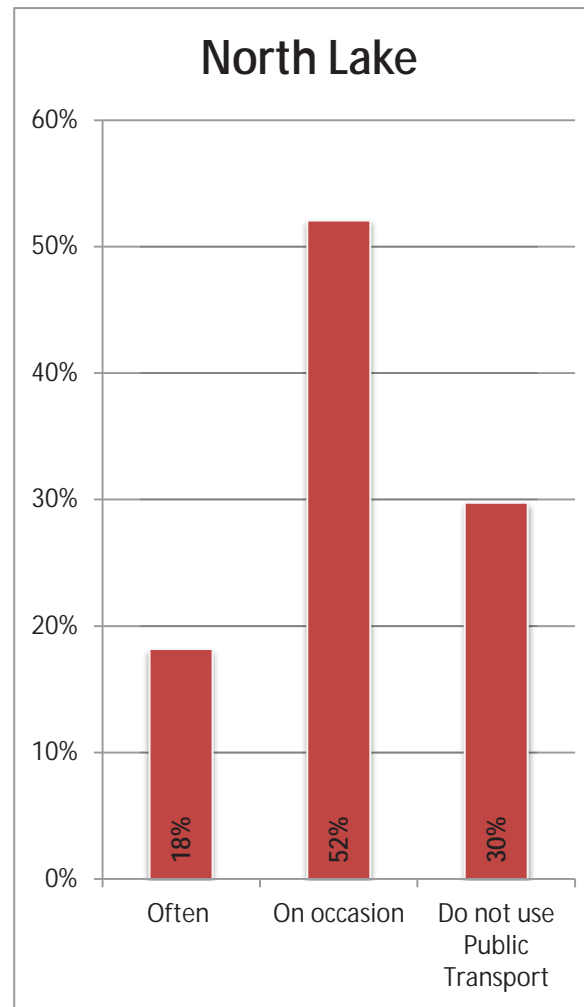
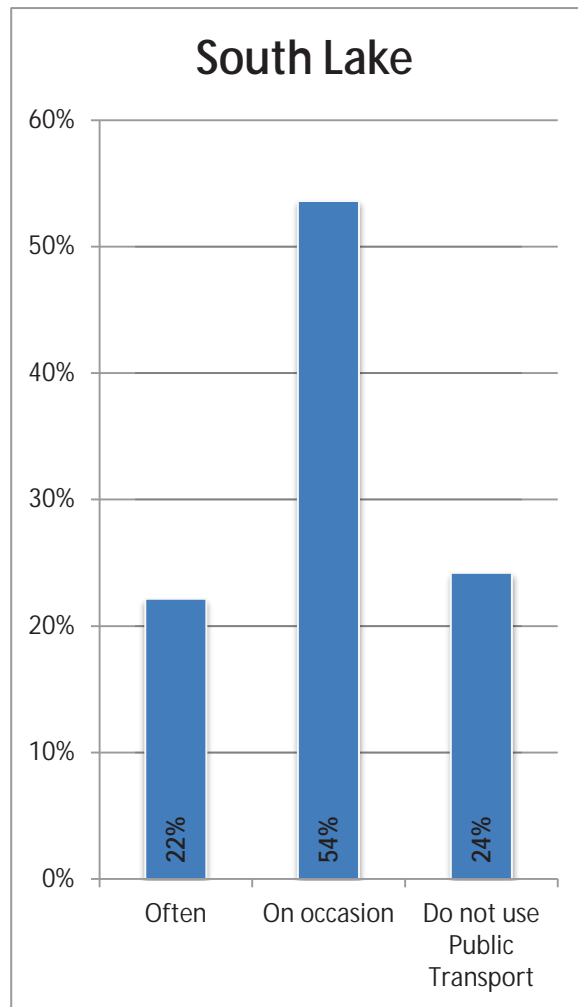
Overall, respondents are pleased with pedestrian and cyclist paths in the Lakes area. The most satisfied suburb was North Lake with 78% of respondents 'agreeing' their suburb is safe, well maintained and well connected. The next suburb is South Lake with 69% of respondents agreeing and Bibra Lake with 61% of respondents agreeing.

Q4. *Traffic Management and Parking* within my suburb is considered safe, well maintained and efficient:



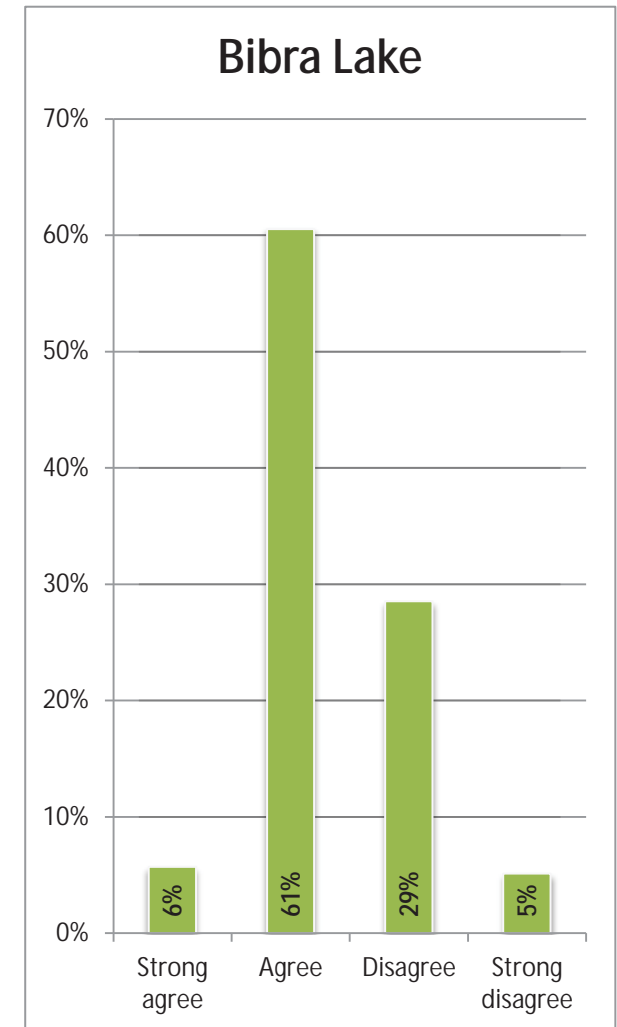
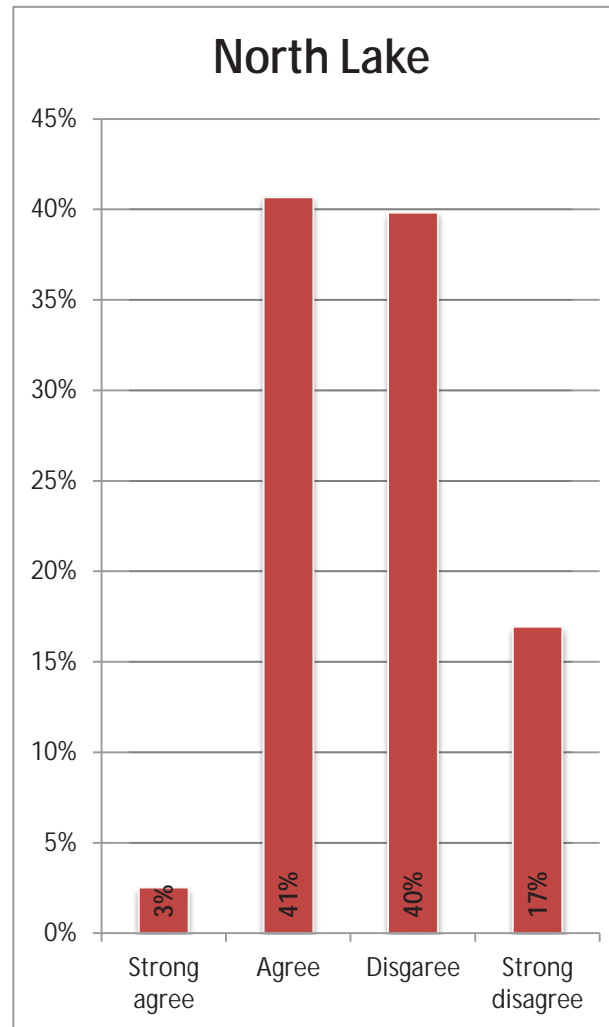
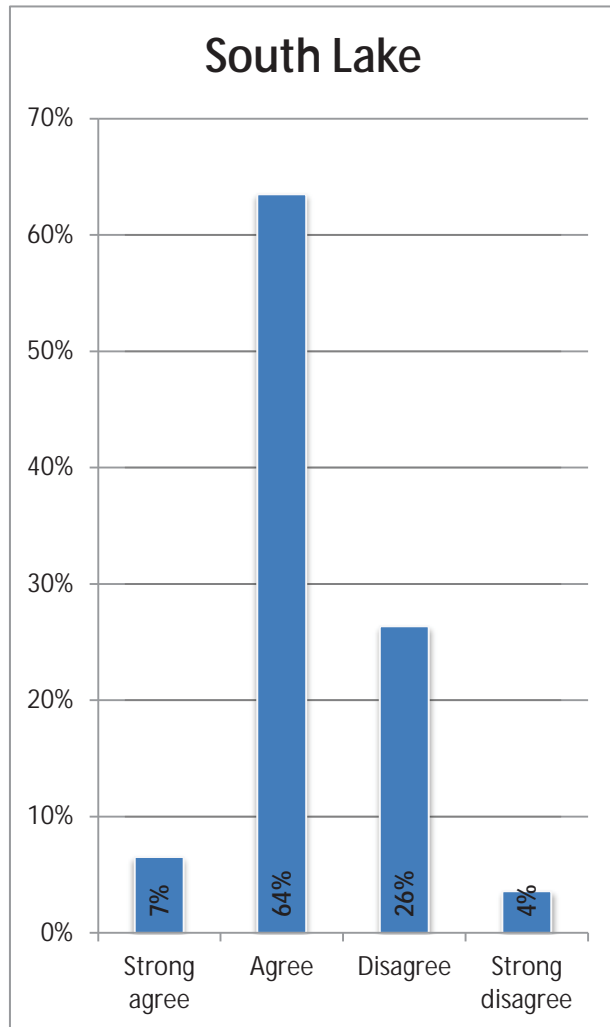
Overall, Traffic management and parking is considered safe and efficient within the Lakes area. Bibra Lake respondents 'agree' with this statement the most at 76%, followed by North Lake respondents at 75% and South Lake respondents 67%.

Q5. How often do residents use *public transport* within their suburb?



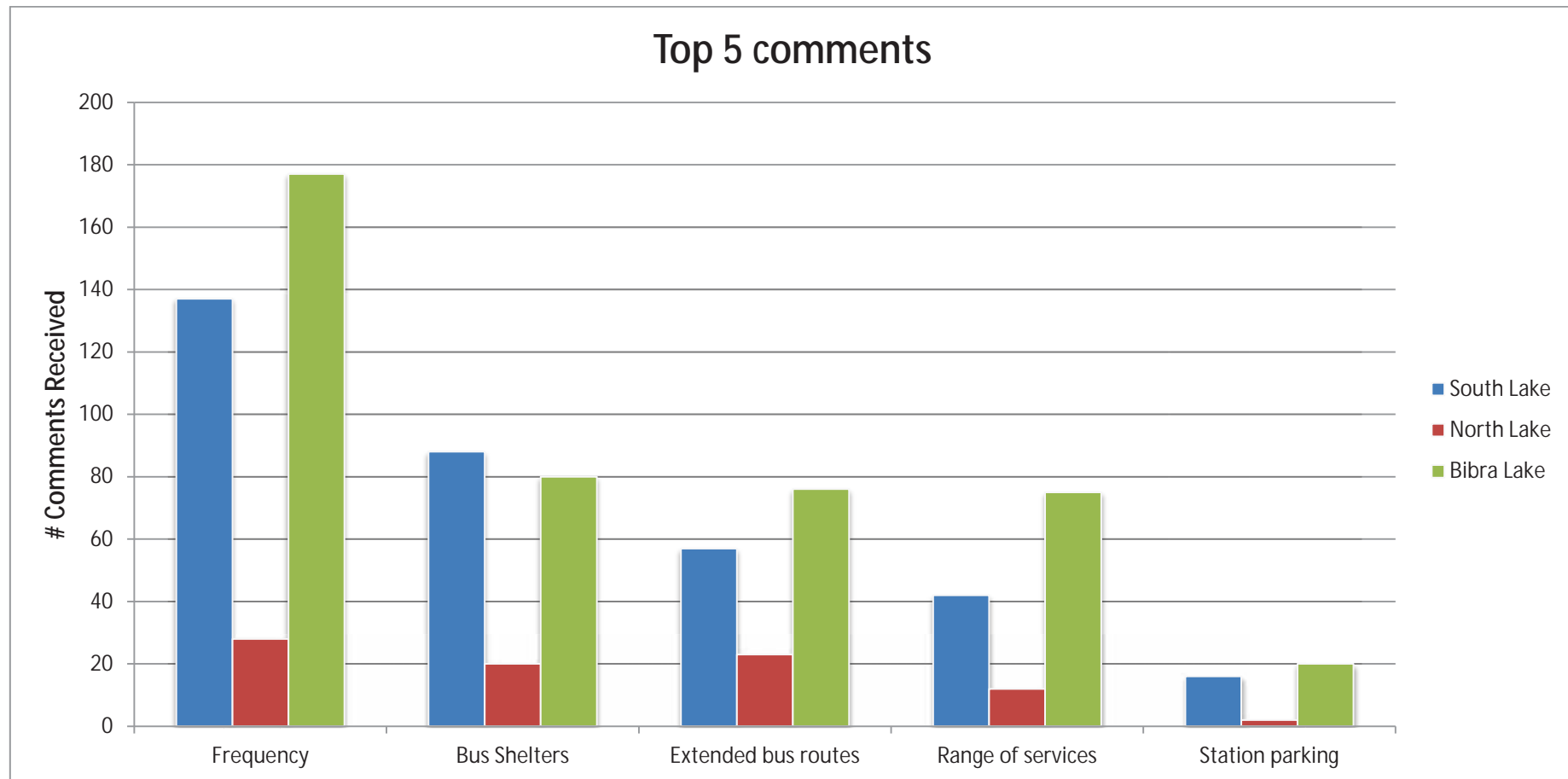
While on average 50% of residents use public transport there remain opportunities to promote a greater use of bus facilities.

Q6. My suburb is well serviced by *Public Transport*:



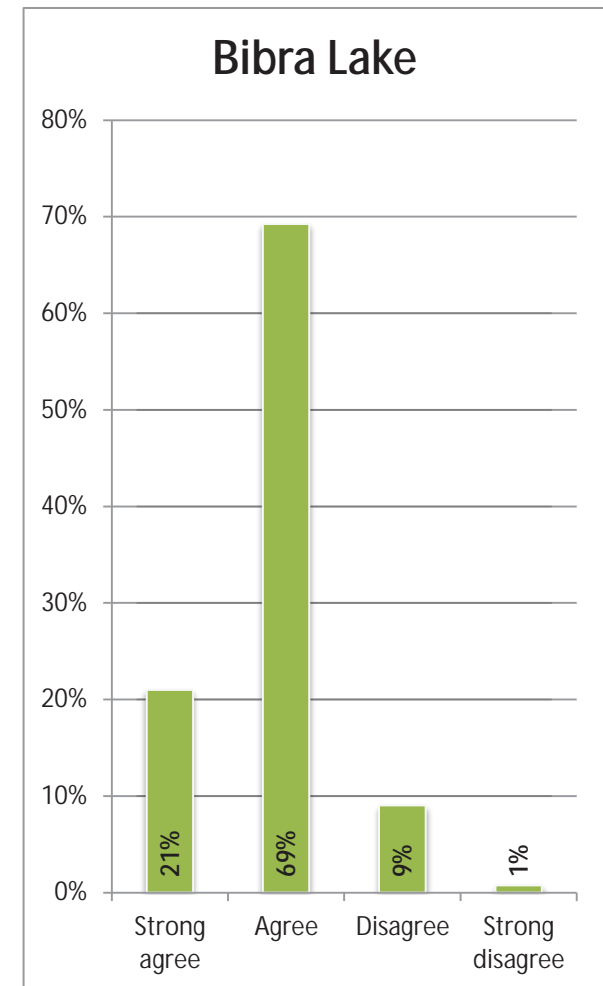
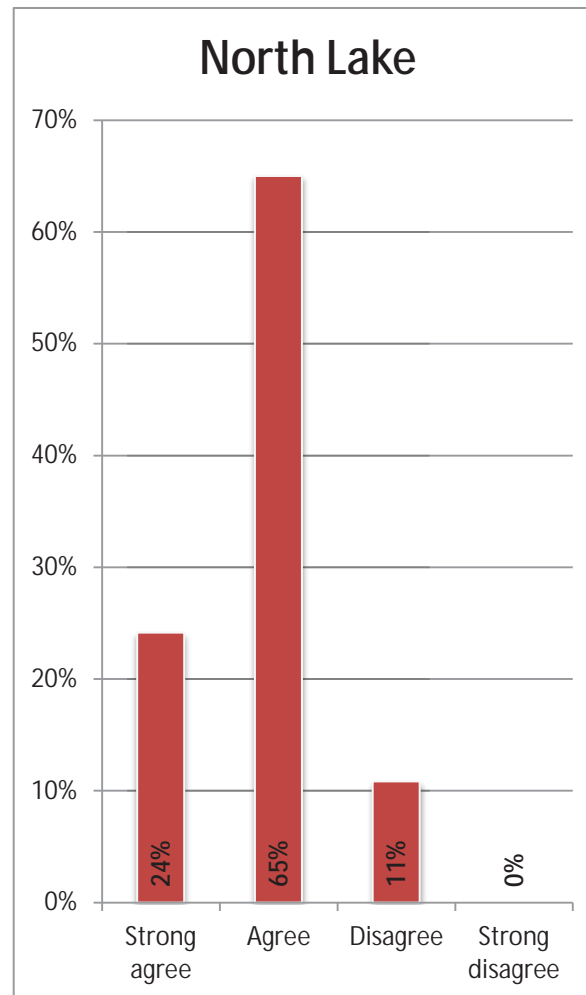
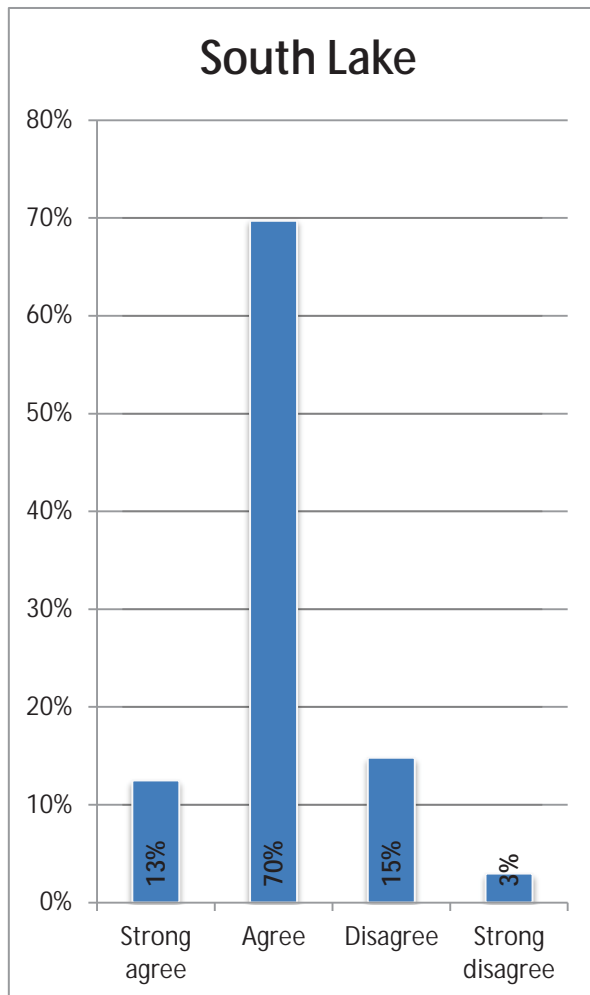
A good response from South Lake and Bibra Lake residents was received regarding bus services however the majority of residents in North Lake believe services in and around their suburb could be improved.

Q7. What *Public Transport elements* would you recommend to help increase the use of Public Transport?



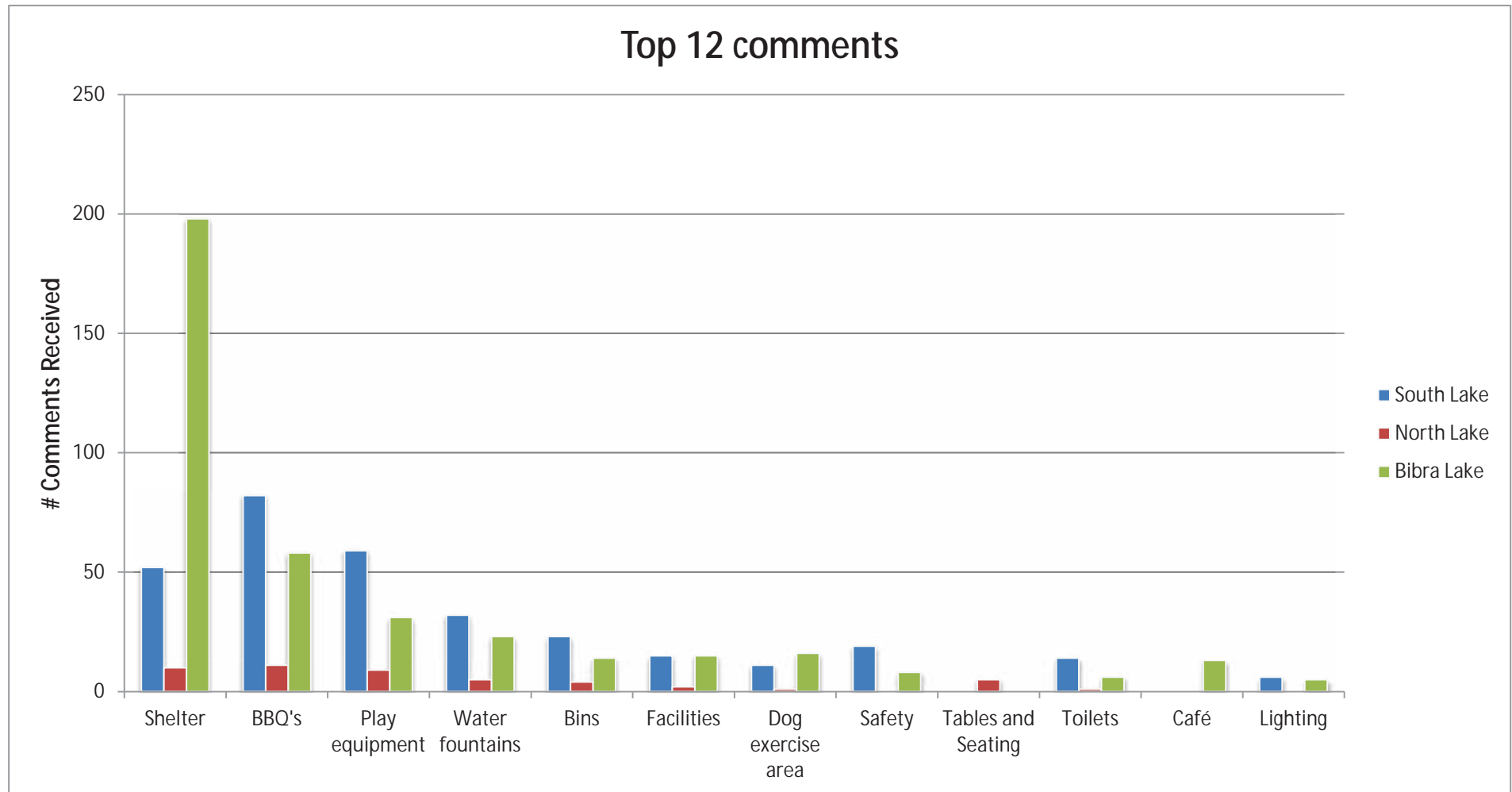
These results suggest the City should undertake discussions with the Public Transport Authority to review bus frequency times, especially in South Lake and Bibra Lake. Bus facilities should also be reviewed.

Q8. The *Parks* within my suburb meet my needs and the needs of my family:



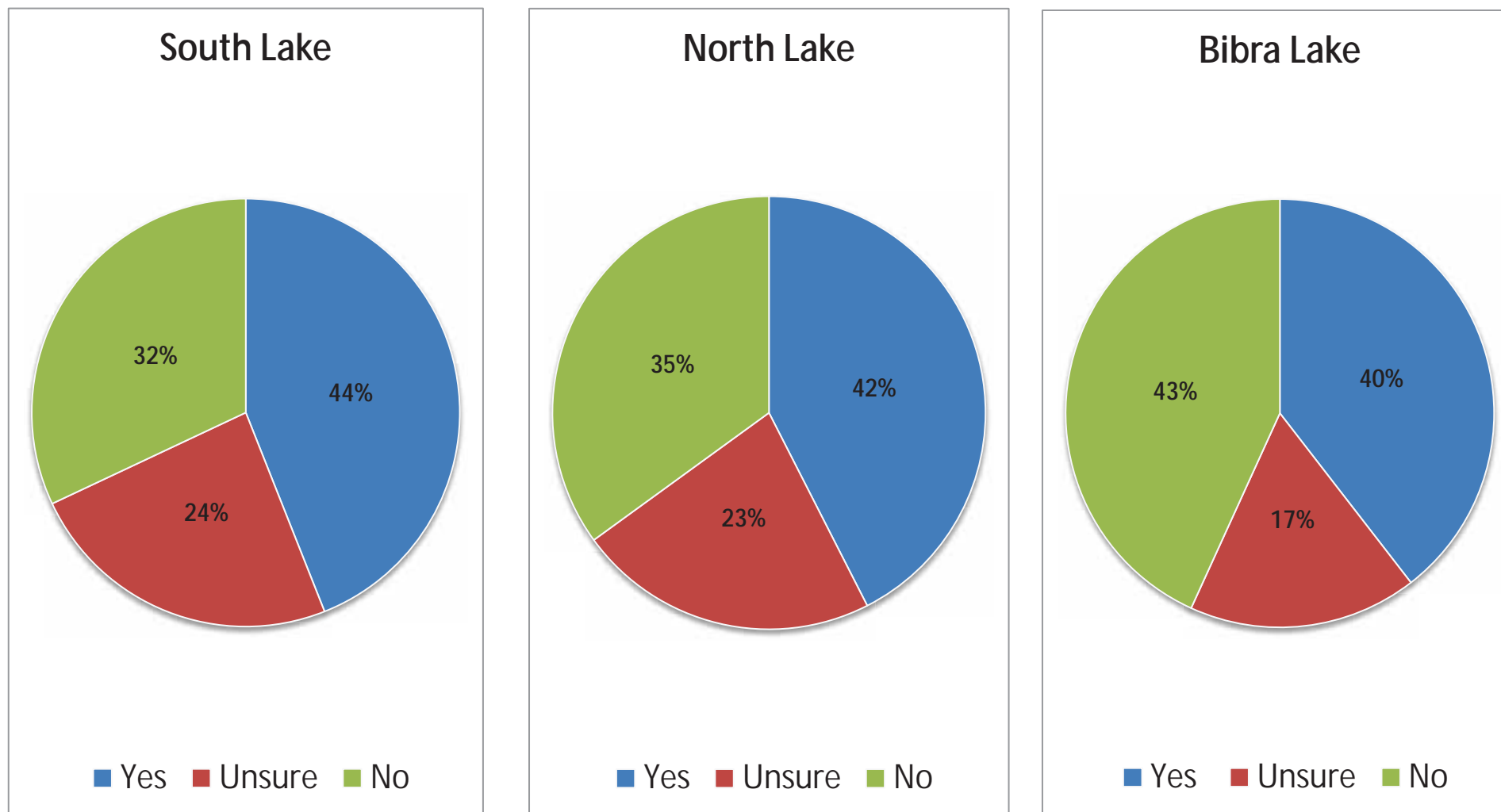
Parks and open space are popular within the Lakes area. Between 83% and 89% of respondents from each suburb 'agree' that the Parks meet the needs of themselves and their families

Q9. What elements of the *Parks* could be improved upon?



This list directly assists the City in understanding where improvements can be made to parks.

Q10. Respondents interested in taking part in tree planting program



40% of Bibra Lake respondents, 42% of North Lake and 40% of South Lake respondents would be interested in taking part in a tree planting program

CITY OF COCKBURN

FACILITATION OF THE LAKES REVITALISATION STRATEGY COMMUNITY VISIONING FORUMS

~ OUTCOMES REPORT ~

BACKGROUND

The Lakes Revitalisation Strategy is the latest of the City of Cockburn's revitalisation projects. The previously completed Phoenix, Hamilton Hill and Coolbellup Revitalisation Strategies have provided comprehensive plans to guide future development within the established suburbs of Spearwood, Hamilton Hill and Coolbellup respectively. The Strategies will guide the planning and delivery of future housing types and housing choice to those suburbs, as well as identifying the works required to facilitate improvements to the natural and urban environments.

As part of the initial community consultation for The Lakes Revitalisation Strategy, Chris Antill Planning and Urban Design Consultant was appointed to help prepare a program for, and to facilitate, four community forums aimed at drawing out and articulating the residents' "vision" for the future development of their suburbs, with the principal emphasis on housing types and housing choice.

PROGRAM FOR THE COMMUNITY VISIONING FORUMS

Four Forums were held on the evenings of:

- Monday June 8th
- Wednesday June 10th
- Monday June 22nd, and
- Wednesday June 24th.

The first two forums were attended by residents of the North Lake and Bibra Lake communities, and the second two forums were attended by residents of South Lake.

The first two forums were attended by a total of approximately 160 community members, and the second two forums by approx. 110 community members (total of approx. 270).

The program for each forum was similar:

- Introduction;
- A presentation by the facilitator explaining the forum format and general aims;
- A presentation by the City's Manager of Strategic Planning explaining background and context information;
- Workshop [(attendees working in groups of approx. 5-7 with the assistance of a table co-ordinator (City of Cockburn staff member and planning students from Curtin University)];
- Presentations by a spokesperson from each table;

- Brief summation by the forum facilitator of the common “themes” and consensus views that emerged from the individual table presentations;
- “Where to from here, and next steps” explanation by the City’s Manager of Strategic Planning;
- Close of forum.

Each forum ran for about three hours.

WORKSHOP STRUCTURE

The attendees were asked to debate and discuss five questions (see **Appendix 1**). A period of approximately 45 minutes was allocated to this part of the forum. The table co-ordinators were asked to stimulate debate amongst those at their table, and to record both individual comments and collectively-held views.

Attendees were encouraged by the table co-ordinators to discuss each of the five questions in turn, and the co-ordinators had the responsibility of formulating a consensus “table view” for each question.

At the end of the workshop phase, a spokesperson from each table was asked to present, in turn, their table’s responses to the five questions. Both individual comments and collectively-held views were articulated.

Each evening concluded with an attempt to summarise the individual table responses, however, given the large attendance at each of the four forums, there was, unsurprisingly, a diverse range of views. This was reflective of the diverse nature of the suburbs, as well as the differing needs and aspirations of the attendees.

As a result, in addition to each table presenting, all of the notes taken at the tables by the co-ordinators were collected for analysis in preparing this Outcomes Report.

CONSENSUS THEMES ACHIEVED

A number of clearly identifiable and consistent responses emerged from the table presentations and the table notes.

The consensus themes of the first two forums (Bibra Lake and North Lake) were generally consistent across both forums. Likewise, the consensus themes of the second two forums (South Lake) were also generally consistent across both.

(1) North Lake & Bibra Lake:

What aspects of North Lake/Bibra Lake do you value and are important for the future?

(Most commonly mentioned values listed first)

The most highly valued aspects were:

- The lakes/wetlands/natural environment;
- The greenery/trees/flora/fauna;
- The suburb’s location and proximity to surrounding facilities/freeway/train station/attractions/employment, and accessibility to local shops and schools;
- Community pride/sense of community;

- Quiet environment;
- The public open spaces/parks;
- Safety and security;
- Wide, attractive streets/streetscapes/current dwelling setbacks;
- The walkways/cycleways;
- Existing character/amenity;
- Low traffic volumes/no through traffic; and
- Good distribution of shopping facilities.

Other aspects of value included:

- The current low density of development/low building heights;
- Underground power;
- The walkability of the suburbs;
- Public transport; and
- Aged care facilities.

What is your appetite for change in terms of new residential development and redevelopment within North Lake/Bibra Lake? Low, medium, high?

The individual tables rated their appetites for change as follows:

▪ Low	4
▪ Low-medium	6
▪ Medium	10
▪ Medium-high	1
▪ High	0

It appeared that North Lake attendees were generally less enthusiastic about the prospect of change and renewal than the Bibra Lake attendees.

Would you support a greater variety of housing and therefore residential densities throughout North Lake/Bibra Lake? If yes, where would you like to see medium to high residential densities provided?

There was very strong support for a greater variety of housing to be provided in the future. The most common responses were:

- More variety generally – e.g., town houses, villas, grouped dwellings (10 tables)
- Battle-axe lots/maximum of two dwellings/lot (6 tables)
- No high density (6 tables)
- More retirement housing (2 tables)

There was generally good support for “targeted change”. This was identified as permitting higher densities in the following locations:

- Around activity centres/shops/schools;
- Around parks;
- Along public transport corridors;
- Around the lake;
- Closer to Fiona Stanley Hospital/Murdoch;
- Along the railway reserve.

There was strong support for the principle of future housing types maintaining existing residential amenity, and having quality design, possibly through the imposition of appropriate design guidelines.

There was also support for restricting building heights to a 2 or 3 storey maximum.

What public domain improvements should take place for North Lake/Bibra Lake? (e.g., street trees, parks, public art, plantings and car parking under power line easements, improved public transit and facilities)

(Most commonly mentioned proposed improvements listed first)

Proposals receiving strong support included:

- Improve public (bus) transport (i.e., higher frequency of services, greater route choices, more direct services);
- Provide more (appropriate/native) street trees;
- Improve the quality and connectivity of footpaths and shared use paths;
- Upgrade facilities and levels of maintenance at parks and public open spaces (e.g., toilets, shade structures, drinking fountains, play equipment, seating etc.); and
- Improve street lighting.

Other improvements receiving good support included:

- Provide a café/food and drink outlet on the edge of Bibra Lake (possibly to also act as a new community focus or hub);
- Provide better road access and more access points in/out of the suburbs, and between the North Lake and Bibra Lake communities;
- Provide some fenced parks/off-leash dog areas;
- Provide better public facilities at the lakes (including the east side of Bibra Lake);
- Extend underground power to all of the suburbs;
- Improve parking at the shopping centres; and
- Upgrade/expand the local centres.

Other improvements receiving support included:

- Protect the environmental assets of the area;
- Upgrade street lighting;
- Provide more information/education regarding the lakes and wetlands;
- Protect/improve streetscapes;
- Upgrade the skate park;
- Protect the environmental assets of the area;
- Eradicate the mosquitoes/midges associated with the lakes;
- Stop trail bikers;
- Provide lighting around Bibra Lake;
- Improve traffic flows/ease congestion;
- Improve parking around the lakes;
- Provide more seating and public amenities;
- Provide community gardens;
- Provide street markets;
- Ameliorate freeway noise.

What are the three priority actions that authorities could take which would improve your community?

(Most commonly mentioned priorities listed first)

- Protect/enhance the lakes/wetlands/natural areas/wildlife (easily the highest priority);
- Upgrade public transport;
- Improve public open space facilities/environments;
- Improve levels of access and safety for pedestrians and cyclists;
- Upgrade road connectivity;
- Improve the appearance/maintenance levels within the area;
- Minimise the impact of any higher densities that may be provided;
- Provide more, and more appropriate, street trees;
- Improve street lighting and extend underground power.

There appeared to be no support stated by any individual or table for the Roe Highway extension.

SUMMARY

- Bibra Lake and North Lake residents greatly value and appreciate the lakes, wetlands and the natural environment. The existing trees, greenery, and flora and fauna are all rated highly by the community. The suburb's location and accessibility are seen as major advantages, and the sense of community is pronounced. The parks, other public open spaces, the quiet environment and the relative safety and security of the suburb are highly valued.
- Overall there is a low to medium appetite for change. Bibra Lake residents appear, however, to be more enthusiastic about change and renewal than North Lake residents.
- There is strong support for a greater variety of housing types to be provided: e.g., town houses, villas and grouped dwellings. A 2-3 storey maximum building height is generally supported.
- These higher density-type dwellings should preferably be provided in targeted areas, such as around shopping centres, parks and schools, and along the main public transport routes.
- There is good support for the view that subdivision of all single lots presently accommodating a single dwelling should generally be permitted, so that in future two dwellings can be accommodated on each lot in a "battle-axe"-type configuration.
- New housing should be of a high quality and maintain existing residential amenity, and development/design guidelines should be introduced alongside new R-Codes to ensure this occurs.
- The major public transport system in the locality (buses) is appreciated, but the community is strongly of the view that it needs upgrading through greater route choices, more direct routes, and higher frequency of services.
- More street trees need to be introduced – preferably native species.

- The quality and connectivity of the existing footpath and shared use path systems needs improving.
- Existing public open space reserves are highly valued, however there is scope for improvements to the standard and scope of the facilities within them. The opportunity exists to upgrade and improve the parks to encourage greater usage, particularly by the youth in the community. The value of the public open space reserves will increase over time as population and demand increases. Facilities that could be introduced include public toilets, shade structures, drinking fountains, play equipment, seating etc. The local residents would like to be consulted by the City when changes are being planned.
- A café/food and drink outlet located on the edge of Bibra Lake would act as a new community focus, and would be welcomed. More public facilities generally around Bibra Lake would be appreciated, including on the Lake's east side.
- Better access into and out of the suburbs is required, and the two communities should be better linked.
- Some fenced-off dog exercise areas should be provided where dogs can be allowed to run without leads.
- The program of undergrounding the powerlines within the suburb should be completed as soon as possible.
- The local shopping centres could be upgraded and allowed to expand, provided sufficient car parking was also provided.
- There seems to be very little support, if any, for the extension of Roe Highway.

(2) South Lake:

What aspects of South Lake do you value and are important for the future?

(Most commonly mentioned values listed first)

The most highly valued aspects were:

- The suburb's location and proximity to surrounding facilities/freeway/train station/attractions/employment, shopping and accessibility to local schools;
- The parks and open spaces; and
- The lakes/wetlands/flora & fauna, natural environment.

Other aspects of value receiving good support included:

- The suburb's quietness;
- Public transport, especially the bus service;
- The streetscapes/greenery/trees;
- The sense of community that prevails;
- Safety and security;
- The suburb's walkability; and
- Large blocks with gardens.

Other values receiving some support included:

- The Leisure Centre;
- The suburb's affordability;
- The footpaths and cycle paths;
- The wide streets;
- The shopping centres; and
- The lack of high rise/high density development.

What is your appetite for change in terms of new residential development and redevelopment within South Lake? Low, medium, high?

The individual tables rated their appetites for change as follows:

- | | |
|---------------|---|
| ▪ Low | 1 |
| ▪ Low-medium | 0 |
| ▪ Medium | 6 |
| ▪ Medium-high | 6 |
| ▪ High | 8 |

Would you support a greater variety of housing and therefore residential densities throughout South Lake? If yes, where would you like to see medium to high residential densities provided?

There was very strong support for a greater variety of housing to be provided in the future.

- More variety generally – e.g., town houses, villas, grouped dwellings, apartments (20 tables), including battle-axe type development (7 tables).

There was also very strong support specifically for “targeted change” (17 tables). This was identified as permitting higher densities in the following locations:

- Around activity centres such as shops;
- Around parks;
- Along selected main roads (such as Elderberry Drive and Berrigan Drive); and
- Along bus routes.

Five tables also suggested that medium density housing could be permitted throughout the suburb.

There was good support for the principle of future housing types maintaining existing residential amenity, and having quality design, possibly through the imposition of appropriate design guidelines.

Views on height limits varied between one and four storeys maximum. There seemed to be greatest support for restricting building heights to 2 to 3 storeys maximum.

The need for more aged care housing and over-55s housing was also mentioned by three tables.

What public domain improvements should take place for South Lake? (e.g., street trees, parks, public art, plantings and car parking under power line easements, improved public transit and facilities)

(Most commonly mentioned proposed improvements listed first)

Proposals receiving strong support included:

- Upgrade facilities and levels of maintenance at parks and public open spaces (e.g., toilets, shade structures, exercise equipment, nature play, lighting, drinking fountains, play equipment, seating, BBQs, parking etc.);
- Underground the powerlines;
- Improve public (bus) transport (i.e., higher frequency of services, greater route choices, more direct services, greater reliability of services); and
- Improve the quality and connectivity of footpaths and shared use paths.

Other improvements receiving good support included:

- The need for more, and more appropriate (native or fruit) street trees;
- Upgrading of suburb entry statements (landscaping, signage, art works);
- Upgrading of street lighting;
- Traffic calming, better traffic management;
- Maintain/improve streetscape character; and
- Improve the building appearance and car parking availability at the local shopping centres.

Other improvements receiving support included:

- Upgrade the pedestrian accessways;
- Improve the number and accessibility of parks;
- Provide an enclosed (off-leash) dog exercise area;
- Provide more main road crossing points;
- Improve the area under the major powerlines;
- Provide more street art/public art;
- Stop the use of trail bikes within the suburb; and
- Upgrade security.

What are the three priority actions that authorities could take which would improve your community?

(Most commonly mentioned priorities listed first)

- Upgrade facilities and levels of maintenance at parks and public open spaces (e.g., toilets, shade structures, exercise equipment, nature play, lighting, drinking fountains, play equipment, seating, BBQs, parking etc.);
- Underground the powerlines;
- Initiate zoning changes to permit the development of a wider choice of housing types; and
- Provide more street trees/upgrade streetscapes.

Other significant priorities included:

- Improve public (bus) transport (i.e., higher frequency of services, greater route choices, more direct services, greater reliability of services);
- Improve traffic management generally;
- Upgrade the suburb entry statements (landscaping, signage, art works); and
- Improve the quality and connectivity of footpaths and shared use paths.

There appeared to be very little support for the Roe Highway extension.

SUMMARY

- South Lake residents greatly value and appreciate the lakes, wetlands and the natural environment. The existing trees, greenery, and flora and fauna area all rated highly by the community. The suburb's location and accessibility are seen as major advantages, and the sense of community is pronounced. The parks, other public open spaces, the quiet environment, the attractive streetscapes and the relative safety and security of the suburb are highly valued. The suburb's walkability is valued, as are the large residential blocks with gardens.
- There is a medium to high appetite for change. Very few residents want to resist change. Initiating zoning changes to permit the development of a wider choice of housing types is a high priority for the community.
- There is strong support for a greater variety of housing types to be provided: e.g., town houses, villas, grouped dwellings and apartments. A 2-3 storey maximum building height is generally supported.
- There was also a need expressed for more aged care housing and over-55s housing.
- Higher density-type dwellings should preferably be provided in targeted areas, such as around shopping centres, parks, along selected main roads, and along the main bus routes. However, there was also good support for allowing redevelopment to occur throughout the suburb.
- There is good support for the view that subdivision of all single lots presently accommodating a single dwelling should generally be permitted, so that in future two dwellings can be accommodated on each lot in a "battle-axe"-type configuration.
- New housing should be of a high quality and maintain existing residential amenity, and development/design guidelines should be introduced alongside new R-Codes to ensure this occurs.
- Existing public open space reserves are highly valued, however there is scope for improvements to the standard and scope of the facilities within them. The opportunity exists to upgrade and improve the parks to encourage greater usage, particularly by the youth in the community. The value of the public open space reserves will increase over time as population and demand increases. Facilities that could be introduced include public toilets, shade structures, drinking fountains, play equipment, seating etc. The local residents would like to be consulted by the City when changes are being planned.

- The program of undergrounding the powerlines within the suburb should be completed as soon as possible.
- The major public transport system in the locality (buses) is appreciated, but the community is strongly of the view that it needs upgrading through greater route choices, more direct routes, a higher frequency of services and greater reliability of services.
- The quality and connectivity of the existing footpath and dual-use path systems needs improving.
- More street trees need to be introduced – preferably native species and/or fruit trees.
- High quality entry statements to the suburb are required. These could be made up of a combination of attractive landscaping, signage and artworks.
- Street lighting should be upgraded, and better traffic management and traffic calming introduced to reduce vehicle speeds and improve safety for pedestrians and motorists.
- The existing, highly valued streetscapes should be maintained and/or improved.
- The appearance and parking availability of the local shopping centres require upgrading.
- There seems to be very little support, if any, for the extension of Roe Highway.

*

Chris Antill Planning & Urban Design Consultant

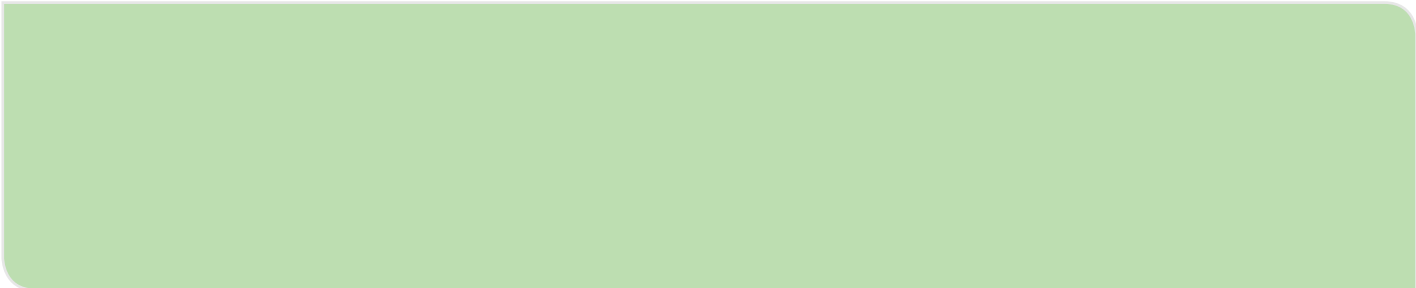
16.07.2015

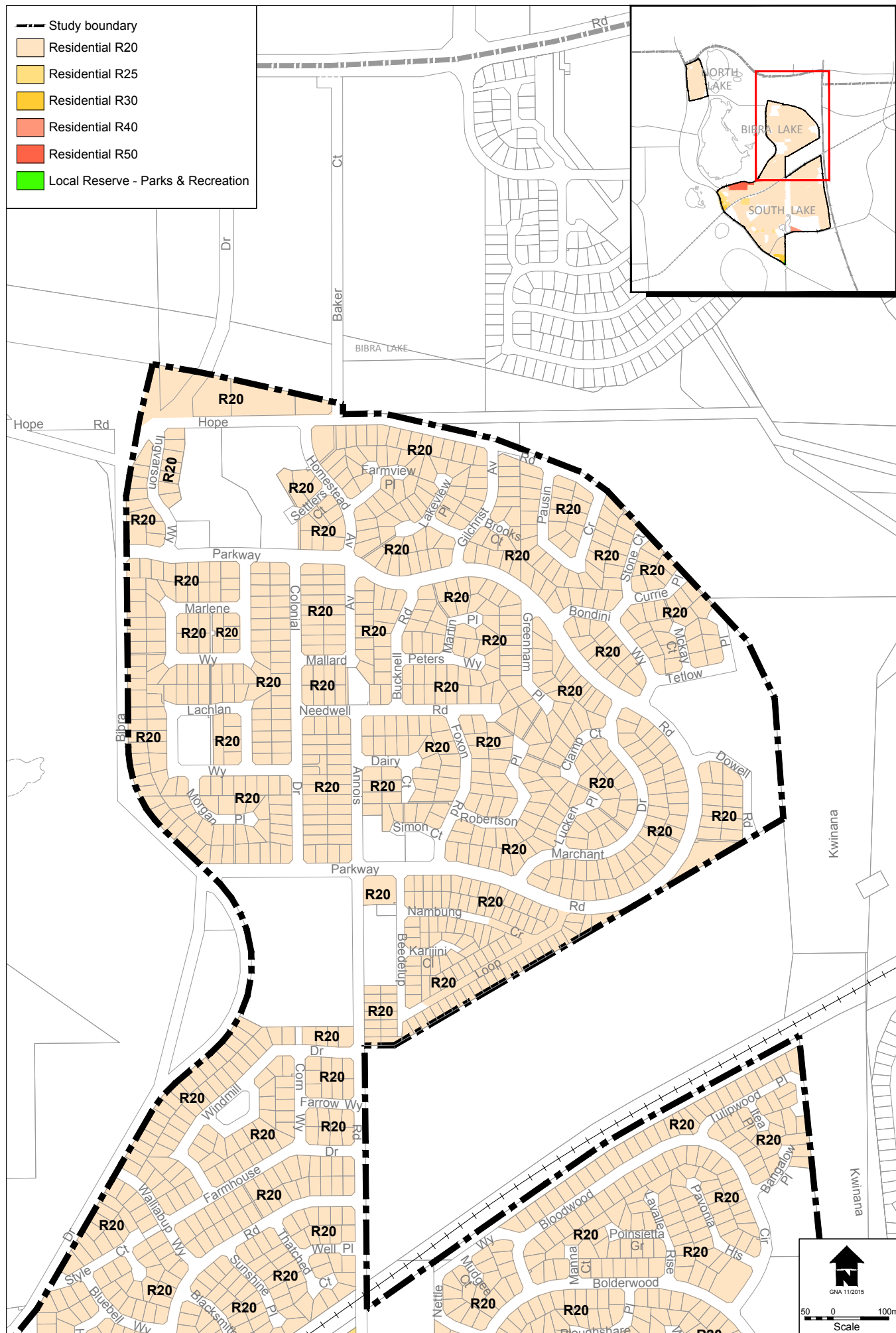
APPENDIX 1 – Questions

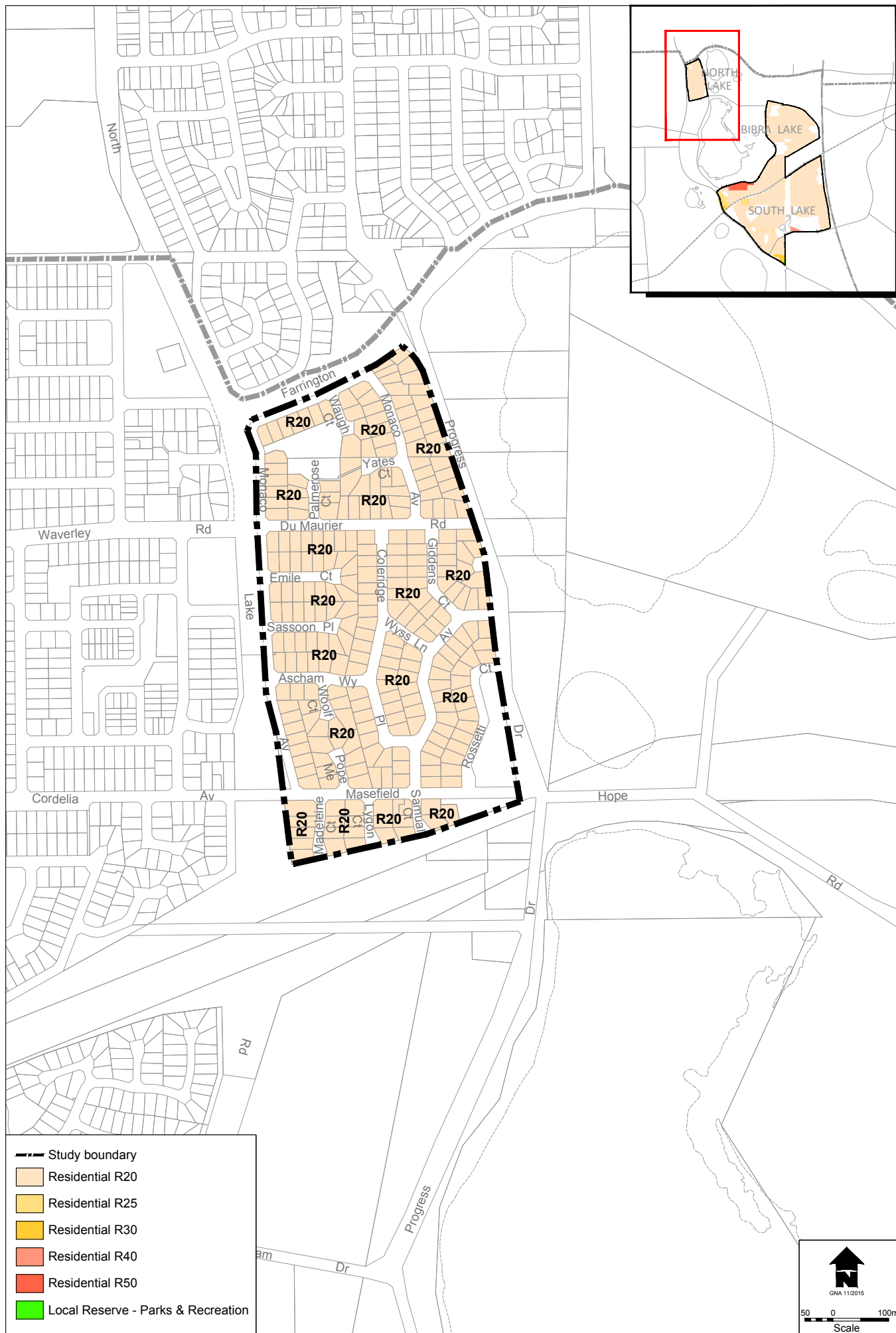
THE LAKES VISIONING FORUMS ~

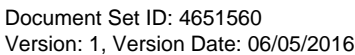
1. What aspects of North Lake/Bibra Lake/South Lake do you value and are important for the future?
2. What is your appetite for change in terms of new residential development and redevelopment within North Lake/Bibra Lake/South Lake? Low, medium, high?
3. Would you support a greater variety of housing and therefore residential densities throughout North Lake/Bibra Lake/South Lake? If yes, where would you like to see medium to high residential densities provided?
4. What public domain improvements should take place for North Lake/Bibra Lake/South Lake? (e.g., street trees, parks, public art, plantings and car parking under power line easements, improved public transit and facilities)
5. What are the three priority actions that authorities could take which would improve your community?

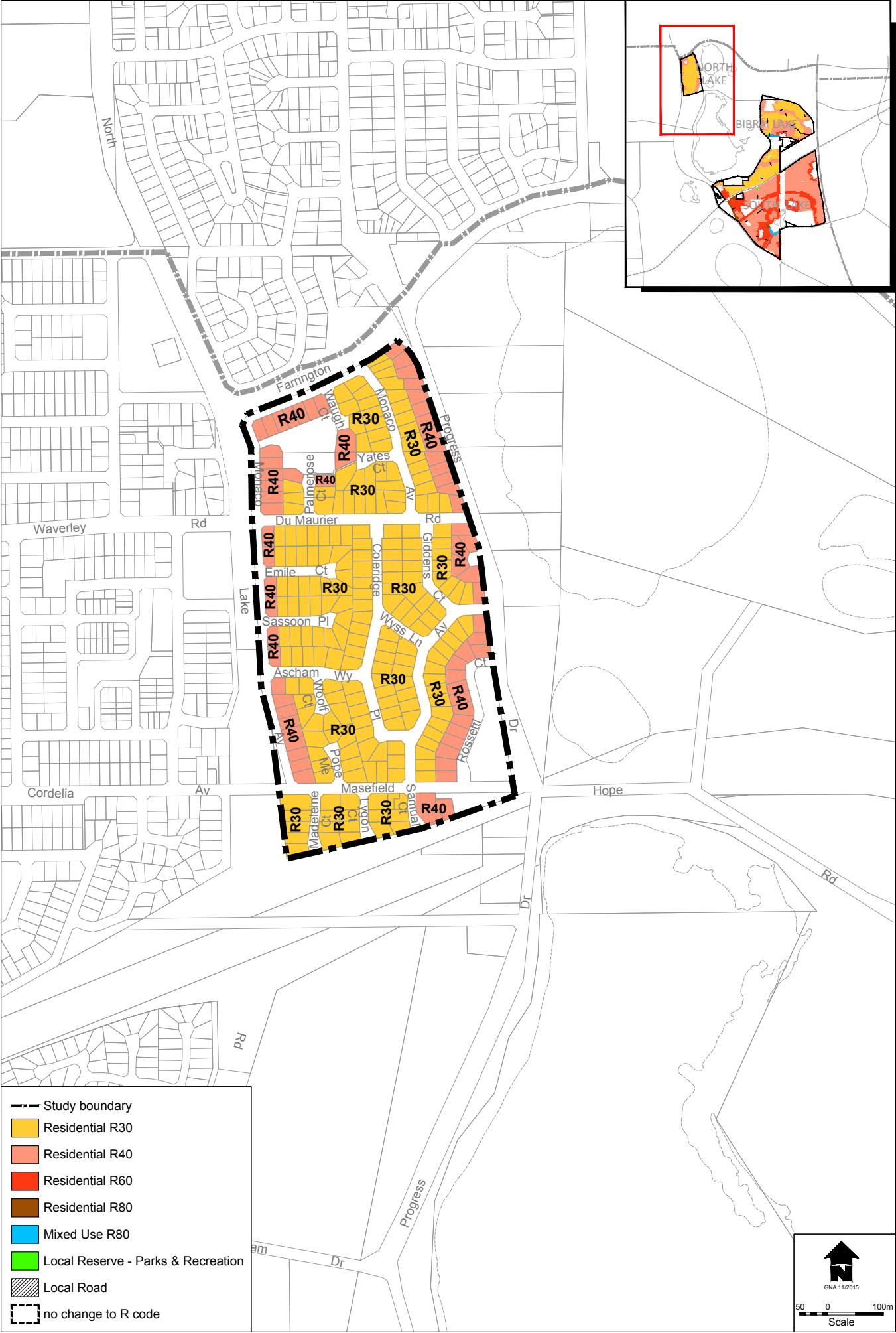
*

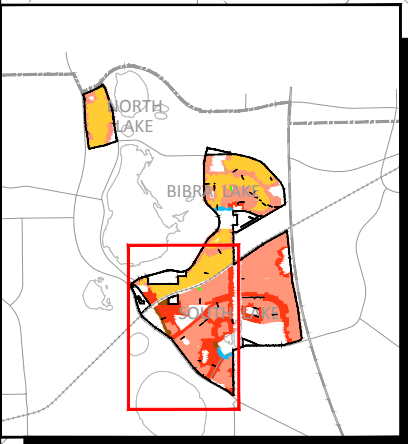


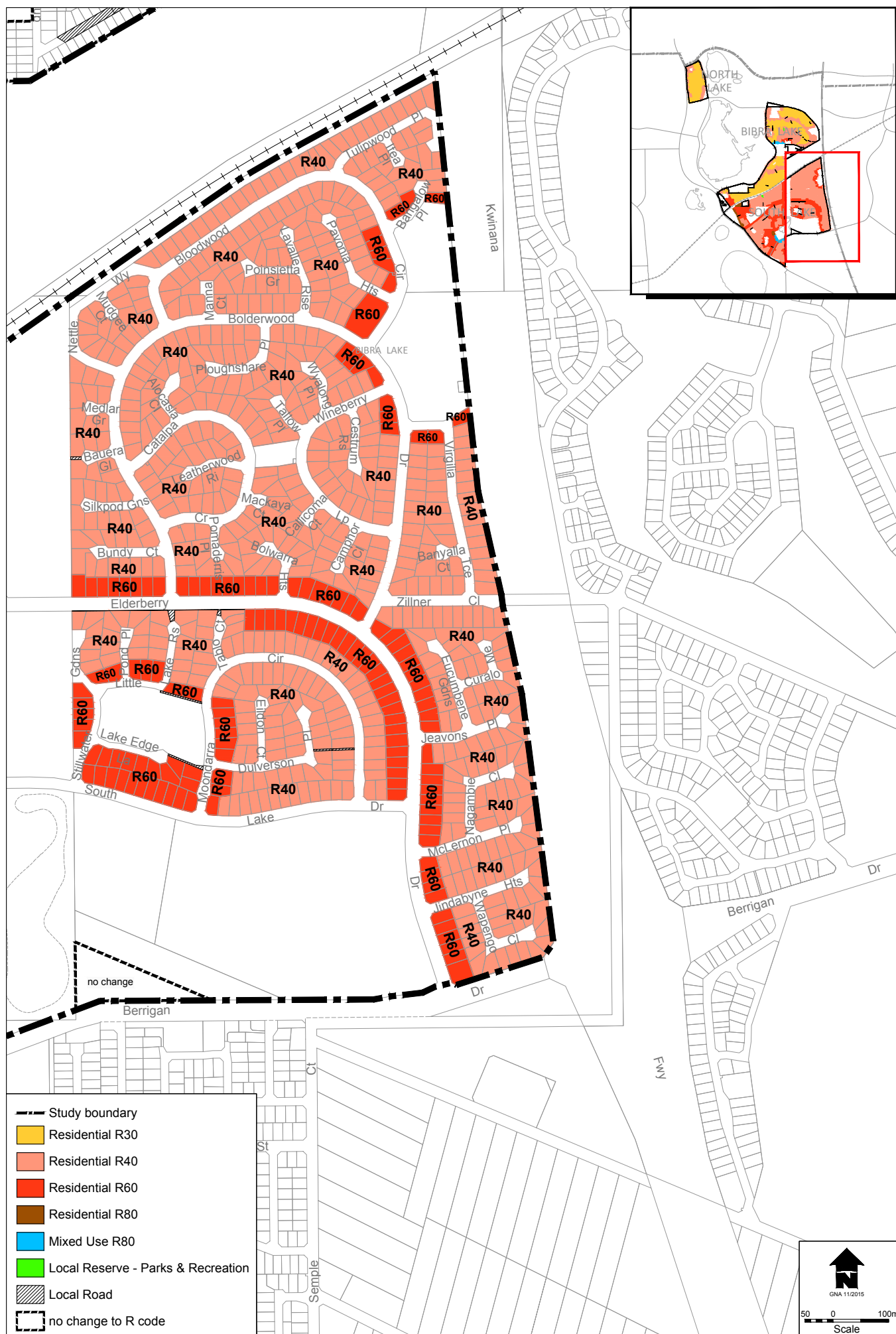


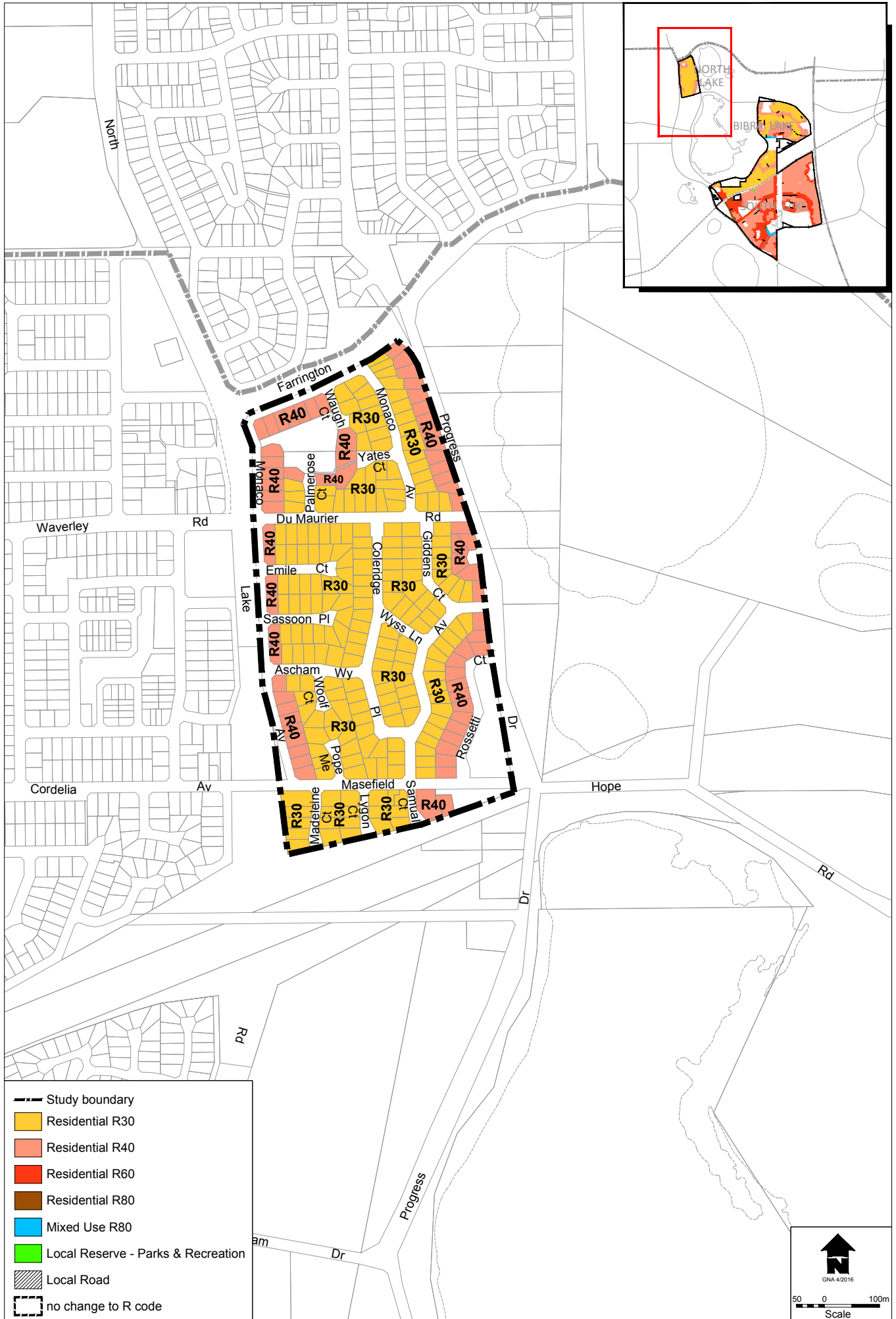


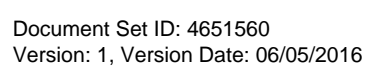






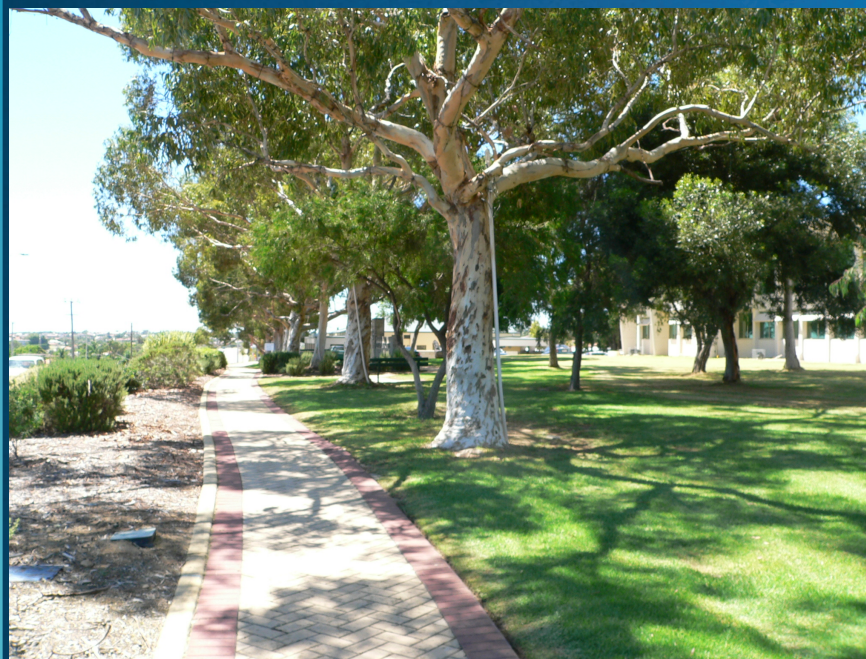






City of Cockburn

Phoenix Activity Centre Structure Plan DRAFT



Endorsement

Endorsement page example This structure plan is prepared under the provisions of the City/Shire/Town of [NAME] Local Planning Scheme [NUMBER].

IT IS CERTIFIED THAT THIS STRUCTURE PLAN WAS APPROVED BY RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING COMMISSION ON:

[DATE]

Signed for and on behalf of the Western Australian Planning Commission:

an officer of the Commission duly authorised by the Commission pursuant to section 16 of the Planning and Development Act 2005 for that purpose, in the presence of:

Witness

Date

Date of Expiry

PART ONE

IMPLEMENTATION

Structure Plan Area

The Activity Centre Structure Plan boundary was defined in the City of Cockburn Local Commercial and Activity Centre Strategy. This was based on the guidance set out in SPP 4.2, which outlines that the extent of each activity centre should be identified by a boundary in the activity centre structure plan for the purposes of estimating the growth potential and land use mix of the activity centre; and managing the interface between centre-scaled development and adjacent land.

The Phoenix activity centre structure plan boundary is illustrated in Figure 1 and is consistent with that set out in

the LCACS. It encompasses a 400m walkable catchment that includes the 'District Centre' zoned land, the 'Mixed Use' zoned land on the western side of Rockingham Road, some adjacent residential zoned lots, and the City's administration site. This area enables comprehensive consideration of land use and movement in the activity centre.

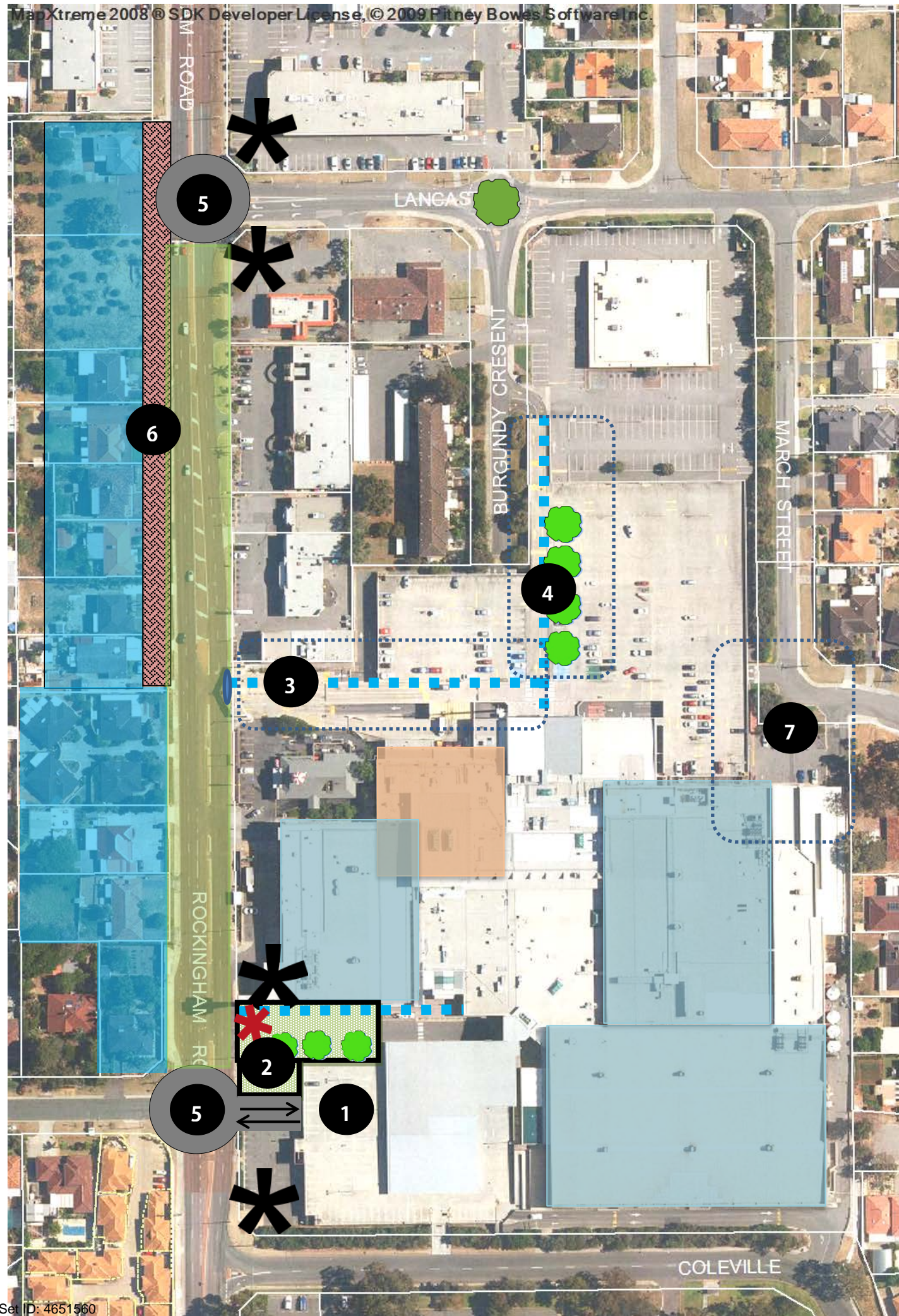
Operation Date

This Activity Centre Structure Plan came into operation on the date it was approved by the Western Australian Planning Commission ("WAPC") _____.



Figure 1. Phoenix Activity Centre Structure Plan area (extract from Local Commercial and Activity Centre Strategy

re Structure Plan – November 2015



DEVELOPMENT CONCEPT PLAN – CORE PRECINCT

Development in the Core Precinct should have due regard to the following desired key outcomes:

1. Proposed new shopping centre entry from Rockingham Road/Kent Street, and closure of existing entry immediately to the north.
2. New community gathering space and pedestrian connection, to provide an active frontage and presence to Rockingham Road; and an identifiable entry to the centre, consideration to be given to inclusion of the following elements:
 - Seating for pedestrians
 - Landscaping
 - Children's play equipment
 - Artworks
3. Pedestrian connection improvements – provision of improvements to the pedestrian link including consideration of new surface treatment to clearly delineate the path; weather protection and safe separation for vehicles.
4. Pedestrian connection improvements to the pedestrian link including consideration of new surface treatment to clearly delineate the path; weather protection and safe separation for vehicles, in addition to the possible inclusion of trees along the north-south link on the upper deck of parking.
5. Proposed new roundabouts at Rockingham Road/Kent Street and Rockingham Road/Lancaster Street to slow traffic and provide turnaround points to allow rationalisation of crossovers.
6. New common easement for vehicle access and parking to 'Mixed Use' zone.
7. Improvements to servicing area.



Potential Landmark Sites (if redevelopment occurs)

Potential Public Art locations

IDEAS AND EXAMPLES FOR THE CORE PRECINCT



Figure 1. Ideas for 'public space'



Figure 2. Ideas to enhance pedestrian access

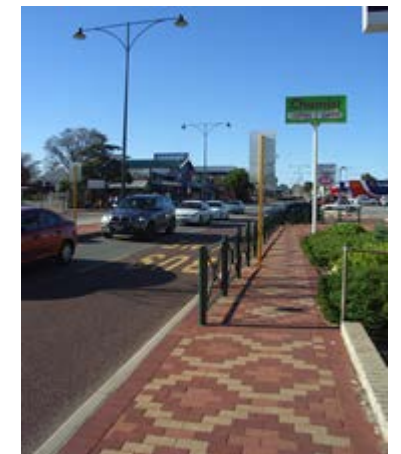
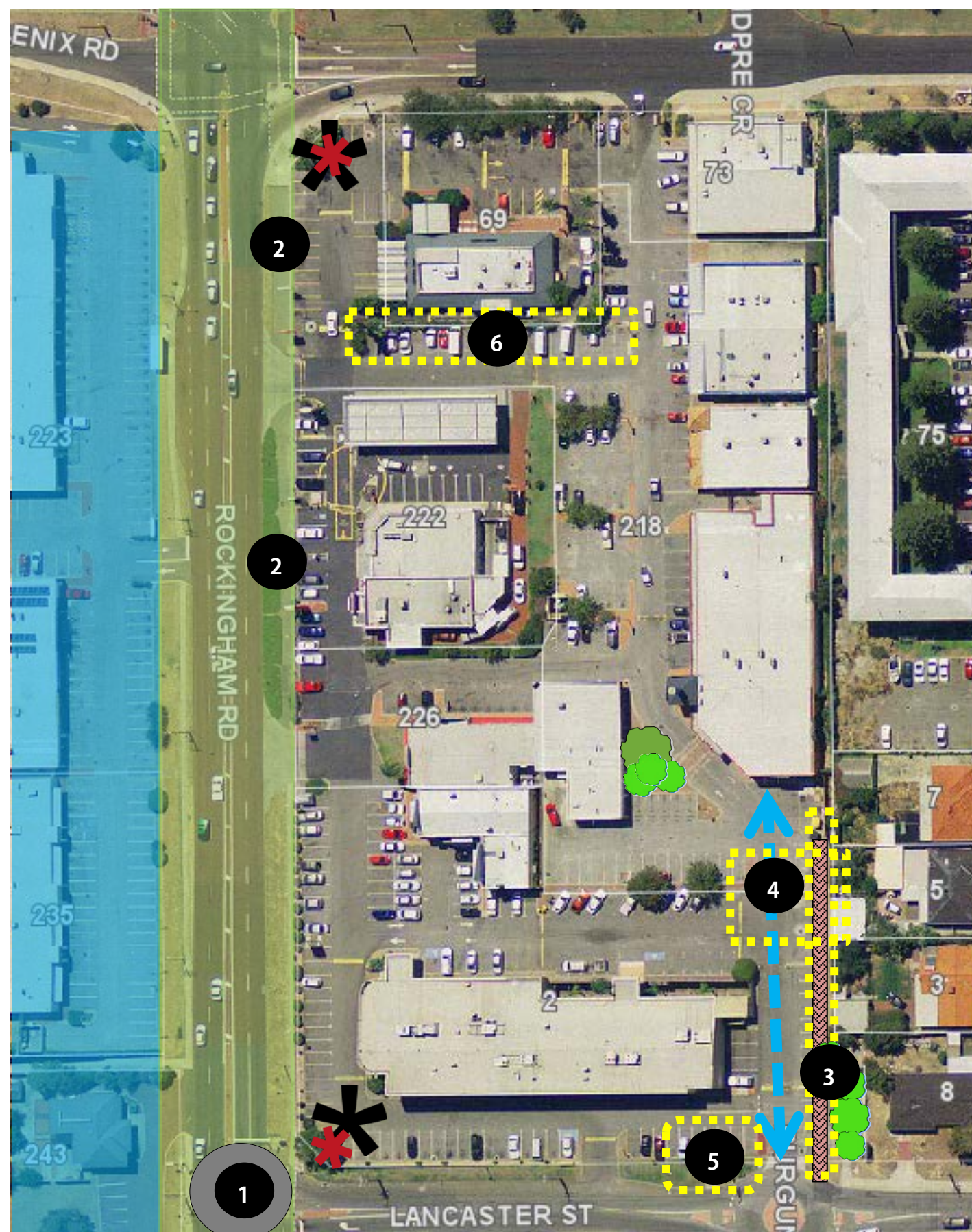


Figure 3. Ideas for Rockingham Road upgrade to enhance provision for pedestrians



Figure 4. Ideas for Mixed Use development



DEVELOPMENT CONCEPT PLAN – NORTHERN PRECINCT

Development in the Northern Precinct should have due regard to the following key desired outcomes:

1. New roundabout at Rockingham Road and Lancaster Street to slow traffic and provide turnaround opportunities that allow rationalisation of crossovers to Rockingham to improve pedestrian movement on Rockingham Road.
2. Upgrades to Rockingham Road, including possible terraced landscaping.
3. Improvements to 'dead space' in the south eastern corner of the precinct with removal of under used parking bays, inclusion of a safe pedestrian north-south pathway, and appropriate landscaping.
4. Improve vehicle access through this pinch-point.
5. Requirement for the footpath to connect to parking areas, requiring deletion of parking bay(s) to improve pedestrian movement.
6. Investigate reconfiguration of parking bays to be tandem to prevent cars queuing at the petrol bowsers causing obstruction.



Potential Landmark Sites



Potential Public Art locations

CONCEPTS AND IDEAS



Figure 1. Ideas for median landscaping Rockingham Road

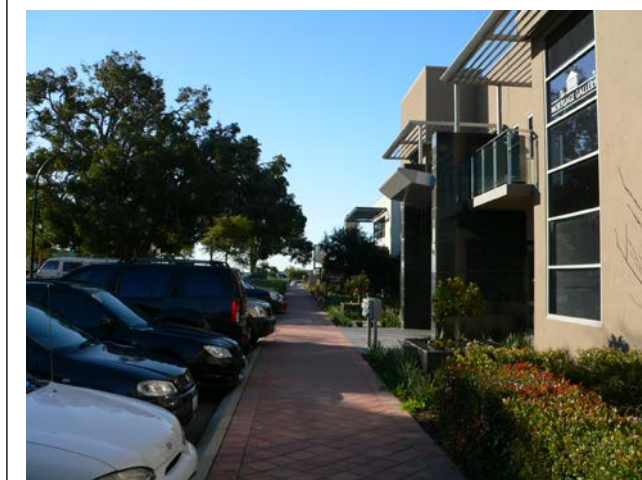


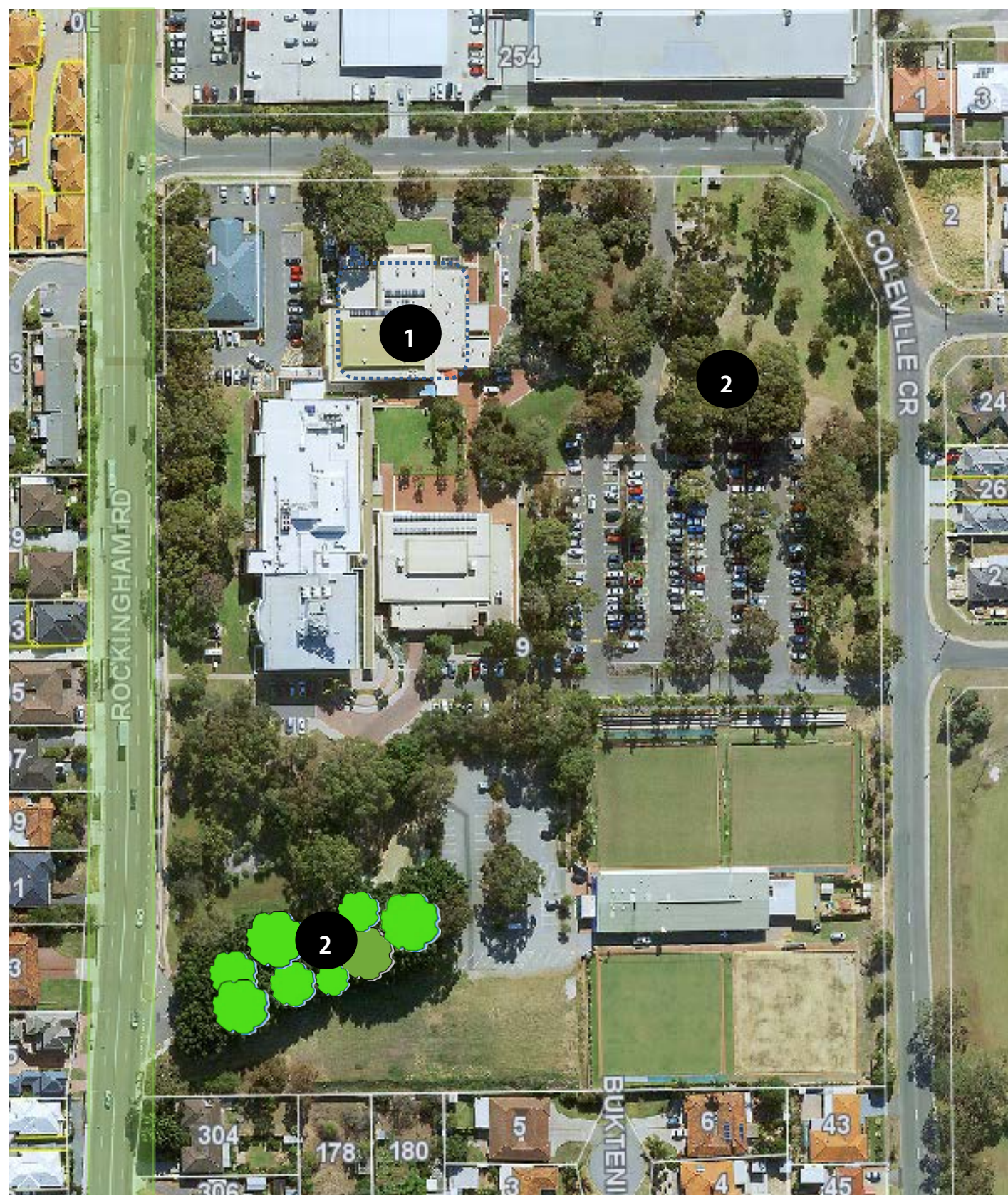
Figure 2. Provision for pedestrians in new development



Figure 3. Ideas for landmark buildings



Figure 4. Terraced Landscaping



DEVELOPMENT CONCEPT PLAN – CIVIC PRECINCT

A Master Plan will be required to determine the future of this site, and this should include investigation of the following key elements:

1. Retention of a 'civic presence'
2. Identification of mature trees and vegetation to be retained.
3. Adaptive reuse of the existing administration building
4. Creation of a new 'community space'
5. Residential development with an appropriate interface with surrounding development.

CIVIC PRECINCT IDEAS



Figure 1. Retention of key stands of vegetation in POS areas.



Staging Plan

The following development triggers and requirements have been identified for the Phoenix Activity Centre:

Development requirements and staging		
	PROPOSAL	REQUIREMENTS
SHOPPING CENTRE	Minor expansion to the floor space (Minor Development Application as defined by LCACS)	<p>The following should be provided as part of an application to commence development:</p> <ol style="list-style-type: none"> (1) Demonstrated improvements to the pedestrian environment, including: <ol style="list-style-type: none"> a) Inclusion of a covered walkable on the north south pedestrian path of the northern upper deck of car parking. b) Improvements to the pavement of this path to more clearly delineate the pedestrian path. c) Investigation of insertion of openings in the upper car park deck to provide more light to the ground floor parking area, and to facilitate the possibility of tree planting. a) Utilisation of artworks required pursuant to the City's Percent for Art Local Planning Policy to enhance the appearance of the servicing area to Rockingham Road. (2) If a new entrance is created to the shopping centre from Kent Street – the creation of a 'public space' to the north of this area that includes landscaping, seating, lighting and artworks to enhance the blank southern façade if an active façade is not proposed in this area.
	Major floor space expansion (Major Development Application as defined by LCACS)	<p>In addition to the above requirements, the following should be provided as part of an application to commence development:</p> <ol style="list-style-type: none"> a) Improvements/redesign of the March Street servicing area to improve safety and residential amenity.
	Major expansion that exceeds identified floor space range (Table 1)	<p>Prior to consideration of proposals for major development which exceeds the shop-retail floorspace area identified in Table 1, the City of Cockburn will require the preparation of a Retail Sustainability Assessment, in accordance with State Planning Policy 4.2 – Activity Centres for Perth and Peel.</p> <p>Where the City and the WAPC determine that the proposal substantially changes the intent or form of the Structure Plan, an amendment to the Structure Plan will be required prior to consideration of the proposal.</p>

NORTHERN END		a) Demonstrated connectivity from building entrances to footpaths. b) Artworks provided as required by Percent for Art Local Planning Policy to provide pedestrian amenity.
2 Lancaster Street, Spearwood (corner of Rockingham Road and Lancaster Street)	Major expansion	c) Improvements to 'dead space' in the south eastern corner of the precinct with removal of under used parking bays, inclusion of a safe pedestrian north-south pathway, and appropriate landscaping. d) Improve vehicle access through this pinch-point. e) Requirement for the footpath to connect to parking areas, requiring deletion of parking bay(s) to improve pedestrian movement. f) Landmark feature and/or public art on corner of Lancaster Street and Rockingham Road.
MIXED USE PRECINCT	Redevelopment of sites, or substantial modifications and expansion to existing dwellings	Provision of an accessway in front setback for vehicle access, parking and landscaping, consistent with Design Guidelines.
ADMINISTRATION SITE	Any major development	Preparation of a Master Plan for the Administration site.

TABLE 1: RETAIL AND SHOP FLOOR SPACE

	2011	2016	2020	2026
SHP	15,864-26,440	18,890-31,483	21,231-35,385	22,508-37,513
RET	54,89	68-113	80-133	85-142

Percent for Artworks Strategy

Public art can play an important role in establishing a unique sense of place, and can help define the character of an area.

The vision for the Phoenix Activity Centre Structure Plan is to create a place that is:

DISTINCTIVE – A place that reflects local identity and has a distinctive character

Public art is encouraged throughout the Phoenix Activity Centre to achieve the following:

- a) Create visual interest and ‘activate’ adjacent spaces, particularly to enhance the pedestrian and cyclist environment.
- b) Improve legibility throughout the activity centre.
- c) Provide functional infrastructure for pedestrians and cyclists where possible (such as bicycle parking, seating, shade devices, lighting, drink fountains).
- d) Be meaningful for the local community, contributing to local identity within the Activity Centre.
- e) Serve as landmarks for the activity centre where identified in this Policy.
- f) Address safety, maintenance and conservation issues.

Public art/artworks provided by developers or Council are to be generally in accordance with the following requirements, in addition to the requirements of Local Planning Policy APD80 ‘Percent for Art’ where applicable:

KEY THEMES:

Public art can play an important role in establishing a unique sense of place, and can help define the character of an area.

The Cockburn Coast area is subject to a Placemaking and Public Art Strategy; the Packham North District Structure Plan area has artworks that reflect history relating to Watsonia Factory and Woodlands Homestead.

The Spearwood area shares much common history and themes with the Cockburn Coast area, and this Artworks Strategy seeks to identify some more specific and unique themes for the Spearwood area to strengthen community identity.

The following local themes have been identified for the Phoenix Activity Centre for further exploration and reflection through public art. These themes recount the past, and have relevance to the future:

A Place of Diversity

The original settlers of Spearwood came from England, Ireland, Denmark, and Germany; and after 1912 from Croatia, Italy and Portugal.

They had diverse backgrounds and occupations – many came via the Goldfields, or from the Eastern States seeking new work opportunities. The one thing they all had in common was that they were resourceful, adaptable, hardworking, and optimistic about the future.

They were settlers whose diverse occupations and backgrounds added further to the energy and enthusiasm which characterised the growing community in Spearwood.

They moved to Spearwood in search of opportunities for affordable, productive land and employment. They were attracted by its proximity to Fremantle and because of employment opportunities in the nearby area – reasons that today still attract people to the area.

A Place with Strong Community Spirit

The original settlement in Spearwood was closer than that previously seen in the areas further south, or in Bibra Lake, Jandakot, and Hamilton Hill. For residents this meant there were opportunities to meet more frequently, and to work together to gain the facilities they needed for their families. It also meant there was a need for cooperation from neighbours in the growing of produce. A strong sense of community was therefore borne out of living in close proximity.

Historically Spearwood did not have a 'town centre', rather a number of places were used to host events – churches, schools, private residences such as those of Mrs Straughair or William Watson.

At the outbreak of World War I there were 40 Spearwood residents who enlisted, which was a significant proportion of the district's population. In addition, every member of the community participated in the war effort by fundraising.

While the area has always had a strong relationship with Fremantle, it seems there has always been a desire to ensure that as the area grows it does not become part of Fremantle.

A strong sense of community spirit still exists in the area today, with many long term residents; an active residents' association; and a long running soccer club dating back to 1929, the Cockburn City Soccer Club (originally the Spearwood Rovers).

A History of Agriculture and Market Gardening

Spearwood is well-known for its history of market gardening, and the area was one of Perth's first major market gardening, providing a variety of produce for Western Australia, including fruit, vegetables, grapes, including the prize winning Globe onion.

The area was known for events such as the Spearwood Show, Spearwood Agricultural Association who ceded the Council administration land.

Precinct 1: Phoenix Core Artworks Requirements

The following are identified as priority locations for artworks in the Phoenix Core, and artworks in these locations are encouraged:

1. The area on Rockingham Road adjacent to the Coles servicing area and bus stop.
2. The corner of Coleville Crescent and Rockingham Road.

1. Rockingham Road adjacent to the Coles servicing area

Artworks are encouraged in this area to enhance the servicing area of Rockingham Road in the following way:

- Artwork which functions to screen the servicing area and enhance the blank façade to Rockingham Road, which may include a vertical garden element, mural or LED lighting.
- Artwork that also serves to enhance the amenity of pedestrians and patrons of the bus stop.
- Landmark artwork that improve legibility.



Figure 3. Example of facade mural artwork



Figure 2. Example of facade treatment to servicing vents

Precinct 2: Northern Precinct Artworks Requirements

Where required by APD80 'Percent for Art', the following artworks are encouraged in the northern commercial end:

1. Artworks which serve to enhance pedestrian/cyclist amenity such as bicycle parking or canopy shading.
2. Artworks that are integrated into the building entry to assist in providing clearly identifiable pedestrian entry point(s).
3. Artworks that assist with legibility through the precinct and in connection to adjacent areas, particularly for pedestrians.
4. Landmark artworks only on the corner of Rockingham Road and Phoenix Road which function as an appropriate 'entry statement' to the activity centre in line with the identified theme(s).

5. Artworks on the corner of Lancaster Street and Rockingham Road to function as a landmark for this precinct and Lancaster Street itself in line with the identified themes.

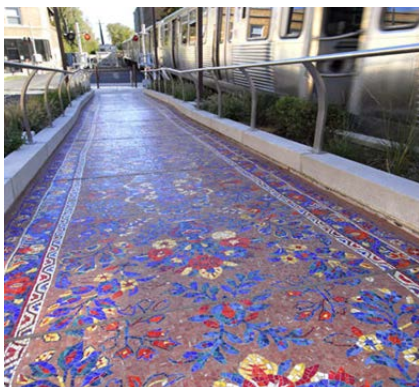


Figure 4. Example of pedestrian path treatment



Figure 5. Example of surface treatment to assist with wayfinding

Precinct 3: Mixed Use Area

Where required by APD80 'Percent for Art', the following artworks are encouraged in the Mixed Use Area:

1. Integrated artworks that enhance visual interest for pedestrians, and contribute to the 'finer grain' detail and scale of development.
2. Functional artworks where these can be safely accommodated and where it complements the built form, such as bicycle parking, seating, planter beds.
3. Landmark artworks only on the corner of Rockingham Road and Phoenix Road which function as an appropriate 'entry statement' to the activity centre in line with the identified theme(s).



Figure 6. Functional artworks - bicycle rack



Figure 7. Lighting as artworks

Action Plan

Action No.	ACTION	Responsible Agency	Responsible City of Cockburn Service Unit	Priority
1	Adoption of Design Guidelines Local Planning Policy for the Activity Centre <ul style="list-style-type: none"> Adoption of Design Guidelines for the 'Mixed Use' zone providing guidance for mixed use development to encourage commercial uses, including offices, at ground floor. Adoption of Design Guidelines which require new development in the Activity Centre to address streets and public spaces. Preparation of Design Guidelines that require landmark built form in the Activity Centre to add visual interest and improve legibility and amenity. 	City of Cockburn	Strategic Planning	High
2.	Adoption of a vehicle access plan for the Mixed Use zone to ensure safe and legible access.	City of Cockburn	Strategic Planning	High
3.	Upgrade of Rockingham Road between Coleville Crescent and Phoenix Road <ul style="list-style-type: none"> Investigation into the creation of a new entry to the Phoenix Shopping Centre from a new Kent Street/Rockingham Road roundabout, to include a new 'public space' and pedestrian entry. Investigate inclusion of cycle lanes on Rockingham Road as part of the proposed improvements to improve north south connection. Investigate improvements to the amenity at bus stops on Rockingham Road. 	City of Cockburn	Strategic Planning, Engineering Services, Parks services and Phoenix Shopping Centre	High
4.	Investigation of reconfiguration of car parking in the northern end (BP site) to determine whether existing bays adjacent to the access should be parallel.	City of Cockburn	Strategic Planning and Engineering Services	Low
5.	Formulation of a Public Art and Wayfinding Strategy that identifies themes to strengthen a unique identity for the Phoenix Activity Centre and improve legibility.		Strategic Planning	Medium

6.	<i>Improvements to Bavich Park and Gerald Reserve to improve their appearance, and make them more attractive pedestrian connections to the Activity Centre.</i>	<i>City of Cockburn</i>	<i>Parks Services</i>	<i>Medium</i>
7.	<i>Preparation of a Signage Strategy for Rockingham Road.</i>	<i>City of Cockburn</i>	<i>Strategic Planning and Statutory Planning</i>	<i>High</i>
8.	<p><i>Preparation of a Master Plan for the City of Cockburn Administration Site to include investigation of the following key elements:</i></p> <ul style="list-style-type: none"> <i>Retention of a 'civic presence'</i> <i>Identification of mature trees and vegetation to be retained.</i> <i>Adaptive reuse of the existing administration building</i> <i>Creation of a new 'community space'</i> <i>Residential development with an appropriate interface with surrounding development.</i> 	<i>City of Cockburn</i>	<i>Strategic Planning and External consultants</i>	<i>High</i>
9.	<p><i>Monitor the performance of the activity centre by undertaking a review every two years, addressing the elements discussed within this Structure Plan relating to:</i></p> <ul style="list-style-type: none"> <i>Land use mix diversity targets;</i> <i>Residential density targets;</i> <i>Built form and streetscape intensity;</i> <i>Measuring against the LCACS metrics.</i> 	<i>City of Cockburn</i>	<i>Strategic Planning</i>	<i>Ongoing</i>

PART TWO - EXPLANATORY

1. INTRODUCTION

NEED FOR AN ACTIVITY CENTRE STRUCTURE PLAN

Activity centres are community focal points. They are hubs that attract people for a variety of activities such as shopping, working studying and living. They include uses such as commercial, retail, higher-density housing, entertainment, tourism, civic/community, higher education and medical services.

State Planning Policy 4.2 Activity Centres For Perth and Peel ("SPP 4.2") was gazetted in 2010, and its main purpose is to specify broad planning requirements for the planning and development of new activity centres, and the redevelopment and renewal of existing centres in Perth and Peel.

The Spearwood Activity Centre (also referred to as the 'Phoenix Centre') has been designated within SPP 4.2 as a 'District Centre'. It is the City of Cockburn's second largest centre with 28,000m² of retail floor space, and many other associated commercial uses. This centre is the only district level centre within the City of Cockburn, with Cockburn Gateway being the City's regional centre.

SPP 4.2 sets out a policy requirement for activity centre structure plans to be prepared for all district level centres and above. Activity centre structure plans set out the spatial plan and strategy to achieve a compact, pedestrian-friendly, mixed use activity centre that will offer a range of lifestyle choices, reduce car dependency, and limit environmental impact. They are important strategic planning documents which guide land use, urban form, transport and infrastructure planning for larger activity centres.

The City of Cockburn's Local Commercial and Activity Centres Strategy ("LCACS") was adopted by Council in 2012 and sets out the strategic vision and broad framework to

guide the planning and development of the City's activity centres over the next 15 years. The LCACS sets out that that its successful implementation will require early, targeted activity centre structure planning for major commercial activity centres likely to experience significant future growth in the short-medium term. It sets out the requirement for activity centre structure plans to be prepared for district and larger centres, which includes the Phoenix District Centre.

There has already been a considerable amount of strategic planning work completed for the Phoenix District Centre. The Phoenix Revitalisation Strategy was adopted by Council for the Phoenix Centre in 2009. In line with the recommendations of the Revitalisation Strategy, there has been an increase to the residential densities within the 800m catchment around the centre, rezoning of a new 'Mixed Use' area, and numerous improvements to the public realm.

The Phoenix Shopping Centre is likely to undergo refurbishment and possible expansion in the future. The new 'Mixed Use' zoning in the activity centre is likely to generate new land uses and development proposals. The Activity Centre Structure Plan is needed to guide this development. The Revitalisation Strategy has identified the need for improvements to movement and connectivity in the area – the activity centre structure plan further addresses these issues.

The Activity Centre Structure Plan examines the key opportunities and constraints of the area, and identifies key actions to support maturation of the activity centre. It also measures the impact these actions are predicted to have on the criteria, or metrics set out for the centre in the LCACS.

Defining the Activity Centre Boundary

SPP 4.2 outlines that the extent of each activity centre should be identified by a boundary in the activity centre structure plan for the purposes of estimating the growth potential and land use mix of the activity centre; and managing the interface between centre-scaled development and adjacent land.

SPP 4.2 provides some guidance on defining activity centre boundaries. This includes consideration of factors such as existing zonings; topographical features; major infrastructure; walkable catchments; and use of rear boundaries as an interface for land use change.

The City's activity centres were defined in the LCACS, based on the guidance provided in SPP 4.2. The Phoenix Activity Centre Structure Plan boundary is illustrated in Figure 1 and is consistent with that set out in the LCACS.

It encompasses a 400m walkable catchment that includes the 'District Centre' zoned land, the 'Mixed Use' zoned land on the western side of Rockingham Road, some adjacent residential zoned lots, and the City's administration site. This area enables comprehensive consideration of land use and movement in the activity centre.

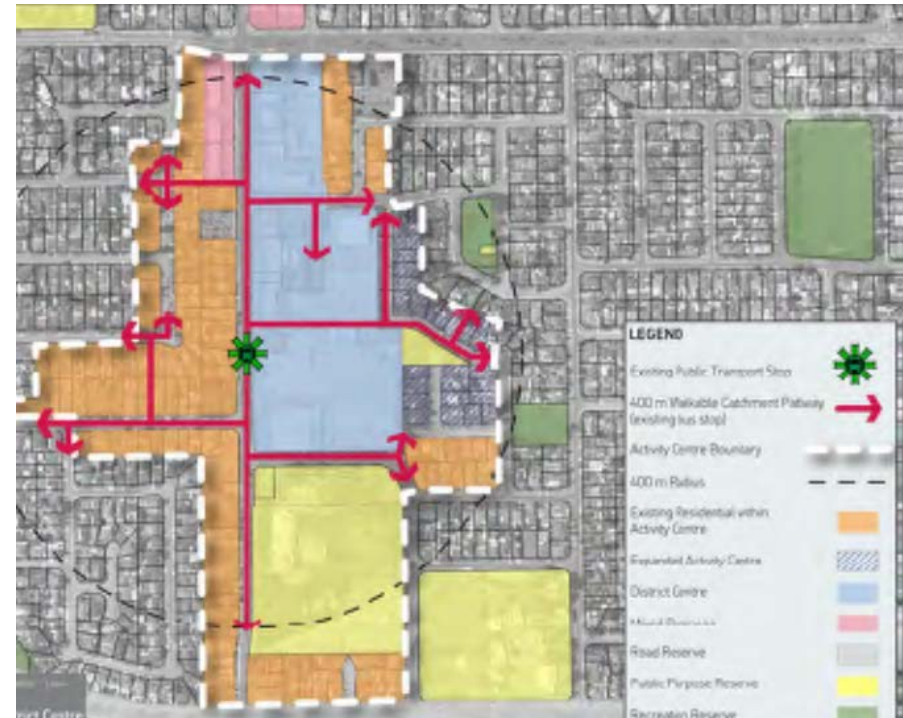


Figure 8. Activity Centre Structure Plan area

Vision for the Activity Centre

The Phoenix Revitalisation Strategy and Activity Centre Plan set out key principles that were developed during the preparation and visioning phases of the project which included extensive community input.

These principles have been further refined and consolidated to create a vision for the Activity Centre, which is to create a place that is:



ADAPTABLE – A place that can respond to the diverse and changing needs of the community



EASY TO MOVE AROUND – A place that is easy for all users to move around, particularly pedestrians and cyclists, and that connects well to existing movement networks and key areas of interest in the surrounding area



SAFE AND WELCOMING – A place where people feel safe and secure, and that encourages positive social interaction



DISTINCTIVE – A place that reflects local identity and has a distinctive character

2. CENTRE CONTEXT **Catchment Area**

The Phoenix Activity Centre catchment area encompasses the suburbs of Spearwood and Hamilton Hill. Given the offering of the Activity Centre the catchment is primarily confined to the surrounding suburbs. Demand analysis suggests that the centre is trading well indicating that the centre has a well justified economic purpose.

Cockburn Gateways; Booragoon Garden City Shopping Centre and Kardinya Park District Centre are within close proximity to the centre. The offering of Kardinya Park is similar, but given the distance between the centres, approximately 7km, and the more local catchment of a district centre, it is not considered to directly compete with the centre. However the growth of the larger centres, Booragoon (12km) and Cockburn Central (11km) does impact on the catchment of the Phoenix Activity Centre, as the growth of these centres is also seeing a substantial growth in their catchment.

The future activity Centres of Port Coogee and Cockburn Coast are also within close proximity to the centre, but are expected to have a different offering to that of the Phoenix Activity Centre, with more of a focus on entertainment and other retail.

Neighbouring Attractors

The Activity Centre is within close proximity to a number of natural attractions, including Manning Park and the coast. Strengthening connections from the Activity Centre to these attractions is considered important to increase pedestrian and cyclist movement through the area, and to build a unique community identity for the Spearwood area

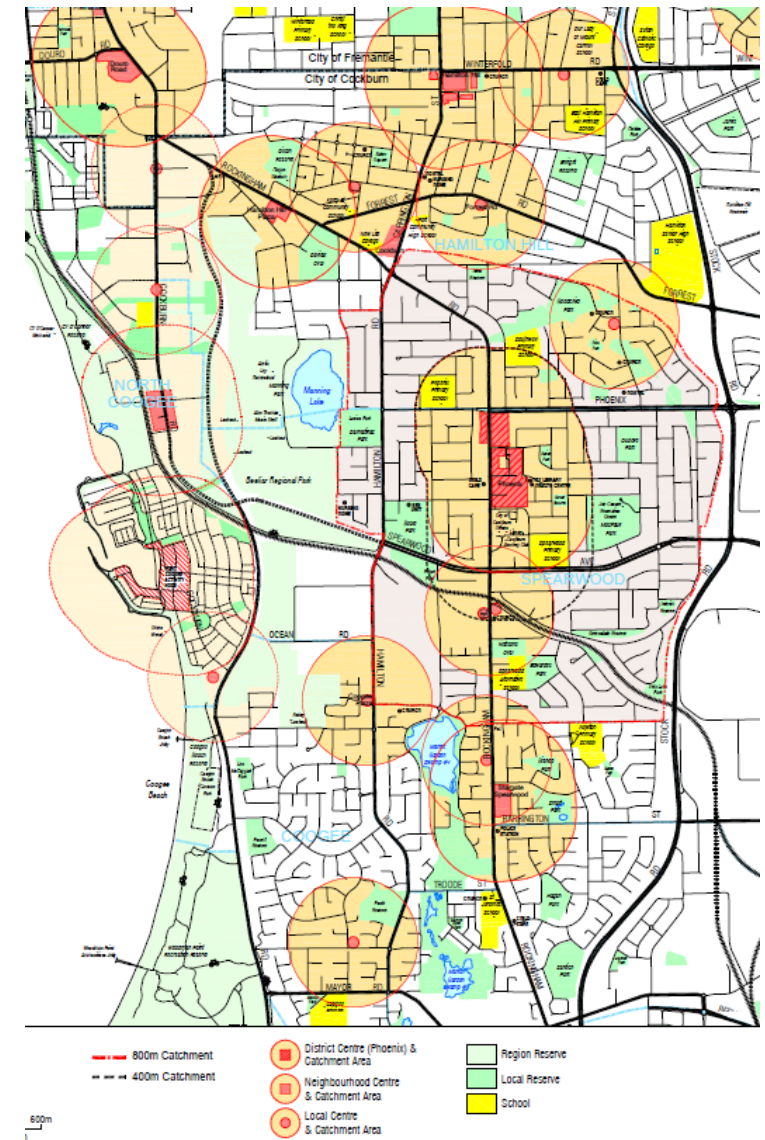


Figure 9. Centre catchments surrounding the Phoenix Activity Centre

PLANNING CONTEXT

State Planning Policy 4.2

State Planning Policy 4.2 Activity Centres (“SPP 4.2”) aims to:

- improve the integration of activity centres with public transport;
- lower transport energy use and associated carbon emissions;
- ensure centres contain a range of activities to promote community benefits; and
- promote the economic benefits of business clusters.

The Phoenix Activity Centre has been designated within SPP 4.2 as a District Centre. SPP 4.2 describes the role of a District Centre as follows:

“District centres have a greater focus on servicing the daily and weekly needs of residents. Their relatively smaller scale catchment enables them to have a greater local community focus and provide services, facilities and job opportunities that reflect the particular needs of their catchments.”

This description is in alignment with the current activities of the Phoenix Activity Centre, with the City’s administration office providing for a greater diversity of employment than would otherwise be anticipated. The current floor space of the Phoenix Activity Centre is 33,000m², comprised of

20,000m² of shop floor space and 5,000m² of office floor space.

3.2.2 Directions 2031

Directions 2031 is the latest spatial planning framework for Perth and Peel and outlines the planning vision that will guide the planning of Perth and Peel to 2031 and beyond.

The Strategy aims to provide for different lifestyle choices, vibrant nodes for economic and social activity and a more sustainable urban transport network. *Directions 2031* recognises that the role and function of centres will vary depending on their catchment, but should generally:

- provide services, employment and activities that are appropriate for and accessible to the communities they support;
- be integrated with, and encourage the efficient operation of the transport network, with particular emphasis on promoting public transport, walking and cycling, and reducing the number and length of trips;
- be designed based on transit oriented development principles;
- provide opportunities as places to live through higher density housing and the development of social and cultural networks;
- encourage the agglomeration of economic activity and cultivation of business synergies; and support the development of a local identity and sense of place.

Local Planning Context

Local Commercial Centre and Activity Centre Strategy

The City of Cockburn’s Local Commercial and Activity Centres Strategy (“LCACS”) represents a new strategic direction for the planning and development of activity centres within the City. It is an important planning document for implementing the new direction for the planning of activity centres in Perth and Peel set by the policy context outlined in *Directions 2031*, and State Planning Policy No. 4.2 – Activity Centres for Perth and Peel. These two documents reflect a growing recognition within the State Government and the planning profession of the complex issues relating to sustainability and planning for the urban environment.

The LCACS sets the strategic vision and broad framework to guide the planning and development of the City’s activity centres and to help guide planning for the City’s strategic employment centres over the next 15 years. The LCACS provides:

- a set of guiding principles derived from an analysis of the objectives of *Directions 2031* and SPP4.2 within the unique context of the City;
- a framework for implementing the principles within the City’s strategic and statutory planning processes;

- an action plan which sets out the key tasks which will aid the implementation of the LCACS; and
- a number of background studies which provide reliable base information on which the City and other stakeholders can base their planning and decision making.

One of the major areas of influence for the LCACS is the guidance of the assessment of structure plans, activity centre structure plans, detailed area plans (DAPs) and development applications within activity centres. There are three distinct levels of planning approval that need to be considered in the implementation of the LCACS. These are:

- Structure planning (district and local);
- Activity centre structure planning (or detailed area planning); and Development applications.

The LCACS assessment areas outlined in Section 4.2 are put to work in the City's decision making when considering proposals at these three planning approval stages. Reporting, justification and assessment of proposals against each assessment area at these three levels must ensure the implementation of the LCACS.

The LCACS included the assessment of each activity centre against criteria or 'metrics'. The Activity Centre Structure Plan identifies how the proposed actions are likely to improve the scores for each of these metrics, and will allow progress to be measured.

Phoenix Central Revitalisation Strategy and Activity Centre Plan (2009)

The Phoenix Central Revitalisation Strategy was adopted by Council in 2009 and provides a strategic framework for improvements to the Phoenix town centre and the surrounding 800m catchment which encompasses parts of the suburbs of Spearwood and Hamilton Hill.

The study area of the Revitalisation Strategy covers the area that correlates approximately to the 800m walkable catchment from the Phoenix town centre, including approximately 4,300 residential properties in the surrounding area.

The aim of the Revitalisation Strategy was to develop the centre according to the principles outlined in the now superseded Network City, replaced by Directions 2031, the Western Australian Planning Commission's high level spatial framework and strategic plan that establishes a vision for future growth of the metropolitan Perth and Peel region.

Preparation of the Revitalisation Strategy included a comprehensive community consultation program, which began in October 2007 with a community visioning phase.

The Revitalisation Strategy provided a comprehensive plan for the Phoenix centre and includes the following key features:

- An increase in residential densities to improve urban land efficiency and housing choice, and create a more sustainable urban environment.
- Improvements to the movement network to improve pedestrian amenity and reduce transport energy demand and private vehicle use.
- Enhancements to local parks and community facilities to improve their visual appearance and usage.

Key recommendations of the Revitalisation Strategy that have been implemented include:

- Increasing residential densities from R20 to R40 in the 400m walkable catchment of the Phoenix Town Centre, around local centres, and along major public transport routes.
- Increasing residential densities within close proximity to the centre to R60.
- Increasing the residential density from R20 to R30 within the 400m to 800m walkable catchment.
- Increasing residential densities to R30/R40 surrounding parks to encourage passive surveillance and active frontages.
- Proposed R160 residential development on the City's administration site in conjunction with the development of the Community Hub.
- Rezoning of the western side of Rockingham Road to a new 'Mixed Use' zone.

One of the key recommendations of the Revitalisation Strategy was improvements to

Rockingham Road, which are currently being explored.

City of Cockburn Town Planning Scheme No. 3

The Structure Plan area is subject to City of Cockburn Town Planning Scheme No. 3. The Phoenix Shopping Centre and adjacent land to the north (south of Phoenix Road), are zoned 'District Centre' (RAC-3).

Pursuant to the Scheme, a residential coding of 'R60' would normally apply to the 'District Centre' zone, however, an 'RAC-3' coding has been introduced to further encourage residential development and mixed use development.

On the western side of Rockingham Road the land is zoned 'Mixed Use' with a residential coding of 'R60'. The surrounding residential area is zoned 'Residential R40' within an approximately 400m walkable catchment from the activity centre. Beyond this area, within the 800m walkable catchment of the activity centre outside the Structure Plan area, the residential coding is predominately 'R30'.

These zonings were recommendations of the Revitalisation Strategy. Much of the 'Mixed Use' zoned area was previously zoned 'Residential R40', and the residential area within the 800m walkable catchment was zoned 'Residential R20'.



Figure 10. Extract from Town Planning Scheme No. 3 – Phoenix Activity Centre

City of Cockburn Housing Affordability and Diversity Strategy

The City of Cockburn Housing Affordability and Diversity Strategy was adopted in 2014. The following key findings are relevant to the Activity Centre Structure Plan:

Housing stock mismatch: The City's current housing stock does not match the projected smaller households, and will not provide an adequate range of housing choices for future

households. A greater number of smaller dwellings will be required to meet the needs of smaller households.

Need for a compact urban form: The Perth Metropolitan Region is still characterised by predominately low density residential codings that have resulted in a housing stock of large detached dwellings, and many dwellings that in general do not have high levels of accessibility. Providing dwellings with good access to services and public transport is particularly important for young people and people with disabilities, who are high users of public transport.

Declining housing affordability: The number of Australian households in housing stress has increased dramatically since 2003, and this is a trend that is likely to continue into the future. Households susceptible to housing stress are low income renters, low income households with children, older people renting, and people with disabilities.

Cost of living impacts for low income households: All households are impacted on by increasing costs of living, however low income households are the most affected. Housing affordability is a particular issue for family households who have a variety of living expenses that make them more susceptible to financial hardship, in addition to having high housing costs through the requirement in many cases for larger dwellings that have higher rental costs.

Need for adaptable housing: In the City of Cockburn there is an ageing population, and 18 per cent of people have a disability. For many of these people their home may not suit their needs either now or in the future, because the number of private and public dwellings that have been built to incorporate universal design elements is very low. Inaccessible housing leads to social disadvantage and has negative effects for social integration and participation. Modifications to dwellings to improve accessibility, such as installation of ramps, are often expensive and unsatisfactory. These costs place increased financial pressure on such households, and moving to find a better house design suited to their specific needs is often not a viable option due to the high 'sunk costs' in the current accommodation.

Demand for aged care facilities: The ageing population, particularly the increase in people over 70 years of age, will see an increased demand for aged care facilities for those whose care needs can no longer be met within their own homes.

The demand for low and high care facilities, in addition to respite care will continue to increase across the Perth metropolitan area. In particular there will be a demand for affordable aged care.

Local Context

Demographic Profile

The suburbs of Spearwood and Hamilton Hill, which form part of the 800m catchment of the

Activity Centre, are forecast to experience a sharp increase in dwelling growth to 2030 when it will level out.

The household forecasts indicate that this catchment will have the highest proportion of lone person households, approximately 30 per cent. The 800m catchment is characterised by small households, with approximately half of the area having household sizes of less than 1.5 people.

'Couples with dependents' were the dominant household type in 2011, however by 2031 there will almost be the same percentage of 'lone person households' and 'couples without children'.

Currently the housing stock in Hamilton Hill and Spearwood is predominately 3+ bedrooms (74 per cent and 83 per cent respectively). These dwellings do not match the forecast households in the area, and there is a greater need for smaller dwelling types to meet the demand of smaller households.

Currently the area in the northern end of the Activity Centre, where older style apartments are located, accommodate a large percentage of lone person households, indicating the importance of smaller dwellings to meet this need. 20 per cent of occupants of this area do not have a car, and 6.4 percent of residents walked to work, suggesting that they likely work in the Activity Centre.

The Activity Centre is best placed to deliver more additional smaller dwellings that will be required to meet the needs of the future community.

The community within the 800m catchment is characterised by the largest proportion of people in the City of Cockburn born overseas and from non-English speaking backgrounds.

Defining Characteristics

The Phoenix Activity Centre encompasses 9.5ha of 'District Centre' zoned land that accommodates the Phoenix Shopping Centre, residential apartments and other office and retail uses. It also includes 'Residential' zoned land in the surrounding area, ranging in coding from R30 to R80. On the western side of Rockingham Road is the 'Mixed Use' (R60) zone that is currently characterised predominately by single residential dwellings, with some businesses operating from modified former dwellings.

For the purposes of the Activity Centre Structure Plan the Phoenix Activity Centre can be divided into five precincts:

1. Phoenix Core Area
2. Northern Commercial End
3. Mixed Use zone
4. Civic Precinct
5. Residential Area

Phoenix Core Area

The Phoenix Core Area includes the Phoenix Shopping Centre, which is an enclosed shopping mall. It also includes a three storey residential apartment building containing 21 apartments, and

a fast food outlet. These uses are interrelated due to their siting and shared vehicle and pedestrian access.

The Phoenix Shopping Centre was originally constructed in the early 1970s, with its primary frontage to Coleville Crescent, and at-grade car parking on the western and southern sides. In these early stages Burgandy Crescent and March Street were connected on the northern side. Adjacent development on Rockingham Road comprised residential dwellings and a service station.

In the late 1970s the centre expanded on the northern and western side, including a new car parking area on the northern side that severed the connection between Burgandy Crescent and March Street. This parking area was subsequently covered with deck parking with the upper deck originally accessible only from Burgandy Court to the north.

However, by 2000 the service station on Rockingham Road was replaced with a MacDonald's restaurant and immediately to the north a ramp from Rockingham Road was added, providing access to the upper parking deck, in addition to the access to the lower level. This created a constrained access arrangement in this area that remains today.

Until the 1990s there were residential dwellings on Rockingham Road in this precinct (immediately to the north of the shopping centre), with the

exception of a bank on the corner of Rockingham Road and Lancaster Street.

This area was subsequently the subject of a 'development concept plan' prepared by Council to coordinate integrated commercial development and car parking. This development plan was adopted by Council in 1990. This 'development concept plan' identified the location of vehicle crossovers and siting of the built form setback from the road with car parking in the front setback.

The commercial development seen today occurred between 1995 and 2003 in accordance with a 'development concept plan'.

Pre-2005 the south west corner (Rockingham Road and Coleville Crescent) of the shopping centre was an open carpark, which enabled views towards this key southern entrance to the shopping centre. In 2006 this area had another level of car parking added, with a roof over a portion of the upper storey, completed in 2007. This decked car parking area has obscured a prominent part of the shopping centre.

The incremental development of the shopping centre and adjacent commercial area, particularly the car parking areas, has created a number of key issues including:

- Restricted permeability for pedestrians and cyclists in a north south direction, and from Rockingham Road.

- Poor exposure for the shopping centre to Rockingham Road, and reliance on signage as a landmark.
- Poor exposure for commercial development that is set back from Rockingham Road resulting in reliance on signage.

Northern Commercial End

The northern commercial end precinct is defined as the area north of Lancaster Street and south of Phoenix Road within the Activity Centre. This area is zoned 'District Centre' and includes internal private streets, and numerous landholdings in separate ownership, with various easements over the car parking areas. The land uses in this area include a number of take-away restaurants, shops, a service station, a gym, dental surgery and a number of small shops. A number of these premises have had a variety of different land uses and businesses in the last few years.

This area was developed in its current form later than the Phoenix core area. In the early 1970s the land between Lancaster Street and Phoenix Road was the site of the Phoenix Hotel. This was constructed around the same time as the three residential apartment buildings to the east.

The existing Hungry Jacks restaurant was constructed to the north of the Hotel with no direct frontage to Rockingham Road. At the same time the 'Lancaster House' commercial office building was constructed on the new lot, which still remains.

In the late 1990s the Phoenix Hotel was demolished and replaced with the current service station and other commercial buildings which were created and subdivided/strata-titled incrementally around 'Lancaster House' and the Hungry Jacks restaurant and associated easements.

The incremental development and subdivision/strata titling of this site has created the following key issues:

- Fragmented landownership which restricts options for future development or redevelopment.
- Complex easement arrangements for car parking and access which restrict access options.
- Disjointed car parking areas.
- Lack of cohesion in the built form.
- Inadequate consideration of pedestrian and cyclist movement throughout the precinct.

Mixed Use Precinct

Rockingham Road is a key component of the activity centre, and the adjacent land uses.

The western side of the Rockingham Road opposite the Phoenix Shopping Centre is zoned 'Mixed Use', and is predominately residential properties and a number of dwellings converted to businesses.

Redevelopment of these lots has the potential to appear ad-hoc given fragmented landownership.

Therefore Design Guidelines are required to ensure coordinated and cohesive development occurs.

The northern section of the 'Mixed Use' zone is characterised by medical uses such as physiotherapy, pathology and pharmacy, in addition to other office uses. Car parking is located in the front setback. This section of Rockingham Road is unlikely to see substantial redevelopment given the age of the buildings, less than ten years old, however 'change of use' proposals are likely over time.

Civic Precinct

The City of Cockburn administration centre, Seniors Centre and Spearwood library are located to the south of the Phoenix Shopping Centre. The site contains stands of mature trees and vegetation, and has a recreation function, containing BBQs and exercise equipment.

Residential Precinct

The surrounding area is zoned 'Residential' with codings of R40, R60 and R80, recoded in 2010 as an outcome of the Revitalisation Strategy. Typically lots in the area are 700m² in area, and prior to rezoning they were typical single residential dwellings, although there are some older style grouped and multiple dwellings in the area. A proportion of single residential lots that have been recoded have been redeveloped with grouped or multiple dwellings.

3. MOVEMENT

Public transport infrastructure

The Activity Centre is well-served by public transport, with high-frequency bus routes operating on Rockingham Road.

However, the two bus stops along Rockingham Road within the activity centre have poor amenity due to:

- Lack of sun protection resulting from the orientation of the bus shelter.
- Closeness to the road due to the narrowness of the road reserve - when there are large numbers of people waiting at the bus stop during peak periods, the footpath becomes partially obstructed.
- Proximity to a key Phoenix Shopping Centre servicing area.

Safe, high quality bus stops are important because they create a positive perception of public transport, and can promote the attractiveness of this travel mode over others.

Attractive, efficient and convenient public transport access can reduce private car dependency by encouraging use of public transport. This can also lead to a more efficient use of land within an activity centre to the benefit of businesses and the community. The quality of the public transport infrastructure plays an important role in the attractiveness of this travel mode over others.

It is therefore recommended that opportunities for improvements to the amenity of the bus stops be investigated by the City of Cockburn as part of the proposed upgrade of Rockingham Road.

Pedestrian and cyclist movement and amenity

Regional Cycle Network

Connections to activity centres are important for the promotion of cycling for short local trips that are often made by car but can be easily replaced by cycling.

The activity centre is not well served by the existing Shared Use Path or PBN networks. The City of Cockburn Bicycle Network and Footpath Plan (2010) identified the need to provide a new north/south connection through the City providing access to Fremantle and retail/commercial activities along Rockingham Road. The proposed improvements to Rockingham Road include cycle lanes on Rockingham Road to improve north south connection.

There are a number of key local destinations within close proximity to the activity centre that could benefit from improved connectivity, including:

- Manning Park/Azalea Ley Museum
- Port Coogee

It is considered that adoption of a wayfinding strategy for the Activity Centre would assist in promoting cyclist movements between these attractions which are within easy cycling distance.

Local Cycle and Pedestrian Movement

The walk network within the Activity Centre is restricted to the larger grained road network, however most centre access is designed for vehicles within car parking environments. This means that there are a number of conflict points for pedestrians and vehicles.

The car parks throughout the activity centre do not have good provision for pedestrians. In the Core Precinct, the upper deck on the northern side of the shopping centre lacks shade, and at the lower level there is no pedestrian path provided for. It is proposed that improvements to the pedestrian environment of the centre be a requirement of any expansion of the shopping centre to address this issue.

This includes improvements to the pedestrian link on the vehicle ramp to Rockingham Road and Burgundy Court, including consideration of new surface treatment to delineate the path; weather protection and safe separation from vehicles.

The frequency, width and design of vehicle crossovers have a significant impact on pedestrian comfort. The footpaths on both sides of Rockingham Road (particularly on the eastern side adjacent to the Phoenix shopping centre) are frequently interrupted by wide vehicle crossovers. This has a significant negative impact on pedestrian amenity by disrupting and slowing pedestrian movement, and increasing the potential for pedestrian/cyclist and vehicle conflict.

The footpaths along Rockingham Road are also narrow and mostly directly abutting the kerb given the narrowness of the road reserve.

The majority of vehicle accidents involving pedestrians occur mid-block, rather than at intersections, and this highlights the need for safe pedestrian crossings mid-block (Worley Parsons 2010). Rockingham Road through the activity centre was identified for a 'mid-block crossing review' in the City of Cockburn Bicycle Network and Footpath Plan (2010).

Pedestrian movement from the southern end of the Structure Plan area to the northern end is frequently taken through the shopping centre, likely to be as a result of the unpleasant pedestrian environment along Rockingham Road, and the lack of other options. This means that pedestrian movement is restricted afterhours when the Phoenix Shopping Centre is closed.

The proposed improvements to Rockingham Road include rationalisation of crossovers and a reduction in size of crossovers where appropriate. These measures will greatly assist in improving pedestrian movement on Rockingham Road, and will make this a more attractive pedestrian route.

Critically the shopping centre area lacks a clear entry point for pedestrians. The proposed improvements to Rockingham Road include a new proposed entry to the centre from Kent Street, via a new roundabout. This will provide an important opportunity to create an attractive pedestrian entry to the centre where the existing southern vehicle entrance is currently.



Figure 11. Shopping centre vehicle access - Rockingham Road



Figure 12. Existing connecting path on northern side of upper deck parking - opportunity for improvement to pedestrian amenity.

Pedestrian movement in the northern end of the site is not well catered for. Pedestrian movement from Lancaster Street to the Northern Precinct is within the car park environment, and the topography of this area makes pedestrian movement even more unsafe due to poor visibility for pedestrians and vehicles (Figure 16). This area has poorly used parking bays on the eastern side and an uneven boundary that creates 'deadspace' in the south eastern corner of the Northern Precinct (Figure 13)

The opportunity exists to create a separate north south pedestrian pathway in this area on the eastern side, with the 'deadspace' area landscaped to improve pedestrian comfort and safety. This is a proposed requirement of any development of this land in the Northern Commercial Precinct.

Overall the activity centre lacks active frontages which are important for creating an interesting pedestrian environment which will attract walking. Design Guidelines have been prepared setting out the requirement for new development to include active frontages to address this issue.

Key adjoining streets for pedestrian connections to the centre are Kent Street, Lancaster Street, March Street and Glendower way. These streets lack street trees and continuous footpaths, which negatively impact the pedestrian experience.

The finer details of street footpath network lack connectivity which has a negative impact on pedestrian comfort and safety. In particular there are instances where street footpaths do not connect to commercial



Figure 13. Northern Precinct - area of poor north south pedestrian connectivity and underutilised car parking

landholdings. Redevelopment of these sites should require these connections to be established in a way



Figure 16. Ramp from Rockingham Road

that ensures convenient pedestrian movement is established and maintained.

Throughout the activity centre there is a lack of amenities for pedestrians and cyclists, such as seating and water fountains. A number of key pedestrian routes to the activity centre are long streets, such as Kent Street, which could benefit from some seating along the way to break up the journey and encourage walking. This would

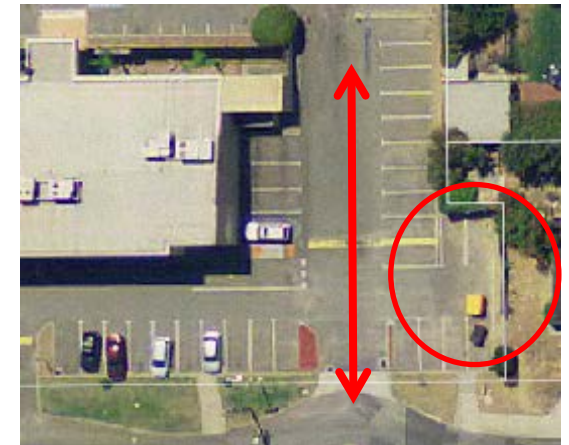


Figure 15. Northern Precinct - area of poor north south pedestrian connectivity, and 'deadspace area'

Figure 14. Pathways that do not connect in the Northern Precinct



particularly benefit older people, and people with disabilities.

Vehicle movement and access

Vehicular connectivity throughout the 'District Centre' zoned area of the activity centre lacks legibility and permeability. This includes movement from the Core Precinct to the Northern Precinct.

In and around the Phoenix Shopping Centre site traffic movement is constrained by ground level changes (and resultant retaining walls), deck parking arrangements, and complicated vehicular entrances. Traffic movement from Rockingham Road around the MacDonald's Restaurant has a complicated vehicular entrance which creates the potential for conflict and confusion.

In many instances legibility for vehicles is heavily reliant on signage, particularly the entrance from Rockingham Road to the upper deck of car parking (Figure 17).



Figure 17. Rockingham Road vehicle entrance to upper deck parking - relies on signage

A key recommendation of the Phoenix Revitalisation Strategy was the upgrade of Rockingham Road, and the City is progressing plans for an upgrade with the objective of slowing traffic, improving the pedestrian environment, enhancing the streetscape, improving legibility and signalling entry to the Activity Centre.

A key component of the proposed Rockingham Road upgrade is the possible introduction of a new roundabout at the intersection of Kent Street and Rockingham Road. This would provide a new direct entry from Rockingham Road to the Phoenix Shopping Centre south of the existing southern entry. This would provide the opportunity to create a new highly visible entrance to the centre, allowing the current entrance to be closed. This will create an area to the south of the shopping centre, adjacent to the new entrance, which can be used to create a pedestrian entry and amenity space with landscaping.

This will provide the centre with an attractive and distinctive new entry for pedestrians and vehicles, whilst also providing an entry statement for the Activity Centre.



Figure 19. View of Rockingham Road Southern entrance to become new 'public space' and pedestrian entry



Figure 18. Southern entrance from Rockingham Road, currently relies on signage, proposed relocation south

In the Northern Precinct vehicle access from Rockingham Road (northern entrance) can experience queuing from the servicing station blocking traffic. The Development Approval for the service station required the parking bays to the north of the entrance to be parallel, however the bays are perpendicular, reducing the width of this access. At times this results in queuing from the service station blocking the narrow access.

The perpendicular bays were allowed in the scenario where this access did not connect to the rest of the precinct. Therefore given that connectivity has been established it is considered appropriate to investigate whether these parking bays should be redesigned to be parallel, providing greater access width for this entry,



Figure 20. Northern end parking bays for re-consideration, orange line showing where access was intended to be blocked

The Mixed Use precinct currently comprises small lots in fragmented landownership, therefore there are multiple crossovers to Rockingham Road. To achieve cohesive development and coordinated vehicle access it is proposed that in addition to Design Guidelines for the area, a vehicle access plan be prepared to ultimately create a vehicle access easement, almost a service road, in the front setback for access and parking. Ultimately this would facilitate rationalisation of crossovers and coordinated access point.

Servicing

The Phoenix Shopping Centre has a number of servicing areas on the north, east and western sides, with the two main servicing areas located on Rockingham Road, and March Street (Figures 22 and 21).

The Coles servicing area is particularly important given its prominent location on Rockingham Road between two main entrances to the shopping centre, and adjacent to a key bus stop. The following issues are noted for this servicing area:

- Includes and currently requires two wide crossovers which break pedestrian movement along Rockingham Road in this section
- Results in a blank, inactive facade to Rockingham Road
- Includes a level change down from the road
- Located adjacent to a well-used bus stop

With the exception of a complete redevelopment of the centre, this servicing area is likely to remain in this location given that it is the servicing area of a major retail tenancy



Figure 22. Rockingham Road (Coles) servicing area

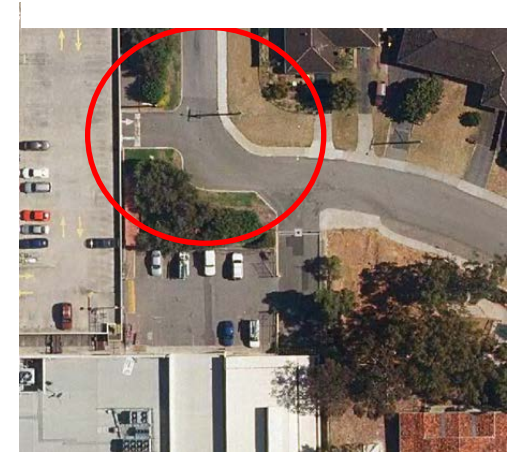


Figure 21. March Street servicing area

that would likely remain a key component of the centre as part of any expansion or refurbishment. It is therefore

possible that expansion or refurbishment of the centre may not include any specific modifications to this servicing area, yet such improvements are considered critical to address the above issues and achieve the following:

- Improve pedestrian movement along this section of Rockingham Road which is critical given it is used to access the bus stop and main entrance to the centre.
- Provide a more active frontage to improve pedestrian amenity.

It is therefore proposed that any expansion of the centre demonstrate how improvements to pedestrian amenity have been addressed in this area.

It is considered that any artworks required pursuant to the City's Percent for Art Policy be provided in this area to improve pedestrian amenity. This is reflected in the Phoenix Percent for Artworks Strategy.

The March Street servicing area (Woolworths and Big W) has been the subject of ongoing complaints from residents on March Street expressing concerns regarding reversing servicing vehicles. Any major expansion to the shopping centre will be required to explore the potential for improvements to this area to address safe vehicle movements and the interface with residential development.

Movement Actions

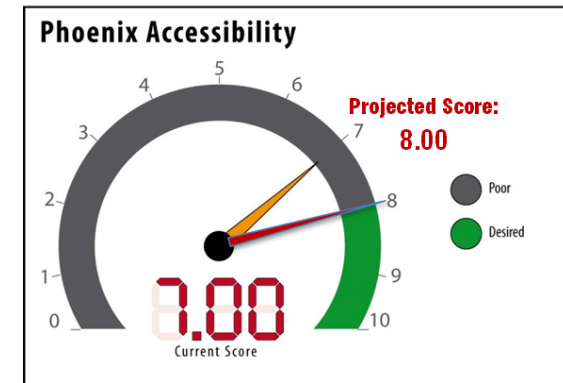
1. *Investigation into the creation of a new entry to the Phoenix Shopping Centre from a new Kent Street/Rockingham Road roundabout, to include a new 'public space' and pedestrian entry.*
2. *Requirement for any expansion of the centre to demonstrate how pedestrian connectivity and amenity has been addressed, including:*
 - *Improvements to the pedestrian link from the centre to Burgandy Court and Rockingham Road, including consideration of new surface treatment to clearly delineate the path; weather protection and safe separation for vehicles, in addition to the possible inclusion of trees along the north-south link on the upper deck of parking.*
3. *Improvements to pedestrian amenity along Rockingham Road adjacent to the Rockingham Road shopping centre servicing area which is critical given it is used to access the bus stop and main entrance to the centre.*
 - *Provide a more active frontage to improve pedestrian amenity.*
 - *To improve legibility to the centre.*
4. *Artworks required pursuant to the City's Percent for Art Policy be provided in the vicinity of the*
5. *Adoption of Design Guidelines and a vehicle access plan for the Mixed Use zone to ensure safe and legible access.*
6. *Investigation of reconfiguration of car parking in the northern end (BP site) to determine whether existing bays adjacent to the access should be parallel.*
7. *Preparation of a wayfinding strategy for the Activity Centre to assist in promoting cyclist movements between nearby attractions and within the centre.*
8. *Investigate inclusion of cycle lanes on Rockingham Road as part of the proposed improvements to improve north south connection.*
9. *Requirement for any development of 2 Lancaster Street to include a separate north-south pedestrian pathway from Lancaster Street (on the eastern side) with the 'deadspace' area landscaped to improve pedestrian comfort and safety.*

Rockingham Road shopping centre servicing area area to improve pedestrian amenity (Phoenix Percent for Artworks Strategy)

LCACS Scores and Outcomes

The Phoenix Activity Centre currently achieves an overall accessibility score of 7, which is below the benchmark score of 8 for a District Centre.

It is anticipated that implementation of the Activity Centre Structure Plan actions and improvements to the walkability within the centre and to the centre; and to the cycle network will result in an improved score of 8 which is considered within the desired level for a district centre.



4. ACTIVITY

Dwellings

The Phoenix activity centre is located in an established suburban area, and historically the urban form has consisted predominantly of low density single dwellings.

The activity centre has some higher density housing in the four three-storey apartment buildings constructed in the late 1960s/early 1970s when the Phoenix Shopping Centre was built. In total these buildings contribute to the diversity of dwellings, and provide some of the most affordable, smaller housing options within the Activity Centre and the City of Cockburn:

- 75 Phoenix Road - 48 apartments (three storey building 1 and two bedroom apartments)
- 83 Phoenix and 15 Glendower Way – 51 apartments (two bedroom apartments)
- 3 Burgandy Court in the Phoenix Shopping Centre precinct (21 two bedroom/one bathroom dwellings at 67m²).



Figure 23. Glendower Way, Spearwood – 24 single bedroom apartments

The Phoenix Revitalisation Strategy identified residential zoning changes for the 800m walkable catchment to the centre as follows:

- Increasing residential densities within close proximity to the centre to R60.
- Increasing residential densities from R20 to R40 in the 400m walkable catchment of the Phoenix Town Centre, around local centres, and along major public transport routes.
- Increasing the residential density from R20 to R30 within the 400m to 800m walkable catchment.
- Increasing residential densities to R30/R40 surrounding public open space to encourage passive surveillance and active frontages.

These residential coding changes were gazetted in 2010, and subsequently there has been significant infill development occurring. This has taken the form of:

- ‘Battleaxe’ subdivisions with retention of an existing dwelling (typically located at the front of the dwelling, although in some cases at the rear), and the addition of another dwelling (typically one or two) to the rear.
- Demolition of an original dwelling for redevelopment of the site (typically with three grouped dwellings).
- Demolition of an original dwelling for redevelopment of the site with multiple dwellings.

These residential codings will facilitate an additional 325 dwelling units within the Activity Centre. Along Rockingham Road a new ‘Mixed Use’ zone will potentially facilitate an additional 79 dwelling units. The majority of these dwellings will be smaller dwellings particularly in the ‘Mixed Use’ zone, where they will be predominately ‘shop-top’ housing. This will assist in improving housing diversity and in meeting the needs of the growing number of smaller households.

Phoenix Activity Centre Projected Infill Development

Residential zoned land	
R40	+ 120 du
R60	+ 37 du
R80	+17 du
TOTAL	+ 325 du
Mixed Use zoned land (total area 1.48 ha)	+79 du
ADDITIONAL DWELLINGS FOR ACTIVITY CENTRE	411 du

Phoenix District Centre				
Walkable Catchment:	400 m			
Gross Area:	38.59 ha			
Residential Density				
	Targets		Shortfall	
	Minimum	Desirable	Minimum	Desirable
Existing				
9.1 dwellings/ha	20 dwellings/ha	30 dwellings/ha		
353 dwellings	770 dwellings	1,155 dwellings	417 dwellings	803 dwellings

The 400m catchment includes 106 residential properties which are typically sized between 700sqm and 900sqm, in individual ownership.

It is considered unlikely that higher residential codings than those currently designated (between R30 and R80) would be likely to result in a substantial increase in ultimate dwelling numbers. The development of multiple dwellings typically occurs on larger lots, with lots larger than 1,000sqm in the Spearwood area being the most attractive for redevelopment of multiple dwellings. Smaller lots (regardless of the coding) have typically been developed to accommodate between two and four grouped dwellings.

Therefore the estimated additional 411 dwelling units in the 'Residential' and 'Mixed Use' zoned portions of the activity centre is likely to be the largest increased possible without undertaking compulsory acquisitions to consolidate land parcels and undertake development at a larger scale.

Under the current residential codings the minimum targets set out in SPP 4.2 will almost be achieved (417 dwellings).

It is therefore considered at this stage that the current residential codings are appropriate in the context of the activity centre.

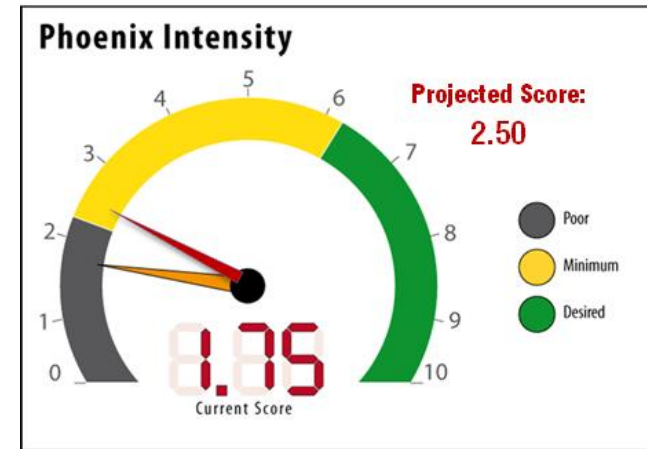
However, to maximise upper floor residential dwellings which would increase dwelling numbers, particularly the number of smaller, affordable dwellings, Design Guidelines have been prepared for the Mixed Use zone.

LCACS Outcomes and Goals

Analysis of the walkable catchment indicates that the current residential density is 9.1 dwellings per gross hectare.

This translates to an overall intensity score of 1.75, which is below the average score of 2.25 and below the best of type score for a District Centre.

The new 'Mixed Use' zoning and higher residential coding for the shopping centre site (R-AC3) will facilitate greater opportunities for housing in the activity centre. It is anticipated that a score of 2.50 could be achievable with the addition of residential dwellings under the current zonings.



Land Uses and Diversity

It is important for activity centres to have an appropriate mix of uses to encourage vibrant, safe and diverse centres. For this to occur diverse and complementary land uses are required, rather than a centre dominated by typical retail uses.

The Phoenix activity centre does perform well in relation to the 'Mix of Uses' threshold (Tables 3 SPP 4.2) with a surplus of 3,237m² floorspace that is non-retail. This indicates that there is a good balance between retail and other floor space in the centre which is an important component of diversity.

It is noted that the activity centre does not perform well in the 'diversity index' which measures the diversity or richness of different uses. There is the potential for increases in floor area of 'entertainment', 'office', and 'health uses'. The addition of residential floor space will also improve the diversity index. Such uses can be accommodated in the new 'Mixed Use' zone, and within the existing 'District Centre' zone.

The proposed upgrade of Rockingham Road will slow traffic and make the road more pedestrian friendly, and this will encourage new uses in the 'Mixed Use' zone. Ultimately these ground floor tenancies will be attractive as restaurants and cafes. Design Guidelines for this area will require robust ground floor that can be converted to commercial if that is not viable in the short term.

LCACS Outcomes and Goals

Currently the Phoenix Activity Centre has an overall diversity score of 4.25, which is below the average score of 4.75 and below the best type of score for a District Centre.

Of primary importance is the balance of retail and non-retail floorspace, which rates well. It is considered that the poor score for the 'diversity index' will improve as the centre sees more residential and office uses, however at this stage it is difficult to estimate to what extent this will improve the score.

It is also noted that this score in itself does not accurately reflect diversity of land uses that will be important for the vitality of the centre. For example, an increase in uses such as cafes and restaurants will be important for afterhours activation, and to provide local destinations that will encourage walking and cycling to the centre.

Employment

The Phoenix Activity Centre currently accommodates 1,065 employment opportunities, which equates to an employment density of 100 jobs per hectare. Approximately 12% of the jobs are knowledge intensive or export orientated (KIEO).

Employment can be divided into two categories - population driven activity and knowledge-intensive employment. Population driven employment will exist to a large extent with the introduction of a population

(eg. retail centres, basic producer services, hospitals and institutional centre).

Knowledge-intensive employment refers to high-quality knowledge-intensive jobs where the application or creation of knowledge opens up global markets for local outputs (eg. legal and financial services, technology research and development). In general there is a lack of knowledge-intensive employment outside the Perth Central Area, which has resulted in a disparity of employment in other centres, and low employment self-sufficiency.

An immature population driven centre services only the basic consumer needs of its catchment, and is characterised by low concentrations of KICS and strategic employment.

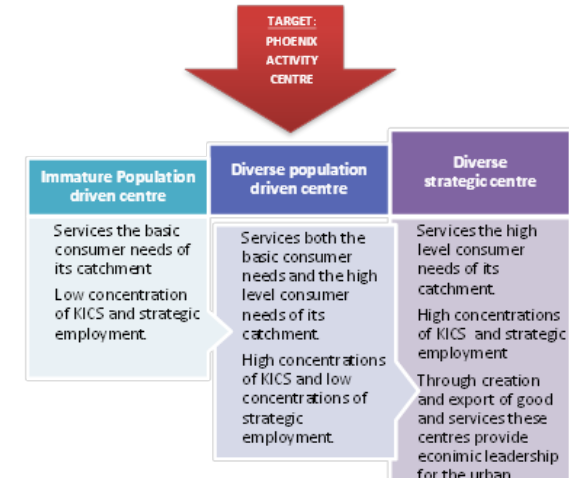


Figure 24. Target for Phoenix Centre - Diverse population drive centre

The target maturity level for a centre must be considered in the context of the Activity Centre. Not all centres are required to reach the highest level of maturity. LCACS has outlined that secondary centres and below, maturation beyond a diverse population drive level is unnecessary and can be undesirable as it can detract from growth and maturation of higher order centres. Therefore the Phoenix Activity Centre should focus on maturity as a diverse population driven centre.

This entails a continuing role for the Activity Centre in meeting both the basic and higher level consumer needs of the community.

For a diverse population driven centre the KICS target is 7%, and Phoenix currently achieves 12% KICS. However there is no maximum desirable level which means that there is opportunity for a higher level to be achieved.

Continued diversification through the delivery of knowledge intensive consumer services (eg. healthcare, education) will be required to improve the employment performance.

It is therefore important to ensure that the land use planning facilitates these types of uses.

Phoenix has the 6.63 ha of land required to meet the employment target of 1,393 jobs by 2031 (a 369 shortfall).

LCACS identifies the anticipated market potential of Office Business activity – this anticipates a significant

increase in KICS office uses for the Phoenix Activity Centre (eg. accountants, real estate agents etc.). This will strengthen the centre's move from a population driven centre to a diverse population driven centre.

The 'mixed use' zoning on Rockingham Road will provide the opportunity for office space at ground level, in addition to the potential for medical centres, consulting rooms and other such uses. It is therefore anticipated that redevelopment of the 'mixed use' zone will result in the creation of floor space that will contribute to an increase in KICS employment.

In the interim, existing dwellings in the 'Mixed Use' zone can be converted to businesses, such as offices or consulting rooms. This will cater for small scale and home-based businesses and live-work housing, creating employment opportunities, and live work

Based on this assessment no further commercial zoning changes, or expansion to the commercial zoning is considered required to improve employment performance.

However, there are actions that could encourage mixed use development in the 'Mixed Use' zone. This includes design guidelines to provide greater certainty around expectations for this area.

The Design Guidelines also require an adaptable ground floor that can accommodate future commercial development even if it is not viable in the short term. This will ensure the potential for commercial development in the area is retained.

Economic Activation

The Activity Centre is anchored by Phoenix Shopping Centre, which is an enclosed mall, and is supported by the City of Cockburn Administration building.

Demand analysis undertaken as part of the LCACS confirms that the centre has a well justified economic purpose.

However, the LCACS analysis identified that the activity centre underperforms in the following key areas:

- Purpose of Place – 'Vision/Plan'
- Exposure - 'Activated frontages' and 'Permeability'

Purpose of place

Purpose: The centre rated 'good' for purpose, and is deemed to have a well-justified economic purpose, however it is considered there is potential for this to be 'very good' with the introduction the mixed use zone, and higher densities in the town centre providing for a greater mix of dwelling types.

Vision/Plan: The centre rated poorly for its lack of a vision/plan for the centre. The adoption of an activity centre structure plan will improve this score to 'very good', providing a vision and direction for future development for the centre.

Exposure

Activated frontages: Some nodes within the centre do not address the surrounding street network at all. The adoption of design guidelines will ensure that future development addresses streets and public spaces.

Permeability: The shopping centre, like all mall based centres is selectively permeable, and while the mall itself is relatively easy to move through there are poor physical and visual connections between many buildings and streets, poor connections to the surrounding environment and the permeability of the centre is severely constrained outside of retail trading hours.

Improving permeability throughout the Activity Centre is a key objective of the Structure Plan, but substantial improvements will be reliant on redevelopment of the shopping centre given that this restricts movement through the centre after hours. However, improvements to legibility and physical and visual connections are considered possible through improvements to Rockingham Road, and the introduction of a wayfinding strategy.

ACTIVITY ACTIONS

Employment and Economic Activation Actions

1. **Adoption of Design Guidelines for the 'Mixed Use' zone providing guidance for mixed use development to encourage commercial uses, including offices, at ground floor.**
2. **Inclusion of a requirement in the Mixed Use Design Guidelines for the ground floor to be adaptable to accommodate commercial development even when it may not be viable in the short term.**
1. **Adoption of the Activity Centre Structure Plan to strengthen the 'vision/plan' for the centre.**
2. **Adoption of Design Guidelines which require new development in the Activity Centre to address streets and public spaces.**
3. **Adoption of a Wayfinding Strategy for the Activity Centre and surrounding area to improve legibility.**

LCACS Outcomes and Goals - Economic Activation

Currently the Phoenix Activity Centre achieves an overall 'Economic Activation' score of 4.00, which equates to a below target performance level.

It is anticipated that a score of 6.8 is achievable with the introduction of the new 'Mixed Use' zone and higher residential zonings for the activity centre; and with the implementation of the actions of this Activity Centre Structure Plan to improve the purpose, activated frontages and permeability.

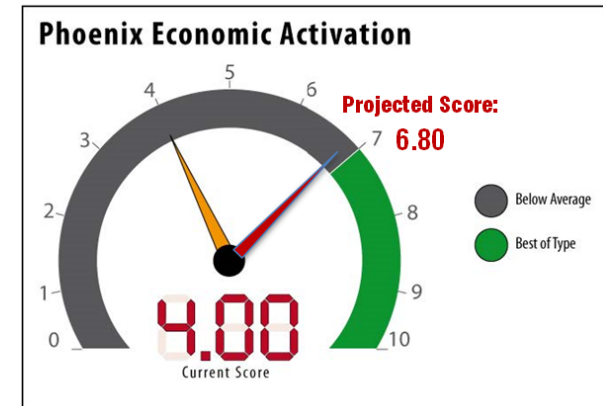
The adoption of an activity centre structure plan will also improve this score for 'vision/plan' to 'very good', providing a vision and direction for future development for the centre.

It is considered that a score above the projected 6.8 would only be achievable upon substantial redevelopment of the Phoenix Shopping Centre whereby permeability and activated frontages can be more significantly improved.

LCACS Outcomes and Goals - Employment

Currently the Phoenix Activity Centre achieves an overall employment score of 3.5, which is above the average score of 3.25 and below the best of type score for a District Centre.

The additional commercial zoning changes, including a new 'Mixed Use' zone on Rockingham Road and the adoption of design guidelines for this area to ensure adaptable development will ensure the creation of additional employment opportunities, resulting in an improvement to this score over time.



Retail

While encouraging diversity of land use is a principal aim of the Activity Centre Structure Plan, retailing is still a critical component of the Activity Centre.

Like the Phoenix Activity Centre, the majority of the district centres in the Perth metropolitan area are anchored by an enclosed shopping centre. Therefore, given the important role and large proportion of land within the activity centre that is attributed to the Phoenix shopping centre, it is vital to examine shopping centre and retailing trends, particularly at the district centre scale. This will assist in understanding how these trends may influence the future shape and role of the activity centre.

Traditionally district centre shopping centres were modelled as smaller versions of the larger centres. They offered a discount department store, a supermarket (or two), and a number of specialty retail stores and food options. They provided a convenient, one stop destination for a range of goods and services, even though this was at a smaller scale with fewer options than the larger centres.

However, the larger centres have become larger, and they are continuing to expand. In the Perth metropolitan area significant expansions are proposed for a number of strategic metropolitan centres and secondary centres.

There are a number of emerging trends in relation to larger scale Australian shopping centres, including an increase in the presence of international retailers,

seeking high profile locations and larger floor plates; increase in food and beverage retailing and dining in response to an increased consumer interest in food; wider range of health and beauty services; increased focus on lifestyle and entertainment; and facilities/services to complement online shopping.

The expansion and refurbishment of these larger centres, coupled with the above trends, is likely to widen the gap between district centres and the larger centres. The difference between district centres and the larger centres is becoming more pronounced both in terms of size, function, the experience offered, and the range of goods and services available. The expansion and refurbishment of the larger centres also means they offer contemporary building design and interiors which will always make them attractive destinations for shoppers.

These larger centres also have increasing catchments, whereby customers are prepared to travel further because of the range of goods and services, and the quality of the experience offered.

At the opposite end of the scale, smaller neighbourhood centres (that generally offer one supermarket and a small range of specialty stores) are able to offer high levels of convenience for shoppers.

This means that district scale shopping centres will need to find their niche role in between the larger and smaller centres.

At their smaller scale, District Centres have the potential to offer:

- *Convenience with greater variety than neighbourhood centres.*
- *A wide range of locally tailored services*
- *Community gathering/event function*

For district centres there are a number of emerging trends that are likely to change the tenancy mix and physical form of shopping centres.

In the past retailers sought a presence in most shopping centres, however this trend is shifting and retailers are taking a more strategic approach to where they locate. Most of these retailers offer online stores with free or low cost delivery and returns, reducing the risk for buyers.

The increase in online shopping is impacting on centres and resulting in a reduction in the number of chain outlet stores (particularly apparel) in smaller centres, and an increase in services that cannot be purchased online, such as health and beauty services.

There are 19 district centres in the Perth metropolitan area, and across all these centres the following key trends are observed:

- Decrease in apparel retail outlets with the exception of centres with a large catchment, remote from larger centres (eg, Baldivis District Centre).
- Increase in proportion of tenancies occupied by:
 - Food, beverage and dining options, including specialty food and beverages

- Health services such as gyms/health studios, massage therapy, dentists and pharmacies
- Beauty services such as nail parlours, and hairdressers
- Medical and related services – doctors' surgeries, dentists, optometrists etc.
- Services such as travel agents, dry cleaners, clothing alterations
- Office uses– accountants, real estate agents, banks
- Discounts variety stores
- Emerging uses such as child care centres

These trends are further evidenced by the recent redevelopment/renovation of a number of district centres in Perth, where the following are observed:

Increase in food and dining options - Chain and independent cafes locating in the centres, in addition to specific food and beverage outlets (eg, frozen yoghurt). For example, Bassendean Centre has only one clothing boutique, and one gift shop, yet it has seven dine in café/restaurants.

Externally accessible dining – For example, at Riverton Forum the façade near the main entrance has an alfresco area that provides a more attractive, active frontage for the centre and clearly signifies the main entrance. This also serves to attract people to the centre for easily accessible food/coffee options that otherwise would have been within the centre primarily serving customers already at the centre.

Increase in services - For example, the greatest proportion of tenancies in Bassendean Centre are dedicated to services such as beauty services, travel agents, optometrist, chemist, gym and yoga studio.

Improved amenities - High quality parents' facilities, children's playgrounds and mobility aids are becoming more important to attract people to centres, and to encourage them to stay longer.

District shopping centres are typically anchored by one or two major supermarkets which serve to draw shoppers for daily and weekly grocery needs. Therefore trends in grocery shopping are of particular significance for centres of this size.

The key trend for grocery shopping in Australia is that shoppers are visiting more frequently, with the weekly shop becoming less common. This means that the convenience of accessing the supermarket becomes important. In response, new supermarket layouts reflect greater convenience for more frequent shopping.

On the basis of these trends, it is therefore likely that the future role of district shopping centres will focus on:

- Services that complement online shopping, such as online pickup points; temporary displays (linking to online stores);
- Greater range of quality food and dining options, including those that are externally accessible to the centre;



Figure 25. Play area at Baldvis Shopping Centre



Figure 26. Alfresco Dining Terrace at Riverton Forum

- 'Pop up' stores (eg. displaying goods from an online store for a period of time for promotional purposes);
- Serving and connecting with the local community;
- Functioning as a community meeting place;

- Medical, health, fitness and beauty services, including more specialised services;
- Office uses;
- High quality facilities such as children's play areas and parent's rooms.

These trends impact on the planning for the activity centre. Many of these trends have the potential to positively influence the activity centre because they provide a greater diversity of uses (including services to meet the needs of the local community), and more 'externalised' design features such cafes and non-retail uses that are externally accessible and therefore provide active frontages and visual interest. Greater convenience and accessibility also encourages walking to the centre.

District Centre Shopping Centre Trends	
Trend	Implications for the Structure Plan
<i>Facilities to complement online shopping (eg. online grocery pickup points)</i>	Provides the opportunity to activate blank frontages with new entrances for goods collection.
<i>Greater focus on food and dining options, particularly externally accessible.</i>	Provides an opportunity to activate blank frontages, signify entrance points, attract people to the centre, improve pedestrian amenity, increase walking to the centre; and activate the activity centre after hours.
<i>'Pop up' stores (eg. Temporarily displaying goods from an online store)</i>	Provides the ongoing opportunity to take up vacancies in smaller tenancies throughout the centre, and to provide space for local online businesses as required.
<i>Focus on serving and connecting with the local community.</i>	Provides the opportunity to create a community gathering point and to support local character and identity. Flexible public and private spaces that are capable of hosting community events, markets etc. Inclusion of facilities and playgrounds
<i>A diversity of uses</i>	Provides a greater mix of uses to serve the local community, and creates the opportunity for afterhours activation.
<i>Functioning as a community meeting place</i>	Use of car parking areas as spaces for 'pop up' events such as markets, outdoor cinema etc.

5. URBAN FORM

Key nodes, landmarks and view lines

The Rockingham Road streetscape comprises residential dwellings at a lower level on the western side, and the Phoenix shopping centre on the eastern side. The Phoenix shopping centre is heavily reliant on signage as a 'landmark', and to signify the vehicle entrances to the shopping centre.

The view from Rockingham Road facing north is characterised by:

- Lack of legibility
- Low visual amenity
- Duplication of signage

The view from Rockingham Road looking south:

- Shopping centre blends into the skyline
- 'Landmark structure' is a sign
- Limited sense of place
- Lack of landscaping on western side of Rockingham Road

The view of the Northern Entrance is:

- Reliant on signage to signify shopping centre entrance
- No facade/ identifiable features facing the street
- Complicated vehicular entrance



Figure 27. Rockingham Road looking south



Figure 28. Rockingham Road. Southern Entrance



Figure 29. Ramp entrance - Rockingham Road

The view of the southern entrance (Rockingham Road):

- Reliant on Signage to signify the entrance
- No facade facing the street/ poor visual connection to exterior of the site

Landmarks

Natural Landmarks

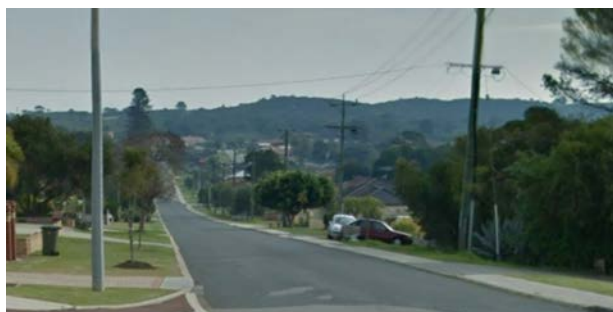


Figure 31. View of the Ridgeline from Rockingham Road

The Manning Lake Reserve ridgeline is a distinguishing natural feature in Spearwood that is highly valued by the local community.

The ridgeline is a visual asset that provides a distinctive setting for the Spearwood area and contributes strongly to the local character. The ridgeline is prominent from Rockingham Road, and in particular views from Kent Street and Phoenix Road.

Public Art

On Spearwood Avenue, within the 800m catchment of the Activity Centre there are themed artworks and plantings that form part of 'Friendship Way'. Friendship Way is located on Spearwood Avenue from Cockburn Road in North Coogee to Beeliar Drive in Yangebup. It is split into five sections, each commemorating an important connection the City has established - with the traditional owners of the land, with its sister cities and with the principles of global peace.

Between Hamilton Road and Rockingham Road in Spearwood (Section 2) the theme is world peace; and between Doolette Street and Discovery Drive the theme is Aboriginal Australia. This includes public art and plantings in the theme, and these provide attractive and meaningful landmarks along Spearwood Avenue.

The Activity Centre itself however lacks landmarks, and lacks a sense of arrival and distinctive sense of



Figure 30. Public Art on Spearwood Avenue

place. Public art in the activity centre would provide an opportunity to create this sense of place, and to reflect a unique character for the activity centre. In particular it is considered that artworks denoting entry to the activity centre would assist in defining the role of the centre as a 'town centre'.

Identification of key themes for artworks and wayfinding will provide the opportunity to create a unique sense of place for the Phoenix Activity Centre.

A Percent for Artworks Strategy has therefore been prepared identifying key themes and locations for artworks required to the City of Cockburn Percent for Art Local Planning Policy. This will ensure that artworks contribute to enhance of local identity and enhance the activity centre.

It is also recommended that a Public Art and Wayfinding Strategy be prepared for the public realm.

Building Landmarks

The Activity Centre in general lacks building landmarks, with very little variation in building height and form. There is a strong reliance on signage.

In appropriate locations new development should emphasise street corners, provide greater visual interest and signify entrance to the town centre. These requirements are set out in Design Guidelines to be adopted as a Local Planning Policy pursuant to the Scheme. Such features also assist with wayfinding and improve legibility.

Street interface

The design and placement of the shopping centre presents visual and functionality issues. Key to this issue is the internal nature of the Phoenix shopping centre with entrances located away from surrounding roads. Whilst not unusual in a shopping centre complex, the entrances do not face the street fronts, creating issues of legibility and reducing pedestrian connectivity and limiting the sense of place. This is an issue that has arisen due to the original frontage of the shopping centre addressing Coleville Crescent, rather than Rockingham Road. Incremental expansion of the centre, particularly the decked parking areas, has therefore closed off opportunities for frontages to the street.

The built form along Rockingham Road does not signify entry into the town centre, given that it is either primarily setback from the street, or is interfaced with inactive frontages.

Integration of the site as it presents to Rockingham Road would improve the connection of the Shopping Centre to its surrounds and potentially improve the centre's functionality and viability as well as improving the general neighbourhood.

The proposed new Kent Street shopping centre entrance and public space provides the opportunity for greater connectivity and an improved presence to Rockingham Road that can be achieved without substantial redevelopment of the shopping centre (Figure 34).

For the 'Mixed Use' zone on Rockingham Road, the proposed Design Guidelines will require active frontages at ground floor level, and articulated upper floors to ensure visual interest.



Figure 33. View looking north on Rockingham Road



Figure 34. Inactive frontage to March Street

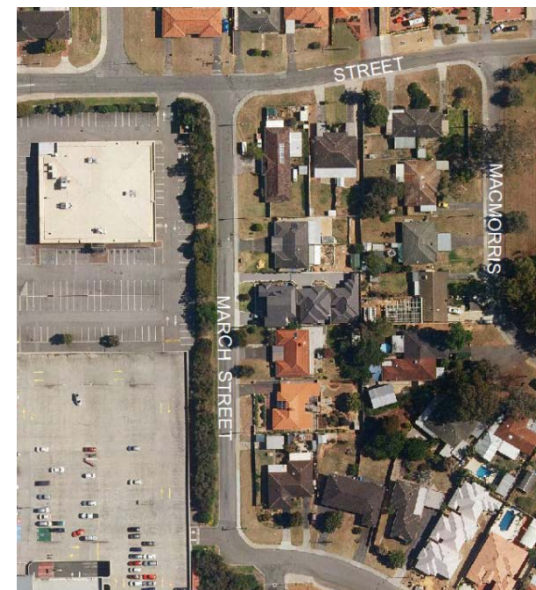


Figure 32. March Street shopping centre interface



Figure 35. Proposed 'public space' north of the proposed new entrance

Signage

Rockingham Road

A 'strip' of confusing and conflicting signs has developed along Rockingham Road through the activity centre. The facades of buildings are often obscured from view from the road, and the desire to increase signage is a common outcome of commercial development that is setback from the road.

The current signage is also designed for cars rather than pedestrians.

In the north western commercial end there is individual freestanding signage for each tenancy

Uncoordinated signage causes the visual equivalent of 'white noise', where very little information is registered in the mind of the viewer.

A signage strategy is therefore recommended for Rockingham Road.

Signage could comprise large, well-lit pylons with consistent space and orientation of signs within each pylon. This would enable a greater variety of businesses more opportunity for exposure.

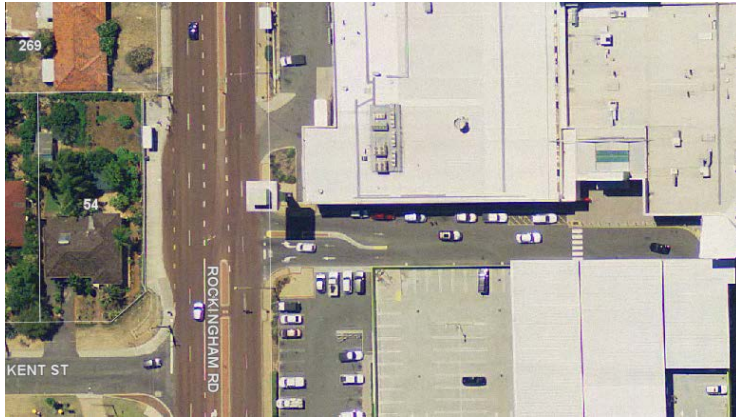
Addressing the issues of signage will enable tree planting between shop units because they will not obscure shop frontages for passing trade. Views of the shops are still permitted beneath the canopy of the tree planting, and these may even be improved in

quality and quantity when the current obliteration by ad hoc signage on front-lot boundaries is considered.



Figure 36. Signage of Rockingham Road

PHOENIX ACTIVITY CENTRE – VISION FOR THE ENTRY AND PUBLIC SPACE



Current Phoenix Shopping Centre southern entry:

- Relies on a signage structure as landmark, and to denote entry to the centre.
- Narrow and unappealing pedestrian path adjacent to the building.
- Large crossover provides disruption for pedestrians on Rockingham Road, particularly given the proximity to the servicing crossover to the north.
- Lacks a distinct character or 'sense of place'.
- Minimal landscaping, shade or shelter.

Current southern entry to Shopping Centre from Rockingham Road



Proposed new relocated entry and concepts and ideas for a 'public space'



Proposed relocated Phoenix Shopping Centre entry and 'public space':

- Relocated entry to shopping centre from new Kent Street roundabout.
- Provides opportunity for the existing entry to be closed and an area created as a new public space, inviting pedestrian entry and feature entry to the centre with landscaping, seating etc.
- Opportunity to deliver an area that can function as a 'town square'/ community gathering space.



Public space ideas with seating and pedestrian pathway



Ideas for softening and beautifying the decked parking area, and murals for blank walls

Public spaces

The Phoenix Central Revitalisation Strategy study area (800m catchment around the Activity Centre) includes 9.4 percent public open space, which is considered to be an adequate quantity considering that Manning Park, which is directly abutting the study area, was not included in this calculation. The City's administration building also provides a recreational function, given that it has BBQs, adult exercise equipment, seating and grassed areas suitable for picnicking.

A POS catchment assessment indicates that the majority of the 800m catchment is within the catchment of a park, with the exception of a small area around the intersection of Phoenix Road and Rockingham Road. This area comprises existing residential development, and there is not considered to be any opportunity for additional POS in this area. The area is just outside the catchments of three local and neighbourhood parks, and it is therefore considered to be acceptable in this context.

Bavich Park and Gerald Reserve are the closest parks, and both are important visual and pedestrian connections to the centre. Improvements to Bavich and Gerald Reserve are considered to be important to improve the pedestrian journey to the Activity Centre (see Concept Plan Figure 19).

The analysis demonstrates a lack of recreational facilities within the activity centre, but in particular the centre lacks a 'destination park', which would improve the recreational function of the centre, diversify the

centre, and serve to attract people to the centre to stay longer.

This finding was also apparent in LCACS, where the activity centre scored poorly for 'urban form', including for the lack of recreational destinations (outdoor recreation facilities).

There is an identified lack of diversity in recreational facilities, with traditional children's playgrounds predominating. There is also an opportunity to improve recreational facilities for older people in the area.

The Phoenix Core Precinct itself is lacking a public space that could improve the amenity of the area and

provide an informal community gathering place.

The proposed new shopping centre entrance from Kent Street, to the south of the existing southern entrance, would create an area of land to the north of the entrance (including the closed entrance area) which could be converted to 'public space', and provides an opportunity for landscaping.

This space could also provide an attractive pedestrian entrance to the centre, and will create a readily identifiable entry point to the centre that is currently lacking. It would provide a form of activation to Rockingham Road that the centre currently does not have. The space itself could have landscaping, seating, and children's play equipment.



Figure 37. Concept Plan for possible improvements to Bavich and Gerald Reserve

The expansive areas of car parking around the Phoenix Shopping Centre separate the centre from the surrounding area, however these areas represent an opportunity to host community events.

To establish a 'town centre' function, the car parking areas of the Phoenix Shopping Centre could have a program of community events that bring the community together, and reinforce the role of the centre as a community hub.

Events programming could include:

- Pop-up outdoor cinema
- Markets with market carts
- Food markets showcasing local food.
- Art exhibitions
- Temporary vegetable allotments.



Figure 38. Existing expansive upper deck car parking



Figure 39. Markets in car parking areas



Figure 40. Ideas for car parking areas - temporary cinema



Figure 41. Pop up restaurants

City of Cockburn Administration Site

The City of Cockburn Administration site is located south of the Phoenix Shopping Centre, and includes the Seniors Centre, Spearwood library, Spearwood bowling club and landscaped grounds.

Currently this site has a civic role, and the grounds, with established trees and BBQ facilities, perform an important recreational function. This site provides the opportunity for the establishment of an important community gathering space.

The Phoenix Revitalisation Strategy included a concept plan for this site to become a community hub, incorporating residential development. A Master Plan will be required to determine the future of this site, and this should include investigation of the following key elements:

- Retention of a 'civic presence'
- Identification of mature trees and vegetation to be retained.
- Adaptive reuse of the existing administration building
- Creation of a new 'community space'
- Residential development with an appropriate interface with surrounding development.



Urban Form Actions

1. **Formulation of a Public Art and Wayfinding Strategy that identifies themes to strengthen a unique identity for the Phoenix Activity Centre and improve legibility.**
2. **Creation of a new entry from Kent Street (new roundabout) to the Shopping Centre, and creation of a new 'public space' and pedestrian entry to the north of the entrance.**
3. **Preparation of Design Guidelines that require landmark built form in the Activity Centre and active frontages to add visual interest and improve legibility and amenity.**
4. **Improvements to Bavich Park and Gerald Reserve to improve their appearance, and make them more attractive pedestrian connections to the Activity Centre.**
5. **Requirement for any redevelopment of the Civic Centre site to retain a civic function, and to investigate incorporation of a nativescape playground and urban orchard.**

LCACS Outcomes and Goals

The Phoenix Activity Centre scores a 4.80 for urban form, which equates to a medium performance level.

Current scores for legibility, amenity and development potential were all medium. Within the amenity attributes the activity centre currently scores poorly in the following 'amenity' areas:

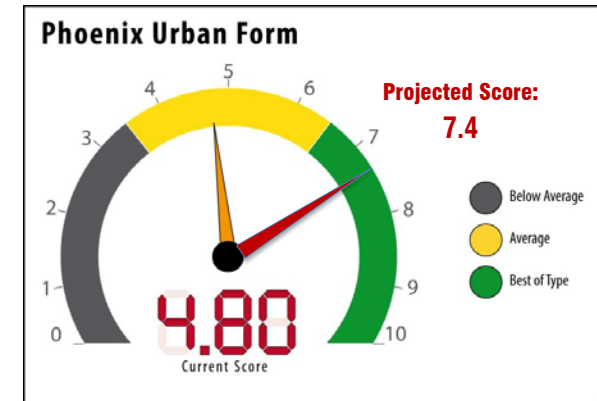
- Features of visual interest
- Picnic facilities
- Recreational destinations (outdoor recreation facilities)
- Presence of street trees

Within the legibility attributes the centre currently scores poorly in the following areas:

- Continuity of footpaths and presence of cyclepaths

Improvements to street trees, and the requirement for improved connectivity from street footpaths will see an improvement to this score.

In addition, the inclusion of features of visual interest through landmark buildings and the inclusion of recreational destinations in the activity centre, in both the civic precinct, and the Phoenix Core (amenity space), will contribute to demonstrable increase to the 'urban form' score from 4.8 to 7.4 which is 'best of type' for a district centre.



5. Action Plan, Implementation and Monitoring

<i>Action</i>	<i>ACTION</i>	<i>Responsible Agency</i>	<i>City of Cockburn Service Unit</i>	<i>Priority</i>
1	<p><i>Adoption of Design Guidelines Local Planning Policy for the Activity Centre</i></p> <ul style="list-style-type: none"> <i>Adoption of Design Guidelines for the 'Mixed Use' zone providing guidance for mixed use development to encourage commercial uses, including offices, at ground floor.</i> <i>Adoption of Design Guidelines which require new development in the Activity Centre to address streets and public spaces.</i> <i>Preparation of Design Guidelines that require landmark built form in the Activity Centre to add visual interest and improve legibility and amenity.</i> 	<i>City of Cockburn</i>	<i>Strategic Planning</i>	<i>High</i>
2.	<i>Adoption of a vehicle access plan for the Mixed Use zone to ensure safe and legible access.</i>	<i>City of Cockburn</i>	<i>Strategic Planning</i>	<i>High</i>
3.	<p><i>Upgrade of Rockingham Road between Coleville Crescent and Phoenix Road</i></p> <ul style="list-style-type: none"> <i>Investigation into the creation of a new entry to the Phoenix Shopping Centre from a new Kent Street/Rockingham Road roundabout, to include a new 'public space' and pedestrian entry.</i> <i>Investigate inclusion of cycle lanes on Rockingham Road as part of the proposed improvements to improve north south connection.</i> <i>Investigate improvements to the amenity at bus stops on Rockingham Road.</i> 	<i>City of Cockburn</i>	<i>Strategic Planning, Engineering Services, Parks services and Phoenix Shopping Centre</i>	<i>Medium</i>
4.	<i>Investigation of reconfiguration of car parking in the northern end (BP site) to</i>	<i>City of Cockburn</i>	<i>Strategic Planning and</i>	<i>Low</i>

	<i>determine whether existing bays adjacent to the access should be parallel.</i>		<i>Engineering Services</i>	
5.	<i>Formulation of a Public Art and Wayfinding Strategy that identifies themes to strengthen a unique identity for the Phoenix Activity Centre and improve legibility.</i>		<i>Strategic Planning</i>	<i>Medium</i>
6.	<i>Improvements to Bavich Park and Gerald Reserve to improve their appearance, and make them more attractive pedestrian connections to the Activity Centre.</i>	<i>City of Cockburn</i>	<i>Parks Services</i>	<i>Medium</i>
7.	<i>Preparation of a Signage Strategy for Rockingham Road</i>	<i>City of Cockburn</i>	<i>Strategic Planning and Statutory Planning</i>	<i>High</i>
8.	<i>Preparation of a Master Plan for the City of Cockburn Administration Site to include investigation of the following key elements:</i> <ul style="list-style-type: none"> <i>Retention of a 'civic presence'</i> <i>Identification of mature trees and vegetation to be retained.</i> <i>Adaptive reuse of the existing administration building</i> <i>Creation of a new 'community space'</i> <i>Residential development with an appropriate interface with surrounding development.</i> 	<i>City of Cockburn</i>	<i>Strategic Planning and External consultants</i>	<i>High</i>
9.	<i>Monitor the performance of the activity centre by undertaking a review every two years, addressing the elements discussed within this Structure Plan relating to:</i> <ul style="list-style-type: none"> <i>Land use mix diversity targets;</i> <i>Residential density targets;</i> <i>Built form and streetscape intensity;</i> <i>Measuring against the LCACS metrics.</i> 	<i>City of Cockburn</i>	<i>Strategic Planning</i>	<i>Ongoing</i>

Monitoring

The performance of the Phoenix Activity centre is to be monitored through a review process undertaken every two years. This should address the elements discussed within this Structure Plan relating to:

- Land use mix diversity targets
- Residential density targets
- Built form and streetscape intensity

Critically, progress of the Activity Centre Structure Plan should be measured against the LCACS metrics to determine whether the anticipated improvements are occurring.

POL	PHOENIX ACTIVITY CENTRE DESIGN GUIDELINES	LPP XX
------------	--	---------------

POLICY CODE:	LPP XX
DIRECTORATE:	Planning and Development
BUSINESS UNIT:	Planning and Development
SERVICE UNIT:	Strategic Planning Services
RESPONSIBLE OFFICER:	Manager, Strategic Planning
FILE NO.:	104/001
DATE FIRST ADOPTED:	
DATE LAST REVIEWED:	
ATTACHMENTS:	
DELEGATED AUTHORITY REF.:	
VERSION NO.	

Dates of Amendments / Reviews:	
DAPPS Meeting:	
OCM:	

BACKGROUND:

The Phoenix Revitalisation Strategy identified a vision for the Phoenix Activity Centre to evolve into a town centre, and the Phoenix Activity Centre Structure Plan provides further guidance for development.

These Design Guidelines set out development control policy measures to achieve the key objectives of the Revitalisation Strategy and the Activity Centre Structure Plan.

PURPOSE:

The purpose of this Policy is to set out design guidelines for the Phoenix Activity Centre, which is divided into three precincts as follows:

1. Phoenix Core Precinct
2. Mixed Use Precinct
3. Northern Precinct

This Policy should be read in conjunction with the Phoenix Activity Centre Structure Plan.

POLICY:

Definitions:

Active Frontage means street frontages where there is an active visual engagement between people in the street and those on the ground floors of buildings.

Amenity means all those factors which combine to form the character of an area and includes the present and likely future amenity. An area of high amenity could be described as a comfortable and pleasant immediate environment, located within agreeable surroundings.

Articulation means the breaking up of a building façade into individual elements to provide a modulated effect aimed at enhancing individual building identity, variety and interest through the use of such elements as window projections, balconies, awnings, minor recesses and/or projections of walls or parts of walls.

Built Form means the configuration of the aggregate form of all buildings, structures, etc., which make up the physical environment of a locality.

Bulk means the size, or mass, of a building within its built form context.

Character means the essential combination of the public and private domains. Every property, public place or piece of infrastructure and the way it is used by the public, makes a contribution, whether large or small. It is the cumulative impact of all these contributions that establishes neighbourhood character.

Context means the specific character, quality, physical, historic and social context of a building's setting and may, according to circumstances, be a group of buildings, a part of a street, whole street, part of a town or the whole town.

Legibility means a street and movement system designed to provide a clear sense of direction and connection, giving definite signals regarding the spatial layout and geography of an area.

Public Realm means areas of a town which belong to the community as a whole. This refers to spaces that are physically accessible to the public, and those aspects of other spaces that are visible from physically accessible spaces. It incorporates features such as streets, parks, squares, community buildings and the street facades of other buildings.

Scale means the size of a building and its relationship with its surrounding buildings or landscape.

Streetscape means the total visual impression gained from any one location within a street including the natural and man-made elements and is made up of the appearance of and the relationships between buildings in terms of design, scale, materials, colours, finishes, signs, external furniture, paving materials for roads, footpaths and landscaping.

Passive Surveillance means the presence of passers-by or the ability of people to be seen in public spaces from surrounding windows, decks, balconies or the like. "eyes on the street" provided by local people going about their daily activities.

POL	PHOENIX ACTIVITY CENTRE DESIGN GUIDELINES	LPP XX
-----	---	--------

(1) General policy objectives

- a) To create a high quality and safe pedestrian environment along Rockingham Road in the Phoenix Activity Centre.
- b) To create a new sense of place with high-quality and dynamic building and landscape design and landmark development sites.
- c) To create an activity centre with a readily identifiable character.
- d) To facilitate safe and convenient pedestrian and cyclist movement within the Activity Centre, resolving vehicle and pedestrian/cyclist conflict points.
- e) To create an Activity Centre that is highly legible.
- f) To create attractive, active frontages that provide visual interest and contribute to pedestrian and cyclist safety and comfort.
- g) To ensure that signage is not visually obtrusive, does not result in excessive visual clutter; and does not hinder passive surveillance.
- h) To ensure that signage is compatible with the scale, design and visual character of the building and activity centre.
- i) To provide adequate opportunities for commercial advertising to support and encourage business activity.
- j) To encourage an increase in pedestrian and cycling trips by maximising the convenience, safety and appeal of these modes of travel.
- k) To create safe, functional and attractive car parking areas that allow for landscaping, and facilitate safe and convenient pedestrian and cyclist movement.
- l) To encourage landmark development features which are integrated with buildings, and which improve legibility within the activity centre.
- m) To utilise artworks to create community identity; improve inactive frontages; improve legibility; and provide functional infrastructure for pedestrians and cyclists.
- n) To promote the integration of wayfinding with urban design, landscaping, architectural design and public art.
- o) To encourage mixed use development and a diversity of land uses.

POL	PHOENIX ACTIVITY CENTRE DESIGN GUIDELINES	LPP XX
------------	--	---------------

(2) General Provisions

1. Signage

- a) Development should include clearly identifiable entry point(s) for customers/pedestrians in the building design, rather than relying on signage.

2. Lighting

- a) Development should make provision for the location of external lighting, to include the lighting of commercial building facades for public safety purposes and to add variety, interest and character to the development at night.
- b) Lighting should be even and consistent to avoid shadows and glare, and should be provided to increase safety and security along important pedestrian pathways.

(3) Phoenix Core Precinct

1. Movement

- 2. Development Applications are to be accompanied by a Pedestrian and Cyclist Movement Plan demonstrating how pedestrian and cyclist connectivity can be accommodated safely and conveniently, addressing the following:
 - a. Demonstrate improvements to legibility, permeability and pedestrian safety along and connecting with Rockingham Road.
 - b. Inclusion of separate pedestrian path(s) on the vehicle access ramp from Rockingham Road to secure safe pedestrian movement, where the ramp is retained as part of a redevelopment proposal, or a proposal for expansion of the floorspace.
 - c. Demonstrate how car parking areas include safe and convenient pedestrian routes to key destinations, both from car parking bays, bus stops, and from the wider pedestrian network. This may require a decrease in the number of parking spaces to allow for improved accessibility and/or improved landscaping.
 - d. Provision of high quality, safe, secure and accessible end-of-trip facilities for cyclists.
- 3. All development applications for the Phoenix Shopping Centre site that propose expansion of floorspace, or extensions or modifications to car parking areas or vehicle access ramps, must address the following matters:

POL	PHOENIX ACTIVITY CENTRE DESIGN GUIDELINES	LPP XX
------------	--	---------------

- Demonstrate improvements to the servicing area on Rockingham Road.
- Minimising the width and impact of vehicle crossovers on the pedestrian environment if possible, given that they serve to disconnect the pedestrian environment, reduce pedestrian comfort and increase potential conflict between vehicles and cyclists and pedestrians.
- Improving the inactive frontage.
- Improving the interface with the bus stop.
- a. Improve pedestrian connectivity through the Phoenix Shopping Centre site, and to the main entries of the shopping centre.
- b. Demonstrate improvements to the servicing areas on March Street, including:

3. Built Form

- a) Proposed buildings or extensions/major modifications to buildings are to address street frontages (and internal roads) and maximise opportunities for passive surveillance of streets, car parking areas, and areas used by pedestrians and cyclists.
- b) Proposed buildings or extensions/major modifications to buildings are to be appropriately detailed at ground level so that they create an attractive, safe and interesting environment for occupants and pedestrians alike.
- c) Ground floor non-residential frontages are to be designed as shop fronts with no less than 70% of the shop front glazed with clear glass to facilitate passive surveillance and ensure an interesting pedestrian environment.
- d) Where an active frontage cannot be achieved, for example servicing/loading areas, it should be demonstrated how the frontage has been designed to contribute to a high quality, safe and attractive street environment by:
 - Minimising the length and height of blank walls, and
 - Articulating blank walls through the creative application of complementary materials, avoiding large continuous masses of the same finish; and/or the provision of appropriately integrated structural features, lighting, street furniture, artworks, or display windows where possible.
- e. Vehicle ingress and egress, loading facilities and building services should be designed so that they do not detract from a high quality, safe and attractive public realm.

POL	PHOENIX ACTIVITY CENTRE DESIGN GUIDELINES	LPP XX
------------	--	---------------

- e) Wherever possible development should use built form to signify entry points rather than relying on signage elements (including 'signage' structures) to serve as a landmark to the shopping centre, and/or to signify the location of entrances to the shopping centre.
- f) Wherever possible the opportunity to "sleeve" large scale retail and/or to introduce outwards-facing uses to avoid blank walls is strongly encouraged. Buildings at ground level should contain activities that positively contribute (either passively or actively) to the public domain.
- g) Ensure where appropriate that development complements and corresponds to neighbouring or abutting built form through consideration of form, detail and application of materials.

4. Visual Impact

- a) Development must demonstrate the visual impact of development from the surrounding area, particularly from the residential area to the east of the activity centre.
- b) Buildings and structures should present well from all angles as some may be visible from a considerable distance.
- c) Development should demonstrate that consideration has been given to the vista and pedestrian connectivity from Orleans Street, including ensuring the following is achieved:
 - a. The establishment of safe and attractive pedestrian connectivity;
 - b. ensuring development is not obtrusive when viewed from Orleans Street.

5. Capacity for future residential

- a) Major redevelopment or expansion of the shopping centre must demonstrate a capacity for future residential above retail on the shopping centre site.

6. Signage

- a) All development applications should be accompanied by information regarding the location and scale of signage.
- b) Signage should be:
 - Be contained within the boundary of the lot
 - Be easy to read and provide a clear message
 - Only advertise goods and services that relate to the business on which the sign is located

POL	PHOENIX ACTIVITY CENTRE DESIGN GUIDELINES	LPP XX
-----	---	--------

- c) Signage is to be an integrated part of the building/site, and should be compatible with the scale, design and visual character of the building/site, and should not result in visual clutter.
- d) Signage is not to cover a large proportion of the shopfront window, or prevent passive surveillance.
- e) Signage and signage structure should not be used in isolation to signify entry points to development.

7. Landscaping

- a) Development proposals should include the retention of existing landscaping on March Street to provide a buffer with the residential development on the eastern side of the road.

DRAFT

POL	PHOENIX ACTIVITY CENTRE DESIGN GUIDELINES	LPP XX
-----	---	--------

(4) Mixed Use Precinct

1. Objectives

- a) To create a vibrant mixed use environment that facilitates a diversity of uses.
- b) Promote a diversity of housing types within the activity centre structure plan area.
- c) To encourage rationalisation of signage to reduce visual clutter and enhance the streetscape.
- d) To encourage mixed use development whereby non-residential uses can be accommodated at the ground floor.
- e) To ensure residential amenity and security is protected in mixed use environments.
- f) To protect the residential amenity of dwellings on adjacent 'Residential' zoned land.
- g) To ensure high quality built form in the 'Mixed Use' zone that provides interest to the street, and promotes passive surveillance.
- h) To ensure new development in the 'Mixed Use' zone achieves visual cohesiveness.
- i) To ensure buildings are robust and adaptable to allow for future use changes so that the mixed use area can evolve over time to meet the needs of businesses and the community.
- j) To ensure that buildings give additional prominence to street corners by using landmark features which will create visual interest in the streetscape and assist with legibility.
- k) To ensure buildings contribute positively to the public realm by creating visual interest, facilitating passive surveillance of streets and spaces used by the public, and contributing to pedestrian comfort.
- l) To ensure safe vehicle access and egress to Rockingham Road, and improve pedestrian safety and comfort by:
 - Rationalising vehicle crossovers to Rockingham Road generally;
 - Establishing a new shared accessway with car parking parallel to Rockingham Road for the 'Mixed Use' zone to rationalise crossovers to Rockingham Road and ensure ease of access for businesses and dwellings.

POL	PHOENIX ACTIVITY CENTRE DESIGN GUIDELINES	LPP XX
------------	--	---------------

- m) To improve the pedestrian amenity of Rockingham Road through the introduction of a landscaping strip.

2. General Built Form Provisions

- a) Development should incorporate non-residential ground floor uses that promote activity and informal surveillance of the street and have facades that add interest and vitality to the public realm.
- b) Where commercial uses are not considered viable in the short term, ground floor tenancies should be designed to be adaptable for future commercial uses, including incorporating a minimum ground floor tenancy height of 3.9 metres above the finished ground floor level. In this respect a maximum building height of 10m will be accepted to accommodate this requirement.
- c) Where the ground floor is designed accordingly the plot ratio of the ground floor will be in addition to that of the residential development, calculated in accordance with the Residential Design Codes.
- d) To ensure that building facades are architecturally interesting the upper levels of buildings should be articulated to break-up long sections of plain facades. This should include at least three of the following features:
- Major openings;
 - Different colours, materials or textures;
 - Indentations and extrusions which break the building into individual elements;
 - Protruding balconies;
 - Awnings over windows.
- e) All building levels should be clearly defined through the use of colours, materials and detailing.
- f) The upper level(s) of buildings should be designed to promote informal surveillance of the street through the use of balconies and/or large windows.
- g) Upper floor windows of buildings should be largely unobscured to promote passive surveillance.
- h) Ground floor non-residential frontages are to be designed as shop fronts, with no less than 70% of the shop front glazed with clear glass (and unobscured by signage or stickers) to facilitate passive surveillance.
- i) Buildings should address the street in a traditional manner with windows facing the street and clearly defined entry points that are visible from the street. To achieve this entry points should generally include at least two of the following features:

POL	PHOENIX ACTIVITY CENTRE DESIGN GUIDELINES	LPP XX
-----	---	--------

- a. Appropriately scaled signage above the entry door;
 - b. Indentation of the entry point, with recessed entrances truncated at an angle to the pedestrian route of no less than 60 degrees;
 - c. Highlighting the entry point through the use of different materials.
- j) Buildings should be designed so that services do not project above the specified maximum height of the building, and should be screened from view. To ensure adaptability of buildings this should include consideration of larger servicing unit requirements for other uses (such as restaurants) so that these can be accommodated should the building undergo a future change of use.
- k) To articulate street corners to provide visual interest and assist with legibility, new buildings located on corner sites should include:
- Architectural roof features that protrude above the normal roof line;
 - Increased parapet heights with additional detail, colour and textures; and/or
 - An increased number of storeys at the street corner.
- l) New buildings with parapets should include indentations; additional modulation, and/or variation in parapet heights and designs so as to provide additional interest to the street.
- m) In mixed use developments commercial uses should be separated from residential uses by being located on separate floors of a building to ensure the amenity and security of residents and commercial tenants.
- n) Development applications are to be accompanied by design and documentation of 'back-of-house' services, including ducting and vents. To ensure the robustness and adaptability of buildings this should consider a general and basic overview of potential 'back-of-house' services for food businesses (such as ducting and vents allowing for the mechanical ventilation of kitchen areas, and 'grease traps').

3. Parking and Movement

- a) Where new building(s) are proposed within the 'Phoenix Mixed Use Development and Access Precinct' they are required to be setback in accordance with the 'Phoenix Mixed Use Access Plan' (Appendix 1), which requires:
- Establishment of a new 12m wide access and parking easement in the front setback, setback 2m from the road reserve, with one crossover to Rockingham Road where access from the access easement is not yet available.
 - Contrasting asphalt colour between the aisle and parking bays.

POL	PHOENIX ACTIVITY CENTRE DESIGN GUIDELINES	LPP XX
------------	--	---------------

- 90 degree parking adjacent to the road.
 - The access and parking easement being setback 2m from the road reserve to establish a 2m wide landscaping strip.
- b) At-grade car parking areas should be landscaped with suitable trees at the rate of one tree per 6 bays. The chosen trees should provide shade, improve amenity and assist in visual screening from above. The car park should also be appropriately lit for after-dark use.
 - c) Any new multi-storey car parks should incorporate interactive street frontages, such as shops or other uses that promote activity, where possible. These can be 'sleeved' along the street frontages of the car park structure.
 - d) Where car parking levels (including undercroft levels) are visible from a street or public space, high quality architectural detailing shall be incorporated into the façade of all floors.
 - e) Development proposals should include only one vehicle crossover, to be placed where there is no street tree.
 - f) Wherever possible the finished level of buildings/tenancies should match that of the adjacent footpath so that continuous access is provided from the pedestrian footpath into each commercial tenancy and a consistent streetscape is achieved on Rockingham Road.
 - g) Services should be located away from the street and towards the rear of the site to minimise impact on the pedestrian environment.
 - h) Safe and comfortable pedestrian access shall be provided from the parking area to the entry point of the proposed development and to all street frontages.
 - i) For developments that include parking at the rear of the building pedestrian access between the street and car parking area is to be provided.

4. Servicing

- a) Bin and service enclosures are to be screened and located away from visually prominent parts of the site. Wherever possible services should be designed to visually integrate into buildings, rather than be a separate element.
- b) Development will need to conform to the City's Local Planning Policy related to Waste Management Plans in Multiple Unit development.

5. Change of use proposals for dwellings

POL	PHOENIX ACTIVITY CENTRE DESIGN GUIDELINES	LPP XX
-----	---	--------

a) Where the existing dwelling or building is the subject of a change of use proposal (to be accommodated within an existing dwelling/building), the following provisions will apply:

- Only one vehicle crossover is to be utilised, with any existing additional crossovers to be removed unless safe access and egress cannot be accommodated otherwise.
- Existing large crossovers are to be reduced in size.
- Car parking areas are to be designed so that vehicles can exit onto Rockingham Road in forward gear.

6. Landscaping

- a) A comprehensive landscaping plan is required for the front setback area and verge, demonstrating an appropriate and attractive mix of hard paving and in-ground planting, provided that the plantings maintain an openness to the building to ensure a visible and safe entrance, and create no potential entrapment areas.
- b) Water-sensitive design planting principles will be encouraged.
- c) Opportunities should be taken to include simple pedestrian amenities such as seats and shade/shelter.

(5) Northern Precinct**1. Objectives**

- a) To ensure buildings contribute positively to the public realm by creating visual interest, facilitating passive surveillance of streets and spaces used by the public, and contributing to pedestrian comfort.
- b) To facilitate safe, comfortable pedestrian and cyclist movement, particularly in a north south direction through the activity centre.
- c) To improve legibility for pedestrians throughout the precinct.
- d) To ensure safe and legible vehicle access and egress throughout the precinct, particularly onto Rockingham and Phoenix Road.

2. General Built Form Provisions

- a) New buildings or proposed modifications to existing buildings should include clearly identifiable pedestrian entry point(s).

3. Parking and Movement

- a) Development must demonstrate how safe and convenient pedestrian movement from the street footpaths and car parking areas to building entry points are facilitated.

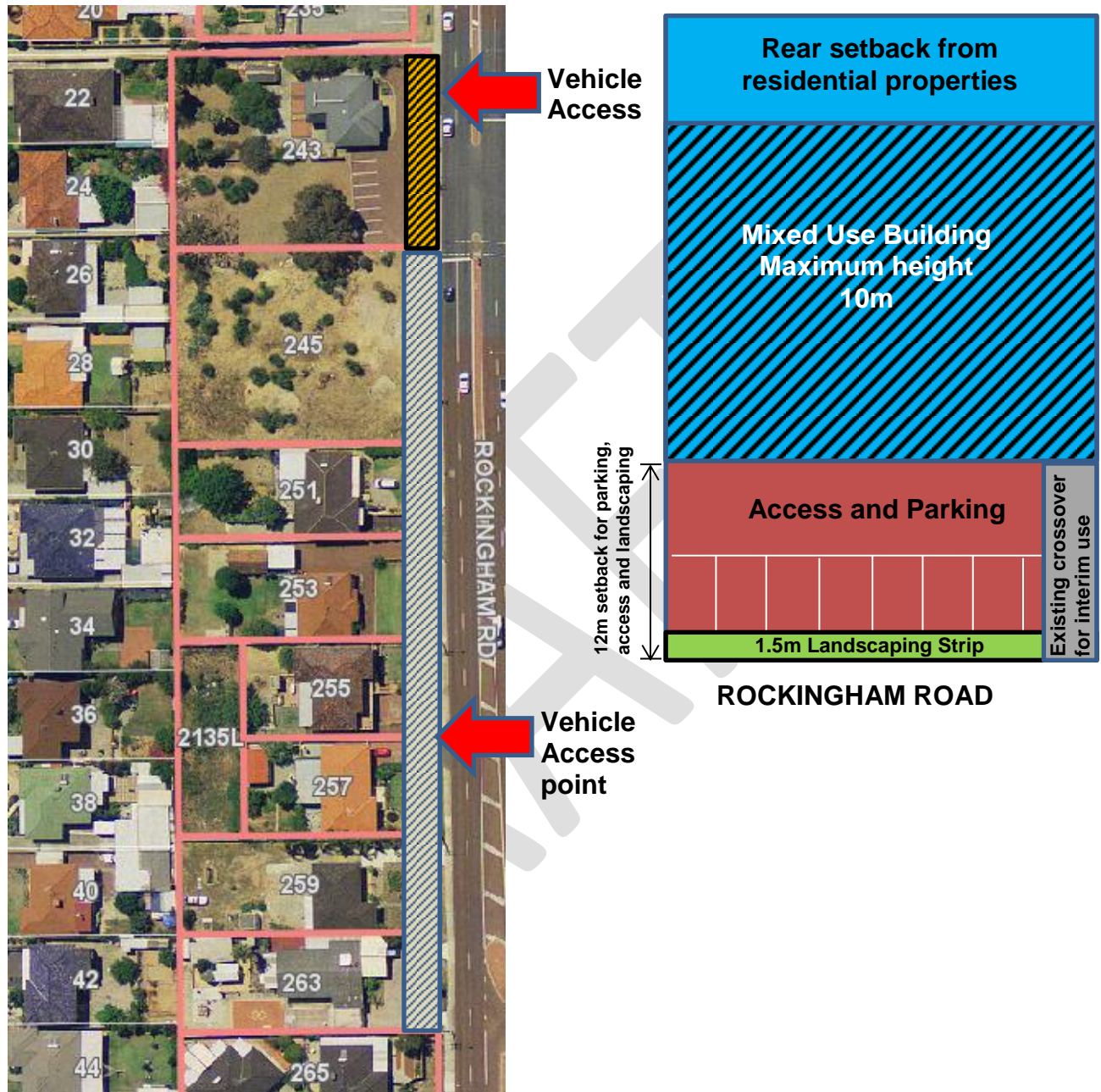
4. Signage

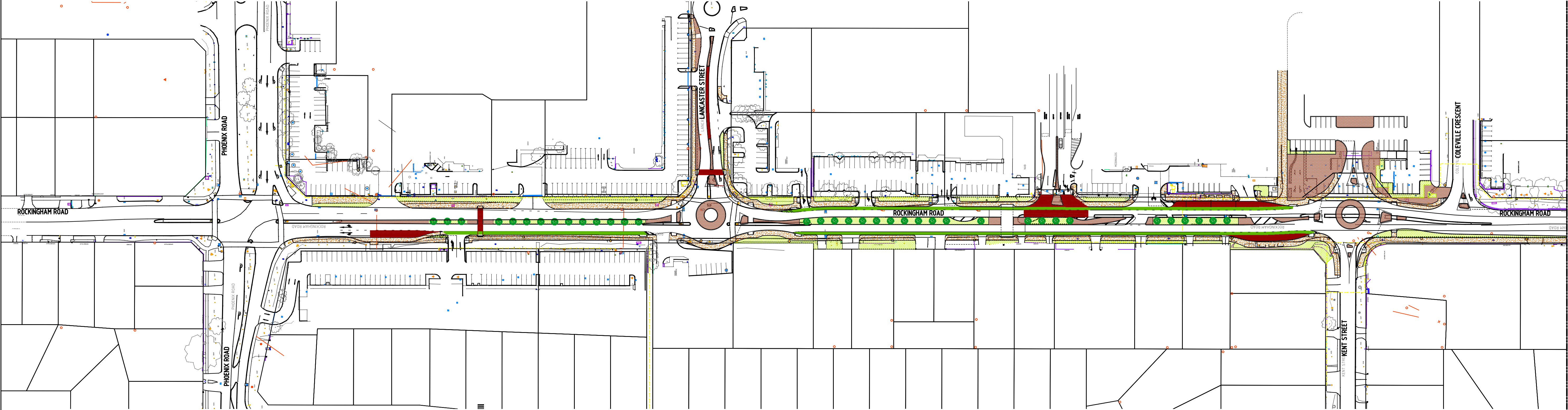
- a) All applications for development are to be accompanied by a plan showing location and details of any proposed signage.

5. Landscaping

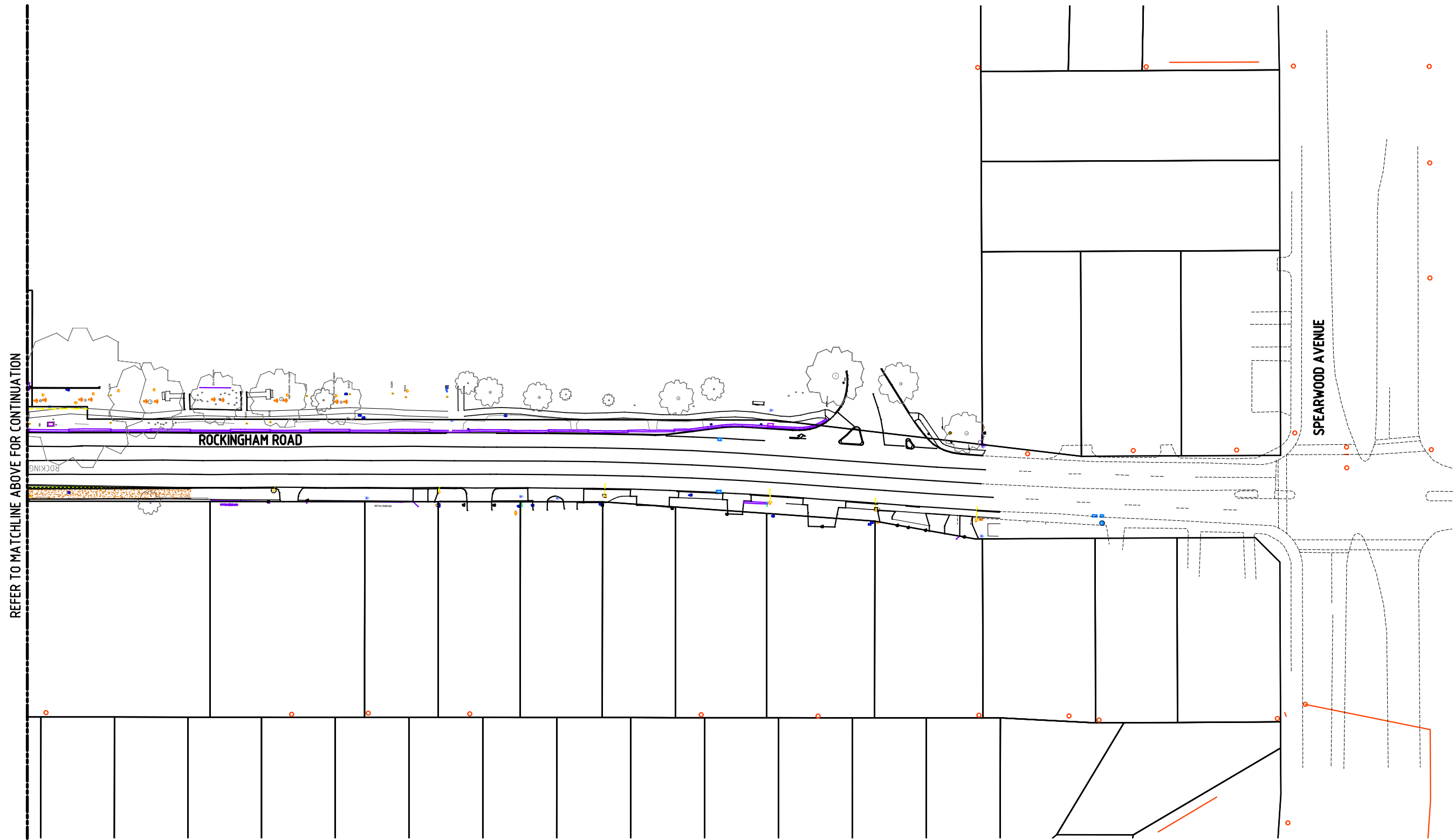
- b) Development proposals should include landscaping plans that provide detail of plant species and maintenance.

Appendix 1 - Phoenix Mixed Use Development Access Plan





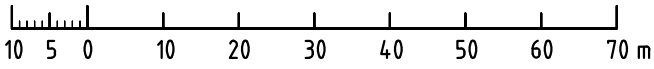
REFER TO MATCHLINE BELOW FOR CONTINUATION



REFER TO MATCHLINE ABOVE FOR CONTINUATION

LEGEND

- PROPOSED PAVEMENT
- EXISTING PAVEMENT
- EXISTING PATH
- PROPOSED RETAINING WALL
- PROPOSED 15m CYCLE LANE
- PROPOSED PATHS
- PROPOSED MEDIAN/ISLANDS
- PROPOSED BUS EMBAYMENTS
- PROPOSED LANDSCAPING



SCALE 1:1000

PROJECT: <div>ROCKINGHAM ROAD SPEARWOOD</div>		<table><tr><td>C</td><td>29-2-2016</td><td rowspan="3">SECTION REVISED FROM PHOENIX TO LANCASTER. EASTERN SIDE REVISED TO MAINTAIN EX KERB</td><td>MJV</td></tr><tr><td>B</td><td>11-12-2015</td><td>MJV</td></tr><tr><td>A</td><td>30-9-2015</td><td>MJV</td></tr><tr><td>NO.</td><td>DATE</td><td>REVISION</td><td>BY</td></tr></table>	C	29-2-2016	SECTION REVISED FROM PHOENIX TO LANCASTER. EASTERN SIDE REVISED TO MAINTAIN EX KERB	MJV	B	11-12-2015	MJV	A	30-9-2015	MJV	NO.	DATE	REVISION	BY	<div>COPYRIGHT</div> <div>COPYRIGHT IN THIS DRAWING IS THE PROPERTY OF THE CONSULTANT. THE CLIENT HAS LICENSE TO USE THIS DRAWING FOR THE PROJECT ONLY. THE USER SHALL BE RESPONSIBLE FOR "SITE CHECKING" ALL DIMENSIONS BEFORE COMMENCEMENT OF WORK. LAD DRAWING DO NOT MANUALLY ALTER</div> <div>ONLY PLANS WITH NUMERICAL REVISION BEY "1" (OR HIGHER) AND SIGNED AS APPROVED SHALL BE USED FOR CONSTRUCTION.</div>	<div><div><div><div></div><div></div></div><div>Porter</div><div>Consulting Engineers</div></div><div>Level 2 Kishore Court 50 Kishore Road M5 Pleasant 6153 WA PO Box 1036 Canning Bridge 6153 WA Tel (08) 9315 9955 Fax (08) 9315 9959 Email: office@portereing.com.au www.portereing.com.au</div><div>TISAND Pty Ltd ACN 070 091 740 is a trade for the Consulting Engineering Unit Trade in Porter Consulting Engineers ABN 78 636 796 385</div></div>	CLIENT: <div>CITY OF COCKBURN</div>	<div>DRAWING: PROPOSAL 5 OVERALL LAYOUT PLAN</div> <div><table><tr><td>SCALE</td><td>1:1000</td><td>DRAWING No.</td><td>15-07-111/100</td><td>REV No.</td><td>C</td><td>ORIGINAL DRAWING SIZE</td><td>A1</td></tr><tr><td>DATE</td><td>FEB 2016</td><td>DESIGN</td><td>ELW</td><td>DRAWN</td><td>MJV</td><td>FILE NAME</td><td>S:\ACTIVE PROJECTS\15-07-111\ACAD\15111-100.dwg</td></tr><tr><td>CHECK</td><td></td><td>APP'D</td><td></td><td></td><td></td><td></td><td></td></tr></table></div> <div><div>STATUS: FOR APPROVAL</div></div>	SCALE	1:1000	DRAWING No.	15-07-111/100	REV No.	C	ORIGINAL DRAWING SIZE	A1	DATE	FEB 2016	DESIGN	ELW	DRAWN	MJV	FILE NAME	S:\ACTIVE PROJECTS\15-07-111\ACAD\15111-100.dwg	CHECK		APP'D					
C	29-2-2016	SECTION REVISED FROM PHOENIX TO LANCASTER. EASTERN SIDE REVISED TO MAINTAIN EX KERB	MJV																																									
B	11-12-2015		MJV																																									
A	30-9-2015		MJV																																									
NO.	DATE	REVISION	BY																																									
SCALE	1:1000	DRAWING No.	15-07-111/100	REV No.	C	ORIGINAL DRAWING SIZE	A1																																					
DATE	FEB 2016	DESIGN	ELW	DRAWN	MJV	FILE NAME	S:\ACTIVE PROJECTS\15-07-111\ACAD\15111-100.dwg																																					
CHECK		APP'D																																										

Aerial Photographs – Hammond Road Cottage, Success – Lot 9015 Hammond Road, Success



Figure 1. 2015 Aerial Photograph



Figure 2. 1953 Aerial Photograph



Figure 3. 1965 Aerial Photograph



LOCAL GOVERNMENT INVENTORY

HAMMOND ROAD COTTAGE, SUCCESS**C** Significant**LGI #****PIN No.****LOT/PLAN DIAGRAM****LOCATION**

Lot 9015 Hammond Road, Success

OTHER NAME(S)**CONSTRUCTION DATE(S)**

Unknown

STATEMENT OF SIGNIFICANCE

Hammond Road Cottage, Success is significant for its association with the area's farming and agricultural history, and a rural lifestyle no longer practiced in Success (formerly Jandakot).

Hammond Road Cottage, Success is significant for its possible association with Jandakot early settler and farmer William Henry Barfield, who was a member and secretary of the Jandakot Agricultural Society, and his son John Henry Barfield.

PHYSICAL DESCRIPTION

Hammond Road Cottage, Success is a simple dwelling structure with masonry walls and a high pitched hipped corrugated iron roof.

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

There is evidence of various modifications to the roof beams, and it is possible that the original dwelling did not have verandahs, and these were added at a later date. The verandah has slender timber verandah posts and simple timber balustrading.

All the timber doors and window frames in the front façade appear to date from the late 1940s and/or 1950s. In other parts of the building there are modern aluminium window frames. Portions of the timber flooring also appear to date from the 1950s, with wide boards found in a portion of the dwelling, and narrower boards more typical in the 1950s in other areas.

In recent years the dwelling has been substantially modified further, particularly internally, where it has been refurbished as an office. The only original internal features are the timber lined ceiling (painted white), and wide floorboards in a portion of the building.

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

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

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

ARCHITECTURAL STYLE

CONSTRUCTION MATERIALS

Walls

Masonry

Roof

Timber and corrugated iron

Other

ORIGINAL USE

Dwelling

CURRENT USE

Land sales office (2015)

HISTORIC THEMES

Outside influences

HISTORY

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

William Henry Barfield, his wife Annie Fowler Barfield and their son John Henry Barfield moved to Western Australia from New Zealand. William Barfield is documented as being a dairy farmer, and he and his son John Henry Barfield took up a lease in Jandakot and ran a poultry and/or dairy farm.

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

In 1908 William Barfield was the Treasurer of the Jandakot Agricultural Society (The West Australian, 18 July 1908), and he was re-elected in 1909 (Western Mail, 17 July 1909).

William Barfield died 8 April 1912 (The West Australian, 10 April 1912).

In 1914 William Barfield's son, John Barfield married Miss Hetty Willis. He was described in a Sunday Times article as "one of the most successful and popular farmers of Jandakot", with the article also stating that "both bride and bridegroom are descendants, of very old and highly-respected colonists." (Sunday Times, 5 April 1914).

John Barfield was enlisted in WWI on 24 March 1916 at the age of 32. His unit, the 11th Battalion, 19th Reinforcement, embarked from Fremantle, Western Australia, on board HMAT A28 Miltiades on 7 August 1916 (<https://www.aif.adfa.edu.au/showPerson?pid=13258>).

It is known from his medical record that he lost his eyesight and was captured 14 April 1917 and made a prisoner of war.

He was later quoted in a newspaper article as saying he lost his eyesight in an explosion in the Battle of Somme (Sunday Times 3 November 1929). However the Battle of Somme was fought in 1916 therefore it is considered possible that while he was at the Somme he actually lost his eyesight at the later Battle of Arras (9 – 16 April 1917). This possibility is also supported by the fact that his Battalion was at Arras, and he was captured at Reincourt, which is in the vicinity of where the Battle of Arras took place.

For much of this time he was missing, presumed dead. He was treated at London General Hospital and returned to Western Australia on 28 August 1919.

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

Subsequent to the death of William Barfield in 1912 the land was transferred to his wife, Annie Fowler Barfield and son John Barfield. When Annie Fowler Barfield died in 25 May 1932, the landownership was transferred to John Barfield. The land was later purchased by Stanley Melville Thomas Kingdon in 1945, and he passed away in 27 June 1951 at the age of 82.

The property was purchased by Edward Fruzynski in 1952, and according to his son the dwelling was unfinished when the family purchased the land at that time, and construction was completed by Edward Fruzynski.

This would explain why all the timber doors and window frames, and some portions of timber flooring appear to date from the late 1940s and/or 1950s.

Construction of the dwelling was therefore likely to have been commenced by either Stanley Melville Thomas Kingdon, who purchased the land in 1945 and died six years later; or the Barfield family prior to that time, and that construction ceased when John Barfield went to war.

The Fruzynski family ran the Jandakot Caravan Park on the area of land to the north from around 1970 until 2013. Edward Fruzynski passed away 9 July 2013.

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



LOCAL GOVERNMENT INVENTORY

ARCHITECT/DESIGNER

Unknown

ASSOCIATED PEOPLE

Barfield family (William Henry Barfield, John Henry Barfield, Annie Fowler Barfield), Stanley Melville Thomas Kingdon, and Edward Fruzynsk and family.

CONDITION

Fair

INTEGRITY

Low

AUTHENTICITY

Low

OTHER LISTINGS

HCWA No. -----

Register National Estate -----

National Trust WA -----

SUPPORTING INFORMATION

Australian Red Cross Society Wounded and Missing Enquiry Bureau 1914-1918: Pte John Henry Barfield

Western Mail, 17 July 1909

The West Australian, 10 April 1912).

The West Australian Saturday 18 July 1908, page 12 'Jandakot Agricultural Society'

'Pickings from the Port: Facts and Fancies from Fremantle', Sunday Times, 3 November 1929, page 3

'The Ladies Section', Sunday Times, 5 April 1914, page 14

Cockburn: The Making of a Community (1978) M. Berson

ASSESSOR(S) NAME

City of Cockburn

ADDITIONAL NOTES

DATE OF LAST ASSESSMENT

December 2015



Figure 1. Photo of John Henry Barfield (front left) Sunday Times, Sunday 3 November 1929, page 13



Figure 2. Photo of former dwelling and connected outbuilding, southern elevation



Figure 3. Photograph of outbuilding and oak tree

Photographs of former dwelling (Proposed Hammond Road Cottage)



File No.

**SCHEDULE OF SUBMISSIONS
HAMMOND ROAD COTTAGE**

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
1	Details to remain confidential	<p>I am writing to you in regard to the Hammond Road Cottage (currently used as a sales office).</p> <p>I was the concerned citizen that brought this residence to the attention of the Heritage Council by filling out the initial nomination form.</p> <p>I received a response from them telling me that they would look into it in December of 2015. I did not receive anything further. Then I saw the article in the Cockburn Gazette newspaper, February 23rd, entitled "Reprieve for old building".</p> <p>It is a wonderful example of the farming community and their housing prior to the urbanisation of the surrounding land.</p> <p>To say I am disappointed that this cottage could not be saved is putting it mildly. To have it demolished and "... an archival record and ... some sort of art representing the history of the site" instead is extremely disappointing. Once demolished this history will never be regained.</p> <p>Can another solution not be thought of before it is too late? Could the dwelling be moved to another site for historical and educational purposes?</p> <p>We should protect and preserve the heritage of our region, otherwise after a while, this place will start looking like anywhere else. This little house is a key to our past which I hope remains open for all.</p>	<p>When assessed against the criteria for local heritage places, produced by the Heritage Council the former dwelling is not considered to have high heritage value (see Council report for full assessment against criteria).</p> <p>The potential of the former dwelling to offer educational value to the community is considered very limited and does not warrant relocation for the following reasons:</p> <ul style="list-style-type: none"> • The interior to the former dwelling has been completely modified, and does not offer any insight into a former use or way of life. • There is very little historical information known about the former dwelling. It is not known when the dwelling was constructed. It is not known who constructed or resided in the former dwelling, and whether or not it was associated with any farming activity, and what that may have been.
2	Bluegold Project Management PO Box 1276 Subiaco, WA 6904	Bluegold Project Management are the Project Managers for the residential development at Lakeside Success, Hammond Rd, Success. Bluegold Project Management have completed all planning and development of this site on behalf of the property owner, JH Property Developments Pty Ltd. This included the lodgement and approval of the Local Structure Plan to facilitate development of the	Noted. It is not proposed to include the place on the Heritage List, pursuant to the Scheme, given the low level of heritage significance.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>site.</p> <p>After extensive consultant with the City, the Local Structure Plan was approved in early 2013. The Western Australian Planning Commission approved the subdivision of the land under approval number 147694.</p> <p>In relation to City recommendation of having the Hammond Road Cottage listed as a "C" significant, we support this. We have provided plans and elevations of the current cottage and photos to be included in a Heritage Archival Record. Also, you may not be aware, that prior to this situation being raised we had designed the future POS around the retention of the large Oak tree that is adjacent to the garage. This will be the feature of the POS area with a children's nature play area around it (plan attached).</p> <p>We respectfully advise that we will not support this building being included on the Heritage List.</p> <p>There are several reason why we will not support this.</p> <ol style="list-style-type: none"> 1. To facilitate the development of the site there was extensive communication with the City and at no stage was the potential raised for the cottage to be included on the Heritage Inventory. Furthermore a Development Application (DA/130378) was approved by the City to change the use of the cottage to allow it to be used as a sales office. The DA application clearly stated that following its use as a sales office, the building would be demolished. Again no comment was raised in regards to having the cottage placed on the register, and the DA was approved. 2. I have spoken with Bolek Fruzynski, the son of Edward Fruzinski (now deceased) and he advised that cottage was not yet complete when they purchased the land in 1952 and his father had to finish building the cottage. This clearly indicates that this building is not an old place with heritage value. This also confirms why there is an extensive use of aluminium window framing throughout the building i.e it is a recent building fitted with contemporary materials. Photos of the inside of the house have been provided as part of the information for the Heritage Archival Record. 3. In accordance with the approved LSP the position of the cottage is located within the future drainage basin. The whole development has been 	

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		designed based on the approved location of the drainage basin. Consequently, the cottage needs to be demolished to allow the drainage basin to be constructed.	

From: Kate Kelly
Sent: Thursday, 14 January 2016 3:02 PM
To: Christopher Beaton; Mayor - Logan K Howlett
Subject: Fwd: Significant Trees - Appendix 5 from Vertebrate Fauna Survey Report

Hi Logan and Chris,

Hope you are both very well.

In response to the unwelcome destruction of one of Cockburn's most ancient and significant heritage Jarrah trees, this email is a formal request to undertake a group listing on the City of Cockburn's heritage inventory of all the significant trees identified in the PER for Roe 8.

There are more than 700 trees in total, however this list (attached) is a preliminary one to get the ball rolling on this important measure. The fact that the MRWA itself has noted these trees as significant means that they have already been assessed by an arborist and other environmental scientists who conducted the original research. We are seeking a expedition of this matter both because the trees have already been assessed (and in time will hopefully be revisited and reassessed by the council) and the safety of other trees in the reserve are at risk. The original report is still accessible on the South Metro Connect website (PER Appendix M). The tree that was cut down on Tuesday was listed in that document as one of the most significant in terms of potential for Carnaby's habitat. It was listed as having marginal bee infestation at the time of data collection amongst a group of 27 bee infested significant trees. We feel that listing all the significant trees on the register would acknowledge the importance of these critical ecological assets to the council. It will also offer another level of protection to the trees in the face of poor decision making by MRWA.

Please find attached a table listing significant trees in Cockburn and in the Roe 8 reserve - please note that this is not a comprehensive list. Andrew Moore is happy to help with any issues with GIS location of the trees.

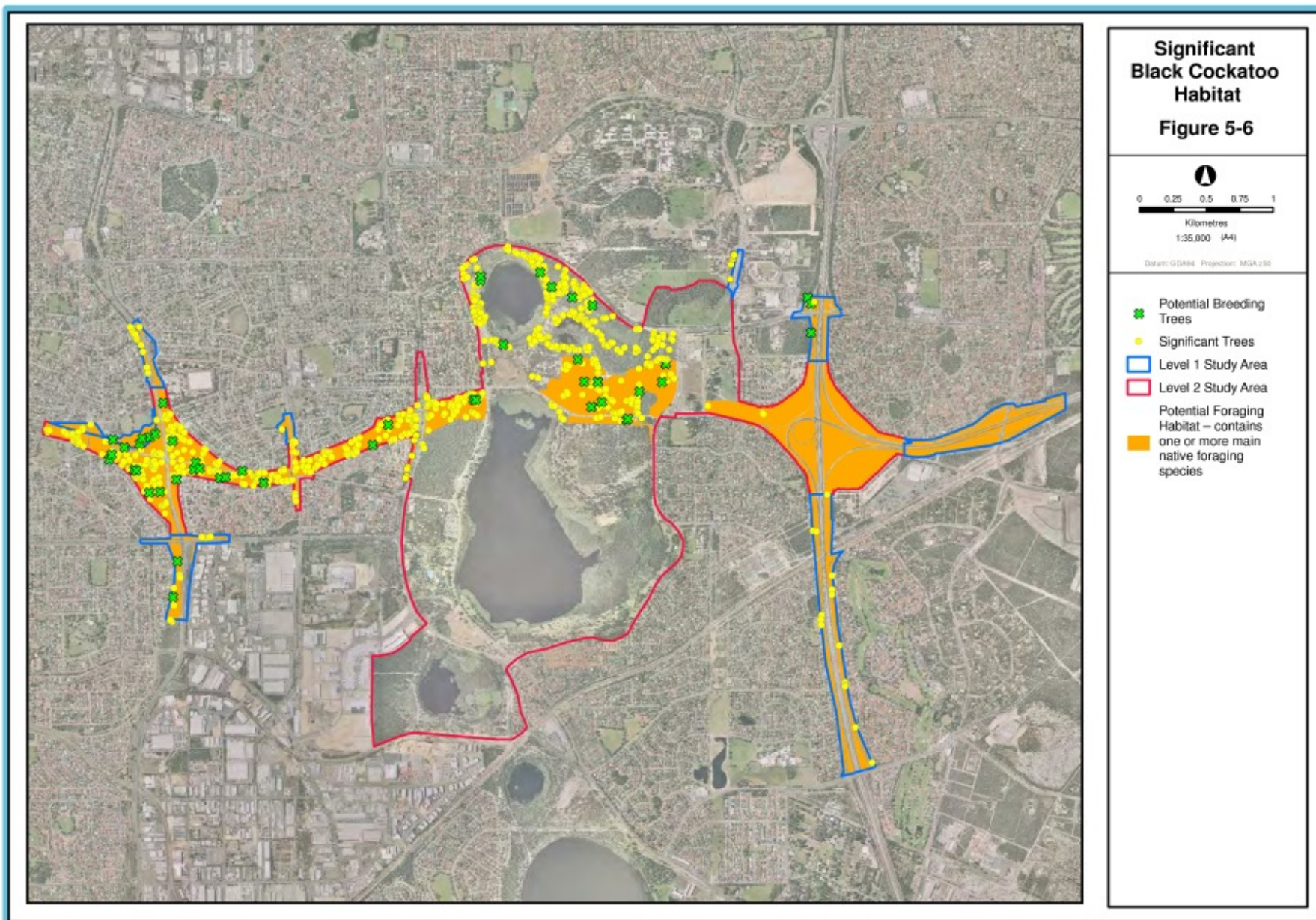
Please contact me for any further queries about this urgent matter,

all the best,

Kate

Kate Kelly

Convenor Save Beeliar Wetlands



Date Modified: 2/03/2011

Author: unknown J:\Client_Data\Main_Roads\00100963_Road_Extension\Workspaces\A2011\Technical_Reports\Verte Fauna Survey Report\Figure 5-6 - Significant black cockatoo habitat.mxd

Waypoint Number	Zone	mE	mN	Tree Species	DBH (cm)	Tree Height (m)	Number of Hollows	Hollow Height (m)	Hollow Type 1	Hollow Size 1 (cm)	Hollow Type 2	Hollow Size 2 (cm)	Hollow Type 3	Hollow Size 3 (cm)	Hollow Type 4	Hollow Size 4 (cm)	Hollow Type 5	Hollow Size 5 (cm)	Occupancy	Chew Marks	Potential Cockatoo Nest Hollow	Comments	Survey
WP5	50H	385745	6449373	Jarrah	>50	5-10	0												No Signs	No Signs	No		Phase 1
WP6	50H	385747	6449373	Jarrah	>50	5-10	0												No Signs	No Signs	No		Phase 1
WP7	50H	385753	6449368	Jarrah	>50	5-10	0												No Signs	No Signs	No		Phase 1
WP28	50H	386150	6449174	Jarrah	>50	5-10	0												No Signs	No Signs	No		Phase 1
WP94	50H	386215	6449201	Jarrah	>50	10-15	0												No Signs	No Signs	No		Phase 1
WP90	50H	386286	6449191	Jarrah	>50	10-15	1	10-15	Branch	5-10									No Signs	No Signs	No		Phase 1
WP88	50H	386360	6449125	Jarrah	>50	10-15	0												No Signs	No Signs	No		Phase 1
WP87	50H	386370	6449160	Jarrah	>50	10-15	0												No Signs	No Signs	No		Phase 1
WP58	50H	386397	6448866	Jarrah	>50	10-15	0												No Signs	No Signs	No		Phase 1
WP73	50H	386412	6448995	Jarrah	>50	5-10	0												No Signs	No Signs	No		Phase 1
WP85	50H	386418	6449148	Jarrah	>50	10-15	0												No Signs	No Signs	No		Phase 1
WP79	50H	386435	6449112	Jarrah	>50	10-15	0												No Signs	No Signs	No		Phase 1
WP68	50H	386436	6448973	Jarrah	>50	5-10	0												No Signs	No Signs	No		Phase 1
WP81	50H	386438	6449128	Jarrah	>50	10-15	0												No Signs	No Signs	No		Phase 1
WP67	50H	386466	6448984	Jarrah	>50	10-15	0												No Signs	No Signs	No		Phase 1
WP104	50H	386478	6449202	Jarrah	>50	5-10	1		Knot Hole	20+									No Signs	No Signs	No	Too Low	Phase 1
WP80	50H	386481	6449143	Jarrah	>50	10-15	0												No Signs	No Signs	No		Phase 1
WP114	50H	386501	6449468	Jarrah	>50	15-20	2	5-10	Knot Hole	<5	Branch	5-10							No Signs	No Signs	No		Phase 1
WP65	50H	386505	6448759	Jarrah	>50	10-15	3	5-15	Knot Hole	<5	Knot Hole	<5	Branch	5-10					No Signs	No Signs	No		Phase 1
WP207	50H	386528	6449321	Jarrah		5-10	2	0-5	Knot Hole	20+									No Signs	No Signs	No	Too Low	Phase 1
WP206	50H	386531	6449333	Jarrah		10-15	0												No Signs	No Signs	No		Phase 1
WP209	50H	386536	6449267	Jarrah		10-15	0												No Signs	No Signs	No		Phase 1
WP211	50H	386539	6449244	Jarrah		10-15	0												No Signs	No Signs	No		Phase 1
WP210	50H	386548	6449261	Jarrah		10-15	0												No Signs	No Signs	No		Phase 1
WP116	50H	386561	6449143	Jarrah		5-10	1	0-5	Knot Hole	20+									No Signs	No Signs	No	Too Low	Phase 1
WP124	50H	386563	6449048	Jarrah		5-10	0												No Signs	No Signs	No		Phase 1
WP122	50H	386574	6449031	Jarrah		15-20	0												No Signs	No Signs	No		Phase 1
WP123	50H	386580	6449045	Jarrah		10-15	0												No Signs	No Signs	No		Phase 1
WP121	50H	386580	6449021	Jarrah		10-15	3	0-10	Knot Hole	5-10			Knot Hole	5-10					No Signs	No Signs	No		Phase 1
WP214	50H	386596	6449214	Jarrah		10-15	0												No Signs	No Signs	No		Phase 1
WP195	50H	386602	6449335	Jarrah		10-15	2	10-15	Knot Hole	<5	Knot Hole	5-10							No Signs	No Signs	No		Phase 1
WP190	50H	386648	6449233	Jarrah		10-15	0												No Signs	No Signs	No		Phase 1
WP128	50H	386685	6449077	Jarrah		5-10	0												No Signs	No Signs	No		Phase 1
WP221	50H	386781	6449134	Jarrah		10-15	0												No Signs	No Signs	No		Phase 1
WP133	50H	386838	6449073	Jarrah		5-10	1	0-5	Knot Hole	20+									No Signs	No Signs	No	Too Low and Shallow	Phase 1
WP135	50H	386877	6449077	Jarrah		5-10	0												No Signs	No Signs	No		Phase 1
WP137	50H	386894	6449055	Jarrah		5-10	0												No Signs	No Signs	No		Phase 1
WP136	50H	386905	6449065	Jarrah		5-10	0												No Signs	No Signs	No		Phase 1
WP147	50H	387083	6448981	Jarrah		10-15	0												No Signs	No Signs	No		Phase 1
WP148	50H	387101	6448976	Jarrah		10-15	0												No Signs	No Signs	No		Phase 1
WP157	50H	387238	6448976	Jarrah		10-15	0												No Signs	No Signs	No		Phase 1
WP162	50H	387344	6449004	Jarrah		10-15	0												No Signs	No Signs	No		Phase 1
WP165	50H	387419	6448996	Jarrah		10-15	0												No Signs	No Signs	No		Phase 1
WP166	50H	387456	6449009	Jarrah		5-10	0												No Signs	No Signs	No		Phase 1
WP223	50H	387460	6449273	Jarrah		15-20	0												No Signs	No Signs	No		Phase 1
WP270	50H	388097	6449387	Jarrah		10-15	0												No Signs	No Signs	No		Phase 1
WP269	50H	388102	6449315	Jarrah		5-10	0												No Signs	No Signs	No		Phase 1
WP301	50H	388328	6449493	Jarrah		5-10	0												No Signs	No Signs	No		Phase 1
WP284	50H	388334	6449360	Jarrah		10-15	0												No Signs	No Signs	No		Phase 1
WP299	50H	388335	6449520	Jarrah		15-20	1	10-20	Knot Hole	<5	Knot Hole	5-10							No Signs	Galahs	No		Phase 1
WP289	50H	388363	6449387	Jarrah		5-10	0												No Signs	No Signs	No		Phase 1
WP285	50H	388366	6449304	Jarrah		15-20	0												No Signs	No Signs	No		Phase 1
WP294	50H	388373	6449467	Jarrah		10-15	0												No Signs	No Signs	No		Phase 1
WP319	50H	388467	6449562	Jarrah		10-15	1	10-15	Branch	10-20									No Signs	Galahs	No		Phase 1
WP318	50H	388472	6449571	Jarrah		5-10	0												No Signs	No Signs	No		Phase 1
WP336	50H	388637	6449560	Jarrah		10-15	0												No Signs	No Signs	No		Phase 1
WP339	50H	388690	6449599	Jarrah		15-20	0												No Signs	No Signs	No		Phase 1
WP341	50H	388724	6449620	Jarrah		15-20	0												No Signs	No Signs	No		Phase 1
WP346	50H	388741	6449594	Jarrah		10-15	0												No Signs	No Signs	No		Phase 1
WP354	50H	388749	6449484	Jarrah		15-20	1	10-15	Branch	5-10									No Signs	No Signs	No		Phase 1
WP359	50H	388838	6449489	Jarrah		5-10	1	5-10	Branch	10-20									No Signs	No Signs	No	Too Low Marginal	Phase 1
WP365	50H	388870	6449639	Jarrah		10-15	0												No Signs	No Signs	No		Phase 1
WP366	50H	388875	6449662	Jarrah		10-15	1	10-15	Knot Hole	5-10									No Signs	No Signs	No		Phase 1
WP401	50H	389481	6449638	Jarrah		10-15	0												No Signs	No Signs	No		Phase 1
WP380	50H	389502	6449835	Jarrah		5-10	2	5-10	Branch	10-20	Spout Branch	10-20							No Signs	No Signs	No	Too small	Phase 1
WP384	50H	389622	6449879	Jarrah		10-15	0												No Signs	No Signs	No		Phase 1
WP403	50H	389682	6449542	Jarrah		10-15	0												No Signs	No Signs	No		Phase 1
WP385	50H	389702	6449883	Jarrah		20+	0												No Signs	No Signs	No		Phase 1
WP394	50H	389711	6449753	Jarrah		15-20	0												No Signs	No Signs	No		Phase 1
WP426	50H	389728	6449471	Jarrah		5-10	0												No Signs	No Signs	No		Phase 1
WP389	50H	389739	6449842	Jarrah		15-20	0												No Signs	No Signs	No		Phase 1
WP391	50H	389740	6449810	Jarrah		10-15	0												No Signs	No Signs	No		Phase 1
WP404	50H	389742	6449545	Jarrah		15-20	0												No Signs	No Signs	No		Phase 1
WP421	50H	389752	6449678	Jarrah		15-20	2	10-15	Knot Hole	5-10	Branch	5-10							No Signs	No Signs	No		Phase 1
WP425	50H	389759	6449479	Jarrah		5-10	0												No Signs	No Signs	No		Phase 1
WP406	50H	389782	6449587	Jarrah		15-20	0												No Signs	No Signs	No		Phase 1
WP417	50H	389794	6449632	Jarrah		10-15	0												No Signs	No Signs	No		Phase 1
WP420	50H	389798	6449690	Jarrah		15-20	1	15-20	Knot Hole	<5									No Signs	No Signs	No		Phase 1
WP408	50H	389812	6449551	Jarrah		10-15	0												No Signs	No Signs	No		Phase 1
WP413	50H	389853	6449595	Jarrah		10-15	1	10-15	Branch	10-20									No Signs	No Signs	No		Phase 1
WP409	50H	389856	6449510	Jarrah		15-20	0												No Signs	No Signs	No		Phase 1
WP427	50H	389865	6449467	Jarrah		5-10	0																

Waypoint Number	Zone	mE	mN	Tree Species	DBH (cm)	Tree Height (m)	Number of Hollows	Hollow Height (m)	Hollow Type 1	Hollow Size 1 (cm)	Hollow Type 2	Hollow Size 2 (cm)	Hollow Type 3	Hollow Size 3 (cm)	Hollow Type 4	Hollow Size 4 (cm)	Hollow Type 5	Hollow Size 5 (cm)	Occupancy	Chew Marks	Potential Cockatoo Nest Hollow	Comments	Survey
WP428	50H	389907	6449450	Jarrah		5-10	0												No Signs	No Signs	No		Phase 1
WP413	50H	389918	6449521	Jarrah		20+	0												No Signs	No Signs	No		Phase 1
WP429	50H	389934	6449468	Jarrah		5-10	0												No Signs	No Signs	No		Phase 1
WP466	50H	390228	6449790	Jarrah		10-15	0												No Signs	No Signs	No		Phase 1
WP467	50H	390559	6449563	Jarrah		5-10	0												No Signs	No Signs	No		Phase 1
WP468	50H	390965	6449505	Jarrah		10-15	0												No Signs	No Signs	No		Phase 1
WP469	50H	390968	6449509	Jarrah		10-15	0												No Signs	No Signs	No		Phase 1
WP470	50H	390976	6449500	Jarrah		10-15	0												No Signs	No Signs	No		Phase 1
WP208	50H	386560	6449302	Jarrah		5-10	3	5-10	Branch	10-20	Branch	10-20	Spout Branch	20+					No Signs	No Signs	Yes		Phase 1
WP120	50H	386589	6449015	Jarrah		5-10	1	5-10	Spout Branch	20+									No Signs	No Signs	Yes		Phase 1
WP156	50H	387237	6448993	Jarrah		15-20	5+	10-20	Knot Hole	<5	Knot Hole	5-10	Spout Branch	10-20	Spout Branch	10-20	Spout Branch	10-20	Bees	No Signs	Yes	Marginal Bees	Phase 1
WP383	50H	389586	6449914	Jarrah		5-10	1	5-10	Branch	10-20									No Signs	No Signs	Yes		Phase 1
WP431	50H	389958	6449468	Jarrah		15-20	0	5-10	Spout Trunk	20+									No Signs	No Signs	Yes	Low Height	Phase 1
WP457	50H	390241	6449881	Jarrah		15-20	5+	10-20	Spout Branch	20+	Knot Hole		Knot Hole	5-10	Branch	10-20	Branch	10-20	Bees	No Signs	Yes		Phase 1
1	50H	391452	6448903	Jarrah	50	10-12m																	Extended Project Area
2	50H	391487	6448296	Jarrah	50	10-12m																	Extended Project Area
3	50H	391487	6448190	Jarrah	50	7-10m																	Extended Project Area
4	50H	391488	6448151	Jarrah	50	10-12m																x2 trees together,	Extended Project Area
11	50H	391663	6447161	Jarrah	50	10-12m																multiple spouts from one	Extended Project Area
14	50H	391347	6448629	Jarrah	50	7-10m																	Extended Project Area
15	50H	391347	6448630	Jarrah	50	7-10m																	Extended Project Area
20	50H	387461	6449271	Jarrah	50	7-10m																	Extended Project Area
23	50H	387479	6449290	Jarrah	50	10-12m																	Extended Project Area
39	50H	386380	6449809	Jarrah	50	7-10m																	Extended Project Area
50	50H	386618	6448279	Jarrah	50	5-7m																	Extended Project Area
55	50H	386562	6448138	Jarrah	50	7-10m	4	7	spout	30+	7	spout	30+	8	spout	30+					yes	open to elements but still	Extended Project Area
16	50H	391373	6448623	Jarrah half alive and dead	50	10-12m	2	7	branch	10+	8	branch	10+						Pair of Rainbow				Extended Project Area
WP108	50H	386442	6449456	Marri	>50	15-20	0												No Signs	No Signs	No		Phase 1
WP59	50H	386481	6448818	Marri	>50	10-15	0												No Signs	No Signs	No		Phase 1
WP61	50H	386506	6448829	Marri	>50	5-10	0												No Signs	No Signs	No		Phase 1
WP113	50H	386507	6449493	Marri	>50	15-20	0												No Signs	No Signs	No		Phase 1
WP63	50H	386512	6448844	Marri	>50	10-15	0												No Signs	No Signs	No		Phase 1
WP64	50H	386513	6448845	Marri	>50	10-15	0												No Signs	No Signs	No		Phase 1
WP115	50H	386521	6449465	Marri	>50	10-15	0												No Signs	No Signs	No		Phase 1
WP112	50H	386531	6449491	Marri	>50	15-20	0												No Signs	No Signs	No		Phase 1
WP205	50H	386536	6449386	Marri	>50	10-15	0												No Signs	No Signs	No		Phase 1
WP110	50H	386539	6449506	Marri	>50	15-20	0												No Signs	No Signs	No		Phase 1
WP111	50H	386548	6449500	Marri	>50	15-20	0												No Signs	No Signs	No		Phase 1
WP203	50H	386548	6449388	Marri		10-15	0												No Signs	No Signs	No		Phase 1
WP202	50H	386550	6449410	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP204	50H	386561	6449372	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP201	50H	386567	6449407	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP200	50H	386590	6449421	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP199	50H	386613	6449410	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP197	50H	386623	6449384	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP198	50H	386625	6449402	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP192	50H	386627	6449320	Marri		10-15	0												No Signs	No Signs	No		Phase 1
WP191	50H	386649	6449306	Marri		10-15	0												No Signs	No Signs	No		Phase 1
WP194	50H	386649	6449306	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP142	50H	387008	6449038	Marri		10-15	0												No Signs	No Signs	No		Phase 1
WP141	50H	387011	6449050	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP143	50H	387035	6449044	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP174	50H	387370	6449077	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP170	50H	387393	6449091	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP171	50H	387393	6449080	Marri		10-15	0												No Signs	No Signs	No		Phase 1
WP222	50H	387460	6449219	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP227	50H	387476	6449079	Marri		10-15	0												No Signs	No Signs	No		Phase 1
WP167	50H	387477	6448908	Marri		5-10	0												No Signs	No Signs	No		Phase 1
WP168	50H	387477	6448888	Marri		10-15	0												No Signs	No Signs	No		Phase 1
WP225	50H	387477	6449141	Marri		10-15	0												No Signs	No Signs	No		Phase 1
WP169	50H	387482	6448853	Marri		10-15	0												No Signs	No Signs	No		Phase 1
WP231	50H	387534	6449110	Marri		20+	0												No Signs	No Signs	No		Phase 1
WP232	50H	387537	6449149	Marri		20+	0												No Signs	No Signs	No		Phase 1
WP230	50H	387540	6449109	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP233	50H	387540	6449156	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP234	50H	387573	6449109	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP238	50H	387586	6449156	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP228	50H	387593	6449067	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP235	50H	387629	6449102	Marri		20+	0												No Signs	No Signs	No		Phase 1
WP236	50H	387640	6449115	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP239	50H	387640	6449180	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP237	50H	387646	6449128	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP240	50H	387655	6449167	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP241	50H	387666	6449159	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP243	50H	387667	6449169	Marri		20+	0												No Signs	No Signs	No		Phase 1
WP242	50H	387669	6449161	Marri		20+	0												No Signs	No Signs	No		Phase 1
WP244	50H	387680	6449168	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP248	50H	387692	6449220	Marri		10-15	0												No Signs	No Signs	No		Phase 1
WP253	50H	387696	6449127	Marri		10-15	0												No Signs	No Signs	No		Phase 1
WP251	50H	387697	6449200	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP247	50H	387700	6449219	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP246	50H	387701	6449198	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP249	50H	387717	6449218	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP																							

Waypoint Number	Zone	mE	mN	Tree Species	DBH (cm)	Tree Height (m)	Number of Hollows	Hollow Height (m)	Hollow Type 1	Hollow Size 1 (cm)	Hollow Type 2	Hollow Size 2 (cm)	Hollow Type 3	Hollow Size 3 (cm)	Hollow Type 4	Hollow Size 4 (cm)	Hollow Type 5	Hollow Size 5 (cm)	Occupancy	Chew Marks	Potential Cockatoo Nest Hollow	Comments	Survey
WP251	50H	387742	6449190	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP252	50H	387750	6449181	Marri		10-15	0												No Signs	No Signs	No		Phase 1
WP254	50H	387851	6449253	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP256	50H	387861	6449206	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP255	50H	387862	6449241	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP265	50H	387896	6449292	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP258	50H	387897	6449208	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP259	50H	387917	6449202	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP262	50H	387928	6449239	Marri		20+	0												No Signs	No Signs	No		Phase 1
WP261	50H	387937	6449231	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP260	50H	387938	6449219	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP263	50H	387950	6449272	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP266	50H	387960	6449326	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP271	50H	388116	6449424	Marri		10-15	0												No Signs	No Signs	No		Phase 1
WP277	50H	388152	6449342	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP273	50H	388156	6449451	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP274	50H	388168	6449460	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP276	50H	388181	6449387	Marri		10-15	0												No Signs	No Signs	No		Phase 1
WP278	50H	388193	6449301	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP279	50H	388205	6449310	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP280	50H	388220	6449313	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP306	50H	388250	6449492	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP309	50H	388264	6449455	Marri		10-15	0												No Signs	No Signs	No		Phase 1
WP281	50H	388272	6449336	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP303	50H	388321	6449476	Marri		10-15	0												No Signs	No Signs	No		Phase 1
WP304	50H	388322	6449460	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP300	50H	388331	6449502	Marri		10-15	0												No Signs	No Signs	No		Phase 1
WP311	50H	388354	6449420	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP290	50H	388362	6449405	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP291	50H	388371	6449411	Marri		10-15	0												No Signs	No Signs	No		Phase 1
WP296	50H	388377	6449486	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP292	50H	388379	6449411	Marri		10-15	0												No Signs	No Signs	No		Phase 1
WP295	50H	388384	6449466	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP352	50H	388430	6449275	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP313	50H	388454	6449634	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP317	50H	388455	6449619	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP312	50H	388457	6449639	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP314	50H	388458	6449632	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP316	50H	388463	6449617	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP315	50H	388464	6449626	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP327	50H	388465	6449485	Marri		10-15	0												No Signs	No Signs	No		Phase 1
WP328	50H	388471	6449475	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP329	50H	388477	6449476	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP330	50H	388495	6449492	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP322	50H	388497	6449589	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP324	50H	388513	6449578	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP323	50H	388517	6449590	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP325	50H	388528	6449543	Marri		10-15	0												No Signs	No Signs	No		Phase 1
WP325	50H	388532	6449578	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP334	50H	388581	6449579	Marri		10-15	1	5-10	Knot Hole	5-10									No Signs	No Signs	No		Phase 1
WP332	50H	388588	6449506	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP331	50H	388589	6449496	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP333	50H	388596	6449506	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP350	50H	388636	6449459	Marri		10-15	0												No Signs	No Signs	No		Phase 1
WP349	50H	388661	6449496	Marri		10-15	0												No Signs	No Signs	No		Phase 1
WP340	50H	388693	6449622	Marri		10-15	0												No Signs	No Signs	No		Phase 1
WP338	50H	388700	6449564	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP345	50H	388789	6449636	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP343	50H	388790	6449655	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP356	50H	388796	6449516	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP357	50H	388803	6449511	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP344	50H	388807	6449653	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP361	50H	388814	6449596	Marri		10-15	0												No Signs	No Signs	No		Phase 1
WP358	50H	388815	6449507	Marri		10-15	0												No Signs	No Signs	No		Phase 1
WP360	50H	388834	6449579	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP376	50H	389248	6449786	Marri		10-15	0												No Signs	No Signs	No		Phase 1
WP377	50H	389295	6449775	Marri		10-15	0												No Signs	No Signs	No		Phase 1
WP378	50H	389483	6449841	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP379	50H	389502	6449850	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP382	50H	389523	6449864	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP414	50H	389951	6449598	Marri		20+	0												No Signs	No Signs	No		Phase 1
WP432	50H	389982	6449472	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP448	50H	389982	6449604	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP449	50H	389990	6449615	Marri		10-15	0												No Signs	No Signs	No		Phase 1
WP447	50H	389991	6449578	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP435	50H	390029	6449522	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP440	50H	390029	6449584	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP438	50H	390030	6449564	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP436	50H	390032	6449549	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP439	50H	390032	6449565	Marri		10-15	0												No Signs	No Signs	No		Phase 1
WP441	50H	390034	6449596	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP442	50H	390035	6449639	Marri		20+	0												No Signs	No Signs	No		Phase 1
WP434	50H	390039	6449506	Marri		15-20	0												No Signs	No Signs	No		Phase 1
WP445	50H	390044	6449722	Marri		15-20	0												No Signs	No Signs	No		Phase 1

Document Set ID: 4651560
Version: 1, Version Date: 06/05/2016

Waypoint Number	Zone	mE	mN	Tree Species	DBH (cm)	Tree Height (m)	Number of Hollows	Hollow Height (m)	Hollow Type 1	Hollow Size 1 (cm)	Hollow Type 2	Hollow Size 2 (cm)	Hollow Type 3	Hollow Size 3 (cm)	Hollow Type 4	Hollow Size 4 (cm)	Hollow Type 5	Hollow Size 5 (cm)	Occupancy	Chew Marks	Potential Cockatoo Nest Hollow	Comments	Survey
WP86	50H	386424	6449151	Tuart	>50	15-20	0												No Signs	No Signs	No		Phase 1
WP74	50H	386426	6449089	Tuart	>50	15-20	0												No Signs	No Signs	No		Phase 1
WP106	50H	386436	6449333	Tuart	>50	10-15	2	5-10	Knot Hole	<5	Branch	10-20							Bees	No Signs	No	Marginal	Phase 1
WP101	50H	386444	6449202	Tuart	>50	20+	2	15-20	Knot Hole	<5	Knot Hole	<5							Bees	Galahs	No		Phase 1
WP102	50H	386445	6449203	Tuart	>50	15-20	0												No Signs	No Signs	No		Phase 1
WP107	50H	386447	6449359	Tuart	>50	15-20	0												No Signs	No Signs	No		Phase 1
WP71	50H	386462	6449032	Tuart	>50	10-15	0												No Signs	No Signs	No		Phase 1
WP103	50H	386465	6449200	Tuart	>50	15-20	0												No Signs	No Signs	No		Phase 1
WP105	50H	386467	6449214	Tuart	>50	20+	0												No Signs	No Signs	No		Phase 1
WP62	50H	386515	6448837	Tuart	>50	5-10	0												No Signs	No Signs	No		Phase 1
WP212	50H	386561	6449191	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP117	50H	386598	6449104	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP119	50H	386612	6449067	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP118	50H	386613	6449074	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP213	50H	386628	6449160	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP126	50H	386638	6449115	Tuart		10-15	0												No Signs	No Signs	No		Phase 1
WP127	50H	386647	6449065	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP120	50H	386700	6449063	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP218	50H	386709	6449156	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP217	50H	386711	6449148	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP220	50H	386770	6449162	Tuart		15-20	1	15-20	Knot Hole										No Signs	No Signs	No		Phase 1
WP134	50H	386777	6449058	Tuart		15-20	3	10-20	Knot Hole	<5	Branch	5-10	Branch	5-10					Bees	No Signs	No		Phase 1
WP188	50H	386790	6449209	Tuart		20+	5+	10-20	Knot Hole	<5	Knot Hole	5-10	Knot Hole	5-10	Branch	10-20	Branch	5-10	Bees	Galahs	No		Phase 1
WP187	50H	386800	6449242	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP186	50H	386807	6449235	Tuart		10-15	0												No Signs	No Signs	No		Phase 1
WP132	50H	386835	6449088	Tuart		10-15	0												No Signs	No Signs	No		Phase 1
WP183	50H	386885	6449134	Tuart		15-20	0												No Signs	Galahs	No		Phase 1
WP184	50H	386899	6449122	Tuart		15-20	1	5-10	Knot Hole	5-10									Galahs	Galahs	No		Phase 1
WP182	50H	386912	6449148	Tuart		20+	0												No Signs	No Signs	No		Phase 1
WP145	50H	387073	6449038	Tuart		10-15	0												No Signs	No Signs	No		Phase 1
WP146	50H	387079	6449041	Tuart		10-15	0												No Signs	No Signs	No		Phase 1
WP180	50H	387136	6449066	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP150	50H	387162	6448966	Tuart		15-20	1	0-5	Knot Hole	5-10									Galahs	Galahs	No		Phase 1
WP154	50H	387163	6449035	Tuart		10-15	0												No Signs	No Signs	No		Phase 1
WP153	50H	387182	6449033	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP151	50H	387187	6449007	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP152	50H	387192	6449020	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP179	50H	387195	6449060	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP178	50H	387204	6449054	Tuart		10-15	0												No Signs	No Signs	No		Phase 1
WP177	50H	387211	6449061	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP176	50H	387248	6449066	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP159	50H	387274	6448975	Tuart		10-15	0												No Signs	No Signs	No		Phase 1
WP161	50H	387286	6449009	Tuart		5-10	0												No Signs	No Signs	No		Phase 1
WP175	50H	387308	6449048	Tuart		15-20	2	5-10	Branch	5-10	Branch	5-10							No Signs	No Signs	No		Phase 1
WP173	50H	387338	6449035	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP172	50H	387350	6449029	Tuart		20+	0												No Signs	No Signs	No		Phase 1
WP163	50H	387381	6449001	Tuart		15-20	1	10-20	Knot Hole	<5									Bees	No Signs	No		Phase 1
WP164	50H	387415	6449009	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP224	50H	387483	6449213	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP226	50H	387489	6449102	Tuart		20+	1	15-20	Knot Hole	5-10									No Signs	No Signs	No		Phase 1
WP272	50H	388146	6449444	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP282	50H	388297	6449355	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP283	50H	388315	6449348	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP302	50H	388328	6449488	Tuart		10-15	0												No Signs	No Signs	No		Phase 1
WP298	50H	388336	6449530	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP288	50H	388362	6449384	Tuart		10-15	0												No Signs	No Signs	No		Phase 1
WP287	50H	388365	6449381	Tuart		10-15	1	10-15	Knot Hole	<5									Bees	No Signs	No		Phase 1
WP293	50H	388380	6449410	Tuart		10-15	0												No Signs	No Signs	No		Phase 1
WP286	50H	388382	6449346	Tuart		10-15	0												No Signs	No Signs	No		Phase 1
WP297	50H	388391	6449567	Tuart		20+	0												No Signs	No Signs	No		Phase 1
WP353	50H	388440	6449245	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP321	50H	388461	6449556	Tuart		10-15	0												No Signs	No Signs	No		Phase 1
WP351	50H	388474	6449380	Tuart		10-15	0												No Signs	No Signs	No		Phase 1
WP348	50H	388660	6449528	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP347	50H	388685	6449526	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP342	50H	388757	6449636	Tuart		20+	0												No Signs	No Signs	No		Phase 1
WP373	50H	388879	6449881	Tuart		10-15	0												No Signs	No Signs	No		Phase 1
WP374	50H	388939	6449891	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP369	50H	389390	6449574	Tuart		20+	0												No Signs	No Signs	No		Phase 1
WP367	50H	389416	6449560	Tuart		10-15	0												No Signs	No Signs	No		Phase 1
WP370	50H	389451	6449519	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP371	50H	389463	6449478	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP372	50H	389481	6449461	Tuart		15-20	0												No Signs	No Signs	No		Phase 1
WP25	50H	386102	6449203	Tuart	>50	15-20	5+	5-15	Branch	5-10	Branch	5-10	Branch	5-10	Branch	10-20	Branch	10-20	No Signs	Galahs	Yes	Marginal	Phase 1
WP37	50H	386290	6449084	Tuart	>50	10-15	2	5-15	Branch	10-20	Spout Branch	10-20							No Signs	No Signs	Yes	Marginal	Phase 1
WP57	50H	386384	6448917	Tuart	>50	15-20	5+	10-20	Knot Hole	10-20	Knot Hole	5-10	Branch	5-10	Branch	5-10	Branch	10-20	Bees	Galahs	Yes		Phase 1
WP109	50H	386488	6449587	Tuart	>50	15-20	5+	5-20	Knot Hole	<5	Knot Hole	5-10	Branch	5-10	Branch	<5	Spout Trunk	20+	Bees	No Signs	Yes	Numerous Hollows	Phase 1
WP219	50H	386730	6449142	Tuart		20+	1	15-20	Knot Hole	10-20									No Signs	No Signs	Yes		Phase 1
WP138	50H	386912	6449028	Tuart		5-10	2	5-10	Spout Branch	20+	Spout Trunk	20+							No Signs	No Signs	Yes		Phase 1
WP139	50H	386954	6449034	Tuart		15-20	5+	10-20	Knot Hole	<5	Knot Hole	20+							Bees	Galahs	Yes	Numerous knot holes	Phase 1
13	50H	391410	6448002	Tuart	50	7-10m																	Extended Project Area
27	50H	386297	6450061	Tuart	50	10-15m																	

Waypoint Number	Zone	mE	mN	Tree Species	DBH (cm)	Tree Height (m)	Number of Hollows	Hollow Height (m)	Hollow Type 1	Hollow Size 1 (cm)	Hollow Type 2	Hollow Size 2 (cm)	Hollow Type 3	Hollow Size 3 (cm)	Hollow Type 4	Hollow Size 4 (cm)	Hollow Type 5	Hollow Size 5 (cm)	Occupancy	Chew Marks	Potential Cockatoo Nest Hollow	Comments	Survey
33	50H	386252	6450151	Tuart	50	10-12m																	Extended Project Area
34	50H	386244	6450153	Tuart	50	10-12m																	Extended Project Area
35	50H	386287	6450097	Tuart	50	10-12m																	Extended Project Area
36	50H	386327	6450016	Tuart	50	10-12m																	Extended Project Area
37	50H	386343	6449965	Tuart	50	15-17m																GPS POTROOST across	Extended Project Area
38	50H	386372	6449851	Tuart	50	12-15m																	Extended Project Area
40	50H	386057	6449296	Tuart	50	12-15m																	Extended Project Area
41	50H	385951	6449425	Tuart	50	12-15m																	Extended Project Area
42	50H	385892	6449400	Tuart	50	15-17m	2+	7	branch	30	8	branch	10						Bees			bees present in hollows,	Extended Project Area
43	50H	385893	6449385	Tuart	50	12-15m																	Extended Project Area
44	50H	385861	6449367	Tuart	50	15-17m																	Extended Project Area
48	50H	386616	6448303	Tuart	50	7-10m																	Extended Project Area
54	50H	386560	6448115	Unknown	50	7-10m																	Extended Project Area
56	50H	386573	6448202	Unknown	50	15-17m													Bees			bees throughout	Extended Project Area
12	50H	391787	6446899	Unknown	50	7-10m																	Extended Project Area
17	50H	391405	6447966	Unknown	50	7-10m																	Extended Project Area
18	50H	391409	6447926	Unknown	50	7-10m																	Extended Project Area
19	50H	387381	6449389	Unknown	50	7-10m																	Extended Project Area
6	50H	391587	6447499	Unknown Eucalyptus species introduced?	50	10-12m																Unknown Eucalyptus sp.	Extended Project Area
7	50H	391587	6447493	Unknown Eucalyptus species introduced?	50	10-12m																Unknown Eucalyptus sp.	Extended Project Area
8	50H	391588	6447477	Unknown Eucalyptus species introduced?	50	10-12m																Unknown Eucalyptus sp.	Extended Project Area
9	50H	391586	6447473	Unknown Eucalyptus species introduced?	50	10-12m																Unknown Eucalyptus sp.	Extended Project Area
10	50H	391585	6447468	Unknown Eucalyptus species introduced?	50	10-12m																Unknown Eucalyptus sp.	Extended Project Area

File No. 099/228

**SCHEDULE OF SUBMISSIONS
INCLUSION ON SIGNIFICANT TREE REGISTER – ROE HIGHWAY**

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
1	Landowner	Objection A complete waste of Council resources	Dismissed. Given the strong support received from the community it is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
2	Renee Schipp 8 Hartley Street COOLBELLUP WA 6163	Support Thank you for protecting our communities' precious natural assets	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
3	Landowner	Support The recent 'mysterious' felling of the very old King Jarrah on the Roe Hwy Reserve, for no apparent or good reason by MRD, was unforgivable. These trees become more precious each year as more and more bush land is destroyed in the name of progress. There comes a point where supposed progress needs to make way for natural bush land and that time has certainly come. This listing will hopefully let those 'progress hungry' people know that these trees are significant to the local community and that they must be allowed to live on for the future of our environment.	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
4	Michelle Sheridan 114 Ashton St MARGARET RIVER WA 6285	Support I strongly support the protection of this corridor of very significant trees and congratulate the City of Cockburn for their effort to preserve this habitat for white and red tailed black cockatoos in particular.	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
5	Landowner	Support	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
6	Christiane Martin 110 Clontarf Rd HAMILTON HILL WA 6163	Support I strongly support the proposed significant tree listing . It is vital that we protect and conserve the remaining bushland around Bibra Lake and elsewhere for future generations. A step into the right direction.	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
7	Laurence Mather 15/90 Lefroy Rd BEACONSFIELD WA 6162	Support I support the (PROPOSED SIGNIFICANT TREE LISTING – ROE HIGHWAY RESERVE). May this come to pass for the benefit of present and future generations! May we all develop greater respect for the natural environment and, do our utmost to preserve what has not been destroyed through reckless and unsustainable forms of development.	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
8	Landowner	<p>Support</p> <p>I endorse the establishment of a significant tree register proposed by the City of Cockburn for the following reasons:</p> <ul style="list-style-type: none"> • The trees identified in the Roe Highway Reserve corridor provide an important foraging and breeding habitat for the Black Cockatoo. This species of bird is already under threat by urban development and the clearance of urban bushland. • The trees have already been listed in the public environment review carried out by South Metro Connect • Tree canopies provide essential habitats for native flora and fauna • Loss of trees have been linked to high temperatures in cities and suburbs causing heat stress illnesses. • Green infrastructure provides cooling potential for cities which experience hot, dry summers. 	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
9	Unknown	<p>Support</p> <p>I love the big trees in Roe 8 Reserve, and believe they should be protected. The Australian government should recognise importance of these trees as contributing to the '20 million trees' proposal</p>	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
10	Save Beelias Wetlands Incorporated 4 Hope St WHITE GUM VALLEY 6162	<p>Support</p> <p>Save Beelias Wetlands Inc. commends the City of Cockburn for its timely and responsible initiative in taking up the proposal of a group listing of the significant trees in the Roe Highway reserve between Kwinana Fwy to west of Stock Road.</p> <p>As the Council has pointed out, these trees constitute a key corridor within council boundaries. This corridor is ecologically beneficial in many ways to the community. Firstly as a means of dealing with urban heat effect the benefits of mature trees in the reserve cannot be overstated.</p> <p>As a wildlife corridor which can connect to other noted corridors this reserve's trees are intrinsic to the overall health and viability of the city's reserves. As habitat and shelter for many of the city's wild creatures, the reserve and its largest trees are essential for life.</p> <p>The trees have a cooling and cleansing effect on the air quality at the regional level. Many of the significant trees are hundreds of years old, therefore a 'like for like' replacement of them in the area would be impossible, this means their worth is critical to the community and to the viability of other trees and bushland in the area. These trees are priceless</p>	<p>Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.</p> <p>Although dead trees may have environmental and habitat value, it is not considered that a dead tree meets Council's adopted criteria for 'Significant Tree', and it therefore not recommended that they be included.</p>

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		<p>assets to the community which should be cared for and acknowledged. They are especially important to the Nyungar community.</p> <p>The only adjustment we would suggest to the proposed inventory would be the inclusion of dead trees which are also habitat for wildlife. Once again, Save Beeliar Wetlands thanks and acknowledges the Council for past and future care of the trees in the road reserve and trusts the community will support this great initiative.</p>	
11	Member of the community Outside of City of Cockburn	Support	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
12	Fiona Ibach 20 Chester Street SOUTH FREMANTLE WA 6162	Support Green spaces are vital for mental and physical health	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
13	Unknown	Support	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
14	Member of the community within City of Cockburn	Support We have lost so many important trees in our neighbourhood. We must preserve those that still survive (and plant many many more!).	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
15	Renee Webster 96 Watkins Street WHITE GUM VALLEY 6162	Support Its so critical we keep our big trees and I really love the big trees in the Roe Highway Reserve. Please make sure they are listed and protected!! They are a valuable asset for our current generation and future generations as well. Please consider carefully and do the right thing by preserving our important trees. Thank you	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
16	Member of the community Outside of City of Cockburn	Support Our family LOVES the magnificent big old trees!!	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
17	Member of the community within City of Cockburn	Support We need trees	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
18	Member of the community Outside of City of Cockburn	Support We love all the trees, bush and birds in the Roe highway reserve but especially the BIG TREES!!!!!!	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
19	Member of the community Outside of City of Cockburn	Support The Roe 8 Highway Reserve should maintain all its trees. 'Significant' is a	The City has adopted criteria for inclusion of trees on the

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		subjective word, so I support that trees of all species, ages, and height be kept as they are in the Roe 8 Highway Reserve.	'Significant Trees' list. The trees proposed to be included are considered to meet this criteria as a corridor.
20	Annie Robinson 99 Meller Road BIBRA LAKE WA 6163	Support There are trees in this reserve which are hundreds of years old and have huge significance especially since there are so few remaining of this size. They stand as a reminder of what we have lost and what we cannot afford to destroy any more. I measured a healthy Jarrah in the path of Roe 8 which must be at least 400 years old.	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
21	Member of the community within City of Cockburn	Support Please do everything you can to protect the trees in our suburb and beyond. We need the clean oxygen air and we need the tree canopy.	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
22	Nicole Farrar 12 Lefroy Road SOUTH FREMANTLE WA 6162	Support	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
23	Susan Deeley 24 Oldridge Street HAMILTON HILL WA 6163	Support The large trees in the Roe 8 Highway Reserve are incredibly important for many species including endangered species of bird such as the Carnaby Cockatoos. The trees are also important to many local people including myself who value the shade, ecological value and beauty they hold.	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
24	Member of the community Outside of City of Cockburn	Support As a regular visitor to Perth, I have on many occasions delighted in the trees of the Roe Highway Reserve so would like to see them protected, for all to enjoy in perpetuity.	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
25	Michelle Grubinic 26 Robertson Place BIBRA LAKE WA 6163	Support Please protect our significant trees (all trees).	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
26	Lyndsay Humphries 4 Elizabeth Street WHITE GUM VALLEY 6162	Support These trees are beautiful, important habitat, and need to be protected.	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
27	Member of the community within the City of Cockburn	Support	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
28	Member of the community Outside of City of Cockburn	Support The big trees in the Roe 8 Highway Reserve are a significant ecological feature, providing an important refuge for a number of native species. These trees are critical to this key habitat and should be protected	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
29	Jennifer Gill PO Box 1695 BUSSELTON WA 6280	Support This is an area of great significance for a number of reasons - cultural, environmental, habitat and beauty, all of which are sustained simply because the great intrinsic value of this area is recognised. There are other, already existing "routes" to link east to west - this area should not be damaged any further to accommodate more bitumen.	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
30	Chontelle Sands 6 Napier Mews YANGEBUP WA 6164	Support	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
31	Scott Benjamin 4 Carter Street HAMILTON HILL WA 6163	Support	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
32	Member of the community Outside of City of Cockburn	Support	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
33	Member of the community Outside of City of Cockburn	Support Trees are a vital part of this planet. If we want to keep the earth surviving for generations we need the trees. I love the trees on the Roe 8 Highway Reserve, please preserve	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
34	Member of the community Outside of City of Cockburn	Support	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
35	Judith Seward 54 Gibson Street BEACONSFIELD WA 6162	Support We have to think of these trees as irreplaceable they are part of the ecology which is rapidly being degraded and needs t be conserved for current and future generations of humans and the animals who live there. I speak for the trees, the animals the birds and the insects they keep our community healthy. must save the trees in every way we can	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
36	Jennifer Pearson 36 Lissiman Street GOSNELLS WA 6110	Support The inclusion of trees of advanced years enables an ecosystem to provide for the range of species of fauna to maintain a healthy population. It is critical to ensure that all trees in the Roe Highway Reserve are retained to provide this important infrastructure so that the Beelier Wetlands, one of few resource left in the metropolitan area to remain viable	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
37	Member of the community Outside of City of Cockburn	Support The lovely big trees in the Roe 8 reserve need protection so we can go on enjoying them. Too many of the big old trees are being felled.	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
38	Member of the community within City of Cockburn	Support	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
39	Member of the community Outside of City of Cockburn	Support Very simplified <ul style="list-style-type: none"> • Large trees and all trees in general should be protected as they are integral to our earth's ecosystems health and assist in combatting climate change. Anthropocentrically • if the Earth suffers and our atmosphere and climate are altered beyond repair, trees are essential to our health and wellbeing • Trees are necessary and beautiful. 	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
40	Member of the community Outside of City of Cockburn	Support Please save these trees. They are not easily replaceable. They are hundreds of years old and homes for many native wildlife and can be protected with a little bit of common sense. They provide shade and oxygen and beauty to our environment.	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
41	Member of the community Outside of City of Cockburn	Support Very important to save our native vegetation.	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
42	Kerin Faulkner 51 Dotterel Way YANGEBUP WA 6164	Support I appreciate the presence of large trees on our road reserves and the shelter they provide for endangered birds like Carnabys cockatoos. The value of mature trees in cities includes their beauty which attracts admiration from locals and tourists alike. Their carbon sequestering capacity is scientifically validated and of increasing importance with the impact of climate change being felt already this summer.	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
43	Member of the community Outside of City of Cockburn	Support We need more trees - and those amazing trees that are left need protecting - please please help - it is a beautiful area - we need the trees to help us breathe, to keep us cool - for us to all survive.	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
44	Member of the community Outside of City of Cockburn	Support Please don't hurt those beautiful trees. !!!	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
45	Member of the community Outside of City of Cockburn	Support Trees are incredibly important for our environment. These ancient trees need to be protected.	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
46	Member of the community Outside of City of Cockburn	Support I support a Significant tree listing as it takes 100 years to grow a tree and twenty minutes to chop it down , this is inexcusable behaviour detrimental to the environment and its occupants If trees had mouths that would tell you NO don't cut us down	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
47	Member of the community Outside of City of Cockburn	Support I'm a tree lover	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
48	Member of the community Outside of City of Cockburn	Support	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
49	Shana Davies 35 Hulbert Street SOUTH FREMANTLE WA 6162	Support There are many big trees in this area which need our protection. It's such an important resource to be able to visit wild places for the solace that nature brings, without having to travel far afield. To be near big trees is beneficial to the soul. I love walking in this area, and it helps balance out all the turbulence of city and suburban humdrum life. Please protect our trees	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
50	Member of the community Outside of City of Cockburn	Support	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
51	Member of the community Outside of City of Cockburn	Support I cycle regularly through the Beeliar Wetlands and get much pleasure from the spreading trees in the area. There have already been some significant trees removed and to think this could increase is extremely sad. Trees are the lungs of our planet, we need to protect every one of them.	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
52	Member of the community within City of Cockburn	Support	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
53	Kate Thomson 271 Guildford Road MAYLANDS WA 6051	Support	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
54	Member of the community within City of Cockburn	Support The big trees need to be kept.	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
55	Member of the Community within City of Cockburn	Support	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
56	Member of the community within City of Cockburn	Support We need the trees for the cockatoos - nesting, you can't just felling trees they don't grow over night. Trees help the rainfall too	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
57	Amanda Robinson 115 Marvel Avenue MUNSTER WA 6166	Support I love the big trees and flora and fauna in the area. It's not the right answer for our area for this project to proceed	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
58	Member of the community Outside of City of Community	Support These trees are so important to us all - for now and the future.	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
59	Susan Pippet susanpippet@yahoo.co.uk	Support Please protect these significant trees, they are important for the health of our city.	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
60	Elio Novello 134 Samson Street WHITE GUM VALLEY 6162	Support	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
61	Katie Attwell 20 Hermione Way COOLBELLUP WA 6163	Support	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
62	Clayton Ellis 22 Quinlan Street COOLBELLUP WA 6163	Support The Roe highway reserve, also known as Roe-8 and Roe-9 reserves contain significant stands of trees, of which their value is immense for a broad range of reasons. Some of these reasons are: <ol style="list-style-type: none"> 1. Value to community recreation. 2. Value to amenity. 3. Value to endangered species that have little habitat left on the Swan Coastal Plain. 4. Value to community health, both physical and psychological. The above are very broad and I'm sure there are more, but it is quite clear that these areas should be protected for the benefit of Cockburn residents and Perth as a whole. 	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
63	Susan O'Connor 6/116 Labouchere Road SOUTH PERTH WA 6151	Support The trees are magnificent and should be preserved for future generations. These trees do so much for our environment, are aesthetically pleasing and should be around for my kids to enjoy!	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
64	Member of the community Outside of City of Cockburn	Support	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
65	Emma Jack 40 Wray Avenue FREMANTLE WA 6160	Support	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
66	Member of the community Outside of City of Cockburn	Support I support the proposed significant tree listing on the row 8 reserve. Trees are incredibly valuable for not only people s health, but also to help keep temperatures lower in summer and not to forget to provide habitat for native animals and plants. We are so lucky enjoying this wonderful bird life and wildlife, because of these nature reserves. Older trees provide nesting hollows for various animals.	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
67	Charmaine Brooke 26 Hargreaves Road COOLBELLUP WA 6163	Support Conservation is essential! Another highway is not!	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
68	Member of the community Outside of City of Cockburn	Support	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
69	Member of the community within City of Cockburn	Support I support the submission of significant tree listing in the Roe 8 road reserve in the city of Cockburn and support the city in doing so. We must keep our environmental heritage.	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
70	Member of the community within City of Cockburn	Support Living close to the Bibra Lake reserve, I walk around the area regularly and love and appreciate the wonderful old trees in the reserve. As many trees as possible need to remain for the birds, wildlife & people :-).	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
71	Pernille Stent 7 Barnett Street FREMANTLE WA 6160	Support We need to retain the Beeliar wetlands for future generations. This is an ecological hotspot and a raid through this pristine, one if a kind area would be an absolute travesty. Especially seeing that there are viable solutions available.	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
72	Lynn MacLaren 7/142 South Terrace FREMANTLE WA 6160	Support	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
73	Member of the community Outside of City of Cockburn	Support The area has such wonderful big tree that are in decline is so many other parts of Perth. This reserve is a special place to so many.	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
74	Casey 9B Berkeley Avenue NOLLAMARRA WA 6061	Support I am devastated!	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
75	Member of the community Outside of City of Cockburn	Support Those trees are a wonderful part of our natural history and it would be a crime to remove them.	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
76	Member of the community Outside of City of Cockburn	Support Trees are such an important part of our environment and we are losing so many and apart from their beauty more and more evidence is coming forward that having green corridors and more trees will help to combat climate change.	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
77	Katy Steed 13 Wells Lane BAYONET HEAD WA 6330	Support This land is unique, with important habitat for the endangered black cockatoo, whose habitat in the urban environment is rapidly dwindling. This land also contains a variety of significant flora and fauna species. Please list these trees so that they can provide homes for these precious animals.	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
78	Sabina Shugg 127 Edmund Street BEACONSFIELD WA 6162	Support The amazing life giving trees need to be preserved, now and into the future	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
79	Naomi Caceres 70 Sebastian Crescent COOLBELLUP WA 6163	Support Please protect our remnant bushland.	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
80	Sophie Monaco 4 Crago Road LEEMING WA 6149	Support	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
81	Member of the community Outside of City of Cockburn	Support These beautiful trees provide important roost sites, oxygen and are simply irreplaceable they deserve to be protected	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
82	Member of the community Outside of City of Cockburn	Support Fremantle has a significant tree register which is managed by Mr Michael Leers (Parks and Gardens). Similarly, trees in this Roe Hwy reserve need to be protected from development interests and naive people who may seek to destroy the trees without realising their age and significant value	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
83	Terezina Brooks 48 Mopsa Way COOLBELLUP WA 6163	Support	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
84	Addam Brooks 48 Mopsa Way COOLBELLUP WA 6163	Support	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
85	Member of the community Outside of City of Cockburn	Support	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
86	Cathy Hewick 10 Jarrah Court YANGEBUP WA 6164	Support We all need trees to clear the air so we can breathe. I love the big old trees as it gives me a sense of the past and the future and how important it is to care for our environment. The tall trees always give me a feeling that they are watching over everything and protecting us and the animals and insects they support. The trees in the pathway of Roe 8 reserve have met our ancestors as they have been around a long time. We need them to remain in place to connect us with our past and our future. For children trees are a educational resource and children can develop physically, socially, emotionally by climbing and playing in on and under trees. If you have ever climbed a tree you will know the empowerment it can give to children and the confidence it can give too. if you havent climbed a tree of sat under one now is the time to see what the trees in the Roe 8 reserve can do for you. Thank you Regards Cathy	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
87	Member of the community Outside of City of Cockburn	Support These trees need to be preserved. We are losing so many big trees with urban infill and subdivision	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
88	Member of the community within City of Cockburn	Support The Friends of Coolbellup Bushland fully endorse the register for significant trees created by City of Cockburn for the Main Roads Roe Highway Reserve. Specifically we endorse all potential black cockatoo breeding trees, foraging habitat and significant trees identified in 2011 by consultants for Main Roads. This is an important foraging corridor and habitat for the black cockatoos, and we do not want it to be destroyed. In the last decade, many hectares of bushland have been cleared to make way for development so we are very concerned that there won't be any bushland left for future generations to experience. We are also worried that the loss of tree canopy will have a huge impact on climate change, as having tree canopy will reduce heat stress and heat related deaths in the future. In addition, the impact of clearing trees will result in loss of biodiversity.	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
89	Member of the community within City of Cockburn	Support	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
90	Member of the community Outside of City of Cockburn	Support The big trees in the Roe Highway Reserve are special and important as	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		local wildlife habitat, and as a sanctuary to locals.	Government Inventory.
91	Dana O'meara WELLARD	Support Roe Highway Reserve, was vital to my growing up. Remove it for bigger roads, means our children and following generations will not learn to appreciate nature. Nature not only offers the wildlife and fauna a sanctuary, but it a place where we all can gain and understanding that the earth is shared, that we can gain a moments piece from our bustling lives. Most of all the reverse and all others like them are either a conscious decision to retain or destroy our surroundings.	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
92	Member of the community Outside of City of Cockburn	Support Please save these very important trees for future generations	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
93	Wendy Morris 54 St Fillans Bend WANNEROO WA 6065	Support	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
94	Member of the community within City of Cockburn	Support I fully endorse the register for significant trees created by City of Cockburn for the Main Roads Roe Highway Reserve. Specifically I endorse all potential black cockatoo breeding trees, foraging habitat and significant trees identified in 2011 by consultants for Main Roads. There is too much habitat being destroyed which is an important foraging corridor for the cockatoos. In the last decade to much bushland has been cleared to make way for development so I am very concerned that there won't be any open bushland left for future generations to experience. I am also worried that the loss of tree canopy will have a huge impact on climate change, as having tree canopy's will reduce heat stress and heat related deaths in the future. In addition the impact of clearing trees will result in loss of biodiversity.	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
95	Member of the community within City of Cockburn	Support Please help save our bush. Proposed tree listing Roe highway reserve is essential to help preserve what precious little natural indigenous flora and fauna remains.	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
96	Puja Hart 1 Fairway West YOKINE WA 6060	Support	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
97	Frank Flynn 532 Lake Tyers Beach	Support I visit WA twice a year to see my family but each trip spend an extra week	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
	Road LAKE TYERS BEACH VIC 3909	and quite a bit of money travelling and photographing the wonderful but ever diminishing flora of WA. This area must be protected it is extremely special.	Government Inventory.
98	Katherine Lindann PO BOX 1453 SUBIACO WA 6904	Support I am a birdwatcher and enjoy the wonderful areas of natural forest that still remain in pockets, around the Perth area. Sadly these areas are getting increasingly diminished due to the pressures of urban and industrial demands. I deplore the Roe Highway development that will decimate old growth trees and all their dependant life forms. They can never be replaced. If 'Climate Change' means anything to councils/councillors bent on planning for 'profit' rather than sustainability, surely preserving a balance of natural growth, and development, should be a prime consideration.	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
99	Member of the community Outside of City of Cockburn	Support As a professional consulting botanist I support the listing of the trees in this corridor. There are a number of old tall Tuart and other native trees in this corridor that are good examples (highly representative) of these species: such trees are now rare in the Perth Region. They provide important roosting, forage and breeding habitat for Threatened Black Cockatoo species listed under the EPBC Act and for other native species. These trees are also important in supporting the overall exceptional biodiversity values in this region, maintaining a sense of place and local identity for residents, reducing the heat vulnerability of adjoining suburbs and providing general ecosystem services. These trees form the last remaining and relatively intact ecological linkage corridor between the wetland chain at the junction of the Spearwood and Bassendean Dunes and the near coastal area in the suburbs south of the Swan River and are thus a major landscape heritage feature.	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
100	Member of the community Outside of City of Cockburn	Support Save our big beautiful trees. The traffic can be diverted another way, the plan is outdated & that part of Fremantle doesn't need heavy vehicles	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
101	Member of the community within City of Cockburn	Support We need more areas of reserve to enable the fauna to have a home and in return the flora will contribute to providing us with a better environment.	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
102	Barbara Mabbott 4/1 Evergood Close WESTON ACT 2611	Support Across WA habitat is being lost. The state has the best flora in Australia and needs to protect it.	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
103	Tiean Khan 12 Bibra Drive BIBRA LAKE WA 6163	Support	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
104	Natalie Snooke Natalie.snooke@gmail.com	Support This piece of land contains some very old and irreplaceable trees that should be retained. They perform a unique role in the ecosystem of the area, especially to birds like the black cockatoo	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
105	Member of the community within City of Cockburn	Support	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
106	Member of the community Outside of City of Cockburn	Support I've lived in Spearwood for about 4 years before moving to Mt Hawthorn. We still have rental properties in Cockburn and love it there. We love the trees and the Beeliar Wetlands.	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
107	Nandi Chinna 20 Ives Street HAMILTON HILL WA 6163	Support The trees in the Roe 8 highway reserve are critical habitat for endangered species including the Carnabys black cockatoo. Some of these trees have nesting hollows and some will develop hollows with age. These trees are also important for our community to enjoy. Some of them are hundreds of years old and they need to be protected and preserved for future generations	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
108	Felicity McGeorge 8 Annois Rd BIBRA LAKE WA 6163	Support The retention of large trees is critical as we face increased temperatures. While areas can be re-vegetated, it takes decades for trees to mature and even then the bushland will not be complete. We need to save what we have now!	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
109	Vince Radford 41 Freeth Road SPEARWOOD WA 6163	Support	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
110	Genette Keating 488 Nicholson Road FORRESTDAL WA 6112	Support This is a significant area of natural urban space in a city with very few large native trees. I have watched the forest red tailed black cockatoos enjoying the resource provided there and I would be greatly disappointed for my grandchildren to not have access to Perth's environmental heritage that (although now much reduced since my days building bush cubbies as a child) I have enjoyed all my life.	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
111	Kerriann Bresser 8 Shasta Grove	Support The trees are beautiful and very hard to replace. We need to now hold on	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
	LESMURDIE WA 6076	to what we have left, as there is very little opportunity to restore WA's amazing landscape. Let's save what we can.	Government Inventory.
112	Lynn MacLaren MLC 7/142 South Terrace FREMANTLE WA 6160	<p>Support</p> <p>I write to support the proposed inclusion of a corridor of tuart, marri, karri and eucalyptus trees within the Roe Highway primary regional road reservation and the parks and recreation reserve across Bibra Lake, North lake, Coolbellup and Hamilton Hill on the City of Cockburn's 'Significant Tree List', pursuant to the Local Government Inventory.</p> <p>The above trees in this location amply meet the LGI criteria for inclusion as significant trees, given so few mature trees of these species remain on the Swan Coastal Plain. The trees currently provide a major contribution to the local landscape and a sense of place for numerous people across the southern metropolitan region, as was demonstrated by the outbreak of sorrow and anger at the destruction of a king jarrah by a Main Roads contractor Roe in the Roe Highway Reserve this summer.</p> <p>The ecological significance of the trees in the Roe Highway reservation has been recognised by none less than the Roe Highway Stage 8 extension proponents, South Metro Connect, who submitted as part of their application for environmental approval, a Vertebrate Fauna Survey identifying hundreds of mature native trees in the Roe Highway Stage 8 reserve as significant for native fauna including endangered and threatened species, including endangered Carnaby's black cockatoos. I therefore submit that these trees provide a major contribution to the landscape not just as trees but also as critical habitat for fauna which give our region a sense of place.</p> <p>In regard to the LGI criteria for Indigenous Association, I quote Elder and Traditional Owner, Reverend Sealin Garlett, whom I videoed in January as he spoke at the site of the fallen king jarrah in the Roe Highway reserve in Coolbellup. His words demonstrate the cultural importance of this collection of trees to Indigenous people as a symbol of original vegetation patterns pre- European arrival. "Today is for the mourning our heritage – a tree older than 200 years. For the Aboriginal people, this land and the trees have been associated with us and the spirit of our people for generations and generations. Today we stand here with our community and we say that you continue to rape our land; that you continue to devastate the place where we live and want to grow. "It is a sad</p>	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		occasion. This tree not only has an environmental attachment in the effect it has on the way of land but this tree is a timeline. This tree is a link. But only to this place and its spirit and the people that belong here as well." (Full video available at: https://www.facebook.com/109454127936/videos/10153867742787937/) I commend the City of Cockburn for progressing action to protect these significant trees, which will help preserve our shared heritage and the amenity of this region.	
113	Member of the community within City of Cockburn	Support The Proposed Roe Highway reserve contains some of Perth's most spectacular tree species, notably the paperbark groves on the corner of Hope Rd & Bibra Drive, not to mention the glorious & huge Jarrah trees of the same stature as the one notoriously cut down on Forrest Rd. In the US they are re-treeing old freeway reserves for wildlife corridors, are we so backwards as to do the reverse?!	Noted. It is recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.
114	Main Roads WA	Objection Main Roads Western Australia (Main Roads) does not support the proposed listing of 446 trees within the Roe Highway road reserve as "Significant Trees" as a number these trees are within the proposed footprint of the Roe Highway Extension project. A number of these trees are proposed to be cleared if Roe Highway Extension receives environmental approval. It is noted that the listing as "Significant Trees" is unlikely to affect Main Roads ability to undertake works permitted under the Metropolitan Regional Scheme. Roe Highway Extension remains a key Government commitment. As you are no doubt aware, this project is currently subject to further review following the West Australian Supreme Court decision on 16 December 2015 to rule the previously obtained environmental approval for this project invalid. Further, Main Roads considers the submission to council does not provide sufficient justification to support the listing. The submission appears to be based on an extract from a vertebrate fauna report that was commissioned by Main Roads for the environmental impact assessment of the proposed Roe Highway Extension project. The report does not address, and was not intended to address, the context of those trees in the landscape and/or	Objection and comments noted, however the receipt of 114 submissions in support of the proposal demonstrates the importance of this corridor of trees to the community. It is therefore recommended that Council include the trees on the 'Significant Tree' list pursuant to the Local Government Inventory.

NO.	NAME/ADDRESS	SUBMISSION	RECOMMENDATION
		local place character. On this basis Main Roads questions how the trees meet the City of Cockburn's criteria for significant trees.	

Andrew Trosic
Acting Director, Planning and Development Services
Strategic Planning Services
9 Coleville Crescent, Spearwood WA 6163

07/01/16

Ref: Adventure World Car Park Licence

Andrew,

Adventure World generally agrees with the position you have summarised in your e-mail of the 18th December.

As you note consideration needs to be given to an NPV calculation, the non-exclusive use and the AW patron estimated usage.

We have performed a base NPV calculation using the following:

Licence Fee (100% of the year) = \$104,000

Discount:

Guest Occupancy: (@30%)

Maintenance: (\$36,929)

Risk free rate: 6%

We estimate that the NPV of the discounted licence fee would be substantially lower than a \$1m upfront spend.

We would suggest that the city performs an NPV calculation using \$1m, \$1.25m and \$1.5m and a proposal is agreed to go to council. When the tender is complete the actual number can be applied to determine if a licence fee is still applicable.

In regard to the management fee we estimate the following per annum.

Cleaning normalised (4 hours per week)	5,143
Gardening normalised (4 hrs per week) incl tree mtce	10,286
Cleaning stormwater	4,000
Management	2,500
Electricity	5,000
Repairs	5,000
Car park sweeping	5,000
Total	36,929

As discussed at our meeting we are progressing engineering works and would like to agree a proposal which can go to the council in February meeting.

Yours Sincerely

Mark Shaw
Chief Executive Officer

cc. Matthew Sikirich, Adventure World Director
cc. Lee Gatt, Property and Lands Officer, City of Cockburn
cc. Kevin Sim, City of Cockburn.

Submissions received in response to public advertising Section 3.58 Local Government Act 1997.

Date	From	Submission	Response
1 April 2016	WA Today	<p>We were intrigued by this notice.</p> <p>Is the City really selling a park for \$1? Please explain, including background of the site?</p> <p>Assuming it was in the local paper but also please explain when and where this notice appeared.</p> <p>Would appreciate a pic of the site too if you have one.</p>	<p>The Council is not selling the car park. The land is crown land vested in the Council for the purposes of a car park.</p> <p>Rather than Council expend \$1.25M on refurbishing the almost 3 hectare car park, Adventure World approached the Council to see if they could exchange their current lease arrangement (paying Council \$10,000 per annum) for a 21 year peppercorn lease (paying \$1 pa) and for them to spend the \$1.25m to refurbish the car park in time for the 2016/17 summer. Refurbishment of the car park was on the Council's long term asset management plan, but was not due for refurbishment for several years.</p> <p>If Council was to proceed to pay for the refurbishment, the rental would increase. A valuation of the potential rent was sought from a suitably qualified valuer. The rent determined by the valuer was for \$104,000 pa which was mentioned in the advert. This rent was for exclusive use only and the Council would never agree to this as the car park would not be exclusively available to just Adventure World (and never has been).</p> <p>As Adventure World use the car park for only 35% of the year, with other users accessing the car park including a local school and patrons of the popular Bibra Lake complex, a pro-rata rent of approximately \$36,000 would have been sought from Adventure World. The Council receives no other income for use of the car park as this is provided free of charge to all other users.</p> <p>A financial analysis was prepared and it clearly demonstrated that the Council would be better off allowing Adventure World to spend the \$1.25M now.</p> <p>As the City is dealing with land, the Local Government Act requires the City to</p>

Date	From	Submission	Response
	WA Today cont.		<p>advertise any disposition of land (in this case leasing not selling) and as part of the Local Government Act, any disposition must be advertised. This will then be taken to Council for them to determine whether Council wishes to take up Adventure World's offer to refurbish the car park immediately.</p> <p>The advertisement appeared in The West Australian newspaper on Wednesday.</p>
5 April 2016	Community News	<p>Q - Have I read correctly that the City of Cockburn will allow Adventure World to build a car park on the north west corner of the Progress Drive and Gwilliam Drive intersection for \$1?</p> <p>Q - Is the land owned by the City of Cockburn and will the non-exclusive licence allow the City to take back use of the site should it need to?</p> <p>Q - Does the City know when the car park will be built and how big it will be?</p> <p>Q - Was the public notice put up on March 18 and has the public comment period closed?</p> <p>Q - When will the City make its final decision on this?</p>	<p>The land is crown land vested in the Council for the purposes of a car park.</p> <p>Rather than Council expend \$1.25M on refurbishing the almost 3 hectare car park, Adventure World approached the Council to see if they could exchange their current lease arrangement (paying Council \$10,000 per annum) for a 21 year peppercorn lease (paying \$1 pa) and for them to spend the \$1.25m to refurbish the car park in time for the 2016/17 summer.</p> <p>Refurbishment of the car park was on the Council's long term asset management plan, but it was not due for refurbishment for several years.</p> <p>If Council was to proceed to pay for the refurbishment, the rental would increase. A valuation of the potential rent was sought from a suitably qualified valuer. The rent determined by the valuer was for \$104,000 pa which was mentioned in the advert. This rent was for exclusive use only and the Council would never agree to this as the car park would not be exclusively available to just Adventure World (and never has been).</p> <p>As Adventure World use the car park for only 35% of the year, with other users accessing the car park including a local school and patrons of other nearby facilities, a pro-rata rent of approximately \$36,000 would have been sought from Adventure World. The Council receives no other income for use of the car park as this is provided free of charge to all other users.</p>

Date	From	Submission	Response
			<p>A financial analysis was prepared and it clearly demonstrated that the Council would be better off allowing Adventure World to spend the \$1.25M now.</p> <p>As the City is dealing with land, the Local Government Act requires the City to advertise any disposition of land (in this case leasing not selling) and as part of the Local Government Act, any disposition must be advertised. This will then be taken to Council for them to determine whether Council wishes to take up Adventure World's offer to refurbish the car park immediately.</p> <p>The advertisement appeared in The West Australian newspaper on Wednesday 30 March 2016.</p>
7 April 2016	Community News	Do you know how many bays are there now, and will Council oversee the work? Will there be any layout changes?	<p>The draft plan is to provide more parking on the same site. Currently, there are approximately 600 bays at the car park and about 70 additional bays may be created from the refurbishment program.</p> <p>However, any plan to upgrade the car park will require Council approval.</p>

MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF093795	26517	CLICKSUPER PAYROLL DEDUCTIONS	2/03/2016	428,020.76
EF093796	10226	BRIDGESTONE AUSTRALIA LTD TYRE SERVICES	9/03/2016	684.49
EF093797	10244	BUILDING & CONST INDUSTRY TRAINING FUND LEVY PAYMENT	9/03/2016	62,259.07
EF093798	10246	BUNNINGS BUILDING SUPPLIES PTY LTD HARDWARE SUPPLIES	9/03/2016	700.00
EF093799	11182	PREMIUM BRAKE & CLUTCH SERVICE BRAKE SERVICES	9/03/2016	8,578.46
EF093800	11294	SAFEMAN (WA) PTY LTD PROTECTIVE CLOTHING/EQUIPMENT	9/03/2016	156.75
EF093801	11701	VIBRA INDUSTRIA FILTER SUPPLIES	9/03/2016	808.50
EF093802	15609	CATALYSE PTY LTD CONSULTANCY SERVICES	9/03/2016	440.00
EF093803	19623	ERGOLINK CHANGE OF OWNERSHIP OFFICE FURNITURE	9/03/2016	594.72
EF093804	22805	COVS PARTS PTY LTD MOTOR PARTS	9/03/2016	8.56
EF093805	22806	PUMA ENERGY (AUSTRALIA) FUELS PTY LTD FUEL SUPPLIES	9/03/2016	16,821.86
EF093806	25158	MPIRE SECURITY SECURITY SERVICES	9/03/2016	295.92
EF093807	25875	COOGEE PLUMBING SERVICES PLUMBING SERVICES	9/03/2016	11,000.00
EF093808	26648	EMC SOLAR CONSTRUCTION PTY LTD SOLAR ENERGY	9/03/2016	26,668.40
EF093809	26659	STARR SPECIAL EVENTS AUSTRALIA ENTERTAINMENT SERVICES	9/03/2016	10,257.50
EF093810	10152	AUST SERVICES UNION PAYROLL DEDUCTIONS	14/03/2016	1,641.90
EF093811	10154	AUST TAXATION DEPT PAYROLL DEDUCTIONS	14/03/2016	336,139.00
EF093812	10305	CHILD SUPPORT AGENCY PAYROLL DEDUCTIONS	14/03/2016	4,149.56
EF093813	10733	HOSPITAL BENEFIT FUND PAYROLL DEDUCTIONS	14/03/2016	283.05
EF093814	11001	LOCAL GOVERNMENT RACING & CEMETERIES E PAYROLL DEDUCTIONS	14/03/2016	348.50
EF093815	11857	CHAMPAGNE SOCIAL CLUB PAYROLL DEDUCTIONS	14/03/2016	562.00
EF093816	11860	45S CLUB PAYROLL DEDUCTIONS	14/03/2016	26.00
EF093817	18553	SELECTUS PTY LTD PAYROLL DEDUCTIONS	14/03/2016	11,214.13

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF093818	19726	HEALTH INSURANCE FUND OF WA PAYROLL DEDUCTIONS	14/03/2016	1,216.05
EF093819	25335	JAXON PTY LTD BUILDING CONSTRUCTION SERVICES	14/03/2016	336,330.63
EF093820	25987	TOYOTA FLEET MANAGEMENT PAYROLL DEDUCTIONS - NOVATED LEASE	14/03/2016	567.62
EF093821	99997	SREEPRABHASINGAM THURAISSINGAM CROSSOVER CONTRIBUTION	14/03/2016	300.00
EF093822	99997	DANIEL WILLIAMS CROSSOVER CONTRIBUTION	14/03/2016	300.00
EF093823	99997	KALPESH CHAUHAN CROSSOVER CONTRIBUTION	14/03/2016	300.00
EF093824	99997	PATRICK KINGHAN CROSSOVER CONTRIBUTION	14/03/2016	300.00
EF093825	99997	JONATHAN TJAHJONA CROSSOVER CONTRIBUTION	14/03/2016	300.00
EF093826	99997	SANJAY CHAUDHRY CROSSOVER CONTRIBUTION	14/03/2016	300.00
EF093827	99997	P & S PATULLO BIRD BATH REBATE	14/03/2016	50.00
EF093828	99997	PAMELA WILLIAMS BIRD BATH REBATE	14/03/2016	37.00
EF093829	99997	CHRISTINE STEWART CAT STERILISATION SUBSIDY	14/03/2016	50.00
EF093830	99997	BRODZE MCCULLOCH CROSSOVER CONTRIBUTION	14/03/2016	300.00
EF093831	99997	MONICA MALHORTA CROSSOVER CONTRIBUTION	14/03/2016	300.00
EF093832	99997	SA & SA FAGAN CROSSOVER CONTRIBUTION	14/03/2016	300.00
EF093833	99997	OI YAN LEUNG CROSSOVER CONTRIBUTION	14/03/2016	300.00
EF093834	99997	E A BRANCH CROSSOVER CONTRIBUTION	14/03/2016	300.00
EF093835	99997	ALEKSANDAR STOJANOVIC CROSSOVER CONTRIBUTION	14/03/2016	300.00
EF093836	99997	GREG MANSFIELD CROSSOVER CONTRIBUTION	14/03/2016	300.00
EF093837	99997	A L VINDEN COMPOST BIN REBATE	14/03/2016	50.00
EF093838	99997	A L VINDEN BIRD BATH REBATE	14/03/2016	50.00
EF093839	10590	DEPARTMENT OF FIRE AND EMERGENCY SERVI ESL LEVY & RELATED COSTS	22/03/2016	4,192,389.54
EF093840	11794	SYNERGY ELECTRICITY USAGE/SUPPLIES	22/03/2016	226,335.95

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF093841	12565	SOUTHERN METRO REGIONAL COUNCIL - LOANS LOAN REPAYMENT	22/03/2016	384,775.59
EF093842	10152	AUST SERVICES UNION PAYROLL DEDUCTIONS	30/03/2016	1,544.50
EF093843	10154	AUST TAXATION DEPT PAYROLL DEDUCTIONS	30/03/2016	338,212.00
EF093844	10305	CHILD SUPPORT AGENCY PAYROLL DEDUCTIONS	30/03/2016	4,149.57
EF093845	10733	HOSPITAL BENEFIT FUND PAYROLL DEDUCTIONS	30/03/2016	283.05
EF093846	11001	LOCAL GOVERNMENT RACING & CEMETERIES E PAYROLL DEDUCTIONS	30/03/2016	348.50
EF093847	11857	CHAMPAGNE SOCIAL CLUB PAYROLL DEDUCTIONS	30/03/2016	552.00
EF093848	11860	45S CLUB PAYROLL DEDUCTIONS	30/03/2016	20.00
EF093849	18553	SELECTUS PTY LTD PAYROLL DEDUCTIONS	30/03/2016	10,928.51
EF093850	19726	HEALTH INSURANCE FUND OF WA PAYROLL DEDUCTIONS	30/03/2016	1,144.75
EF093851	25987	TOYOTA FLEET MANAGEMENT PAYROLL DEDUCTIONS - NOVATED LEASE	30/03/2016	567.62
EF093852	26647	BROOKFIELD MULTIPLEX CONSTRUCTIONS BUILDING - CONSTRUCTION	30/03/2016	6,150,517.40
EF093853	11867	KEVIN JOHN ALLEN MONTHLY COUNCILLOR ALLOWANCE	31/03/2016	2,575.00
EF093854	12740	MAYOR LOGAN HOWLETT MONTHLY COUNCILLOR ALLOWANCE	31/03/2016	11,158.33
EF093855	19059	CAROL REEVE-FOWKES MONTHLY COUNCILLOR ALLOWANCE	31/03/2016	4,398.96
EF093856	20634	LEE-ANNE SMITH MONTHLY COUNCILLOR ALLOWANCE	31/03/2016	2,575.00
EF093857	21185	BART HOUWEN MONTHLY COUNCILLOR ALLOWANCE	31/03/2016	2,575.00
EF093858	23338	STEVE PORTELLI MONTHLY COUNCILLOR ALLOWANCE	31/03/2016	2,575.00
EF093859	23339	STEPHEN PRATT MONTHLY COUNCILLOR ALLOWANCE	31/03/2016	2,575.00
EF093860	25352	LYNDSEY SWEETMAN MONTHLY COUNCILLOR ALLOWANCE	31/03/2016	2,575.00
EF093861	25353	PHILIP EVA MONTHLY COUNCILLOR ALLOWANCE	31/03/2016	2,575.00
EF093862	26696	CHAMONIX TERBLANCHE MONTHLY COUNCILLOR ALLOWANCE	31/03/2016	2,575.00
EF093863	99996	SARA-LOUISE ANZA PROPERTY REFUND	31/03/2016	77.00

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF093864	99996	SIAW VUN CHONG & JANICE WING PROPERTY REFUND	31/03/2016	71.00
EF093865	99996	JONATHON GOODCHILD PROPERTY REFUND	31/03/2016	98.00
EF093866	99996	KLAUS D FAHRNER PROPERTY REFUND	31/03/2016	620.88
EF093867	99996	OASIA PROPERTY & FINANCE TRUST ACCOUNT PROPERTY REFUND	31/03/2016	2,384.01
EF093868	99996	BRIGHTLINE HOLDINGS PTY LTD PROPERTY REFUND	31/03/2016	797.00
EF093869	99996	BRIGHTLINE HOLDINGS PTY LTD PROPERTY REFUND	31/03/2016	797.00
EF093870	99996	WESTERN LEGAL TRUST ACCOUNT PROPERTY REFUND	31/03/2016	2,853.18
EF093871	99996	THREE HACKMIGO'S PARTNERSHIP PROPERTY REFUND	31/03/2016	3,951.00
EF093872	99996	FRASER WEST PTY LTD PROPERTY REFUND	31/03/2016	4,778.37
EF093873	99996	JOHNSON PROPERTY GROUP PROPERTY REFUND	31/03/2016	2,699.49
EF093874	99996	ANNA MONASTRA PROPERTY REFUND	31/03/2016	1,022.14
EF093875	10009	AAA PRODUCTION SERVICES AUDIO EQUIPMENT HIRE	31/03/2016	123,309.10
EF093876	10031	ADVANCED SPATIAL TECHNOLOGIES PTY LTD SOFTWARE MAINTENANCE & SUPPORT	31/03/2016	19,184.00
EF093877	10032	ADVANCED TRAFFIC MANAGEMENT (WA) PTY LTD CONTROLLERS AND SIGNS	31/03/2016	6,725.40
EF093878	10058	ALSCO PTY LTD HYGIENE SERVICES/SUPPLIES	31/03/2016	2,861.48
EF093879	10071	AUSTRALASIAN PERFORMING RIGHT ASSOC. LTD LICENCE - PERFORMING RIGHTS	31/03/2016	164.44
EF093880	10086	ARTEIL WA PTY LTD ERGONOMIC CHAIRS	31/03/2016	423.50
EF093881	10091	ASLAB PTY LTD ASPHALTING SERVICES/SUPPLIES	31/03/2016	4,319.80
EF093882	10118	AUSTRALIA POST POSTAGE CHARGES	31/03/2016	31,079.43
EF093883	10160	DORMA AUSTRALIA PTY LTD AUTOMATIC DOOR SERVICES	31/03/2016	5,511.00
EF093884	10220	BOYA EQUIPMENT EQUIPMENT SUPPLIES	31/03/2016	886.73
EF093885	10221	BP AUSTRALIA LIMITED DIESEL/PETROL SUPPLIES	31/03/2016	8,246.62
EF093886	10226	BRIDGESTONE AUSTRALIA LTD TYRE SERVICES	31/03/2016	26,549.76

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF093887	10246	BUNNINGS BUILDING SUPPLIES PTY LTD HARDWARE SUPPLIES	31/03/2016	864.81
EF093888	10287	CENTRELINE MARKINGS LINEMARKING SERVICES	31/03/2016	4,730.00
EF093889	10346	COATES HIRE OPERATIONS PTY LTD EQUIPMENT HIRING SERVICES	31/03/2016	759.11
EF093890	10357	COCKBURN ICE ARENA PTY LTD ENTERTAINMENT SERVICES	31/03/2016	121.00
EF093891	10359	COCKBURN PAINTING SERVICE PAINTING SUPPLIES/SERVICES	31/03/2016	1,038.00
EF093892	10360	COCKBURN PARTY HIRE HIRE OF PARTY EQUIPMENT	31/03/2016	5,952.50
EF093893	10368	COCKBURN WETLANDS EDUCATION CENTRE COMMUNITY GRANT	31/03/2016	258.50
EF093894	10375	VEOLIA ENVIRONMENTAL SERVICES WASTE SERVICES	31/03/2016	291.43
EF093895	10386	COMMUNITY NEWSPAPER GROUP ADVERTISING SERVICES	31/03/2016	15,426.96
EF093896	10394	CD'S CONFECTIONERY WHOLESALERS CONFECTIONERY	31/03/2016	575.23
EF093897	10450	D & M WASTE SERVICES WASTE SERVICES	31/03/2016	429.00
EF093898	10483	LANDGATE MAPPING/LAND TITLE SEARCHES	31/03/2016	7,760.65
EF093899	10526	E & MJ ROSHER PTY LTD MOWER PARTS	31/03/2016	69,313.95
EF093900	10535	WORKPOWER INCORPORATED EMPLOYMENT SERVICES - PLANTING	31/03/2016	1,379.40
EF093901	10550	EMERALD PEST CONTROL PEST CONTROL SERVICES	31/03/2016	110.00
EF093902	10580	FC COURIERS COURIER SERVICES	31/03/2016	1,561.24
EF093903	10603	FLOORING SOLUTIONS FLOOR COVERINGS	31/03/2016	3,960.00
EF093904	10609	FORESTVALE TREES P/L PLANTS - TREES/SHRUBS	31/03/2016	918.50
EF093905	10611	FORPARK AUSTRALIA PLAYGROUND EQUIPMENT	31/03/2016	67,118.70
EF093906	10655	GHD PTY LTD CONSULTANCY SERVICES	31/03/2016	27,440.64
EF093907	10679	GRASSTREES AUSTRALIA PLANTS & PLANTING SERVICES	31/03/2016	2,287.50
EF093908	10688	GYMCARE SPORTING EQUIPMENT MAINTENANCE	31/03/2016	1,704.96
EF093909	10692	AECOM AUSTRALIA PTY LTD CONSULTANCY SERVICES	31/03/2016	15,532.00

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF093910	10709	HECS FIRE FIRE SYSTEM MAINTENANCE	31/03/2016	2,988.15
EF093911	10726	HOLTON CONNOR ARCHITECTS & PLANNERS ARCHITECTURAL SERVICES	31/03/2016	5,500.00
EF093912	10743	ICON-SEPTECH PTY LTD DRAINAGE PRODUCTS	31/03/2016	2,358.95
EF093913	10757	INDOOR KART HIRE O'CONNOR ENTERTAINMENT SERVICES	31/03/2016	1,600.00
EF093914	10779	J F COVICH & CO PTY LTD ELECTRICAL SERVICES	31/03/2016	59,968.34
EF093915	10787	JANDAKOT ACCIDENT REPAIR CENTRE PANEL BEATING SERVICES	31/03/2016	3,000.00
EF093916	10788	JANDAKOT VOLUNTEER BUSH FIRE BRIGADE EXPENSE REIMBURSEMENTS	31/03/2016	501.16
EF093917	10794	JASON SIGNMAKERS SIGNS	31/03/2016	54,855.24
EF093918	10814	JR & A HERSEY PTY LTD SAFETY CLOTHING SUPPLIES	31/03/2016	546.04
EF093919	10824	KCI INDUSTRIES PTY LTD REPAIRS/MAINTENANCE SERVICES	31/03/2016	231.00
EF093920	10879	LES MILLS AEROBICS INSTRUCTION/TRAINING SERVICES	31/03/2016	1,131.73
EF093921	10884	WSP BUILDINGS PTY LTD CONSULTANCY SERVICES	31/03/2016	60,129.88
EF093922	10888	LJ CATERERS CATERING SERVICES	31/03/2016	7,263.58
EF093923	10913	BUCHER MUNICIPAL PTY LTD PURCHASE OF NEW PLANT/REPAIR SERVICES	31/03/2016	21,809.10
EF093924	10918	MAIN ROADS WA REPAIRS/MAINTENANCE SERVICES	31/03/2016	7,689.92
EF093925	10939	LINFOX ARMAGUARD BANKING SECURITY SERVICES	31/03/2016	1,496.64
EF093926	10944	MCLEODS LEGAL SERVICES	31/03/2016	93,353.30
EF093927	10991	BEACON EQUIPMENT MOWING EQUIPMENT	31/03/2016	2,627.85
EF093928	11004	MURDOCH UNIVERSITY OFFICE OF FINANCE ANALYSING SERVICES	31/03/2016	2,633.40
EF093929	11022	NATIVE ARC GRANTS & DONATIONS	31/03/2016	275.00
EF093930	11026	NESTLE FOOD SERVICES CATERING SUPPLIES	31/03/2016	800.40
EF093931	11028	NEVERFAIL SPRINGWATER LTD BOTTLED WATER SUPPLIES	31/03/2016	1,276.45
EF093932	11036	NORTHLAKE ELECTRICAL ELECTRICAL SERVICES	31/03/2016	41,687.42

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF093933	11068	VODAFONE HUTCHISON AUSTRALIA PTY LTD PAGING SERVICES	31/03/2016	665.50
EF093934	11077	P & G BODY BUILDERS PTY LTD PLANT BODY BUILDING SERVICES	31/03/2016	1,735.53
EF093935	11112	PERTH AIRPORT MUNICIPALITIES GROUP MEMBERSHIP RENEWAL	31/03/2016	500.00
EF093936	11182	PREMIUM BRAKE & CLUTCH SERVICE BRAKE SERVICES	31/03/2016	5,842.10
EF093937	11205	QUALITY TRAFFIC MANAGEMENT PTY LTD TRAFFIC CONTROL SERVICES	31/03/2016	35,405.63
EF093938	11208	QUICK CORPORATE AUSTRALIA PTY LTD STATIONERY/CONSUMABLES	31/03/2016	7,289.98
EF093939	11231	REDOX CHEMICALS PTY LTD CHEMICALS	31/03/2016	275.00
EF093940	11235	REINFORCED CONCRETE PIPES PTY LTD CONCRETE PIPE SUPPLIES	31/03/2016	2,601.50
EF093941	11264	ROCLA PIPELINE PRODUCTS CONCRETE LINER SUPPLIES	31/03/2016	33,533.98
EF093942	11274	ROTTNEST EXPRESS ENTERTAINMENT SERVICES	31/03/2016	1,699.50
EF093943	11294	SAFEMAN (WA) PTY LTD PROTECTIVE CLOTHING/EQUIPMENT	31/03/2016	498.04
EF093944	11304	SANAX MEDICAL & FIRST AID SUPPLIES MEDICAL SUPPLIES	31/03/2016	135.90
EF093945	11307	SATELLITE SECURITY SERVICES PTY LTD SECURITY SERVICES	31/03/2016	3,975.69
EF093946	11308	SBA SUPPLIES HARDWARE SUPPLIES	31/03/2016	5,690.25
EF093947	11333	SHELFORD CONSTRUCTIONS PTY LTD CONSTRUCTION SERVICES	31/03/2016	98,012.20
EF093948	11361	SIGMA CHEMICALS PTY LTD CHEMICAL SUPPLIES	31/03/2016	3,195.94
EF093949	11373	SKIPPER TRUCK PARTS SPARE PARTS & MAINTENANCE SERVICES	31/03/2016	7,962.76
EF093950	11387	BIBRA LAKE SOILS SOIL & LIMESTONE SUPPLIES	31/03/2016	3,905.00
EF093951	11406	SOUTH LAKE OTTEY FAMILY & NEIGHBOURHOOD DONATION	31/03/2016	1,100.00
EF093952	11425	SOUTHERN METROPOLITAN REGIONAL COUNCIL WASTE DISPOSAL GATE FEES	31/03/2016	541,755.38
EF093953	11453	SPEARWOOD NEWSROUND NEWSPAPER SUPPLIES	31/03/2016	1,465.84
EF093954	11459	SPEARWOOD VETERINARY HOSPITAL VETERINARY SERVICES	31/03/2016	970.00
EF093955	11463	SPECTRUM CABINETS CABINET SUPPLIES	31/03/2016	825.00

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF093956	11469	SPORTS TURF TECHNOLOGY TURF CONSULTANCY SERVICES	31/03/2016	5,016.00
EF093957	11470	SPORTSWORLD OF WA SPORT SUPPLIES	31/03/2016	1,234.20
EF093958	11483	ST JOHN AMBULANCE AUST WA OPERATIONS FIRST AID COURSES	31/03/2016	2,838.30
EF093959	11502	STATE LAW PUBLISHER ADVERTISING SERVICES	31/03/2016	242.25
EF093960	11505	STATE LIBRARY OF WESTERN AUSTRALIA BOOK SUPPLIES	31/03/2016	5,421.90
EF093961	11512	STATEWIDE CLEANING SUPPLIES PTY LTD CLEANING SUPPLIES/SERVICE	31/03/2016	31.88
EF093962	11527	SUBSURFACE DETECTION SERVICES LOCATING SERVICES	31/03/2016	1,056.00
EF093963	11531	SUNNY INDUSTRIAL BRUSHWARE PTY LTD BRUSH/ROAD BROOM SUPPLIES	31/03/2016	1,965.70
EF093964	11546	T FAULKNER & CO INSTALLATIONS/SUPPLY OF HAND RAILS	31/03/2016	40,505.50
EF093965	11556	TECHNIFIRE 2000 FIRE FIGHTING EQUIPMENT	31/03/2016	8,849.22
EF093966	11557	TECHNOLOGY ONE LTD IT CONSULTANCY SERVICES	31/03/2016	6,468.00
EF093967	11607	THE WESTERN AUST DEAF SOCIETY INC INTERPRETING SERVICES	31/03/2016	222.20
EF093968	11609	THOMSON REUTERS (PROFESSIONAL) AUSTRALIA SOFTWARE SUPPORT/LICENCE FEES	31/03/2016	2,365.44
EF093969	11625	TOTAL EDEN PTY LTD RETICULATION SUPPLIES	31/03/2016	5,810.79
EF093970	11642	TRAILER PARTS PTY LTD TRAILER PARTS	31/03/2016	1,742.03
EF093971	11651	TREE WATERING SERVICES TREE WATERING SERVICES	31/03/2016	46,592.00
EF093972	11657	TRUCKLINE PARTS CENTRES AUTOMOTIVE SPARE PARTS	31/03/2016	592.16
EF093973	11665	TUNNEL VISION PLUMBING SERVICES	31/03/2016	2,783.00
EF093974	11667	TURFMASTER FACILITY MANAGEMENT TURFING SERVICES	31/03/2016	3,460.79
EF093975	11697	VAT MAN-FAT FILTERING SYSTEMS FILTER CLEANING SERVICES	31/03/2016	568.00
EF093976	11699	VERNON DESIGN GROUP ARCHITECTURAL SERVICES	31/03/2016	3,322.00
EF093977	11701	VIBRA INDUSTRIA FILTER SUPPLIES	31/03/2016	988.90
EF093978	11704	VINIDEX PTY LTD STORM PIPES	31/03/2016	111.87

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF093979	11708	VITAL PACKAGING PTY LTD PACKAGING SUPPLIES	31/03/2016	2,337.50
EF093980	11715	WA BLUEMETAL ROADBASE SUPPLIES	31/03/2016	12,646.80
EF093981	11722	WA HINO SALES & SERVICE PURCHASE OF NEW TRUCKS / MAINTENANCE	31/03/2016	1,938.95
EF093982	11743	WA COUNCIL OF SOCIAL SERVICE INC TRAINING SERVICES	31/03/2016	1,980.00
EF093983	11749	WARRENS EARTHMOVING CONTRACTORS EARTHMOVING SERVICES	31/03/2016	4,422.00
EF093984	11773	WESFARMERS LANDMARK LIMITED CHEMICAL SUPPLIES	31/03/2016	87.12
EF093985	11787	DEPT OF TRANSPORT VEHICLE SEARCH FEES	31/03/2016	201.00
EF093986	11793	WESTERN IRRIGATION PTY LTD IRRIGATION SERVICES/SUPPLIES	31/03/2016	67,676.30
EF093987	11795	WESTERN POWER ELECTRICAL SERVICES	31/03/2016	172,764.00
EF093988	11841	YANGEBUP FAMILY CENTRE INC VENUE HIRE / GRANTS & DONATIONS	31/03/2016	2,627.00
EF093989	11972	COBEY MAINTENANCE SERVICES TURF MANAGEMENT	31/03/2016	1,980.00
EF093990	11987	SAFETY ZONE AUSTRALIA PTY LTD SAFETY EQUIPMENT	31/03/2016	761.59
EF093991	11990	EARTHCARE (AUSTRALIA) P/L LANDSCAPING SERVICES	31/03/2016	4,197.60
EF093992	12014	TUTT BRYANT EQUIPMENT EXCAVATING/EARTHMOVING EQUIPMENT	31/03/2016	255.90
EF093993	12024	ACCESS OFFICE INDUSTRIES FURNITURE - STORAGE	31/03/2016	1,198.89
EF093994	12079	CHARTER PLUMBING & GAS PLUMBING SERVICES	31/03/2016	2,910.60
EF093995	12153	HAYS PERSONNEL SERVICES PTY LTD EMPLOYMENT SERVICES	31/03/2016	29,044.57
EF093996	12219	PARKS AND LEISURE AUSTRALIA SUBSCRIPTION RENEWAL	31/03/2016	665.50
EF093997	12249	FAMILY DAY CARE WA MEMBERSHIP RENEWAL	31/03/2016	440.00
EF093998	12394	MP ROGERS & ASSOCIATES PTY LTD CONSULTANCY SERVICES - MARINE	31/03/2016	14,034.08
EF093999	12458	KITE KINETICS ENTERTAINMENT SERVICES	31/03/2016	1,280.00
EF094000	12542	SEALIN GARLETT CEREMONIAL SERVICES	31/03/2016	400.00
EF094001	12589	AUSTRALIAN INSTITUTE OF MANAGEMENT TRAINING SERVICES	31/03/2016	1,480.00

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF094002	12672	NORMAN DISNEY & YOUNG CONSULTANCY SERVICES	31/03/2016	11,768.12
EF094003	12882	ALLFLOW INDUSTRIAL WASTE DISPOSAL SERVICES	31/03/2016	435.55
EF094004	12883	CONSERVATION VOLUNTEERS AUSTRALIA ENVIRONMENTAL SERVICES	31/03/2016	3,300.00
EF094005	13056	CLEANDUSTRIAL SERVICES PTY LTD CLEANING SERVICES	31/03/2016	58,690.79
EF094006	13074	DEPT OF AGRICULTURE, FISHERIES & FORESTRY QUARANTINE/AUDITING SERVICES	31/03/2016	470.00
EF094007	13111	OCE-AUSTRALIA LIMITED COPIERS/PRINTERS	31/03/2016	128.36
EF094008	13521	DIAMOND CUT CONCRETE CONCRETE CUTTING SERVICES	31/03/2016	2,640.00
EF094009	13563	GREEN SKILLS INC EMPLOYMENT SERVICES	31/03/2016	33,273.28
EF094010	13619	YMCA OF PERTH YOUTH & FAMILY SERVICES	31/03/2016	305.00
EF094011	13670	HISCO PTY LTD HOSPITALITY SUPPLIES	31/03/2016	256.00
EF094012	13671	STAPLES AUSTRALIA PTY LTD OFFICE/STATIONERY SUPPLIES	31/03/2016	711.61
EF094013	13767	ELLIOTTS IRRIGATION PTY LTD IRRIGATION SERVICES	31/03/2016	28,913.50
EF094014	13779	PORTER CONSULTING ENGINEERS ENGINEERING CONSULTANCY SERVICES	31/03/2016	10,051.25
EF094015	13860	KRS CONTRACTING WASTE COLLECTION SERVICES	31/03/2016	14,949.55
EF094016	13937	HIND'S TRANSPORT SERVICES TRANSPORT SERVICES	31/03/2016	28,048.90
EF094017	14258	WARP GROUP PTY LTD ROAD CONSTRUCTION MATERIALS	31/03/2016	16,496.15
EF094018	14311	BBC ENTERTAINMENT ENTERTAINMENT SERVICES	31/03/2016	2,145.00
EF094019	14459	BIDVEST (WA) FOOD/CATERING SUPPLIES	31/03/2016	616.00
EF094020	14593	AUSTREND INTERNATIONAL PTY LTD ALUMINIUM SUPPLIES	31/03/2016	17,195.52
EF094021	14631	WASTE GAS RESOURCES PTY LTD POWER GENERATION	31/03/2016	13,708.40
EF094022	14667	APPEALING SIGNS SIGNS	31/03/2016	423.28
EF094023	14820	AH CIVIL ENGINEERING CIVIL ENGINEERING SERVICES	31/03/2016	2,497.00
EF094024	15393	GREENWAY ENTERPRISES HARDWARE SUPPLIES	31/03/2016	72.22

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF094025	15541	JANDAKOT NEWS NEWSPAPER SUPPLIERS	31/03/2016	218.20
EF094026	15673	MAGNETISM ART & DESIGN ART/DESIGN SERVICES	31/03/2016	3,326.40
EF094027	15678	A2Z PEST CONTROL THE TRUSTEE FOR CALDOV PEST CONTROL	31/03/2016	4,190.00
EF094028	15746	WESTERN AUSTRALIA POLICE SERVICE POLICE CLEARANCES	31/03/2016	88.80
EF094029	15850	ECOSCAPE ENVIRONMENTAL CONSULTANCY	31/03/2016	2,310.00
EF094030	15868	CARDNO (WA) PTY LTD CONSULTANCY SERVICES - ENGINEERING	31/03/2016	1,152.80
EF094031	16064	CMS ENGINEERING PTY LTD AIRCONDITIONING SERVICES	31/03/2016	22,933.51
EF094032	16107	WREN OIL WASTE DISPOSAL SERVICES	31/03/2016	198.00
EF094033	16291	WA PROFILING ROAD PROFILING SERVICES	31/03/2016	12,650.00
EF094034	16396	MAYDAY EARTHMOVING ROAD CONSTRUCTION MACHINE HIRE	31/03/2016	44,727.14
EF094035	16507	YANGEBUP KNIGHTS JUNIOR BALL CLUB INC DSR CLUBS CONFERENCE REIMBURSEMENT	31/03/2016	400.00
EF094036	16510	LLOYD GEORGE ACOUSTICS PTY LTD CONSULTANCY SERVICES - ACOUSTIC	31/03/2016	4,785.00
EF094037	16704	ACCIDENTAL FIRST AID SUPPLIES - PERTH SOUT MEDICAL SUPPLIES	31/03/2016	767.81
EF094038	16894	TREBLEX INDUSTRIAL PTY LTD CHEMICALS - AUTOMOTIVE	31/03/2016	316.80
EF094039	16985	WA PREMIX CONCRETE SUPPLIES	31/03/2016	20,794.40
EF094040	17097	VALUE TISSUE PAPER PRODUCTS	31/03/2016	693.88
EF094041	17297	AUST INSTITUTE OF TRAFFIC PLANNING AND MA MEMBERSHIP / SEMINARS	31/03/2016	662.85
EF094042	17362	JOHN EARLEY TRAINING	31/03/2016	125.00
EF094043	17471	PIRTEK (FREMANTLE) PTY LTD HOSES & FITTINGS	31/03/2016	2,304.17
EF094044	17481	ADS AUTOMATION PTY LTD DOOR/GATE REPAIRS	31/03/2016	3,571.90
EF094045	17555	ALLEASING PTY LTD LEASE REPAYMENTS	31/03/2016	99,304.56
EF094046	17605	EZI-EDGE CONCRETE GARDEN KERBING KERBING SERVICES	31/03/2016	4,080.00
EF094047	17608	NU-TRAC RURAL CONTRACTING BEACH CLEANING/FIREBREAK CONSTR.	31/03/2016	9,983.00

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF094048	17624	ALLSPORTS LINEMARKING LINEMARKING SERVICES	31/03/2016	220.00
EF094049	17798	WESTERN DIAGNOSTIC PATHOLOGY ANALYTICAL SERVICES	31/03/2016	801.46
EF094050	17887	RED SAND SUPPLIES PTY LTD MACHINERY HIRE	31/03/2016	1,536.70
EF094051	17942	MRS MAC'S FOOD SUPPLIES	31/03/2016	857.65
EF094052	18126	DELL AUSTRALIA PTY LTD COMPUTER HARDWARE	31/03/2016	4,119.50
EF094053	18203	NATSYNC ENVIRONMENTAL PEST CONTROL	31/03/2016	1,622.00
EF094054	18249	LASSO KIP PTY LTD ADVERTISING	31/03/2016	1,276.00
EF094055	18272	AUSTRACLEAR LIMITED INVESTMENT SERVICES	31/03/2016	104.58
EF094056	18398	JOE CRISAFIO KIA VEHICLE PURCHASE	31/03/2016	13,236.10
EF094057	18508	JOHN TURNER BRICK LAYING SERVICES	31/03/2016	7,743.40
EF094058	18533	FRIENDS OF THE COMMUNITY INC. DONATION	31/03/2016	1,991.00
EF094059	18559	LORRAINE'S PARTY PONIES PARTY HIRE	31/03/2016	500.00
EF094060	18621	PLANNING INSTITUTE AUSTRALIA REGISTRATION	31/03/2016	255.00
EF094061	18628	UNILEVER AUSTRALIA LTD BEVERAGES	31/03/2016	343.24
EF094062	18695	MYAREE CRANE HIRE CRANE HIRE	31/03/2016	242.00
EF094063	18734	P & R EDWARDS ENTERTAINMENT SERVICES	31/03/2016	525.00
EF094064	18764	AFFIRMATIVE GROUP BRICK PAVING SERVICES	31/03/2016	2,464.00
EF094065	18801	FREMANTLE BIN HIRE BIN HIRE - SKIP BINS	31/03/2016	550.00
EF094066	18962	SEALANES (1985) P/L CATERING SUPPLIES	31/03/2016	1,791.08
EF094067	19058	VALENTINE'S CAMERA HOUSE FREMANTLE PHOTOGRAPHIC EQUIPMENT	31/03/2016	2,331.05
EF094068	19204	MEAGAN BELL ENTERTAINMENT SERVICES	31/03/2016	550.00
EF094069	19306	ZIP HEATERS (AUST) PTY LTD HEATERS	31/03/2016	1,293.18
EF094070	19349	WRIGHTWAY ROAD TRAINING PTY LTD DRIVER TRAINING	31/03/2016	705.00

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF094071	19505	ADVANCED WINDOW SHUTTERS WINDOW SHUTTERS	31/03/2016	600.00
EF094072	19533	WOOLWORTHS LTD GROCERIES	31/03/2016	2,427.22
EF094073	19541	TURF CARE WA PTY LTD TURF SERVICES	31/03/2016	8,816.50
EF094074	19546	THE BIG PICTURE FACTORY PRINTING SERVICES	31/03/2016	2,674.10
EF094075	19558	COMPLETE FIRE DESIGN FIRE CONSULTANCY SERVICES	31/03/2016	30,794.50
EF094076	19623	ERGOLINK CHANGE OF OWNERSHIP OFFICE FURNITURE	31/03/2016	469.96
EF094077	19649	TELSTRA NETWORK INTEGRITY SERVICES COMMUNICATION SERVICES	31/03/2016	37,863.75
EF094078	19657	BIGMATE MONITORING SERVICES PTY LTD COMPUTER HARDWARE/SOFTWARE	31/03/2016	299.20
EF094079	19718	SIFTING SANDS CLEANING SERVICES - SAND	31/03/2016	1,943.00
EF094080	19747	ALLERDING & ASSOCIATES CPLANNING CONSULTANCY SERVICES	31/03/2016	2,041.05
EF094081	19847	PFD FOOD SERVICES PTY LTD CATERING SERVICES	31/03/2016	2,711.75
EF094082	20000	AUST WEST AUTO ELECTRICAL P/L AUTO ELECTRICAL SERVICES	31/03/2016	13,915.76
EF094083	20215	POWERVAC CLEANING EQUIPMENT	31/03/2016	591.43
EF094084	20247	CHRISTIE PARKSAFE PARKS & RECREATIONAL PRODUCTS	31/03/2016	34,808.40
EF094085	20321	RIVERJET P/L EDUCTING-CLEANING SERVICES	31/03/2016	18,818.25
EF094086	20341	WILHELMINA MARIA HOUWEN GARDENING SERVICES	31/03/2016	2,415.00
EF094087	20549	A1 CARPET, TILE & GROUT CLEANING CLEANING SERVICES - TILES/CARPET	31/03/2016	4,510.00
EF094088	20556	DVG MOUNTWAY MELVILLE PURCHASE OF NEW VEHICLES	31/03/2016	27,813.25
EF094089	20584	UNITED STATES OF MUSIC WORKSHOP - HIP HOP	31/03/2016	550.00
EF094090	20693	RENTOKIL INITIAL PTY LTD PEST CONTROL SERVICES	31/03/2016	1,429.73
EF094091	20857	DOCKSIDE SIGNS SIGN MAKERS	31/03/2016	6,006.00
EF094092	21005	BRAIN TEASERS OZ PTY LTD EDUCATIONAL PRODUCTS	31/03/2016	66.00
EF094093	21127	JOANNA AYCKBOURN (VOICES IN SINC) INSTRUCTION - SINGING	31/03/2016	600.00

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF094094	21139	AUSTRAFFIC WA PTY LTD TRAFFIC SURVEYS	31/03/2016	4,774.00
EF094095	21177	DESERT SHADOW ARTISTIC SERVICES	31/03/2016	480.00
EF094096	21294	CAT HAVEN ANIMAL SERVICES	31/03/2016	612.00
EF094097	21371	LD TOTAL SANPOINT PTY LTD LANDSCAPING WORKS/SERVICES	31/03/2016	30,545.42
EF094098	21469	JOHN HUGHES VOLKSWAGON PURCHASE OF NEW VEHICLE	31/03/2016	58,037.27
EF094099	21471	WA MACHINERY GLASS GLAZING SERVICES	31/03/2016	396.00
EF094100	21666	ENVIROLAB SERVICES (WA) PTY LTD ANALYTICAL SERVICES	31/03/2016	4,675.00
EF094101	21782	WEST COAST TIMBER FLOORING FLOORING SUPPLIES	31/03/2016	8,250.00
EF094102	21946	RYAN'S QUALITY MEATS MEAT SUPPLIES	31/03/2016	1,318.07
EF094103	22012	ELEGANT GLOVES EVENTS AND SERVICES CATERING SERVICES	31/03/2016	2,730.00
EF094104	22106	INTEWORK INCORPORATED SERVICES - DAIP	31/03/2016	14,403.84
EF094105	22119	BINDI BINDI DREAMING MARISSA VERMA CONSULT - ABORIGINAL EDUCATION/ENT	31/03/2016	300.00
EF094106	22182	KALAMUNDA FENCING & GATEMAKERS FENCING SERVICES	31/03/2016	8,998.00
EF094107	22242	ASPHALT SURFACES PTY LTD ASPHALTING SERVICES	31/03/2016	4,475.63
EF094108	22448	CAKES WEST PTY LTD CATERING	31/03/2016	112.66
EF094109	22553	BROWNES FOOD OPERATIONS CATERING SUPPLIES	31/03/2016	1,851.83
EF094110	22569	SONIC HEALTH PLUS PTY LTD MEDICAL SERVICES	31/03/2016	2,426.60
EF094111	22613	VICKI ROYANS ARTISTIC SERVICES	31/03/2016	750.00
EF094112	22619	KSC TRAINING TRAINING SERVICES	31/03/2016	1,320.00
EF094113	22639	SHATISH CHAUHAN TRAINING SERVICES - YOGA	31/03/2016	720.00
EF094114	22658	SERCUL URBAN LANDCARE SERVICES	31/03/2016	266.38
EF094115	22682	BEAVER TREE SERVICES PTY LTD TREE PRUNING SERVICES	31/03/2016	86,572.85
EF094116	22805	COVS PARTS PTY LTD MOTOR PARTS	31/03/2016	3,152.61

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF094117	22806	PUMA ENERGY (AUSTRALIA) FUELS PTY LTD FUEL SUPPLIES	31/03/2016	71,067.22
EF094118	22854	LGISWA INSURANCE PREMIUMS	31/03/2016	111.50
EF094119	22859	TOP OF THE LADDER GUTTER CLEANING GUTTER CLEANING SERVICES	31/03/2016	10,406.31
EF094120	22903	UNIQUE INTERNATIONAL RECOVERIES LLC DEBT COLLECTORS	31/03/2016	307.20
EF094121	22913	AUSTRALIAN OFFICE LEADING BRANDS.COM.AU ENVELOPES	31/03/2016	222.82
EF094122	22914	LADY LATTE CATERING SERVICES	31/03/2016	50.00
EF094123	23213	SPOTLESS FACILITY SERVICES PTY LTD (LAUND LAUNDRY SERVICES	31/03/2016	245.34
EF094124	23217	B & P BITUMEN REPAIRS BITUMENT WORK	31/03/2016	5,390.00
EF094125	23253	KOTT GUNNING LEGAL SERVICES	31/03/2016	7,649.82
EF094126	23348	ZUMBA WITH HONEY FITNESS CLASSES	31/03/2016	616.00
EF094127	23450	CLEVER DESIGNS UNIFORMS	31/03/2016	3,580.60
EF094128	23457	TOTALLY WORK WEAR FREMANTLE CLOTHING - UNIFORMS	31/03/2016	1,095.87
EF094129	23550	HENRICKS CONSULTING PTY LTD CONSULTANCY SERV. - HUMAN RESOURCES	31/03/2016	2,530.00
EF094130	23570	A PROUD LANDMARK PTY LTD LANDSCAPE CONTRUCTION SERVICES	31/03/2016	48,402.88
EF094131	23670	LIEBHERR AUSTRALIA PTY LTD SPARE PARTS	31/03/2016	2,893.00
EF094132	23694	TIGER FITNESS (WA) PTY LTD GYM EQUIPMENT/SERVICE	31/03/2016	2,365.00
EF094133	23735	SIDRA SOLUTIONS SOFTWARE	31/03/2016	363.00
EF094134	23767	PUBLIC TRANSPORT AUTHORITY WESTERN AUS CONSULTANCY SERVICES - PLANNING	31/03/2016	13,214.89
EF094135	23818	AM & IE MUTCH ENGINEERING CONSULTANTS CONSULTANCY SERVICES	31/03/2016	9,790.00
EF094136	23822	URIMAT AUSTRALIA PLUMBING SUPPLIES	31/03/2016	277.20
EF094137	23849	JCB CONSTRUCTION EQUIPMENT AUSTRALIA PLANT/MACHINERY	31/03/2016	580.20
EF094138	23858	SPECIALISED SECURITY SHREDDING DOCUMENT DESTRUCTION SERVICES	31/03/2016	30.36
EF094139	23971	FIND WISE LOCATION SERVICES LOCATING SERVICES - UNDERGROUND	31/03/2016	12,801.25

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF094140	24156	MASTEC AUSTRALIA PTY LTD PURCHASE OF NEW BINS	31/03/2016	39,819.78
EF094141	24183	WELLARD GLASS GLASS REPAIR SERVICES	31/03/2016	7,027.90
EF094142	24186	ELAN ENERGY MANAGEMENT PTY LTD RECYCLING SERVICES - TYRES	31/03/2016	1,246.41
EF094143	24195	PAYNE'S WINDOW CLEANING AND SERVICES WINDOW CLEANING SERVICES	31/03/2016	4,591.27
EF094144	24275	TRUCK CENTRE WA PTY LTD PURCHASE OF NEW TRUCK	31/03/2016	512.07
EF094145	24298	TANKS FOR HIRE EQUIPMENT HIRE	31/03/2016	574.20
EF094146	24506	AMARANTI'S PERSONAL TRAINING PERSONAL TRAINING SERVICES	31/03/2016	300.00
EF094147	24524	CALO HEALTH HEARTMOVE CLASSES	31/03/2016	2,165.00
EF094148	24558	MACQUARIE BANK LIMITED LEASE REPAYMENT	31/03/2016	1,615.13
EF094149	24595	CONTEMPORARY IMAGE PHOTOGRAPHY PTY LTD PHOTOGRAPHY SERVICES	31/03/2016	3,796.10
EF094150	24599	POOLWERX SPEARWOOD ANALYTICAL SERVICES	31/03/2016	1,677.75
EF094151	24655	AUTOMASTERS SPEARWOOD VEHICLE SERVICING	31/03/2016	4,001.00
EF094152	24724	QUALITY MARINE COATING SYSTEMS P/L CLEANING SERVICES - ROAD SURFACES	31/03/2016	1,860.00
EF094153	24748	PEARMANS ELECTRICAL & MECHANICAL SERVICES ELECTRICAL SERVICES	31/03/2016	8,428.14
EF094154	24805	KAREN WOOLHEAD DANCING CLASSES	31/03/2016	1,120.00
EF094155	24886	A NATURAL SELF ENTERTAINMENT SUPPLIES	31/03/2016	240.00
EF094156	24946	WT PARTNERSHIP QUANTITY SURVEYING SERVICES	31/03/2016	4,950.00
EF094157	24949	BITUMEN SURFACING BITUMEN SUPPLIES	31/03/2016	1,278.75
EF094158	24954	FREMANTLE FURY NETBALL CLUB REGISTRATION FEES	31/03/2016	400.00
EF094159	24973	BLUESTONE RECRUITMENT TEMPORARY PERSONNEL SERVICES	31/03/2016	483.58
EF094160	24974	SCOTT PRINT PRINTING SERVICES	31/03/2016	12,991.00
EF094161	24976	SNAP PRINTING - COCKBURN CENTRAL PRINTING SERVICES	31/03/2016	117.50
EF094162	25060	DFP RECRUITMENT SERVICES EMPLOYMENT SERVICES	31/03/2016	21,927.60

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF094163	25063	SUPERIOR PAK PTY LTD VEHICLE MAINTENANCE	31/03/2016	8,550.95
EF094164	25102	FREMANTLE MOBILE WELDING WELDING SERVICES	31/03/2016	3,085.50
EF094165	25115	FIIG INVESTMENT MANAGEMENT SERVICES	31/03/2016	2,750.00
EF094166	25121	IMAGESOURCE DIGITAL SOLUTIONS BILLBOARDS	31/03/2016	4,219.60
EF094167	25128	HORIZON WEST LANDSCAPE & IRRIGATION P/L LANDSCAPING SERVICES	31/03/2016	6,915.33
EF094168	25158	MPIRE SECURITY SECURITY SERVICES	31/03/2016	23,913.68
EF094169	25262	SANDOVER PINDER ARCHITECTS ARCHITECTURAL SERVICES	31/03/2016	65,619.65
EF094170	25263	SYSTEM MAINTENANCE SEWERAGE PUMP MAINTENANCE	31/03/2016	2,687.04
EF094171	25264	ACURIX NETWORKS PTY LTD WIFI ACCESS SERVICE	31/03/2016	1,397.00
EF094172	25265	SNAKE R&R TRAIN TRAINING SERVICES	31/03/2016	130.00
EF094173	25290	KENNEDYS TREE S TREE MAINTENANCE	31/03/2016	396.00
EF094174	25415	JANDAKOT STOCK & PET SUPPLIES PET SUPPLIES	31/03/2016	253.35
EF094175	25418	CS LEGAL LEGAL SERVICES	31/03/2016	32,563.86
EF094176	25539	CALIBRE CONSULTING (MELB) PTY LTD CONSULTANCY SERVICES	31/03/2016	34,476.75
EF094177	25540	JOHN MASSEY GROUP PTY LTD BUILDING SURVEYING SERVICES	31/03/2016	4,455.00
EF094178	25586	ENVIROVAP PTY LTD HIRE OF LEACHATE UNITS	31/03/2016	7,397.50
EF094179	25644	DYMOCKS GARDEN CITY PURCHASE OF BOOKS	31/03/2016	761.23
EF094180	25645	YELAKITJ MOORT NYUNGAR ASSOCIATION INC WELCOME TO THE COUNTRY PERFORMANCES	31/03/2016	300.00
EF094181	25648	NANKIVELL, MATTHEW LEE MN CREATIVE PHOTOGRAPHY SERVICES	31/03/2016	304.00
EF094182	25713	DISCUS ON DEMAND PRINTING SERVICES	31/03/2016	96.58
EF094183	25733	MIRACLE RECREATION EQUIPMENT PLAYGROUND INSTALLATION / REPAIRS	31/03/2016	5,252.50
EF094184	25737	DATABASE CONSULTANTS AUSTRALIA CONSULTANCY SERVICES	31/03/2016	1,870.00
EF094185	25813	LGCONNECT PTY LTD DEVELOPMENT CONSULTANCY	31/03/2016	11,000.00

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF094186	25819	BRAJKOVICH DEMOLITION & SALVAGE (WA) PTY DEMOLITION SERVICES	31/03/2016	1,030.39
EF094187	25875	COOGEE PLUMBING SERVICES PLUMBING SERVICES	31/03/2016	4,225.21
EF094188	25884	STUART TOMLINSON CONSULTANCY SERVICES	31/03/2016	700.00
EF094189	25940	LEAF BEAN MACHINE COFFEE BEAN SUPPLY	31/03/2016	1,200.00
EF094190	25949	BAPTIST CHURCHES OF WA REGISTRATION FEES	31/03/2016	400.00
EF094191	25955	ADECCO INDUSTRIAL PTY LTD EMPLOYMENT SERVICES	31/03/2016	63,949.74
EF094192	25959	URBAN YOUTH EFFECT ENTERTAINMENT SERVICES	31/03/2016	1,000.00
EF094193	25962	ALL LINES LINEMARKING SERVICES	31/03/2016	484.00
EF094194	26018	TOTAL ALARMS & SECURITY PRODUCTS SECURITY	31/03/2016	200.00
EF094195	26048	DAVID WILLS AND ASSOCIATES CONSULTANCY SERVICES - ENGINEERING	31/03/2016	7,392.00
EF094196	26067	SPRAYKING WA PTY LTD CHEMICAL WEED CONTROL SERVICES	31/03/2016	51,058.70
EF094197	26090	FREMANTLE MILK DISTRIBUTORS MILK DISTRIBUTORS	31/03/2016	296.45
EF094198	26110	DASH CIVIL CONTRACTING CONCRETING SERVICES	31/03/2016	21,384.00
EF094199	26114	GRACE RECORDS MANAGEMENT RECORDS MANAGEMENT SERVICES	31/03/2016	9,250.47
EF094200	26173	SOUTHSIDE PLUMBING PLUMBING SERVICES	31/03/2016	14,552.82
EF094201	26211	AMCOM PTY LTD INTERNET/DATA SERVICES	31/03/2016	12,684.55
EF094202	26253	CREATE IT TIME LAPSE CAMERA	31/03/2016	1,826.00
EF094203	26257	PAPERBARK TECHNOLOGIES ARBORICULTURAL CONSULTANCY SERVICES	31/03/2016	3,125.00
EF094204	26303	GECKO CONTRACTING TURF & LANDSCAPE MAINT TURF & LANDSCAPE MAINTENANCE	31/03/2016	66,293.98
EF094205	26310	LOCAL GEOTECHNICS CONSULTANCY SERVICES	31/03/2016	5,115.00
EF094206	26314	CPE GROUP TEMPORARY EMPLOYMENT SERVICES	31/03/2016	2,451.76
EF094207	26323	AT THE KITCHEN CATERING SERVICES	31/03/2016	1,657.50
EF094208	26330	KENNARDS HIRE - BIBRA LAKE EQUIPMENT HIRE	31/03/2016	8,578.73

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF094209	26354	ELECTROFEN REPAIR SERVICES - SECURITY FENCES	31/03/2016	6,367.02
EF094210	26359	WILSON SECURITY SECURITY SERVICES	31/03/2016	186,331.84
EF094211	26386	AIRMASTER AUSTRALIA PTY LTD AIRCONDITIONING MAINTENANCE SERVICES	31/03/2016	5,582.46
EF094212	26403	CHES POWER GROUP ENGG. SOLUTIONS/BACKUP GENERATOR	31/03/2016	320.83
EF094213	26416	COOLBELLUP NEWSAGENCY NEWSPAPER DELIVERY SERVICES	31/03/2016	1,583.00
EF094214	26419	CORPORATE SCORECARD PTY LTD CREDIT REFERENCE CHECKS	31/03/2016	658.90
EF094215	26442	BULLANT SECURITY PTY LTD LOCKSMITH & SECURITY SERVICES	31/03/2016	4,582.40
EF094216	26461	777 MAINTENANCE PTY LTD MAINTENANCE SERVICES	31/03/2016	4,159.99
EF094217	26467	WREFORD, KATHY HIRE OF MASSAGE CHAIR	31/03/2016	150.00
EF094218	26470	SCP CONSERVATION AND LAND MANAGEMENT FENCING SERVICES	31/03/2016	8,880.00
EF094219	26480	MATTRESS REMOVAL WA MATTRESS REMOVAL SERVICES	31/03/2016	4,471.00
EF094220	26513	CLAREMONT FINANCE CORPORATION (AUSTRALIA) FINANCIAL SERVICES - XCELLERATE LEASE	31/03/2016	12,221.06
EF094221	26536	SKYLINE LANDSCAPE SERVICES (WA) LANDSCAPING SERVICES	31/03/2016	36,207.76
EF094222	26549	SHARON GREGORY (KOORT-KADAK CONSULTANTS) CONSULTANCY SERVICES	31/03/2016	100.00
EF094223	26555	EXCLAIMER LTD INTERNATIONAL PAYMENT SOFTWARE PURCHASES	31/03/2016	1,582.00
EF094224	26561	MOSS AND FERN FLORIST	31/03/2016	190.00
EF094225	26574	EVA BELLYDANCE ENTERTAINMENT - BELLY DANCING	31/03/2016	300.00
EF094226	26586	WA TEMPORARY FENCING SUPPLIES FENCING - TEMPORARY	31/03/2016	880.00
EF094227	26596	QUANTUM BUILDING SERVICES BUILDING MAINTENANCE	31/03/2016	21,849.85
EF094228	26598	DAPPER APPS PTY LTD SOFTWARE DEVELOPMENT	31/03/2016	170.00
EF094229	26604	SERLING CONSULTING (AUSTRALIA) PTY LTD CIVIL ENGINEERING CONSULTANCY	31/03/2016	5,814.88
EF094230	26606	ENVIRO INFRASTRUCTURE PTY LTD CONSTRUCTION & FABRICATION	31/03/2016	5,577.00
EF094231	26609	BASICS APPROVAL SERVICES BUILDING SURVEYING	31/03/2016	440.00

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF094232	26610	TRACC CIVIL PTY LTD CIVIL CONSTRUCTION	31/03/2016	211,123.26
EF094233	26611	PETE'S CONCRETE CONSTRUCTION CONCRETE SERVICES	31/03/2016	1,320.00
EF094234	26613	AVE BIN AND BBQ CLEANING PTY LTD CLEANAING SERVICES (BBQ - BINS)	31/03/2016	2,265.00
EF094235	26614	MARKETFORCE PTY LTD ADVERTISING	31/03/2016	3,008.87
EF094236	26619	SPEARWOOD NEWS DELIVERY NEWSPAPER DELIVERY	31/03/2016	1,650.64
EF094237	26623	TELFORD INDUSTRIES CHEMICALS - POOL	31/03/2016	407.44
EF094238	26624	SKIPPER TRUCKS PRUCHASE OF NEW TRUCKS & MAINTENANCE	31/03/2016	398.30
EF094239	26625	ANDOVER DETAILERS CAR DETAILING SERVICES	31/03/2016	691.95
EF094240	26639	SAFEGUARD INDUSTRIES SECURITY DOORS, SCREENS & ROLLER SHUTT	31/03/2016	900.00
EF094241	26649	KUBED MEDIA HIRE OF ADVERTISING LED SCREENS	31/03/2016	660.00
EF094242	26660	ORGANIC TRAINING SOLUTIONS BUSINESS TRAINING	31/03/2016	1,575.00
EF094243	26664	THE INCREDIBLE GROUP HIRING OF FUNCTION/PARTY EQUIP	31/03/2016	1,993.56
EF094244	26667	TANGELO CREATIVE GRAPHIC DESIGN	31/03/2016	24,750.00
EF094245	26668	SWEET MATE PROMOTIONS ENTERTAINMENT SERVICES	31/03/2016	2,200.00
EF094246	26677	AUSTRALIA AND NEW ZEALAND RECYCLING PLA NOT- FOR-PROFIT MEMBER SERVICES BODY	31/03/2016	1,739.54
EF094247	26691	BW SOLAR SOLAR PUMPS	31/03/2016	1,553.20
EF094248	26698	MELVILLE MITSUBISHI PURCHASE OF NEW VEHICLES & MAINT.	31/03/2016	331.75
EF094249	26713	STONERIDGE QUARRIES WA RECYCLING SERVICES	31/03/2016	265.76
EF094250	26727	ANDME CONSULTING CONSULTANCY - COMM. DEVELOPMENT	31/03/2016	2,223.50
EF094251	26730	TICKETMASTER AUSTRALASIA P/L TICKETS - ENTERTAINMENT	31/03/2016	2,112.00
EF094252	26732	AMARE SAFETY CLOTHING UNIFORMS	31/03/2016	317.72
EF094253	26735	SHANE MCMASTER SURVEYS SURVEY SERVICES	31/03/2016	14,355.00
EF094254	26739	KERB DOCTOR KERB MAINTENANCE	31/03/2016	5,643.55

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF094255	26746	MOWER CITY LAWN MAINTENANCE	31/03/2016	1,844.00
EF094256	26747	BELL-VISTA FRUIT & VEG FRUIT AND VEGETABLES.	31/03/2016	921.38
EF094257	26748	TENDERLINK.COM ONLINE TENDER SUBSCRIPTION	31/03/2016	330.00
EF094258	26750	KLEENIT PTY LTD CLEANING	31/03/2016	21,504.00
EF094259	26752	MG GROUP WA CONSTRUCTION	31/03/2016	38,779.03
EF094260	26756	TRENCHBUSTERS PTY LTD EARTHMOVING	31/03/2016	462.00
EF094261	26757	INCREDIBLE CREATURES MOBILE FARM BRINGING ANIMALS TO SHOWS FOR PUBLIC INT	31/03/2016	655.00
EF094262	26759	METRO FILTERS CANOPY, FLUE & FANS CLEANING AND FILTE	31/03/2016	415.80
EF094263	26760	EXCEL TRAFFIC DATA TRAFFIC SURVEYS & TRAFFIC COUNTERS	31/03/2016	1,859.00
EF094264	26762	STAN BOND SECURITY PTY LTD SENIORS SECURITY SUBSIDIES	31/03/2016	200.00
EF094265	26767	SNAP PRINT FREMANTLE PRINTING SERVICES	31/03/2016	45.00
EF094266	26769	CONNECTED SYSTEMS WEBSITE CONSULTANCY SERVICES	31/03/2016	14,025.00
EF094267	26770	LAKE SIDE MOWERS & MOTORCYCLES REPAIRS/MAINTENANCE SERVICES	31/03/2016	136.00
EF094268	26771	INSTANT PRODUCTS HIRE PORTABLE TOILET HIRE	31/03/2016	9,329.12
EF094269	26773	LASER CORPS COMBAT ADVENTURES ENTRY FEES	31/03/2016	1,890.00
EF094270	26780	METROPOLITAN OMNIBUS COMPANY BUS HIRE	31/03/2016	742.50
EF094271	26782	SOFT LANDING RECYCLING SERVICES	31/03/2016	2,016.00
EF094272	26783	LESLIE HINTON ENTERTAINMENT	31/03/2016	1,220.00
EF094273	26786	NUTURF HERBICIDE PRODUCTS	31/03/2016	231.00
EF094274	26788	PUBLIC SECTOR TRAINING SOLUTIONS TRAINING SERVICES	31/03/2016	2,175.00
EF094275	26789	RAECO SUPPLIER OF LIBRARY SHELVING & FURNITURE	31/03/2016	1,245.96
EF094276	26793	6 DEGREES GROUP CLIENT MANAGEMENT (AGENT) SERVICES	31/03/2016	1,320.00

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF094277	26796	ROSIE O ENTERTAINMENT PTY LTD ENTERTAINMENT SERVICES	31/03/2016	440.00
EF094278	26799	SIMPLY CARBON SECURITY SERVICES	31/03/2016	11,000.00
EF094279	26800	THE GOODS RETAIL	31/03/2016	469.76
EF094280	26801	SUMMIT SECURITY SECURITY SERVICES	31/03/2016	200.00
EF094281	26803	JACOBS GROUP (AUSTRALIA) PTY LTD CONSULTANCY - ENGINEERING	31/03/2016	29,497.38
EF094282	26807	TRANSAIR TWO WAY RADIO EQUIPMENT REPAIRS & MAINTENANCE SERVICES	31/03/2016	680.79
EF094283	26808	SHIRE OF SERPERTINE JARRAHDALE LEAVE ENTITLEMENTS	31/03/2016	1,431.97
EF094284	26809	CRAIG BROTHERRSON BUSINESS CONSULTING CONSULTANCY	31/03/2016	300.00
EF094285	26810	RMSS SOFTWARE	31/03/2016	40,700.00
EF094286	26811	ROMERI MOTOR TRIMMERS UPHOLSTERY REPAIR	31/03/2016	400.00
EF094287	26813	BUSWEST BUS HIRE	31/03/2016	770.00
EF094288	26819	JANDAKOT EARTHMOVING & RURAL CONTRACT HIRE SERVICES - EARTHMOVING EQUIPMENT	31/03/2016	4,763.00
EF094289	26821	ALLUSED PTY LTD MACHINERY & ATTACHMENTS	31/03/2016	5,500.00
EF094290	26826	PINDAN CONTRACTING PTY LTD BUILDING CONSTRUCTION SERVICES	31/03/2016	209,188.65
EF094291	11794	SYNERGY ELECTRICITY USAGE/SUPPLIES	31/03/2016	116,578.85
EF094292	25823	ENIGIN WESTERN AUSTRALIA ELECTRICITY USAGE/SUPPLIES	31/03/2016	18,988.36
EF094293	23250	DEPARTMENT OF PLANNING DAP APPLICATIONS & DAP FEES	31/03/2016	6,707.00
EF094294	26741	COMMUNITY PERSPECTIVES CONSULTANCY - STRATEGIC & COMM. PL	31/03/2016	10,520.40
EF094295	99997	SANGHYUN LEE CROSSOVER CONTRIBUTION	31/03/2016	300.00
EF094296	99997	JANDAKOT VOLUNTEER BUSH FIRE BRIGADE EXPENSES REIMBURSEMENT	31/03/2016	40.00
EF094297	99997	JANDAKOT VOLUNTEER BUSH FIRE BRIGADE EXPENSES REIMBURSEMENT	31/03/2016	291.44
EF094298	99997	H & D NIXON CROSSOVER CONTRIBUTION	31/03/2016	300.00
EF094299	99997	DARREN & JOANNE FORWARD BIRD BATH REBATE	31/03/2016	40.00

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF094300	99997	DEZMA SMITH BIRD BATH REBATE	31/03/2016	50.00
EF094301	99997	ALEXANDER LAPITSKIY CROSSOVER CONTRIBUTION	31/03/2016	300.00
EF094302	99997	WA PCYC KIDSPORT REGISTRATIONS	31/03/2016	200.00
EF094303	99997	ROCKINGHAM COASTAL SHARKS RLC KIDSPORT REGISTRATIONS	31/03/2016	200.00
EF094304	99997	ATWELL NETBALL CLUB KIDSPORT REGISTRATIONS	31/03/2016	200.00
EF094305	99997	ATWELL NETBALL CLUB KIDSPORT REGISTRATIONS	31/03/2016	200.00
EF094306	99997	COCKBURN CITY TEEBALL & BASEBALL CLUB KIDSPORT REGISTRATIONS	31/03/2016	200.00
EF094307	99997	YANGEBUP LAKES LITTLE ATHLETICS KIDSPORT REGISTRATIONS	31/03/2016	200.00
EF094308	99997	YANGEBUP LAKES LITTLE ATHLETICS KIDSPORT REGISTRATIONS	31/03/2016	200.00
EF094309	99997	YANGEBUP LAKES LITTLE ATHLETICS KIDSPORT REGISTRATIONS	31/03/2016	200.00
EF094310	99997	YANGEBUP KNIGHTS JUNIOR BALL CLUB INC KIDSPORT REGISTRATIONS	31/03/2016	400.00
EF094311	99997	SUCCESS STRIKERS NETBALL CLUB KIDSPORT REGISTRATIONS	31/03/2016	200.00
EF094312	99997	COCKBURN CITY SOCCER CLUB INC KIDSPORT REGISTRATIONS	31/03/2016	600.00
EF094313	99997	ROCKINGHAM CITY FOOTBALL CLUB INC KIDSPORT REGISTRATIONS	31/03/2016	200.00
EF094314	99997	KWINANA WOLVES SPORTS CLUB KIDSPORT REGISTRATIONS	31/03/2016	200.00
EF094315	99997	C SABELLANO & W CONNOR CROSSOVER CONTRIBUTION	31/03/2016	300.00
EF094316	99997	XIAZHEN YU CROSSOVER CONTRIBUTION	31/03/2016	300.00
EF094317	99997	KATE ELIZABETH BRECHANY CROSSOVER CONTRIBUTION	31/03/2016	300.00
EF094318	99997	RAJ & USHA GOPALAN CROSSOVER CONTRIBUTION	31/03/2016	300.00
EF094319	99997	NEIL A & JACQUELINE FRECKLETON CROSSOVER CONTRIBUTION	31/03/2016	300.00
EF094320	99997	BICTON UNITING CHRUCH KIDSPORT REGISTRATIONS	31/03/2016	200.00
EF094321	99997	WINTHROP NETBALL CLUB KIDSPORT REGISTRATIONS	31/03/2016	200.00
EF094322	99997	OBERTHUR PRIMARY SCHOOL KIDSPORT REGISTRATIONS	31/03/2016	200.00

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF094323	99997	COCKBURN NETBALL CLUB KIDSPORT REGISTRATIONS	31/03/2016	200.00
EF094324	99997	COCKBURN JUNIOR CRICKET CLUB KIDSPORT REGISTRATIONS	31/03/2016	99.00
EF094325	99997	COCKBURN JUNIOR CRICKET CLUB KIDSPORT REGISTRATIONS	31/03/2016	90.00
EF094326	99997	COCKBURN JUNIOR CRICKET CLUB KIDSPORT REGISTRATIONS	31/03/2016	99.00
EF094327	99997	COCKBURN JUNIOR CRICKET CLUB KIDSPORT REGISTRATIONS	31/03/2016	90.00
EF094328	99997	COCKBURN JUNIOR CRICKET CLUB KIDSPORT REGISTRATIONS	31/03/2016	99.00
EF094329	99997	SOUTH COOGEE VOLUNTEER BUSH FIRE BRIGADE EXPENSES REIMBURSEMENT	31/03/2016	287.52
EF094330	99997	SOUTH COOGEE VOLUNTEER BUSH FIRE BRIGADE EXPENSES REIMBURSEMENT	31/03/2016	5,610.60
EF094331	99997	ROSSMOYNE NETBALL CLUB INCORPORATED KIDSPORT REGISTRATIONS	31/03/2016	200.00
EF094332	99997	SIMONE SIEBER STUDY FEES CONTRIBUTION	31/03/2016	1,175.00
EF094333	99997	TREVOR SMITH INSURANCE CLAIM REIMBURSEMENT	31/03/2016	380.00
EF094334	99997	LR & KD HUGHES CROSSOVER CONTRIBUTION	31/03/2016	300.00
EF094335	99997	AMIR TABRIZI CROSSOVER CONTRIBUTION	31/03/2016	300.00
EF094336	99997	LISA CAMPBELL CROSSOVER CONTRIBUTION	31/03/2016	300.00
EF094337	99997	HEMA CHAND & SUSMITMA CROSSOVER CONTRIBUTION	31/03/2016	300.00
EF094338	99997	THOMAS WILSON CROSSOVER CONTRIBUTION	31/03/2016	300.00
EF094339	99997	DALMATINAC NETBALL CLUB KIDSPORT REGISTRATIONS	31/03/2016	220.00
EF094340	99997	PHILIP BARKER BIRD BATH REBATE	31/03/2016	39.50
EF094341	99997	COCKBURN BASKETBALL ASSOCIATION KIDSPORT REGISTRATIONS	31/03/2016	700.00
EF094342	99997	KEVIN MUIR EXPENSES REIMBURSEMENT	31/03/2016	104.96
EF094343	99997	PCYC - FREMANTLE KIDSPORT REGISTRATIONS	31/03/2016	220.00
EF094344	99997	XIANGHUI ZHANG COMPOST BIN REBATE	31/03/2016	50.00
EF094345	99997	VANESSA MINERVINI COMPOST BIN REBATE	31/03/2016	50.00

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
EF094346	99997	JOHANNES & THERESIA ZWARTKRUIS COMPOST BIN REBATE	31/03/2016	39.90
EF094347	99997	BURRIDGBE MARTIAL ARTS ACADEMY KIDSPORT REGISTRATIONS	31/03/2016	600.00
EF094348	99997	LIBERTY NETBALL CLUB KIDSPORT REGISTRATIONS	31/03/2016	200.00
EF094349	99997	SOUTH FREMANTLE WOMENS FOOTBALL CLUB KIDSPORT REGISTRATIONS	31/03/2016	200.00
EF094350	99997	FREMANTLE RUGBY LEAGUE CLUB INC KIDSPORT REGISTRATIONS	31/03/2016	780.00
EF094351	99997	FREMANTLE RUGBY LEAGUE CLUB INC KIDSPORT REGISTRATIONS	31/03/2016	200.00
EF094352	99997	CHRISTINE ABSON CAT STERILISATION SUBSIDY	31/03/2016	50.00
EF094353	99997	LORA GUARINO CAT STERILISATION SUBSIDY	31/03/2016	50.00
EF094354	99997	SABRINA TAN CAT STERILISATION SUBSIDY	31/03/2016	50.00
EF094355	99997	JULIE FULLER CAT STERILISATION SUBSIDY	31/03/2016	50.00
EF094356	99997	OSCAR NAVAL CAT STERILISATION SUBSIDY	31/03/2016	50.00
EF094357	99997	JANDAKOT VOLUNTEER BUSH FIRE BRIGADE EXPENSES REIMBURSEMENT	31/03/2016	4,079.63
EF094358	99997	JANDAKOT VOLUNTEER BUSH FIRE BRIGADE EXPENSES REIMBURSEMENT	31/03/2016	1,497.51
EF094359	99997	JANDAKOT VOLUNTEER BUSH FIRE BRIGADE EXPENSES REIMBURSEMENT	31/03/2016	501.16
EF094360	99997	JANDAKOT VOLUNTEER BUSH FIRE BRIGADE EXPENSES REIMBURSEMENT	31/03/2016	57.79
EF094361	99997	JANDAKOT VOLUNTEER BUSH FIRE BRIGADE EXPENSES REIMBURSEMENT	31/03/2016	1,791.21
026569	13932	ARMAGUARD BANKING SERVICES	3/03/2016	3,716.25
026570	13932	ARMAGUARD BANKING SERVICES	10/03/2016	2,026.10
026571	13932	ARMAGUARD BANKING SERVICES	16/03/2016	1,575.05
026572	13932	ARMAGUARD BANKING SERVICES	24/03/2016	2,760.95
026573	13932	ARMAGUARD BANKING SERVICES	31/03/2016	1,607.00
026574	10747	IINET LIMITED INTERNET SERVICES	31/03/2016	2,059.69
026575	11349	SHIRE OF MUNDARING LOST LIBRARY BOOK	31/03/2016	17.60

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
026576	11636	TOWN OF VICTORIA PARK LOST LIBRARY BOOK	31/03/2016	19.80
026577	11760	WATER CORPORATION SEWER EASEMENT	31/03/2016	61,438.10
026578	99995	WHELANS (WA) PTY LTD PROPERTY CHEQUE SUNDRY REFUNDS	31/03/2016	146.00
026579	99995	ESCAPE TRAVEL PROPERTY REFUND	31/03/2016	400.00
026580	99995	OFFICE OF STATE REVENUE PROPERTY REFUND	31/03/2016	6.39
026581	99995	STIRLING CONVEYANCING SERVICES PROPERTY REFUND	31/03/2016	150.37
026582	99995	COMMISSIONER OF STATE REVENUE PROPERTY REFUND	31/03/2016	229.50
026583	99995	SSB PTY LTD PROPERTY REFUND	31/03/2016	156.65
026584	99995	ELVIRA BRENNAN PROPERTY REFUND	31/03/2016	59.00
026585	99995	FRASERS PROPERTY (APG) PTY LTD PROPERTY REFUND	31/03/2016	2,668.23
026586	99995	ROCKINGHAM SENIOR HIGH SCHOOL PROPERTY REFUND	31/03/2016	99.99
026587	99995	ST JEROMES PARISH PROPERTY REFUND	31/03/2016	369.00
026588	99995	ANTONIO FERRARO PROPERTY REFUND	31/03/2016	148.00
026589	99999	P & V SEPAROVICH BOND REFUND	31/03/2016	2,816.00
026590	99999	V SARDELICH BOND REFUND	31/03/2016	2,817.00
026591	99999	SEEFELD INVESTMENTS PTY LTD BOND REFUND	31/03/2016	10,977.00
026592	99999	THE ESTATE OF C GALIPO BOND REFUND	31/03/2016	2,946.00
026593	99999	ROBERT & MARIJA GARBIN BOND REFUND	31/03/2016	4,587.27
026594	99999	RAINSTONE HOLDINGS PTY LTD BOND REFUND	31/03/2016	7,305.73
026595	99999	LANDCORP BOND REFUND	31/03/2016	81,661.00
026596	99999	JEAN M MITCHELL BOND REFUND	31/03/2016	4,812.50
026597	99999	LANDCORP BOND REFUND	31/03/2016	19,720.59
026598	10047	ALINTA ENERGY GAS SUPPLIES	31/03/2016	115.10

CITY OF COCKBURN
MUNICIPAL BANK ACCOUNT

Cheque/ EFT	Account No.	Account/Payee	Date	Value
026599	11758	WATER CORP WATER USAGE / SUNDRY CHARGES ADD RETENTION HELD NIL LESS PRIOR PERIOD CANCELLED CHEQUES/EFTS NIL	31/03/2016	47,599.44
		TOTAL		17,916,931.52
		TOTAL AS PER AP SOURCE 16GLACT9991000		17,916,931.52
		TOTAL AS PER TR SOURCE 16GLACT9991000		17,916,931.52
		ADDITIONAL DIRECT PAYMENTS		
		BANK FEES		
		MERCHANT FEES COC		3,026.40
		MERCHANT FEES SLLC		1,425.33
		MERCHANT FEES VARIOUS OUT CENTRES		73.80
		NATIONAL BPAY CHARGE		5,681.92
		RTGS/ACLR FEE		11.00
		NAB TRANSACT FEE		2,287.98
		MERCHANDISE / OTHER FEES		-
				12,506.43
		FAMILY DAY CARE AND IN HOME CARE PAYMENTS		
		FDC PAYMENTS		59,872.54
		IHC PAYMENTS		88,023.46
				147,896.00
		PAYROLL TRANSACTIONS		
		COC 01/03/16 CITY OF COCKBURN 042958		284.37
		COC 08/03/16 CITY OF COCKBURN 042958		1,085,783.18
		COC 10/03/16 CITY OF COCKBURN 042958		2,860.35
		COC 11/03/16 CITY OF COCKBURN 042958		10,749.08
		COC 18/03/16 CITY OF COCKBURN 042958		1,671.30
		COC 22/03/16 CITY OF COCKBURN 042958		1,096,620.10
		COC 29/02/16 CITY OF COCKBURN 042958		10,851.39
				2,208,819.77
		CREDIT CARD PAYMENTS		
		CBA CREDIT CARD PAYMENT		61,551.43
				61,551.43
		TOTAL PAYMENTS FOR MARCH		20,347,705.15

PAYMENT SUMMARY

CHEQUE PAYMENTS

026569- 026599

ELECTRONIC FUNDS TRANSFER PAYMENT

EF093795 – EF094361

CANCELLED PAYMENTS

Nil

STATEMENT OF FINANCIAL ACTIVITY

for the period ended 31 March 2016

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
	\$	\$	%	\$	\$	\$
Operating Revenue						
Governance	96,188,123	94,018,487	2%	2,169,636 ✓	97,341,212	99,121,749
Financial Services	768,766	595,037	29%	173,728	657,050	657,050
Information Services	-	1,125	-100%	(1,125)	1,500	1,500
Human Resource Management	208,117	214,494	-3%	(6,377)	286,000	286,000
Library Services	34,650	44,029	-21%	(9,378)	57,790	57,790
Community Services	3,589,189	3,601,798	0%	(12,609)	4,799,191	4,570,177
Human Services	5,128,607	4,828,614	6%	299,993 ✓	6,431,724	6,275,826
Corporate Communications	50,091	13,250	278%	36,841	13,400	13,400
Statutory Planning	1,122,644	1,304,261	-14%	(181,617)	1,739,015	1,739,015
Strategic Planning	2,129,838	2,099,738	1%	30,100	2,599,986	2,502,303
Building Services	1,210,115	1,267,088	-4%	(56,973)	1,607,963	1,607,963
Environmental Health	273,489	181,275	51%	92,214	247,500	225,500
Waste Services	8,243,641	8,097,035	2%	146,605	10,012,629	13,181,768
Parks & Environmental Services	17,807	10,425	71%	7,382	13,900	13,900
Engineering Services	393,277	220,271	79%	173,006	293,695	293,695
Infrastructure Services	296,055	125,563	136%	170,492	201,387	3,297
	119,654,408	116,622,491	3%	3,031,917	126,303,942	130,550,933
Total Operating Revenue	119,654,408	116,622,491	3%	3,031,917	126,303,942	130,550,933
Operating Expenditure						
Governance	(3,227,420)	(3,595,888)	-10%	368,467 ✓	(5,210,868)	(5,625,919)
Financial Services	(4,815,293)	(4,643,138)	4%	(172,156)	(5,559,118)	(5,444,589)
Information Services	(3,308,000)	(3,599,614)	-8%	291,614 ✓	(4,801,338)	(4,589,733)
Human Resource Management	(1,556,901)	(1,892,186)	-18%	335,285 ✓	(2,725,519)	(2,676,655)
Library Services	(2,439,396)	(2,559,485)	-5%	120,089	(3,487,879)	(3,502,079)
Community Services	(6,452,962)	(7,378,917)	-13%	925,955 ✓	(9,899,329)	(9,397,846)
Human Services	(5,890,979)	(6,156,351)	-4%	265,372 ✓	(8,402,875)	(7,991,815)
Corporate Communications	(2,112,348)	(2,331,345)	-9%	218,997 ✓	(3,220,690)	(3,033,146)
Statutory Planning	(1,014,811)	(1,068,558)	-5%	53,747	(1,461,266)	(1,350,078)
Strategic Planning	(1,323,608)	(1,273,066)	4%	(50,542)	(1,738,143)	(1,715,760)
Building Services	(1,064,442)	(1,189,334)	-11%	124,892	(1,650,628)	(1,650,628)
Environmental Health	(1,148,857)	(1,357,157)	-15%	208,300 ✓	(2,109,368)	(1,690,419)
Waste Services	(13,726,992)	(13,913,138)	-1%	186,145	(19,563,055)	(21,691,182)
Parks & Environmental Services	(8,475,285)	(9,048,648)	-6%	573,363 ✓	(12,322,578)	(12,051,467)
Engineering Services	(5,954,147)	(6,108,137)	-3%	153,990	(8,413,890)	(8,051,738)
Infrastructure Services	(6,269,037)	(6,655,229)	-6%	386,192 ✓	(9,214,316)	(8,952,654)
	(68,780,479)	(72,770,190)	-5%	3,989,711	(99,780,860)	(99,415,708)

STATEMENT OF FINANCIAL ACTIVITY

for the period ended 31 March 2016

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
	\$	\$	%	\$	\$	\$
Less: Net Internal Recharging	1,497,545	2,100,059	-29%	(602,514) X	3,024,460	3,024,460
Add: Depreciation on Non-Current Assets						
Computer & Electronic Equip	(167,854)	(162,659)	3%	(5,195)	(216,879)	(32,091)
Furniture & Equipment	(108,714)	(107,789)	1%	(925)	(143,718)	(143,718)
Plant & Machinery	(2,085,330)	(2,211,192)	-6%	125,862	(2,949,690)	(2,949,690)
Buildings	(3,680,546)	(3,781,980)	-3%	101,434	(5,042,645)	(5,382,841)
Roads	(7,893,584)	(8,386,488)	-6%	492,904 ✓	(11,181,984)	(11,181,984)
Drainage	(1,876,904)	(1,893,159)	-1%	16,255	(2,524,212)	(2,524,212)
Footpaths	(869,194)	(900,990)	-4%	31,796	(1,201,320)	(1,201,320)
Parks Equipment	(2,028,148)	(2,264,634)	-10%	236,486 ✓	(3,019,512)	(3,019,512)
Landfill	(855,470)	(934,812)	-8%	79,342	(1,246,416)	(1,246,416)
	(19,565,744)	(20,643,703)	-5%	1,077,958	(27,526,376)	(27,681,784)
Total Operating Expenditure	(86,848,679)	(91,313,834)	-5%	4,465,155	(124,282,776)	(124,073,032)
Change in Net Assets Resulting from Operations	32,805,730	25,308,657	30%	7,497,073	2,021,166	6,477,902
Non-Operating Activities						
Profit/(Loss) on Assets Disposal						
Plant & Machinery	88,733	(62,229)	-243%	150,962	77,771	(266,729)
Freehold Land	(30,474)	15,330,000	-100%	(15,360,474) X	12,237,938	8,437,938
Furniture & Office Equipment	-	-	0%	-	-	-
Buildings	(90,767)	-	0%	(90,767)	-	-
	(32,508)	15,267,771	-100%	(15,300,279)	12,315,709	8,171,209
Asset Acquisitions						
Land and Buildings	(30,712,156)	(42,396,545)	-28%	11,684,390 ✓	(66,316,285)	(63,968,000)
Infrastructure Assets	(8,262,746)	(14,408,974)	-43%	6,146,229 ✓	(25,089,670)	(13,135,576)
Plant and Machinery	(2,110,395)	(5,977,300)	-65%	3,866,905 ✓	(6,205,800)	(4,568,000)
Furniture and Equipment	(6,105)	(6,002)	2%	(103)	(6,000)	(6,000)
Computer Equipment	(274,692)	(842,671)	-67%	567,980 ✓	(983,171)	(503,800)
Note 1.	(41,366,092)	(63,631,493)	-35%	22,265,400	(98,600,926)	(82,181,376)
Add: Land - Vested in Crown	(610,366)	-	0%	(610,366) X	-	-
Add: Transfer to Reserves	(24,683,323)	(38,158,160)	-35%	13,474,837 ✓	(73,159,111)	(63,087,125)

STATEMENT OF FINANCIAL ACTIVITY

for the period ended 31 March 2016

	Actuals	YTD Revised Budget	Variance to YTD Budget	\$ Variance to YTD Budget	Revised Budget	Adopted Budget
	\$	\$	%	\$	\$	\$
Add Funding from						
Grants & Contributions - Asset Development	13,806,713	21,219,252	-35%	(7,412,540) X	28,710,504	26,705,947
Proceeds on Sale of Assets	3,002,399	16,965,500	-82%	(13,963,101) X	20,195,500	16,051,000
Reserves	27,995,262	46,085,691	-39%	(18,090,429) X	56,414,221	31,635,188
Loan Funds Raised	-	12,500,000	-100%	(12,500,000) X	25,000,000	25,000,000
	44,804,374	96,770,443	-54%	(51,966,069)	130,320,225	99,392,135
Non-Cash/Non-Current Item Adjustments						
Depreciation on Assets	19,565,744	20,643,703	-5%	(1,077,958) X	27,526,376	27,681,784
Profit/(Loss) on Assets Disposal	32,508	(15,267,771)	-100%	15,300,279 ✓	(12,315,709)	(8,171,209)
Loan Repayments	(705,302)	(705,302)	0%	-	(1,423,320)	(1,423,320)
Non-Current Leave Provisions	288,708	-	0%	288,708 ✓	-	-
	19,181,658	4,670,629	311%	14,511,028	13,787,347	18,087,255
Opening Funds	13,676,287	13,676,287	0%	0	13,676,287	13,500,000
Closing Funds	43,775,760	53,905,176	-19%	(10,129,416)	360,698	360,000
	-	-		-	-	-

Note 2, 3.

Notes to Statement of Financial Activity

Note 1.

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

	Actuals	Commitments at Month End	Commitments & Actuals YTD	YTD Revised Budget	Full Year Revised Budget	Uncommitted at Month End
	\$	\$			\$	\$
Assets Classification						
Land and Buildings	(30,712,156)	(61,794,421)	(92,506,577)	(42,396,545)	(66,316,285)	(26,190,292)
Infrastructure Assets	(8,262,746)	(10,061,486)	(18,324,232)	(14,408,974)	(25,089,670)	6,765,438
Plant and Machinery	(2,110,395)	(2,589,654)	(4,700,049)	(5,977,300)	(6,205,800)	1,505,751
Furniture and Equipment	(6,105)	-	(6,105)	(6,002)	(6,000)	(105)
Computer Equipment	(274,692)	(33,694)	(308,386)	(842,671)	(983,171)	674,785
	(41,366,092)	(74,479,255)	(115,845,348)	(63,631,493)	(98,600,926)	(17,244,422)

Note 2.

Closing Funds in the Financial Activity Statement are represented by:

	Actuals	YTD Revised Budget	Full Year Revised Budget	Adopted Budget
	\$	\$	\$	\$
Current Assets				
Cash & Investments	150,810,707	150,485,133	113,947,104	120,256,114
Rates Outstanding	4,073,609	2,177,360	700,000	700,000
Rubbish Charges Outstanding	142,037	332,481	320,000	320,000
Sundry Debtors	1,454,849	2,594,938	2,700,000	2,700,000
GST Receivable	1,878,115	-	-	-
Prepayments	13,960	350,000	350,000	350,000
Accrued Debtors	322,493	-	-	-
Stock on Hand	15,053	80,000	80,000	80,000
	158,710,822	156,019,911	118,097,104	124,406,114
Current Liabilities				
Creditors	(3,436,541)	(2,063,276)	(5,935,000)	(5,935,000)
Income Received in Advance	-	-	-	-
GST Payable	(481,857)	-	-	-
Withholding Tax Payable	-	-	-	-
Provision for Annual Leave	(3,110,028)	(3,000,000)	(3,000,000)	(3,000,000)
Provision for Long Service Leave	(1,852,386)	(2,446,985)	(2,595,980)	(2,595,980)
	(8,880,812)	(7,510,261)	(11,530,980)	(11,530,980)
Net Current Assets	149,830,010	148,509,650	106,566,124	112,875,134
Add: Non Current Investments	4,639,290	4,541,761	4,541,761	4,541,761
	154,469,300	153,051,411	111,107,885	117,416,895
Less: Restricted/Committed Assets				
Cash Backed Reserves #	(103,761,828)	(99,146,235)	(123,818,656)	(117,056,895)
Deposits & Bonds Liability *	(6,931,713)	(6,802,184)	(6,802,184)	(6,802,184)
Grants & Contributions Unspent *	-	6,802,184	6,802,184	6,802,184
	43,775,760	53,905,176	(12,710,772)	360,000
Closing Funds (as per Financial Activity Statement)	43,775,760	53,905,176	(12,710,772)	360,000

See attached Reserve Fund Statement

* See attached Restricted Funds Analysis

Note 3.

Amendments to original budget since budget adoption. Surplus/(Deficit)

Ledger	Project/ Activity	Description	Council Resolution	Classification	Non Change (Non Cash Items) Adjust.	Increase in Available Cash	Decrease in Available Cash	Amended budget Running Balance
					\$	\$	\$	\$
Budget Adoption				Closing Funds Surplus(Deficit)				360,000
OP	6818	Remove lease income		Operating Income			5,000	355,000
GL	480	Increase RRRC funding payment		Operating Expenditure			63,758	291,242
	161, 162,							
GL	175	Adjusting FESA budget to the final grants agreement		Operating Income		2,082		293,324
OP	9562	Remove Municipal funding		Operating Expenditure		7,104		300,428
GL	378	New grant funded activity, funded by surpluses from GL350 and GL375		Operating Expenditure		2,631		303,059
Various		Mid-year budget review				85,639		388,698
GL	500	Statutory Planning Consultancy Cost		Operating Expenditure			28,000	360,698
				Closing Funds Surplus (Deficit)	0	97,456	96,758	360,698

Statement of Comprehensive Income *by Nature and Type*

for the period ended 31 March 2016

	Actual	Amended YTD Budget	\$ Variance to YTD Budget	Forecast	Amended Budget	Adopted Budget
	\$	\$	\$	\$	\$	\$
OPERATING REVENUE						
01 Rates	89,320,464	87,355,951	1,964,513	90,995,527	89,031,014	89,031,014
02 Specified Area Rates	337,839	274,438	63,401	337,839	274,438	274,438
05 Fees and Charges	17,502,745	17,501,554	1,191	22,054,559	22,053,368	25,121,953
06 Service Charges	1,061,762	1,070,325	(8,563)	1,061,762	1,070,325	1,037,370
10 Grants and Subsidies	5,750,580	5,509,104	241,476	7,747,859	7,506,383	9,098,273
15 Contributions, Donations and Reimbursements	1,116,747	618,530	498,217	1,282,734	784,517	592,253
20 Interest Earnings	4,513,376	4,284,314	229,063	5,802,160	5,573,097	5,385,532
25 Other revenue and Income	50,895	8,275	42,620	53,420	10,800	10,100
Total Operating Revenue	119,654,408	116,622,491	3,031,917	129,335,860	126,303,942	130,550,933
OPERATING EXPENDITURE						
50 Employee Costs - Salaries & Direct Oncosts	(32,898,784)	(33,928,137)	1,029,353	(45,750,667)	(46,780,020)	(46,409,834)
51 Employee Costs - Indirect Oncosts	(442,784)	(524,046)	81,262	(1,061,201)	(1,142,463)	(1,133,185)
55 Materials and Contracts	(25,501,860)	(28,102,054)	2,600,194	(35,657,561)	(38,257,755)	(36,109,194)
65 Utilities	(3,274,438)	(3,414,091)	139,653	(4,428,057)	(4,567,710)	(4,622,148)
70 Interest Expenses	(46,686)	(43,026)	(3,660)	(76,996)	(73,336)	(73,336)
75 Insurances	(2,132,185)	(2,134,448)	2,263	(2,132,185)	(2,134,448)	(2,134,448)
80 Other Expenses	(4,483,743)	(4,624,388)	140,646	(6,684,483)	(6,825,128)	(8,933,563)
85 Depreciation on Non Current Assets	(19,565,744)	(20,643,703)	1,077,958	(26,448,418)	(27,526,376)	(27,681,784)
Add Back: Indirect Costs Allocated to Capital Works	1,497,545	2,100,059	(602,514)	2,421,947	3,024,460	3,024,460
Total Operating Expenditure	(86,848,679)	(91,313,834)	4,465,155	(119,817,621)	(124,282,776)	(124,073,032)
CHANGE IN NET ASSETS RESULTING FROM OPERATING ACTIVITIES	32,805,730	25,308,657	7,497,073	9,518,239	2,021,166	6,477,902
NON-OPERATING ACTIVITIES						
11 Capital Grants & Subsidies	6,900,241	10,431,304	(3,531,063)	10,916,012	14,447,075	12,964,025
16 Contributions - Asset Development	6,906,472	10,787,949	(3,881,476)	10,381,953	14,263,429	13,741,922
95 Profit/(Loss) on Sale of Assets	(32,508)	15,267,771	(15,300,279)	(2,984,569)	12,315,709	8,171,209
57 Acquisition of Crown Land for Roads	(610,366)	-	(610,366)	(610,366)	-	-
58 Underground Power Scheme	-	-	-	-	-	-
Total Non-Operating Activities	13,163,839	36,487,024	(23,323,185)	17,703,029	41,026,213	34,877,156
NET RESULT	45,969,569	61,795,681	(15,826,112)	27,221,268	43,047,380	41,355,058

Notes to Statement of Comprehensive Income

Note 1.

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

	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
<u>Community Services:</u>				
Recreational Services	458,462	398,963	525,280	515,280
South Lake Leisure Centre	2,195,909	2,332,869	3,017,837	3,020,401
Law and Public Safety	426,909	488,872	618,496	518,496
	3,132,826	3,220,704	4,161,613	4,054,177
<u>Waste Services:</u>				
Waste Collection Services	2,517,051	2,350,222	2,350,222	2,350,222
Waste Disposal Services	5,724,724	5,746,813	7,662,407	10,831,546
	8,241,775	8,097,035	10,012,629	13,181,768
	11,374,601	11,317,739	14,174,242	17,235,945

Note 2.

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

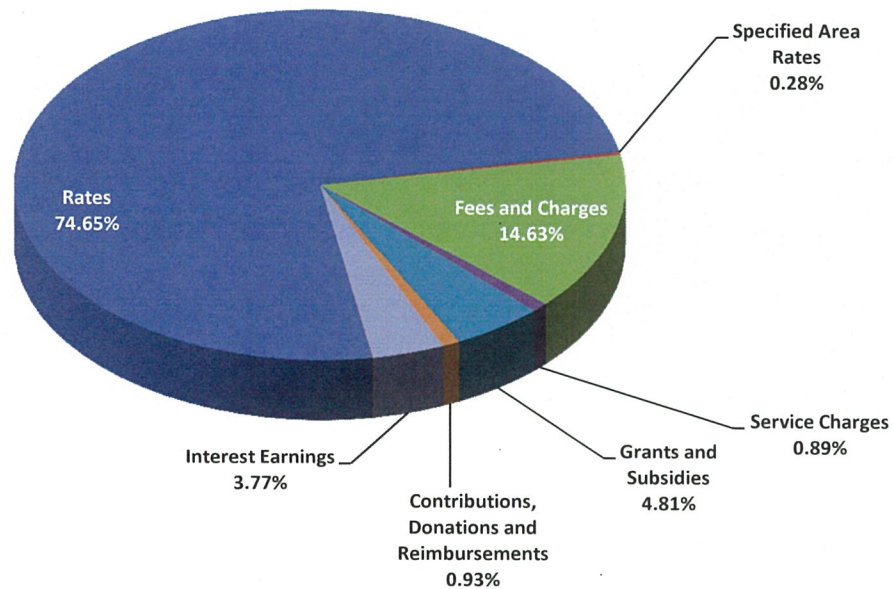
	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
Executive Division	(1,725,106)	(1,967,022)	(2,766,601)	(3,238,351)
Finance & Corporate Services Division	(4,936,857)	(5,189,671)	(7,235,839)	(7,171,946)
Community Services Division	(10,069,946)	(10,363,381)	(14,251,631)	(13,636,381)
Planning & Development Division	(3,800,008)	(3,859,181)	(5,325,570)	(5,284,832)
Engineering & Works Division	(12,366,866)	(12,548,882)	(17,200,379)	(17,078,324)
	(32,898,784)	(33,928,137)	(46,780,020)	(46,409,834)

Note 3

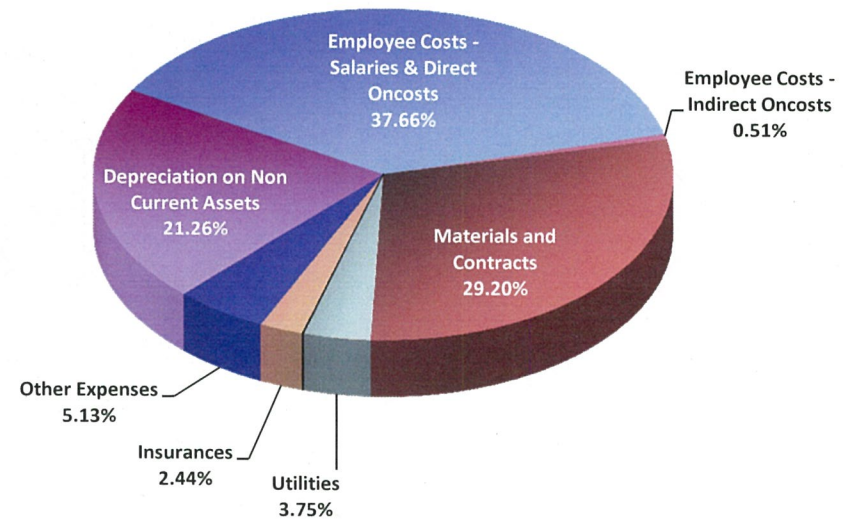
Additional information on Materials and
Contracts by each Division.

	Actual	Amended YTD Budget	Amended Budget	Adopted Budget
	\$	\$	\$	\$
Executive Division	(1,318,418)	(1,440,514)	(2,099,592)	(2,042,892)
Finance & Corporate Services Division	(2,208,256)	(2,386,628)	(3,087,977)	(2,780,872)
Community Services Division	(5,401,730)	(6,189,652)	(8,328,666)	(7,834,840)
Planning & Development Division	(667,353)	(977,109)	(1,500,149)	(990,397)
Engineering & Works Division	(15,906,104)	(17,108,151)	(23,241,370)	(22,460,193)
Not Applicable	0	0	0	0
	(25,501,860)	(28,102,054)	(38,257,755)	(36,109,194)

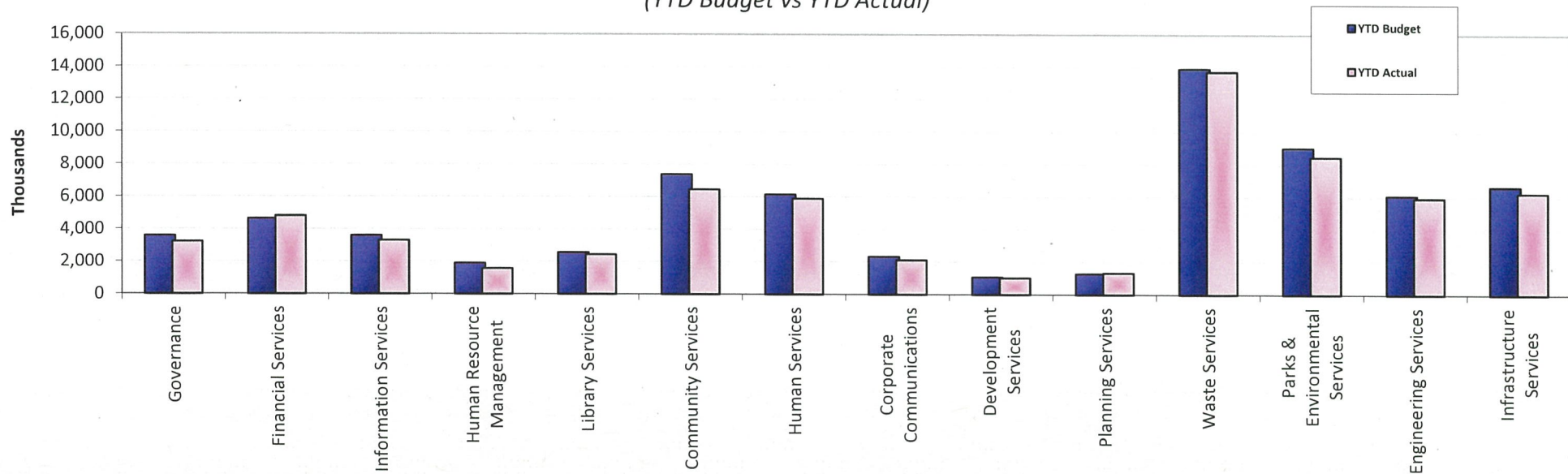
Operating Income by Nature and Type
(YTD Actual)



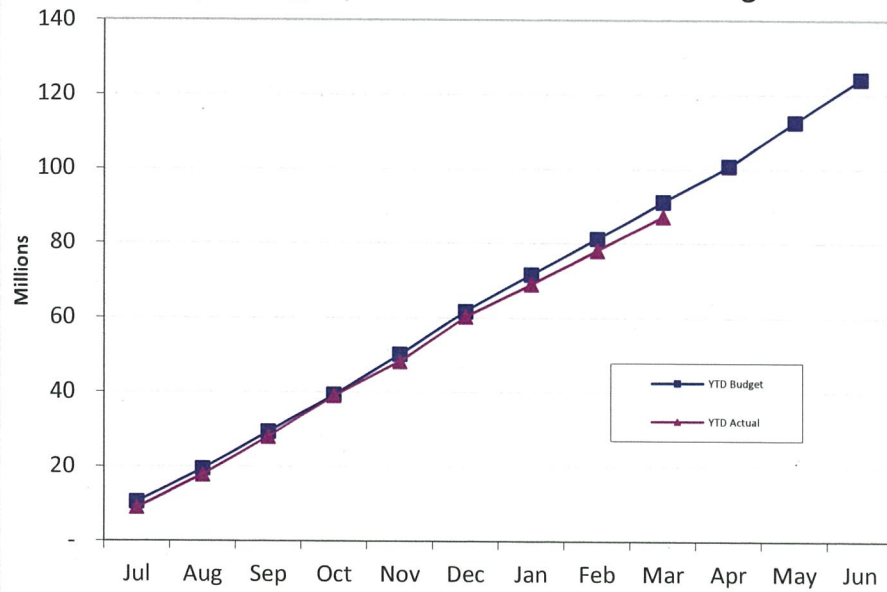
Operating Expenditure by Nature and Type
(YTD Actual)



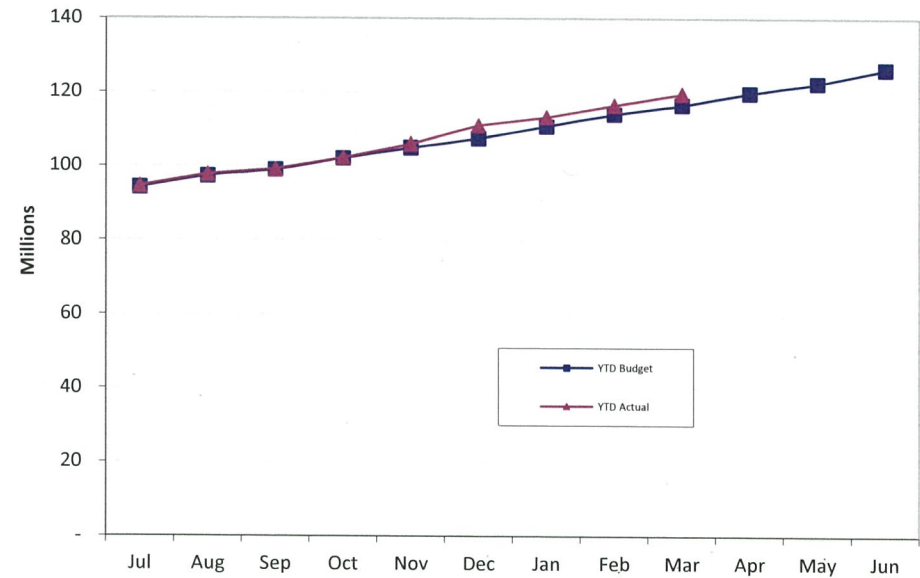
Operating Expenditure by Business Unit
(YTD Budget vs YTD Actual)



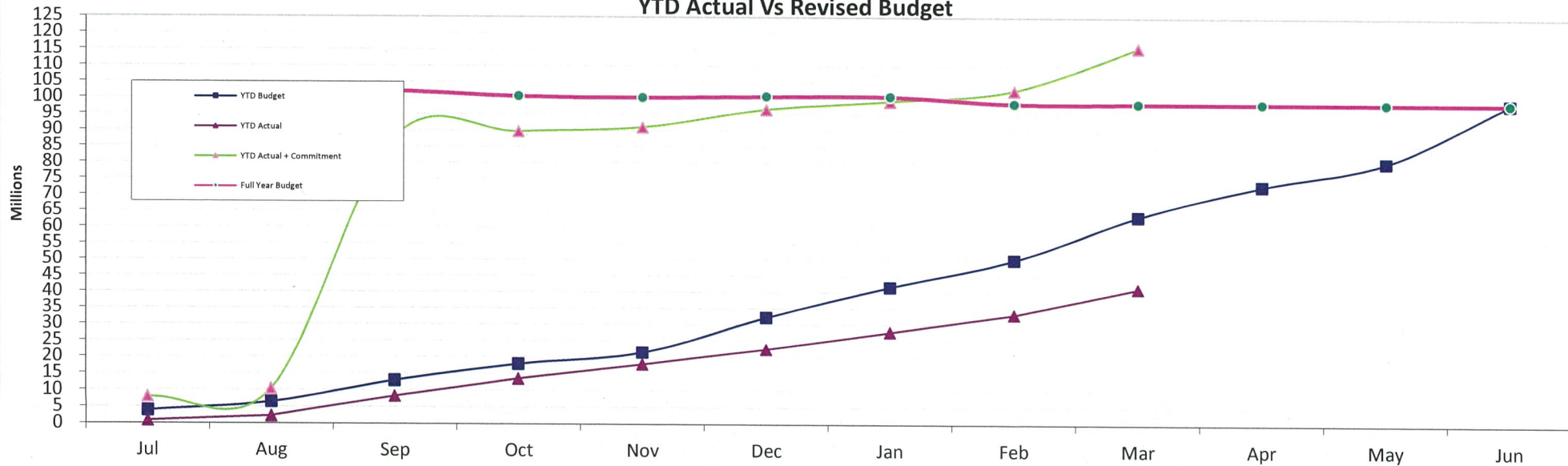
YTD Operating Expenditure Vs YTD Revised Budget



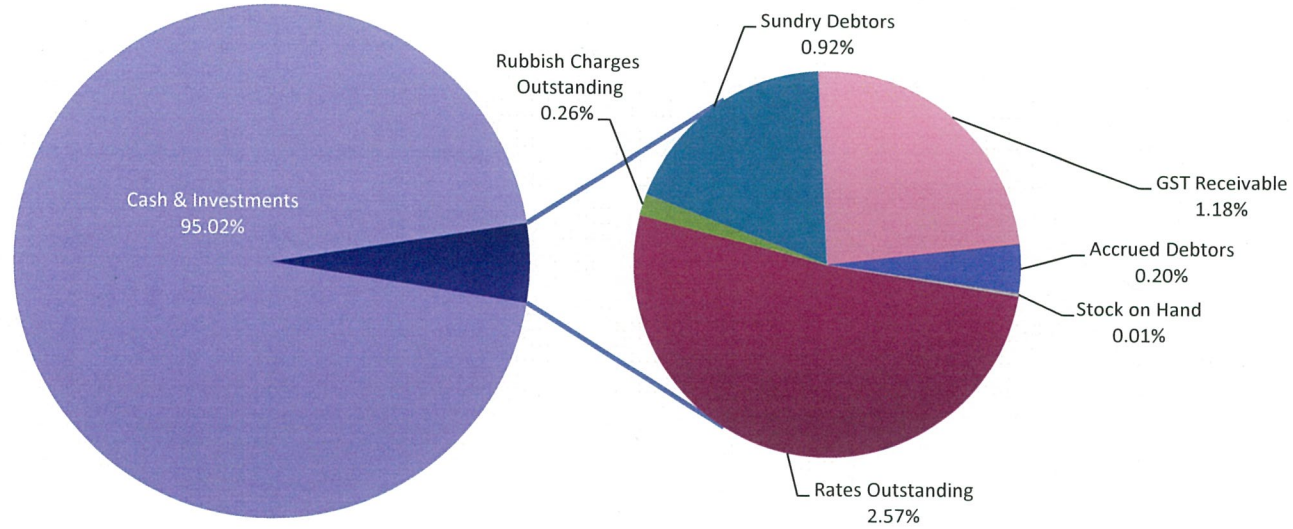
YTD Operating Income Vs YTD Revised Budget



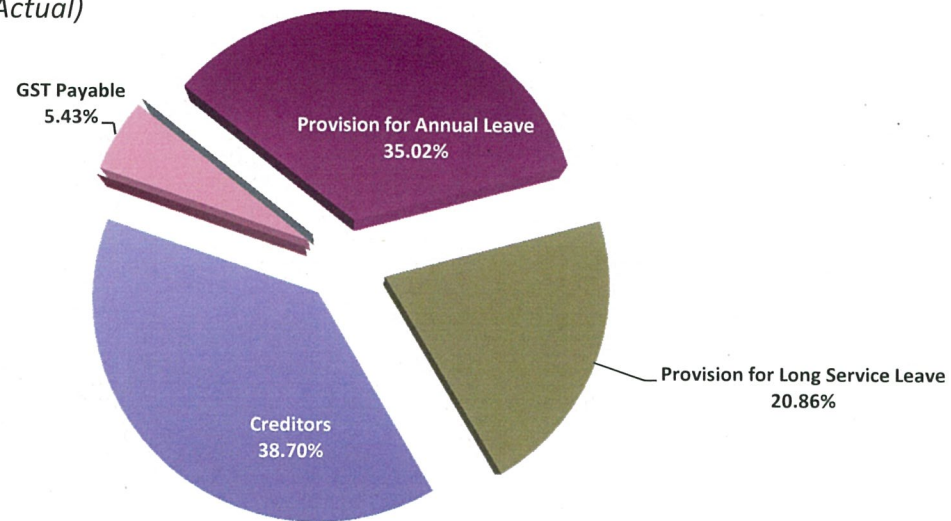
Capital Expenditure YTD Actual Vs Revised Budget



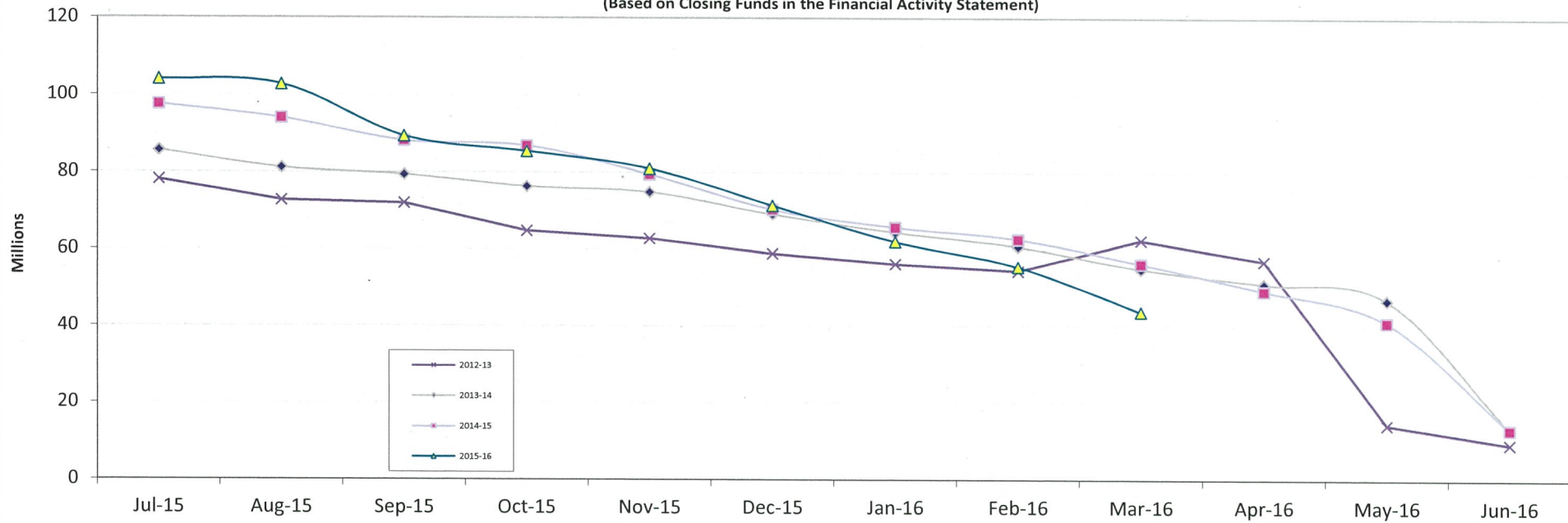
Current Assets
(YTD Actual)



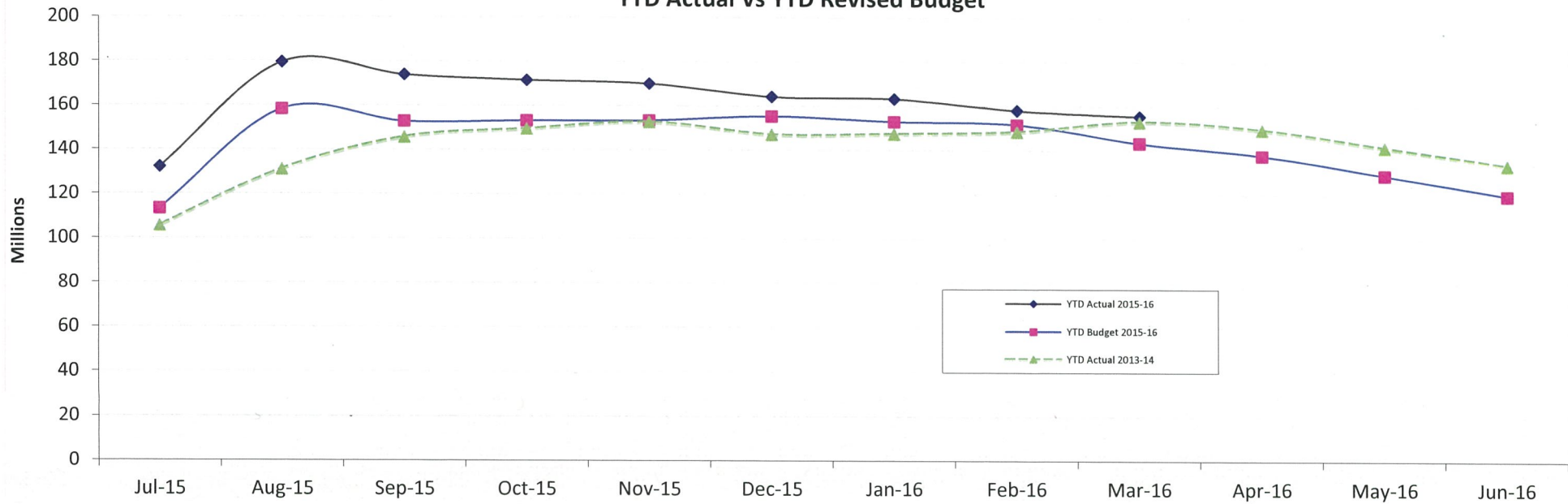
Current Liabilities
(YTD Actual)



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



Cash & Investments Positions
YTD Actual Vs YTD Revised Budget



City of Cockburn - Reserve Funds

Financial Statement for Period Ending 31 March 2016

Account Details	Opening Balance		Interest Received		t/f's from Municipal		t/f's to Municipal		Closing Balance	
	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget	Actual
Council Funded										
Bibra Lake Management Plan Reserve	748,863	748,863	-	13,252	-	-	(550,000)	(63,907)	198,863	698,208
Bibra Lake Nutrient Management	321,564	321,564	11,999	5,861	-	-	-	-	333,563	327,424
C/FWD Projects Reserve	-	-	-	-	9,657,071	-	(9,158,240)	(415,794)	498,831	(415,794)
CCW Development Fund	7,908,607	7,908,607	-	211,665	14,688,595	12,688,595	(6,950,000)	(6,861,735)	15,647,202	13,947,132
Community Infrastructure	6,210,948	6,210,948	198,992	113,148	5,300,000	-	(480,747)	(13,564)	11,229,193	6,310,532
Community Surveillance Levy Reserve	1,481,926	1,481,926	29,127	26,903	-	-	(281,358)	(20,000)	1,229,695	1,488,828
Contaminated Sites	2,488,919	2,488,919	50,542	45,257	-	-	(450,000)	(299,778)	2,089,461	2,234,398
DCD Redundancies Reserve	39,839	39,839	-	726	-	-	-	-	39,839	40,565
Environmental Offset Reserve	284,550	284,550	-	5,186	-	-	-	-	284,550	289,736
Green House Emissions Reductions	636,855	636,855	13,617	10,869	200,000	-	(533,961)	(100,616)	316,511	547,108
Information Technology	279,795	279,795	36,514	5,099	100,000	-	(157,186)	-	259,123	284,894
Land Development & Investment Fund Reserve	5,605,100	5,605,100	278,221	118,784	19,944,648	2,766,584	(11,028,639)	(331,834)	14,799,330	8,158,634
Major Buildings Refurbishment	5,452,406	5,452,406	25,439	95,583	4,928,686	-	(699,840)	(609,043)	9,706,691	4,938,946
Mobile Rubbish Bins	572	572	-	10	-	-	-	-	572	582
Municipal Elections	51,009	51,009	13,018	(152)	150,000	-	(200,000)	(165,905)	14,027	(115,049)
Naval Base Shacks	828,752	828,752	16,109	14,898	158,497	-	(33,607)	(16,176)	969,751	827,473
Plant & Vehicle Replacement	7,416,121	7,416,121	77,520	123,981	2,800,000	2,657	(3,766,120)	(1,277,211)	6,527,521	6,265,547
Port Coogee Special Maintenance Reserve	1,224,733	1,224,733	22,623	20,780	274,438	-	(195,885)	(187,018)	1,325,909	1,058,496
Roads & Drainage Infrastructure	3,207,854	3,207,854	99,653	58,282	600,000	-	(1,313,531)	(11,485)	2,593,975	3,254,651
Staff Payments & Entitlements	2,049,042	2,049,042	154,552	36,796	110,000	-	(180,000)	(62,867)	2,133,594	2,022,971
Waste & Recycling	21,330,958	21,330,958	614,391	386,958	1,670,665	-	(608,120)	(220,589)	23,007,894	21,497,326
Waste Collection Levy	1,055,070	1,055,070	1,511	20,699	1,090,079	-	(580,000)	(135,441)	1,566,660	940,328
Workers Compensation	389,322	389,322	15,187	7,095	-	-	-	-	404,509	396,418
POS Cash in Lieu (Restricted Funds)	5,485,916	5,485,916	130,194	98,669	481,507	325,457	(840,692)	(221,409)	5,256,925	5,688,632
	74,498,719	74,498,719	1,789,209	1,420,347	62,154,186	15,783,293	(38,007,926)	(11,014,372)	100,434,188	80,687,987
Grant Funded										
Aged & Disabled Vehicle Expenses	430,493	430,493	10,728	6,161	60,317	45,238	(328,643)	(172,023)	172,895	309,868
CIHF Building Maintenance Resrv	2,189,423	2,189,423	-	42,043	1,000,000	665,498	-	-	3,189,423	2,896,964
Cockburn Super Clinic Reserve	-	-	-	-	-	-	-	-	-	-
Family Day Care Accumulation Fund	-	-	-	-	-	-	-	-	-	-
Naval Base Shack Removal Reserve	397,285	397,285	4,189	7,241	54,693	-	-	-	456,167	404,526
Restricted Grants & Contributions Resrv	5,569,838	5,569,838	-	(4)	9,264	9,076	(3,501,455)	(3,470,747)	2,077,647	2,108,164
UNDERGROUND POWER	550,927	550,927	-	10,041	1,030,000	-	(1,372,063)	-	208,864	560,968
Welfare Projects Employee Entitlements	432,255	432,255	10,719	7,676	49,037	49,037	(35,353)	(34,207)	456,658	454,761
	9,570,222	9,570,222	25,636	73,157	2,203,311	768,849	(5,237,514)	(3,676,977)	6,561,655	6,735,251
Development Cont. Plans										
Aubin Grove DCP	174,478	174,478	4,705	3,180	-	-	(890)	-	178,293	177,658
Community Infrastructure DCA 13	16,479,668	16,479,668	140,052	204,625	5,000,000	4,873,831	(13,052,058)	(12,693,358)	8,567,662	8,864,766
Gaebler Rd Development Cont. Plans	1,006,568	1,006,568	18,924	18,345	-	-	(4,543)	-	1,020,949	1,024,913
Hammond Park DCP	457,825	457,825	9,354	7,422	396,000	386,286	(15,218)	(610,366)	847,961	241,167
Munster Development	692,062	692,062	18,147	13,803	443,798	169,844	(13,500)	-	1,140,507	875,709
Muriel Court Development Contribution	(79,429)	(79,429)	-	(1,448)	206,000	-	(20,689)	-	105,882	(80,877)
Packham North - DCP 12	7,270	7,270	10,529	462	434,388	25,818	(21,359)	-	430,828	33,550
Solomon Road DCP	411,393	411,393	8,493	10,366	120,000	205,380	(8,110)	-	531,776	627,139
Success Lakes Development	909,941	909,941	3,817	16,584	-	-	(4,543)	-	909,215	926,524
Success Nth Development Cont. Plans	1,700,726	1,700,726	15,311	35,910	11,700	384,573	(6,683)	-	1,721,054	2,121,209
Thomas St Development Cont. Plans	12,392	12,392	294	226	-	-	-	-	12,686	12,618
Wattleup DCP 10	2,647	2,647	-	48	-	-	(15,218)	-	(12,571)	2,695
Yangebup East Development Cont. Plans	851,367	851,367	6,026	17,237	130,036	258,108	(3,270)	-	984,159	1,126,712
Yangebup West Development Cont. Plans	377,918	377,918	9,195	6,888	-	-	(2,700)	-	384,413	384,806
	23,004,825	23,004,825	244,847	333,648	6,741,922	6,303,842	(13,168,781)	(13,303,724)	16,822,813	16,338,590
Total Reserves	107,073,767	107,073,767	2,059,692	1,827,152	71,099,419	22,855,983	(56,414,221)	(27,995,074)	123,818,656	103,761,828

DETAILED BUDGET AMENDMENTS REPORT

for the period ended 31 December 2015

PROJECT/ACTIVITY LIST		ADD/LESS	EXPENDITURE	TF TO RESERVE	FUNDING SOURCES			
					RESERVE	EXTERNAL	MUNICIPAL	NON-CASH
GL 500-6000	Statutory Planning - transfer salary to legal cost	LESS	(70,000)				70,000	
GL 500-6100	Statutory Planning - transfer superannuation to consultancy cost	LESS	(10,000)				10,000	
GL 500-6110	Statutory Planning - transfer from subscription	ADD	530				(530)	
GL 500-6206	Statutory Planning - transfer from telecommunication	ADD	1,000				(1,000)	
GL 500-6229	Statutory Planning - transfer from software, super, surplus	ADD	45,000				(17,000)	
GL 500-6267	Statutory Planning - transfer from salary	ADD	70,000				(70,000)	
GL 500-6299	Statutory Planning - transfer software exp to consultancy	LESS	(7,000)				7,000	
GL 500-6303	Statutory Planning - transfer subscription to seminar	LESS	(530)				530	
GL 500-6600	Statutory Planning - transfer telecommunication to advertising	LESS	(1,000)				1,000	
GL 235-6000	Long service leave funded from Reserve	ADD	1,146		(1,146)			
GL 120-6266	Automated AP Processing as leased equipment	ADD	50,000		(50,000)			
CW 1403	Transfer Automated AP Processing to Equipment Leasing	LESS	(50,000)		50,000			
CW 5748	Developer contribution received for park improvement	ADD	40,000			(40,000)		
OP 8272	EM Budget Contingency - Community Connect South	LESS	(101,700)			101,700		
OP 8802	Community Connect South	ADD	101,700			(101,700)		
			69,146	0	(1,146)	(40,000)	0	0

City of
Cockburn



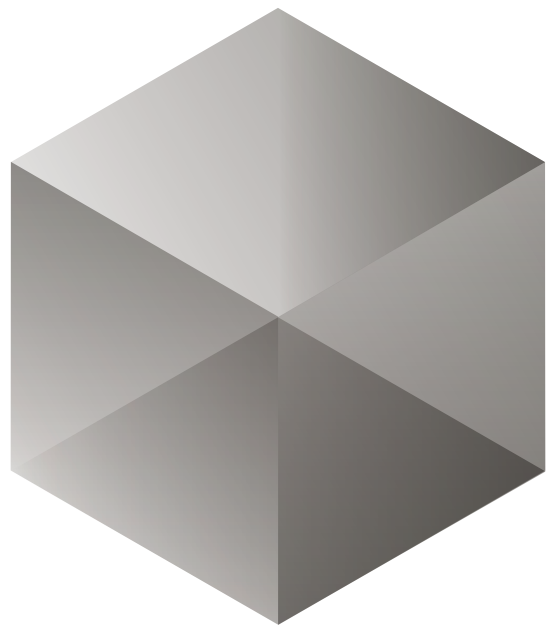
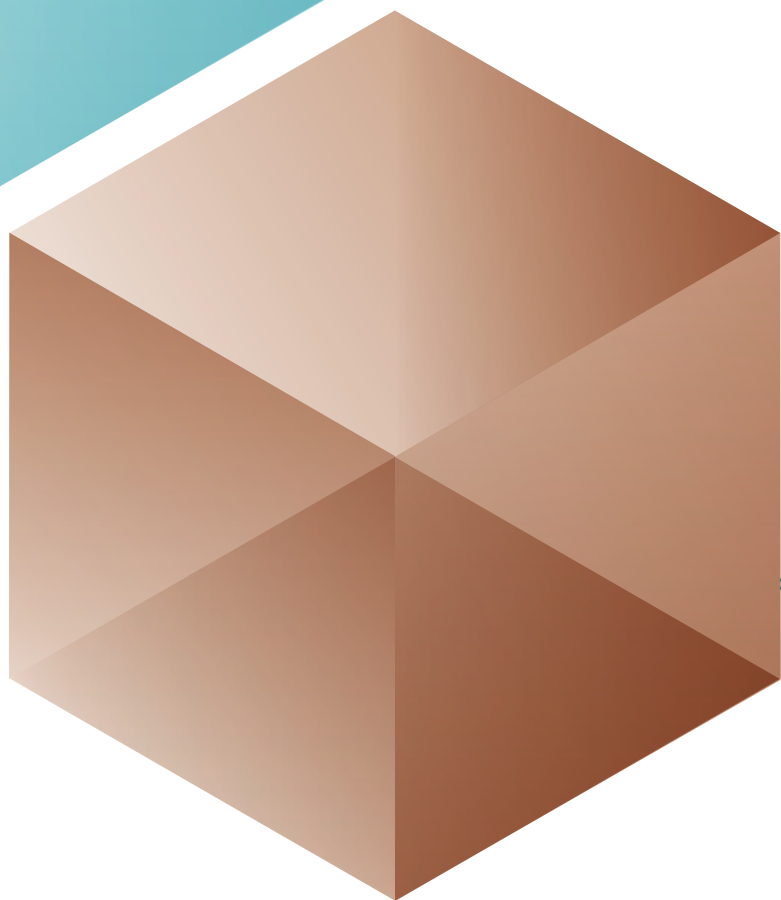
CITY OF COCKBURN

Sustainability Action Plan 2016-17



Governance *Environment* *Society* *Economy*





The City of Cockburn's *Sustainability Action Plan 2016 - 17*, forms part of the City's integrated reporting platform. This platform guides the strategic direction of the City towards sustainability. The reporting platform is comprised of the following strategic documents:



The City will achieve its vision for A Better Tomorrow, as the most attractive place to live, work, visit and invest in, within the Perth Metropolitan area through progressing sustainability, defined by the City of Cockburn as:

Pursuing governance excellence to meet the needs of current and future generations through integration of the environment, society and economy.

This plan enables the City to set tangible and transparent goals, and forms the basis of the City's annual *State of Sustainability Report*. In September each year, the City's Executive and Strategic Business Management Group will be required to report progress against indicators, with the results of this being publicly reported in the *State of Sustainability Report* each November. An updated Action Plan will be presented to Council for adoption in May each year.

The Actions and KPIs in this plan are aligned to the following Sustainability Themes, Focus Areas and Overarching Objectives derived from the *City of Cockburn Sustainability Strategy 2013 - 2017*.

SUSTAINABILITY THEMES, FOCUS AREAS AND OVERARCHING OBJECTIVES

The focus areas and overarching objectives have been reviewed by the City's Executive team and Strategic Business Management Group (SBMG) and are as follows:



GOVERNANCE

Management, Accountability, Transparency and Engagement

- Gov 1. Facilitate employee retention through strategies, processes and training.
- Gov 2. Adopt best practice in sustainable procurement and asset management.
- Gov 3. Ensure sustainability forms an integral part of corporate strategic planning.
- Gov 4. Maintain best practice public service delivery for the City's key stakeholders.

Sustainable Planning and Development

- Gov 5. Support increased walking, cycling and public transport use through the development of neighbourhoods with mixed housing types and densities and public transport use.
- Gov 6. Support local employment, service provision and leisure opportunities through the delivery of mixed use neighbourhoods.
- Gov 7. Facilitate opportunities for sustainable transport.
- Gov 8. Strategically plan for the sustainable long-term retention of significant natural areas.



ENVIRONMENT

Environmental Management

- Env 1. Maintain, conserve and enhance ecosystems for present and future generations.
- Env 2. Establish and enhance ecological corridors.
- Env 3. Identify, manage and minimise risks to human health.
- Env 4. Promote stewardship of the natural environment.

Efficient Settlements and Use of Resources

- Env 5. Implement best practice water management strategies.
- Env 6. Increase the use of renewable energy.
- Env 7. Reduce greenhouse gas emissions.
- Env 8. Reduce waste and increase recycling.



SOCIETY

Sense of Place and Healthy Communities

- Soc 1. Enhance social inclusion, equity and diversity.
- Soc 2. Provide well located community services and facilities to meet identified community needs and facilitate healthy lifestyles.
- Soc 3. Develop safe communities.
- Soc 4. Protect and promote the City's cultural heritage and diversity.

Community Involvement

- Soc 5. Encourage community involvement in local events and activities.
- Soc 6. Develop a strategic approach to community engagement.
- Soc 7. Enhance a sense of community ownership and promote Cockburn as an attractive place to live, work and visit.
- Soc 8. Build community resilience through strengthened community relationships and linkages.



ECONOMY

Economic Development

- Eco 1. Implement a strategic approach to economic development.
- Eco 2. Attract business investment through the facilitation of strategic infrastructure.
- Eco 3. Facilitate the development of local enterprise.
- Eco 4. Grow tourism in Cockburn through the management, improvement and promotion of the City's key natural, cultural and commercial features.

Employment Opportunities

- Eco 5. Support Cockburn residents accessing local high value jobs through targeted programs of training and development.
- Eco 6. Maintain the City's Employee Development Program.
- Eco 7. Develop and promote strategic partnerships with stakeholders involved in the industrial/commercial precincts.
- Eco 8. Promote the small business sector in Cockburn through key strategic alliances.

GOVERNANCE



Governance is the cornerstone of the City's approach to sustainability. Through this the City is able to listen and lead, its residents and ratepayers, in building a sustainable future.

Focus Area: Management, Accountability, Transparency and Engagement

Moving toward a sustainable future, the City recognises its role in leading while listening to the needs of the community. Being a progressive and responsible public sector organisation requires an approach that involves accountability and transparency.

Sustainability Strategy Overarching Objective

Gov 1 - Facilitate employee retention through strategies, processes and training.

Strategic Community Plan Objectives:

- Attract, engage, develop and retain our staff in accordance with a long term Workplace Plan (7.6.1)

KPI No.	Annual Objective	Action	KPI	Responsibility
Gov 1.1	To attract, engage, develop and retain employees in accordance with a long term WorkPlace Plan.	Review and update Workforce Plan.	No significant adverse trends identified in employee attraction and engagement.	Manager, Human Resources.
Gov 1.2	Ascertain whether the City is offering an appropriate Employee Value Proposition (EVP).	Measure employee satisfaction via Employee Survey and Exit Interview Survey data, as well as voluntary turnover annually and report to Executive.	Voluntary turnover for each financial year does not exceed the target set in the annual Business Plan. Key Employee Survey metrics move into, or remain at, top quartile.	Manager, Human Resources.
Gov 1.3	Maintain sustainable and competitive base salary rates for employees.	Benchmark collective agreement rates with similar Councils annually and report to Executive.	Collective agreement salary increases are attractive and affordable.	Manager, Human Resources.
Gov 1.4	Optimise the safety of the workforce.	Develop and promote a program of safety initiatives.	Minimise the number of lost time injuries.	Manager, Human Resources.

Focus Area: Management, Accountability, Transparency and Engagement

Sustainability Strategy Overarching Objective

Gov 2 - Adopt best practice in sustainable procurement and asset management

Strategic Community Plan Objectives:

- Develop infrastructure provision and renewal strategies that direct investment in ongoing infrastructure provision and management (5.2.1).
- Continue to implement the long term Asset Management Plan to deliver sustainable asset management (7.5.1).
- Implement a long term Financial Plan to deliver a sustainable financial future (7.5.2).

KPI No.	Annual Objective	Action	KPI	Responsibility
Gov 2.1	Develop mechanisms which support best practice sustainable procurement.	Review status of sustainability clauses in tender documents.	100% of tenders contain a 10% sustainability weighting.	Executive.
Gov 2.2	Assets managed sustainably in accordance with the <i>Asset Management Strategy</i> to ensure current and forward funding provisions meet asset renewal needs as well as required community and technical levels of service.	<i>Asset Management Plans (AMPs)</i> document performance against the 'asset management sustainability indices' based on Department of Local Government Framework.	Achieve AMP asset management sustainability index targets	Asset Manager.

Focus Area: Management, Accountability, Transparency and Engagement

Sustainability Strategy Overarching Objective

Gov 3 - Ensure sustainability forms an integral part of corporate strategic planning

Strategic Community Plan Objectives:

- Establish and maintain effective communication channels and processes (7.1.1).
- Ensure appropriate governance systems are in place (7.3.2).

KPI No.	Annual Objective	Action	KPI	Responsibility
Gov 3.1	Incorporate sustainability into the City's annual report.	Include a summary of sustainability performance in the City's annual report.	Summary of State of Sustainability included.	Manager, Corporate Communications.
Gov 3.2	Ensure sustainability is considered in every strategic report prepared by the City.	Align strategic reports with the City's sustainability strategy.	Strategic Documents to consider sustainability according to focus areas identified in Sustainability Strategy.	Executive.
Gov 3.3	Effective and constructive dialogue with all City stakeholders.	Use communication tools available to consult and inform stakeholders.	80% are satisfied with how the community is informed and consulted. Measured in the Community Scorecard.	Manager, Corporate Communications.
Gov 3.4	To inform the community about Council Services, facilities and events.	Use communication tools available.	81% are satisfied with how the Community is informed. Measured in the Community Scorecard.	Manager, Corporate Communications.
Gov 3.5	To promote sustainability throughout the organisation.	Sustainability Committee continue to meet bimonthly.	Sustainability Committee develops and supports two staff sustainability initiatives per annum.	Manager, Parks and Environment.

Focus Area: Management, Accountability, Transparency and Engagement

Sustainability Strategy Overarching Objective

Gov 4 - Maintain best practice public service delivery for the City's key stakeholders.

Strategic Community Plan Objectives:

- Develop and manage relationships with key stakeholders (7.2.2).
- Determine community requirements and report on performance and outcomes (7.3.1).
- Identify and implement initiatives to improve customer service, business processes and innovation in service delivery (7.4.1).
- Develop a framework for continuous business process improvement (7.4.2).
- Identify and manage corporate risk (7.7.1).
- Ensure active compliance with relevant legislation, policy and guidelines (7.7.2).

KPI No.	Annual Objective	Action	KPI	Responsibility
Gov 4.1	Develop initiatives to improve customer service following Customer Satisfaction Surveys.	Initiatives identified and implemented annually to maintain or improve service outcomes.	Initiatives identified and completed.	Manager, Corporate Communications.
Gov 4.2	To address areas of concern and priority for the community identified through an annual Community Scorecard.	To undertake a Community Scorecard.	Key areas of concern identified and initiatives developed to mitigate areas of concern and priority.	Manager, Corporate Communications.
Gov 4.3	Identify and manage corporate risk.	Undertake a 'Strategic Risk' Assessment. Develop and maintain a Corporate Risk Register.	Strategic Risk Register developed. Risk register for each service unit prepared, annually reviewed and reported on.	Executive.
Gov 4.4	Ensure active compliance with relevant legislation, policy and guidelines.	Complete annual compliance return.	100% compliance.	Executive.
Gov 4.5	Promote the City's response to recognised community priorities.	Monitor and report on results from the Community Scorecard.	Community Scorecard results.	Manager, Corporate Communications.



Focus Area: Sustainable Planning and Development

The City is actively pursuing a lower resource-intensive style of development, which simultaneously assists the pursuit of community development and more liveable neighbourhoods. This will be supported through the pursuit of higher density and mixed use areas of development.

Sustainability Strategy Overarching Objective

Gov 5 - Support increased walking, cycling and public transport use through the development of neighbourhoods with mixed housing types and densities.

Strategic Community Plan Objectives:

- Ensure our strategic land use planning embraces sustainable development principles and reflects the values held by the community (1.1.1).
- Apply structure planning for new development areas which embrace best practice and community creation (1.2.2).
- Ensure that neighbourhoods are interconnected physically, economically, socially and technologically, to minimise energy dependency (1.3.2).
- Ensure our strategic land use planning in the form of: the Local Planning Strategy, Town Planning Scheme, revitalisation strategies and structure plans, achieves a robust planning framework delivering adequate housing supply and diversity in housing choice (1.4.1).
- Enhance the City's public transport advocacy programs (6.1.2).
- Develop and implement walkway, bike and trails master plans (6.2.1).
- Develop and promote the City's TravelSmart initiative (6.2.2).
- Develop a transport network that effectively caters for demand and growth across various modes (6.3.2).
- Work with stakeholders to provide and support end of journey facilities (6.5.1).

KPI No.	Annual Objective	Action	KPI	Responsibility
Gov 5.1	To plan the efficient size, shape and composition of neighbourhoods, based upon a 5 minute (400m) walk from the neighbourhood's centre to its perimeter.	Incorporate Elements 1 and 7 of Liveable Neighbourhoods into all structure plans. ¹	100% of structure plans comply with Elements 1 and 7 of Liveable Neighbourhoods.	Manager, Strategic Planning.
Gov 5.2	To plan neighbourhoods with a range of residential densities which increase towards the neighbourhood's centre.	Incorporate Element 3 of Liveable Neighbourhoods into all Structure Plans. Advancing 'The Lakes' revitalisation strategy.	Minimum of three residential codings in each structure plan.	Manager, Strategic Planning.
Gov 5.3	Encourage best practice sustainable building outcomes for residential and commercial developments.	Establish a Design Review Panel for complex planning applications which will consider sustainable design criteria. Implement new software (Trapeze) to facilitate electronic plan assessment and a move towards a paperless assessment process.	Design Review Panel established. Software implemented.	Manager, Statutory Planning.

¹ Liveable Neighbourhoods: a Western Australian sustainable cities initiative. Western Australian Planning Commission and the Department for Planning and Infrastructure, October 2007.
Available at: <http://www.planning.wa.gov.au/publications/919.asp>



Focus Area: Sustainable Planning and Development

Sustainability Strategy Overarching Objective

Gov 6 - Support local employment, service provision and leisure opportunities through the delivery of mixed use neighbourhoods.

Strategic Community Plan Objectives:

- Continue with the development of existing urban revitalisation strategies and plan for new ones (1.2.1).
- Ensure that our neighbourhoods are designed to be more compact, attractive and energy efficient to accommodate a mixture of uses (1.3.2).
- Work with stakeholders to establish, renew or expand commercial centres that increase diversity, accessibility, employment and amenity (1.5.2).

KPI No.	Annual Objective	Action	KPI	Responsibility
Gov 6.1	To plan new neighborhoods such that sufficient and appropriate sites are identified (and secured) in structure plans for local employment opportunities. These should take the form of mixed use neighbourhood centres and collocated with the major transport networks (including public transport).	Incorporate Elements 2 and 7 of Liveable Neighbourhoods into each structure plan.	Degree to which neighbourhood design complies with Elements 2 and 7 of Liveable Neighbourhoods.	Manager, Strategic Planning.
Gov 6.2	To continue the City's Revitalisation strategies.	Review and progress the City's Revitalisation Strategies.	Actions completed against timelines by service units across the organisation.	Manager, Strategic Planning.

Focus Area: Sustainable Planning and Development

Sustainability Strategy Overarching Objective

Gov 7 - Facilitate opportunities for sustainable transport.

Strategic Community Plan Objectives:

- Develop and implement strategies to facilitate the efficient and sustainable movement of people and goods (6.1.1).
- Enhance the City's public transport advocacy programs (6.1.2).
- Develop and implement walkway, bike and trails master plans (6.2.1).
- Identify and address safety issues across the transport networks (6.3.1).
- Develop a transport network that effectively caters for demand and growth across various modes (6.3.2).
- Work with stakeholders to provide and support end of journey facilities (6.5.1).

KPI No.	Annual Objective	Action	KPI	Responsibility
Gov 7.1	Increase the opportunity for cycling through the City.	Implement the City's Bike Plan.	\$200,000 annual allocation to the Bike Plan.	Manager, Engineering Services.

Focus Area: Sustainable Planning and Development

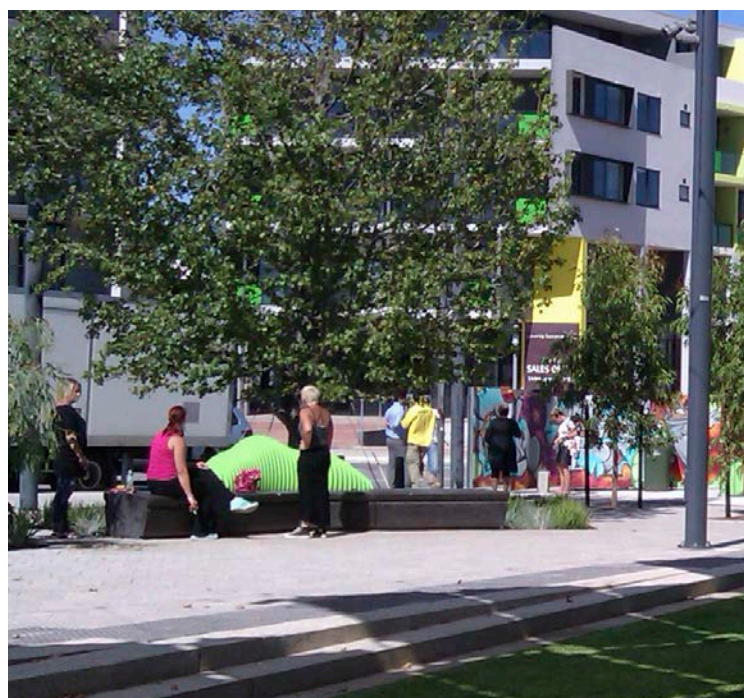
Sustainability Strategy Overarching Objective

Gov 8 - Strategically plan for the sustainable long-term retention of significant natural areas.

Strategic Community Plan Objectives:

- Adopt best practice management for our natural environment (4.2.1).

KPI No.	Annual Objective	Action	KPI	Responsibility
Gov 8.1	Ensure significant natural areas are identified and documented in new structure plans, where possible or appropriate, for the purposes of long-term retention.	Create a formalised process for increased Environmental service unit involvement in the development of structure plans.	Formalised process in place.	Manager, Strategic Planning and Manager, Manager, Parks and Environment.



ENVIRONMENT



The environment is the foundation for sustainability in the city of cockburn. Our natural areas and resources must be sustainably managed into the future.

Focus Area: Environmental Management

The City recognises the role that its natural area play in ecosystem health, amenity for residents, visitors and sustainability. As custodian of these areas the City is committed to maintaining, conserving and enhancing its natural areas for present and future generations.

Sustainability Strategy Overarching Objective

Env 1 - Maintain, conserve and enhance ecosystems for present and future generations.

Strategic Community Plan Objectives:

- Adopt best practice management for our natural environment (4.2.1).
- Develop a coastal area management strategy (4.2.2).
- Actively pursue remediation and adaptation strategies in areas where the natural environment is at risk (4.2.3).

KPI No.	Annual Objective	Action	KPI	Responsibility
Env 1.1	Manage coastal environments for the long term benefit of the community.	Develop a Coastal Management and Adaptation Plan.	Coastal Management and Adaptation Plan adopted by Council.	Manager, Infrastructure Services.
Env 1.2	Increase the condition of vegetation within bushland reserves.	Compare the condition of vegetation within bushland reserves by mapping 25% of the bushland area annually (100% over a 4 year period) and reviewing the condition against previous surveys.	Vegetation in good or better condition is increasing against base year figure of 62% in 2010.	Manager, Parks and Environment.

Focus Area: Environmental Management

Sustainability Strategy Overarching Objective

Env 2 - Establish and enhance ecological corridors.

Strategic Community Plan Objectives:

- Adopt best practice management for our local environment (4.2.1).

KPI No.	Annual Objective	Action	KPI	Responsibility
Env 2.1	To ensure the ongoing rehabilitation of degraded natural areas.	Plan to revegetate a minimum of 2.5 hectares annually.	Complete 2.5 hectares of revegetation annually with an emphasis on enhancing ecological corridors linking natural areas.	Manager, Parks and Environment.
Env 2.2	To maintain genetic diversity and genetic viability across natural areas.	Develop incentives, develop information packages and offer training to private landowners and residents to encourage management of natural areas on private property and the use of local species within gardens.	Annual increase in the number of private landowners participating in incentive programs and number of training workshops delivered by the City.	Manager, Parks and Environment.
Env 2.3	To create streetscapes that enhance the ecological viability and aesthetic appeal of road network.	Develop a POS and Street Tree Master Plan in accordance with Action item 2.1.4 in the POS Strategy 2014-2024.	POS and Street Tree Master Plan Developed.	Manager, Parks and Environment.



Focus Area: Environmental Management

Sustainability Strategy Overarching Objective

Env 3 - Identify, manage and minimise risks to human health.

Strategic Community Plan Objectives:

- Implement human health risk management strategies (4.3.1).

KPI No.	Annual Objective	Action	KPI	Responsibility
Env 3.1	Monitor and manage incidence of vectors of disease (mosquitoes and rodents) in the City.	Investigate complaints associated with vectors of disease.	Reduction in number of mosquito and rodent complaints across the City (per capita).	Manager, Health Services.
Env 3.2	Monitor and manage incidence of noise complaints in the city.	Investigate complaints associated with noise.	Reduction in number of noise complaints across the City (per capita).	Manager, Health Services.

Focus Area: Environmental Management

Sustainability Strategy Overarching Objective

Env 4 - Promote stewardship of the natural environment.

Strategic Community Plan Objectives:

- Actively pursue remediation and adaptation strategies in areas where the natural environment is at risk (4.2.3).

KPI No.	Annual Objective	Action	KPI	Responsibility
Env 4.1	Promote environmental awareness to encourage environmental stewardship in the community.	Enhance community participation in environmental action by delivering a portfolio of environmental education initiatives. Environmental Services team to have a presence at public events.	Deliver a minimum of 10 environmental education initiatives and two capacity building activities. Environmental Services team to attend a minimum of three high profile events annually.	Manager, Parks and Environment.
Env 4.2	Increase visitation and raise community awareness of open space values.	Construct infrastructure and install interpretive signage on open space to enhance and encourage visitation by the community.	Annual Capital Works programs to include infrastructure and signage.	Manager, Parks and Environment.

Focus Area: Efficient settlements and use of resources

The City understands that a commitment to sustainability necessitates the long term management of natural areas and resources. This approach will require ongoing investment in preservation of natural areas, reduction in resource use, emissions reduction and education for sustainability.

Sustainability Strategy Overarching Objective

Env 5 - Implement best practice water management strategies.

Strategic Community Plan Objectives:

- Implement sustainable resource management strategies (4.1.1).

KPI No.	Annual Objective	Action	KPI	Responsibility
Env 5.1	Demonstrate leadership in water conservation.	Maintain Waterwise Council criteria.	Waterwise Council criteria maintained.	Manager Parks and Environment.
Env 5.2	To improve the urban environment – water quality.	Conduct samples of water from beaches, public swimming pools and businesses without scheme water.	Ensure substandard samples are not linked to increased risk of disease outbreaks.	Manager, Health Services.

Focus Area: Efficient settlements and use of resources

Sustainability Strategy Overarching Objective

Env 6 - Increase the use of renewable energy.

Strategic Community Plan Objectives:

- Implement energy management strategies (4.5.2).

KPI No.	Annual Objective	Action	KPI	Responsibility
Env 6.1	Continued investment in renewable energy generation.	Implement the City's renewable energy target.	20% renewable energy generation by 2020.	Manager, Infrastructure Services.



KPI No.	Annual Objective	Action	KPI	Responsibility
Env 6.2	Strategically plan the City's investment in renewable energy.	Deliver actions from the City's renewable energy implementation plan including installation of largescale solar photovoltaics at the City's Operations Centre, Administration Building and Recreation, Education and Aquatic Centre.	Solar photovoltaic and geothermal systems installed	Manager, Infrastructure Services Manager Recreation & Community Safety

Focus Area: Efficient settlements and use of resources

Sustainability Strategy Overarching Objective

Env 7 - Reduce greenhouse gas emissions.

Strategic Community Plan Objectives:

- Implement programs to reduce and manage the City's and community's carbon footprint (4.5.1).
- Implement energy management strategies (4.5.2).

KPI No.	Annual Objective	Action	KPI	Responsibility
Env 7.1	Reduce Greenhouse Gas Emissions (GGE) related to the City's electricity and fuel consumption.	Develop a Greenhouse Gas Emission Reduction Action Plan for the next 3 years (2017 -2020)	Action plan adopted by Council.	Manager, Parks and Environment.
Env 7.2	Minimise Greenhouse Gas emissions from waste at Henderson Waste Recovery Park (HWRP).	Implementation of waste minimisation actions. Maintain methane gas capture partnership.	No more than 45% above 2008/09 levels by 2020.	Waste Manager

Focus Area: Efficient settlements and use of resources

Sustainability Strategy Overarching Objective

Env 8 - Reduce waste and increase recycling.

Strategic Community Plan Objectives:

- Review the Strategic Waste Management and Education Strategy (4.4.1).
- Investigate and implement appropriate waste minimisation programs and new technologies (4.4.2).

KPI No.	Annual Objective	Action	KPI	Responsibility
Env 8.1	Increase both the diversion of waste from landfill and the recovery rate of re-useable materials at Henderson Waste Recovery Park (HWRP).	Develop a business case for a Materials Recovery Facility (MRF). Complete design and documentation for the MRF.	Business Case adopted by Council.	Waste Manager.
Env 8.2	Promotion of waste separation and recycling.	Full-time Waste Education Officer to deliver waste education programs.	Achieve weekly recycling tonnages: 5% decrease in Municipal Solid Waste (MSW), 40% increase in recycling (based on 2012 levels).	Waste Manager.

SOCIETY



Society is the heart of sustainability in Cockburn. Our people – from our residents, ratepayers and businesses, to schools, visitors and employees – inform the way we develop – now and into the future.

Focus Area: Sense of Place and Healthy Communities

The City is populated with a vibrant, diverse and culturally rich community who have access to a range of high class services and facilities that support an excellent quality of life. Residents of the City of Cockburn have their needs met through tailored service provision.

Sustainability Strategy Overarching Objective

Soc 1 - Enhance social inclusion, equity and diversity.

Strategic Community Plan Objectives:

- Develop local community plans across the City that create cohesiveness and embrace diversity (2.1.1).
- Facilitate equal access for our community to facilities and services (2.4.1).
- Recognise, engage, include and celebrate the significance and richness of local Indigenous and diverse multicultural groups (2.7.1).

CITY OF COCKBURN /
Sustainability Action Plan 2016 - 17.

	Sustainability Action Plan Objective	Action	KPI	Responsibility
Soc 1.1	Facilitate an equitable and inclusive Community, particularly for those who experience disadvantage.	Implement the Disability Access and Inclusion Plan.	90% of annual Disability, Access and Inclusion Plan (DAIP) actions completed.	Manager, Community Development.
Soc 1.2	Provision of inclusive and accessible community services and leisure activities to meet diverse community needs.	Provide the community services, leisure activities and facilities contained in the <i>Age Friendly Strategic Plan</i> , <i>The Child and Family Strategic Plan</i> , <i>the Youth Services Strategic Plan</i> , <i>the Disability Access and Inclusion Plan</i> , and the <i>Reconciliation Action Plan</i> .	90% of Actions contained within the Strategic Plans are implemented in accordance with identified time frames each year.	Manager, Community Development.
Soc 1.3	To assist those who are most vulnerable in our Community.	Provide financial counselling, family support services, early years, childcare services, frail aged and disability services, and youth at risk services.	90% of actions contained within the <i>Grant and Fee Funded Human Services Strategic Plan 2013-2018</i> are implemented in accordance with identified time frames each year.	Manager, Community Development.

Focus Area: Sense of Place and Healthy Communities

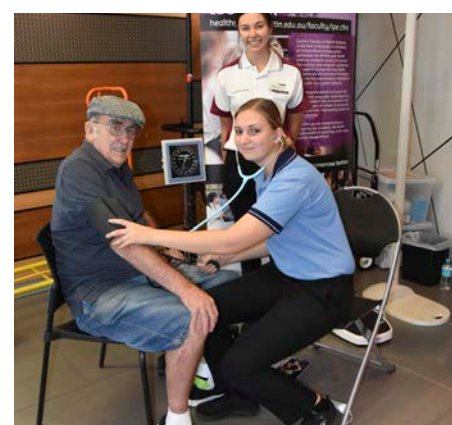
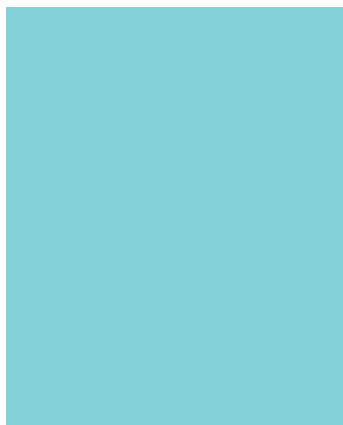
Sustainability Strategy Overarching Objective

Soc 2 - Provide well located community services and facilities to meet identified community needs and facilitate healthy lifestyles.

Strategic Community Plan Objectives:

- Develop and promote the City's TravelSmart initiative (6.2.2).
- Advocate for the needs of the community and continue to progress opportunities for the City (7.2.1).
- Provide and facilitate quality community services that meet diverse recreational, cultural and community needs of all age groups (2.2.1).
- Provide and facilitate community activities, events and programs that draw a wide cross-section of the community (2.3.1).
- Provide and promote activities, services and recreational facilities that encourage our community toward an active and healthy lifestyle (2.6.1).
- Develop multi-use facilities that cater for all ages, abilities and cultures to promote community interaction (5.1.2).

KPI No.	Annual Objective	Action	KPI	Responsibility
Soc 2.1	Maintain and improve the health and wellbeing of the residents and workers in the City.	Implement actions from the Public Health Plan.	Completion of actions from the Public Health Plan.	Manager, Health Services.
Soc 2.2	Provide information, incentives and ongoing support and motivation to encourage people to be more active and travel less by car.	Implement actions from the Travelsmart Plan.	Actions completed against targets in the Travelsmart Plan.	Manager, Engineering Services.
Soc 2.3	To centrally locate health and community facilities for residents.	Construction of a new multifunctional Recreation, Education and Aquatic Centre at Cockburn Central West.	Building is completed and open to the public.	Manager, Recreation & Community Safety.



Focus Area: Sense of Place and Healthy Communities

Sustainability Strategy Overarching Objective

Soc 3 - Develop safe communities

Strategic Community Plan Objectives:

- Provide and facilitate initiatives that improve safety for our communities (2.5.1).
- Identify and address safety issues across the transport networks (6.3.1).

KPI No.	Annual Objective	Action	KPI	Responsibility
Soc 3.1	To ensure the City responds to the Community's safety concerns in a timely manner.	Ensure the response times of CoSafe Officers are within 15 minutes of original call being placed.	85% of call outs responded to within 15 minutes.	Manager, Recreation & Community Safety.
Soc 3.2	To provide case management support to at-risk youth in the community.	Meet the annual targets of engagement as part of the City's Youth Outreach Program.	70 youth engaged in the program annually.	Manager, Community Development.
Soc 3.3	Increase the sense of security at identified sites within the City.	Implement the City's CCTV Strategy.	CCTV Implementation Strategy implemented. CCTV installed at the Cockburn Regional Physical Activity and Educational Centre at Cockburn Central West.	Manager, Recreation & Community Safety.
Soc 3.4	To reduce the risk and impact of Bushfires in the City of Cockburn.	To implement the actions identified in the Bushfire Risk Management Plan.	Completion of Identified actions.	Manager Recreation & Community Safety

Focus Area: Sense of Place and Healthy Communities

Sustainability Strategy Overarching Objective

Soc 4 - Protect and promote the City's cultural heritage and diversity.

Strategic Community Plan Objectives:

- Recognise, engage, include and celebrate the significance and richness of local Indigenous and diverse multicultural groups (2.7.1).
- Protect the heritage of the City through advocacy, statutory controls, promotion and education (2.8.1).

KPI No.	Annual Objective	Action	KPI	Responsibility
Soc 4.1	To value and celebrate Indigenous culture, heritage and participation.	Continue to employ a full time Aboriginal Community Development Officer and implement the <i>Reconciliation Action Plan</i> .	90% of actions contained within the plan are implemented within the required timeframe.	Manager, Community Development.
Soc 4.2	Celebrate and promote cultural diversity.	Identify funding for the development of a multicultural strategy and officer.	Funding sourced identified.	Manager, Community Development.
Soc 4.3	Ensuring the City's heritage sites are appropriately identified and documented.	Regularly update the City's local Government Inventory and Heritage List.	Annual Review undertaken.	Manager, Strategic Planning.

Focus Area: Community Involvement

The City recognises the need to engage with residents and has developed a range of processes, policies, services and facilities to enable this. The City is responsive to the needs of its community and tailors its activities accordingly.

Sustainability Strategy Overarching Objective

Soc 5 - Encourage community involvement in local events and activities.

Strategic Community Plan Objectives:

- Provide and facilitate community activities, events and programs that draw a wide cross-section of the community (2.3.1).

KPI No.	Annual Objective	Action	KPI	Responsibility
Soc 5.1	Provide and facilitate affordable community events.	Develop annual program of free community events.	Annual calendar of events adopted by Council. Achieve a min 85% satisfaction score in the Community Scorecard for festivals and events.	Manager, Corporate Communications.
Soc 5.2	Ensure City events are sustainable (have minimal impact on the planet, and provide social and economic benefit for the community).	Implement the 'Sustainable Events Strategy' actions from the City's Event Strategy and Action Plan.	A definition and set of guidelines developed, implemented and reviewed for sustainable events.	Manager Corporate Communications.
Soc 5.3	Support creative communities.	Develop and maintain a public online register of art, culture, heritage providers within the City.	Register developed.	Arts and Cultural Coordinator.



Focus Area: Community Involvement

Sustainability Strategy Overarching Objective

Soc 6 - Develop a strategic approach to community engagement and education.

Strategic Community Plan Objectives:

- Promote sustainable practices within the community (4.1.2).

KPI No.	Annual Objective	Action	KPI	Responsibility
Soc 6.1	Adopt a strategic approach to community engagement.	Implement the <i>Community Engagement Framework</i> to officers in the City for utilization in community engagement.	Ensure reports to Council are supported by community engagement that meets the Framework requirements.	Executive.
Soc 6.2	Provision of specialist community and cultural development activities and events that meet the diverse needs of our community.	Deliver a range of social and/or cultural awareness events and initiatives focussing on Children's Development, Youth Development, Disability Access and Inclusion, and Aboriginal Community Development.	Deliver a minimum of 10 social and/or cultural education initiatives.	Manager, Community Development.



Focus Area: Community Involvement

Sustainability Strategy Overarching Objective

Soc 7 - Enhance a sense of community ownership and promote Cockburn as an attractive place to live, work and visit.

Strategic Community Plan Objectives:

- Support the development of local community associations and other advocacy groups (2.3.2).
- Develop and implement the branding strategy of the City across all our communities and services (5.4.1).
- Maintain urban art investment and other initiatives that create interesting community places and encourage creativity (5.4.2).

KPI No.	Annual Objective	Action	KPI	Responsibility
Soc 7.1	To support the development of vibrant community spaces through investment in urban art.	Maintain a constant investment in public art.	Annual investment in public art.	Manager, Corporate Communications.



Focus Area: Community Involvement

Sustainability Strategy Overarching Objective

Soc 8 - Build community resilience through strengthened community groups, relationships and linkages.

Strategic Community Plan Objectives:

- Develop local community plans across the City that create cohesiveness and embrace diversity (2.1.1).
- Provide and facilitate quality community services that meet diverse recreational, cultural and community needs of all age groups (2.2.1).
- Support the development of local community associations and other advocacy groups (2.3.2).

KPI No.	Annual Objective	Action	KPI	Responsibility
Soc 8.1	Strengthen the capacity of community groups.	Provide support through community grants program. Strengthen networks between community groups and encourage partnerships with business.	90% of actions within the <i>Community Strategic Plan</i> are implemented in accordance with identified time frames each year.	Manager, Community Development.
Soc 8.2	Actively encourage volunteering in the City of Cockburn.	Market and promote volunteering opportunities in the City.	Annual increase in the number of registered volunteers.	Manager, Community Development.

ECONOMY



A strong economy underpins the city's sustainable development and must be robust and resilient in the face of future uncertainty and risk. The city's economy is integrated with its society and environment.

Focus Area: Economic Development

The City recognises the importance of pursuing strong fiscal policy, aimed at underpinning the rapid growth experienced in recent years and supporting a transition toward sustainability into the future. In so doing, the City understands that balanced economic development is an important component of its journey towards sustainability.

Sustainability Strategy Overarching Objective

Eco 1 - Implement a strategic approach to economic development

Strategic Community Plan Objectives:

- Engage stakeholders on the delivery of industrial, commercial and infrastructure projects (3.2.1).
- Facilitate and promote economic development aligned to business centre growth (3.3.1).
- Work with stakeholders to identify a holistic regional approach to freight management (6.4.1).

KPI No.	Annual Objective	Action	KPI	Responsibility
Eco 1.1	Pursue a strategic approach to economic development.	Implement the actions in the Economic Development Directions Report, including the development of a strategy.	Actions met against target.	Executive.
Eco 1.2	Implement Economic Development in the City.	Determine the priority for an economic development office.	An economic development officer is identified in the Workforce Plan.	Executive.
Eco 1.3	Consider what role tourism will play for the City.	Determine whether tourism should be incorporated into an economic development strategy or as a stand-alone strategy.	Identified within an Economic Development Strategy.	Executive.
Eco 1.4	Consider what future role the tertiary education sector will occupy in the City's economic development.	The tertiary education sector should be considered in an economic development strategy.	Identified within an Economic Development Strategy.	Executive.

Focus Area: Economic Development

Sustainability Strategy Overarching Objective

Eco 2 - Attract business investment through the facilitation of strategic infrastructure.

Strategic Community Plan Objectives:

- Ensure that the City's sustainable development framework drives and enables diverse business investment and activities (3.2.2).
- Develop and implement a City infrastructure plan that meets current and future needs (5.1.1).
- Develop and implement strategies to facilitate the efficient and sustainable movement of people and goods (6.1.1).
- Develop and manage relationships with key stakeholders (7.2.2).

KPI No.	Annual Objective	Action	KPI	Responsibility
Eco 2.1	Ensure the City continues to attract business investment through the construction of an enhanced road network.	Ensure funds are available to meet the Road development program as outlined in the Integrated Transport Plan.	Number of projects completed against target.	Executive.
Eco 2.2	Identify gaps in strategic infrastructure which inhibit business investment in the City.	Survey business to determine gaps in strategic infrastructure.	Report received.	Executive.

Focus Area: Economic Development

Sustainability Strategy Overarching Objective

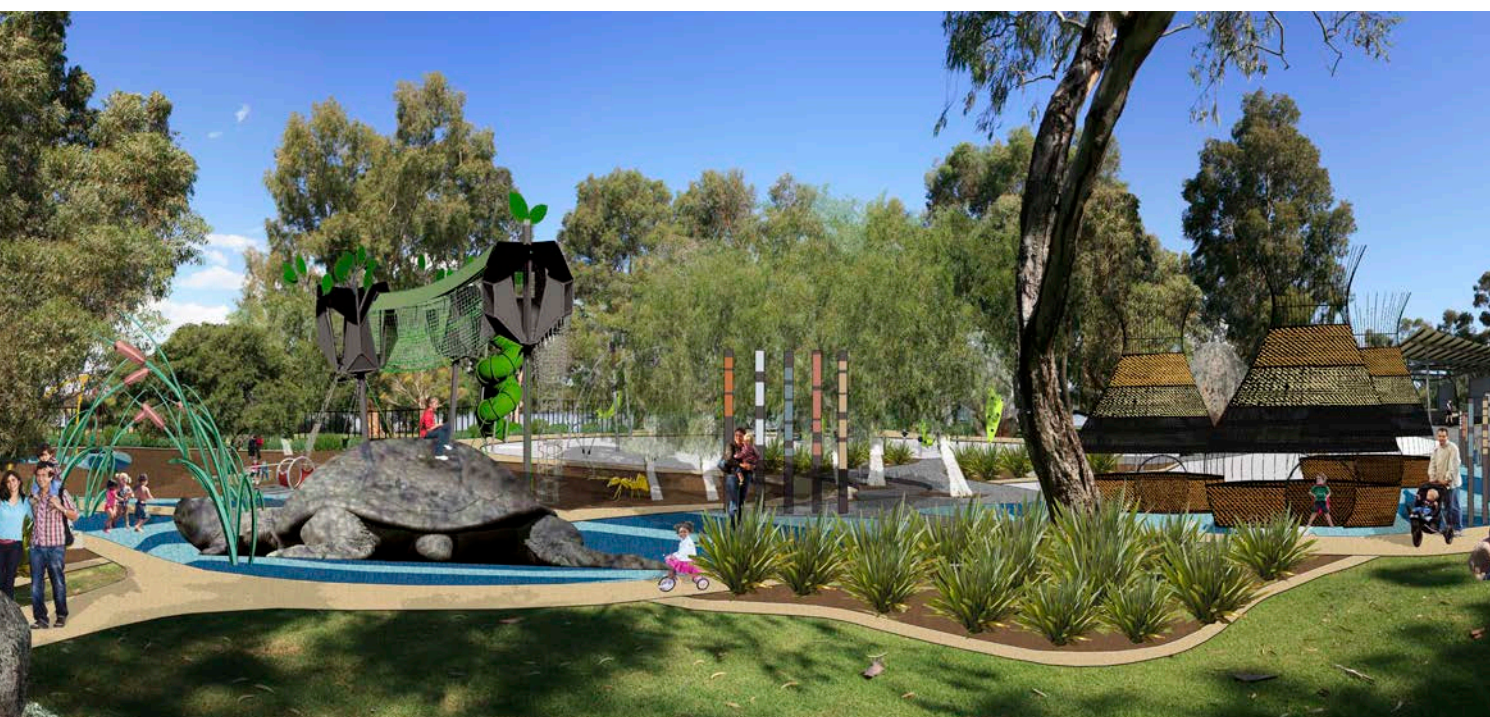
Eco 3 - Facilitate the development of local enterprise².

Strategic Community Plan Objectives:

- Facilitate and promote economic development aligned to business centre growth (3.3.1).
- Work in partnership with Federal and State Government and other key stakeholders to provide infrastructure (5.3.1).

KPI No.	Annual Objective	Action	KPI	Responsibility
Eco 3.1	To relieve traffic congestion in Cockburn Central.	Seek a commitment from the appropriate stakeholders for the timely construction of the North Lake Road Freeway Overpass, and the upgrades to the surrounding road network, which have been identified in the City's Major and Regional Road Network Strategy. Advocate for increased State and Commonwealth funding for major road projects.	Report on agency responsibility, and proposed timeframes, for upgrades to the network as identified in the Major and Regional Road Network Strategy. Undertake the Community Connect South (phase 2) campaign.	Executive.
Eco 3.2	Facilitate the development of vibrant local activity centres.	Implement the Local Commercial and Activity Centres Strategy.	1/5 of actions within the Plan completed.	Manager, Strategic Planning.
Eco 3.3	Support local enterprise in the City.	Determine the needs of existing businesses within the City by engaging with the Melville Cockburn Chamber of Commerce, South West Group and Business Foundations Group and industry advocacy groups, eg Australian Industry Defence Network.	Annual perceptions survey, Bi-annual meeting with stakeholder groups, and event support.	Chief Executive Officer.

² See economic profile for the City of Cockburn, <http://economy.id.com.au/Default.aspx?id=349&pg=12000>



Focus Area: Economic Development

Sustainability Strategy Overarching Objective

Eco 4 - Grow tourism in Cockburn through the management, improvement and promotion of the City's key natural, cultural and commercial features.

Strategic Community Plan Objectives:

- Promote sustainable practices within the community (4.1.2)
- Provide and facilitate community activities, events and programs that draw a wide cross-section of the community (2.3.1)

KPI No.	Annual Objective	Action	KPI	Responsibility
Eco 4.1	Create a distinctive identity for Bibra Lake as community destination and place of connection to the natural environment.	Construction of the Regional Playground and commence planning for the development of the Wetland Precinct.	Regional playground constructed and concept plan developed for wetland precinct.	Manager Parks & Environment.

Focus Area: Employment Opportunities

The City will continue to support the creation and growth of business and industry, which will enable it to facilitate the aspirations of its community. The City will continue to provide training opportunities to assist with these aims.

Sustainability Strategy Overarching Objective

Eco 5 - Support Cockburn residents accessing local high value jobs through targeted programs of training and development.

Strategic Community Plan Objectives:

- Work with stakeholders to ensure serviced and accessible industrial land incorporating technology and education is planned and delivered (1.5.1).
- Identify initiatives and incentives to broaden the range of educational facilities, programs and partnerships (3.4.1).

KPI No.	Annual Objective	Action	KPI	Responsibility
Eco 5.1	Support the development of Vocational Education and Training Educational Institutions in the City of Cockburn.	Advocate for increased funding and resources for Challenger TAFE from State and Federal Government. Establish partnerships with Curtin University for training placements.	Report from Challenger TAFE on funding achievements. Number of training places offered at Cockburn GP Clinic and new Recreation, Education and Aquatic Centre.	Chief Executive Officer.



Focus Area: Employment Opportunities

Sustainability Strategy Overarching Objective

Eco 6 - Maintain the City's Employee Development Program.

Strategic Community Plan Objectives:

- Attract, engage, develop and retain our staff in accordance with a long term Workplace Plan (7.6.1).

KPI No.	Annual Objective	Action	KPI	Responsibility
Eco 6.1	Continue to maintain a strong trainee development program.	Maintain the funding to facilitate the trainee program.	Continue to provide a minimum of five trainee positions annually.	Manager, Human Resources.
Eco 6.2	Maintain the City's Employee Development Policy.	Secure consistent annual funding for this program.	Annual investment in Employee Development Policy maintained.	Manager, Human Resources.

Focus Area: Employment Opportunities

Sustainability Strategy Overarching Objective

Eco 7 - Develop and promote strategic partnerships with stakeholders involved in the industrial/commercial precincts.

Strategic Community Plan Objectives:

- Engage stakeholders on the delivery of industrial, commercial and infrastructure projects (3.2.1).
- Ensure that the City's sustainable development framework drives and enables diverse business investment and activities (3.2.2).
- Work in partnership with Federal and State Government and other key stakeholders to provide infrastructure (5.3.1).

KPI No.	Annual Objective	Action	KPI	Responsibility
Eco 7.1	Enhance existing retail precincts.	To work with Perron Group for the next stage of the Gateway Precinct and construction of the associated infrastructure.	Preparation, assessment and adoption of structure plan for the next stage.	Manager, Strategic Planning.
Eco 7.2	Work with the State Government, LandCorp and associated stakeholders in the delivery of the Latitude 32 and Australian Marine Complex Precincts.	Continue to engage with all stakeholders regarding planning and development of these precincts.	Completion of the Wattelup Structure Plan.	Manager, Strategic Planning.

Focus Area: Employment Opportunities

Sustainability Strategy Overarching Objective

Eco 8 - Promote the small business sector in Cockburn through key strategic alliances.

Strategic Community Plan Objectives:

- Facilitate and promote economic development aligned to business centre growth (3.3.1).

KPI No.	Annual Objective	Action	KPI	Responsibility
Eco 8.1	Support for business operators within the municipality.	Continue to support and co-fund the Melville Cockburn Chamber of Commerce (MCCC).	Report from MCCC on activities held within the municipality.	Executive.



Sustainability Action Plan Implementation

Review current Sustainability Action Plan (SAP)	Jan - Mar
Develop SAP for following financial year	Jan - Mar
Presentation of reviewed SAP to Council	June
Seek Feedback on Progress towards achievement of KPIs in current SAP	August
Publicly report on Current SAP in State of Sustainability Report in November	Sept - Oct
State of Sustainability Report to Council for adoption	November



City of Cockburn

9 Coleville Crescent,
Spearwood, WA 6163
T: 9411 3444
E: customer@cockburn.wa.gov.au
www.cockburn.wa.gov.au



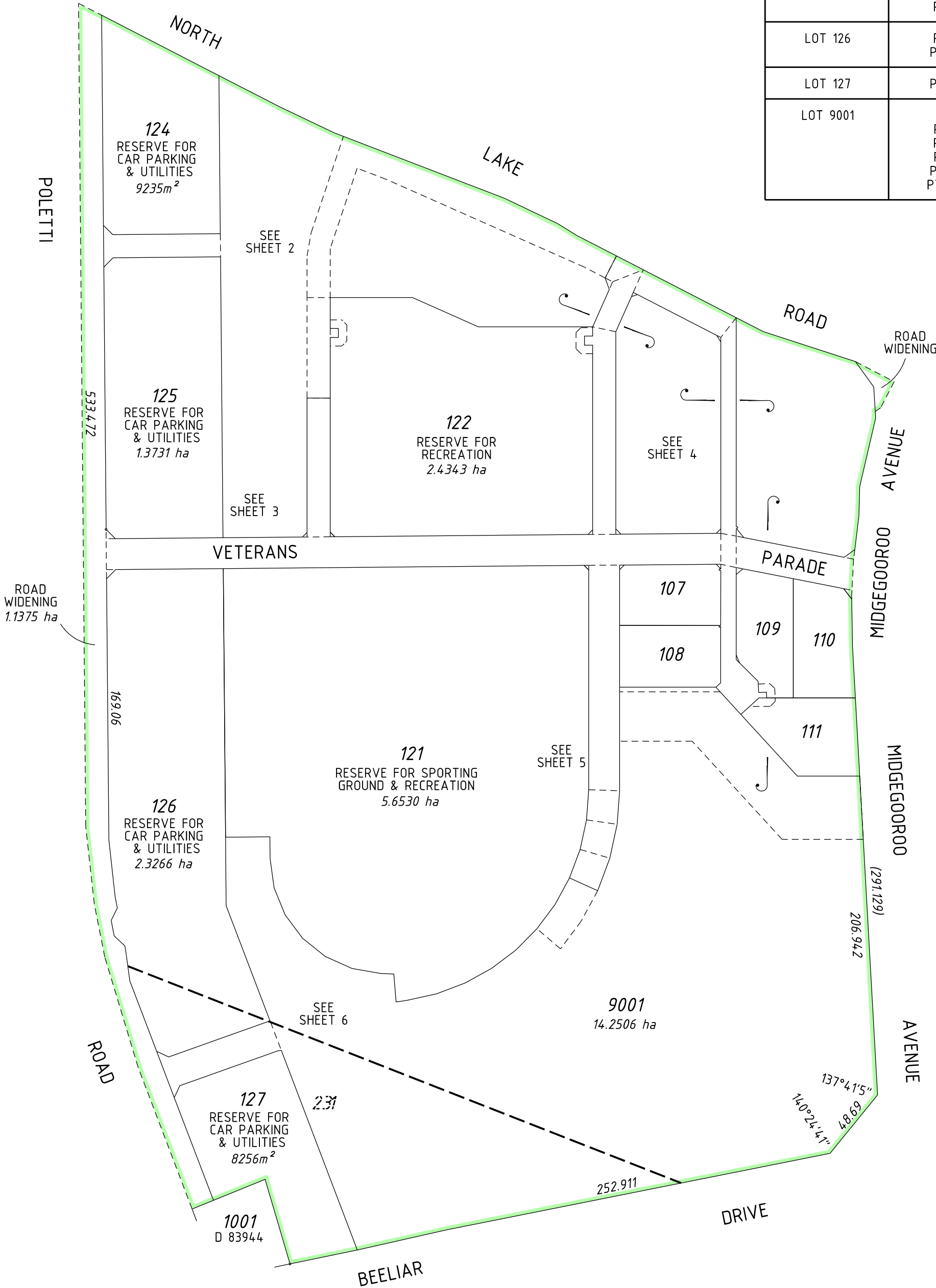
This document is available
in alternative formats on request.

VER.	AMENDMENT	AUTHORISED BY	DATE



FOR INTERESTS AND NOTIFICATIONS SEE SHEET 7
LIMITED IN DEPTH TO 609.6 METRES AS TO LOT 231 ONLY

PRELIMINARY ONLY UNLODGED VERSION
SUBJECT TO LANDGATE AUDIT

This plan is
-Current as at 16.03.2016
-Subject to change without notice
-Not intended for design use. a LANDGATE CERTIFIED
CORRECT copy should be obtained for such purposes.



LOT	FORMER PI/TENURE	ON PLAN\DIAGRAM	TITLE
LOTS 107-111 & 121	PT LOT 9000	DP 406094	C/T 2883/380
LOT 122	PT LOT 1 PT LOT 9000	D 13057 DP 406094	C/T 1766/285 C/T 2883/380
LOT 124	PT LOT 55 PT LOT 53	D 13057 P 9782	C/T 2712/677 C/T 565/150A
LOT 125	PT LOT 53 PT LOT 54	P 9782 P 9782	C/T 565/150A C/T 1398/114
LOT 126	PT LOT 54 PT LOT 804	P 9782 DP 35222	C/T 1398/114 C/T 2227/42
LOT 127	PT LOT 804	DP 35222	C/T 2227/42
LOT 9001	PT LOT 1 PT LOT 53 PT LOT 54 PT LOT 55 PT LOT 804 PT LOT 9000	D 13057 P 9782 P 9782 D 13057 DP 35222 DP 406094	C/T 1766/285 C/T 565/150A C/T 1398/114 C/T 2712/677 C/T 2227/42 C/T 2883/380

TYPE	FREEHOLD	S.S.A.	YES/NO
PURPOSE	SUBDIVISION		
PLAN OF			
LOTS 107-111, 121, 122, 124-127, 9001, ROADS, ROAD WIDENINGS, EASEMENTS & COVENANT			
FORMER TENURE	D.O.L. FILE		
LOCAL AUTHORITY	CITY OF COCKBURN		
LOCALITY	COCKBURN CENTRAL		
FIELD RECORD	130282	(SAM 5016)	
SURVEYOR'S CERTIFICATE - REG 54			
I, LAURENCE JOHN GATTI hereby certify that this plan is accurate and is a correct representation of the -			
(a) *survey; and/or			
(b) *calculations from measurements recorded in the field records,			
[* delete if inapplicable]			
undertaken for the purposes of this plan and that it complies with the relevant written law(s) in relation to which it is lodged.			
LICENSED SURVEYOR	DATE		
LODGED			
DATE	FEE PAID	ASSESS No.	
I.S.C.			
EXAMINED			
DATE			
WESTERN AUSTRALIAN PLANNING COMMISSION			
FILE	149999		
Delegated under S.16 P&D Act 2005			
DATE			
IN ORDER FOR DEALINGS			
SUBJECT TO			
FOR INSPECTOR OF PLANS AND SURVEYS			
DATE			
APPROVED			
REG 26A (1)(4)			
INSPECTOR OF PLANS AND SURVEYS			
DATE			
(S. 18 Licensed Surveyors Act 1909)			
 			
DEPOSITED PLAN			
406846			
SHEET 1 OF 7 SHEETS - VERSION 1			
(PLUS SURVEY SHEETS)			

SEE SURVEY SHEET(S) FOR SURVEY INFORMATION

SURVEY CARRIED OUT UNDER REG 26A
SPECIAL SURVEY AREA GUIDELINES

HELD BY LANDGATE IN DIGITAL FORMAT ONLY



SCALE: 1:2500 AT A2 SIZE

WHELANS AUSTRALIA PTY LTD
(08) 6241 3333 www.whelans.com.au

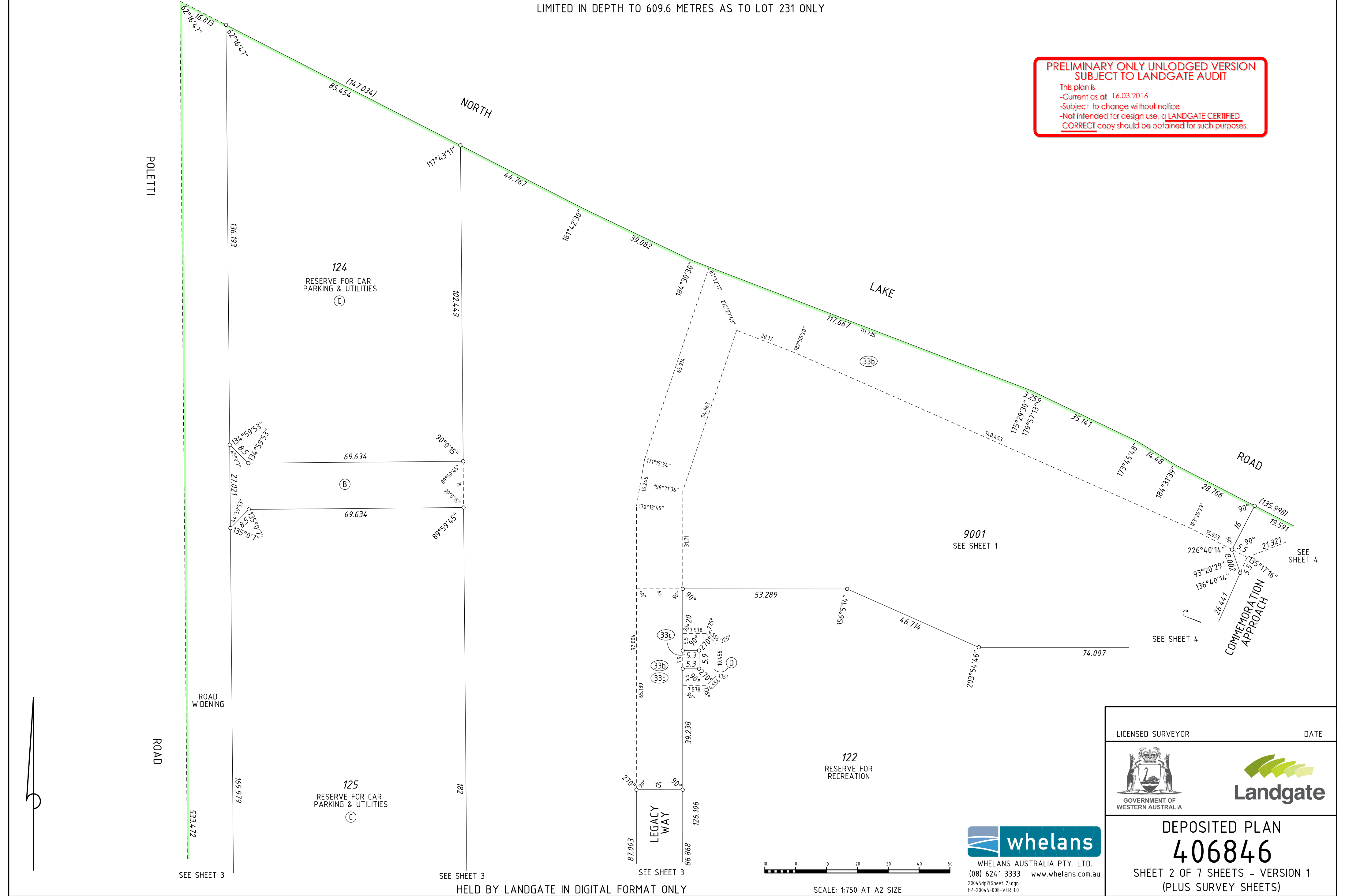


S:\Projects\20\20045\carto\statutory drafting\20045dp2.dgn
fp20045-003-r3-dp2.acs FP-20045-008-VER 1.0

FOR HEADING SEE SHEET 1
FOR INTERESTS AND NOTIFICATIONS SEE SHEET 7
LIMITED IN DEPTH TO 609.6 METRES AS TO LOT 231 ONLY

PRELIMINARY ONLY UNLODGED VERSION
SUBJECT TO LANDGATE AUDIT

This plan is
-Current as at 16.03.2016
-Subject to change without notice
-Not intended for design use, a LANDGATE CERTIFIED
CORRECT copy should be obtained for such purposes.



LICENSED SURVEYOR	DATE
 GOVERNMENT OF WESTERN AUSTRALIA	 Landgate
DEPOSITED PLAN 406846	
SHEET 2 OF 7 SHEETS - VERSION 1 (PLUS SURVEY SHEETS)	


WHELANS AUSTRALIA PTY. LTD.
(08) 6241 3333 www.whelans.com.au
200454621Sheet 21.dgn
FP-20045-008-VER 1.0

SCALE: 1:750 AT A2 SIZE

**PRELIMINARY ONLY UNLODGED VERSION
SUBJECT TO LANDGATE AUDIT**

This plan is

- Current as at 16.03.2016
- Subject to change without notice
- Not intended for design use, a LANDGATE CERTIFIED
CORRECT copy should be obtained for such purposes.

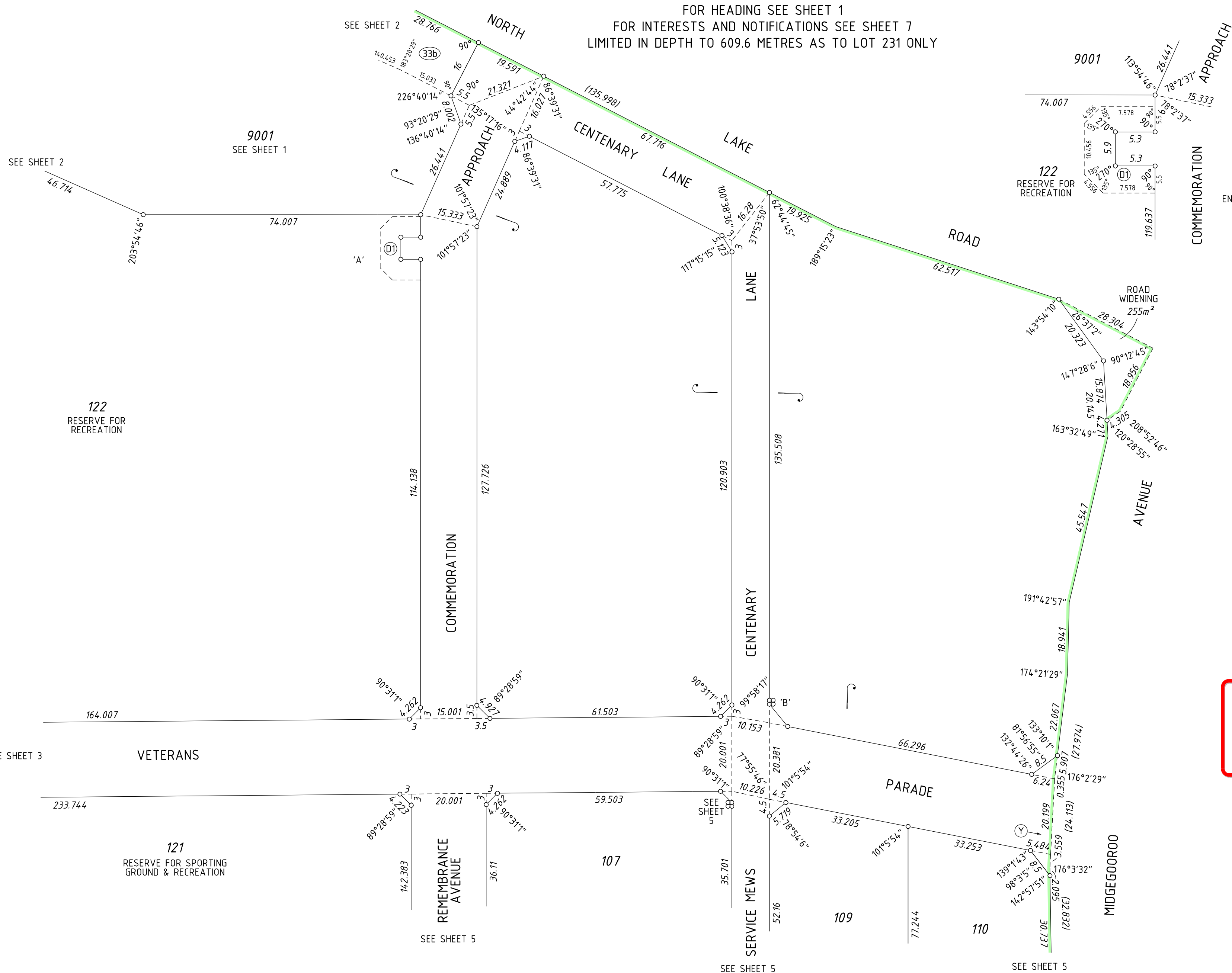


406846

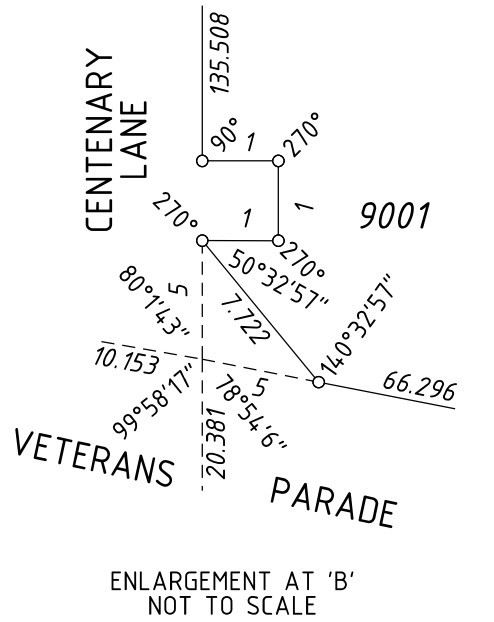
SHEET 3 OF 7 SHEETS - VERSION 1
(PLUS SURVEY SHEETS)

SCALE: 1:750 AT A2 SIZE

FOR HEADING SEE SHEET 1
FOR INTERESTS AND NOTIFICATIONS SEE SHEET 7
LIMITED IN DEPTH TO 609.6 METRES AS TO LOT 231 ONLY



ENLARGEMENT AT 'A'
NOT TO SCALE



**PRELIMINARY ONLY UNLODGED VERSION
SUBJECT TO LANDGATE AUDIT**

This plan is
-Current as at 16.03.2016
-Subject to change without notice
-Not intended for design use, a **LANDGATE CERTIFIED**
CORRECT copy should be obtained for such purposes.

LICENSED SURVEYOR DATE



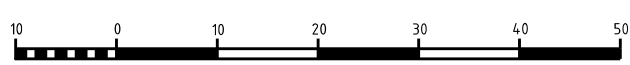
DEPOSITED PLAN

406846

SHEET 4 OF 7 SHEETS - VERSION 1
(PLUS SURVEY SHEETS)



WHELANS AUSTRALIA PTY. LTD.
(08) 6241 3333 www.whelans.com.au
20045402(Sheet 4).dgn
FP-20045-008-VER 1.0





SCALE: 1:750 AT A2 SIZE

HELD BY LANDGATE IN DIGITAL FORMAT ONLY

VETERANS



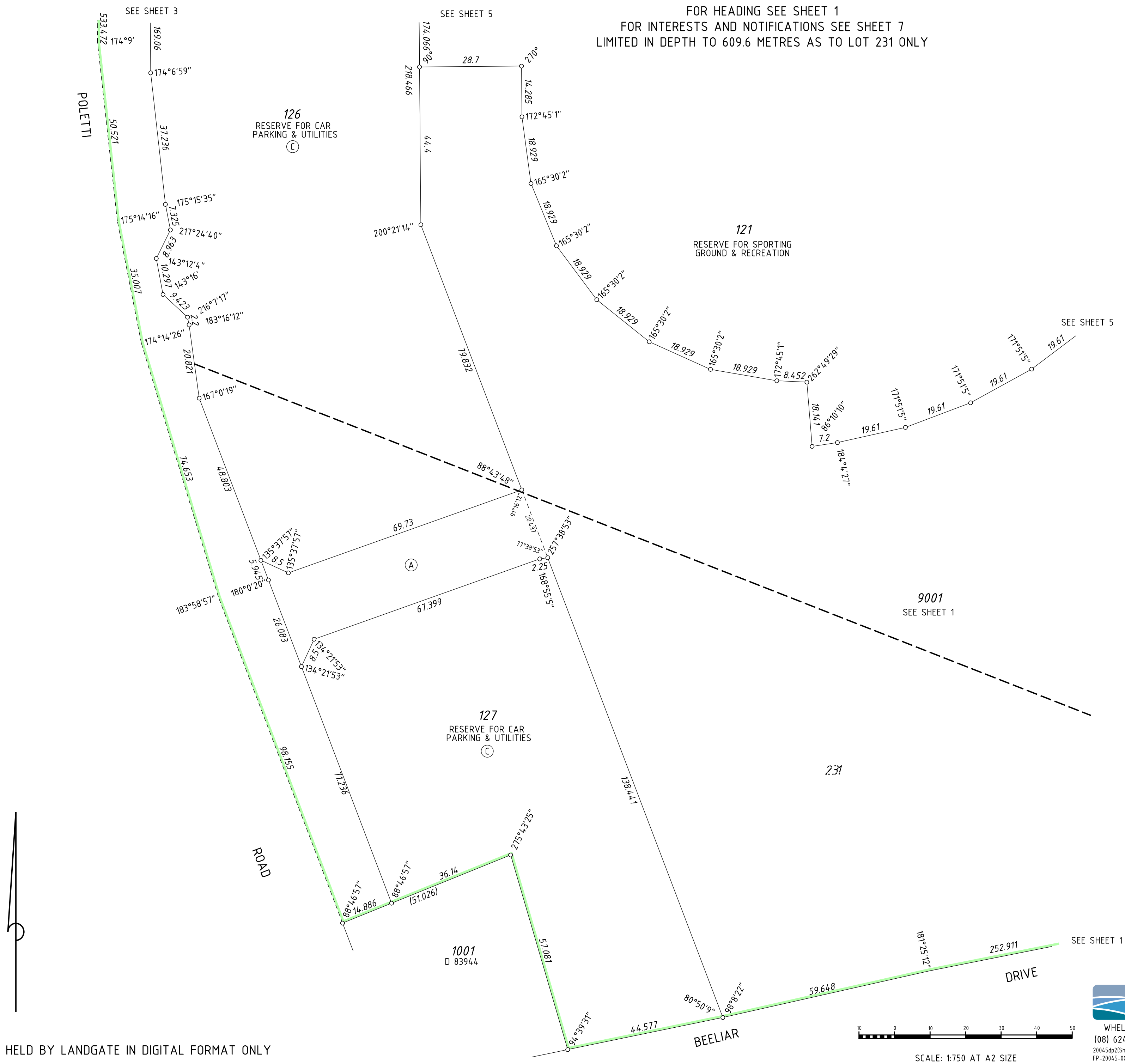
SCALE: 1:750 AT A2 SIZE

LICENSED SURVEYOR	DATE
 GOVERNMENT OF WESTERN AUSTRALIA	 Landgate
DEPOSITED PLAN 406846 SHEET 5 OF 7 SHEETS - VERSION 1 (PLUS SURVEY SHEETS)	



FOR HEADING SEE SHEET 1
FOR INTERESTS AND NOTIFICATIONS SEE SHEET 7
LIMITED IN DEPTH TO 609.6 METRES AS TO LOT 231 ONLY

PRELIMINARY ONLY UNLODGED VERSION
SUBJECT TO LANDGATE AUDIT

This plan is
-Current as at 16.03.2016
-Subject to change without notice
-Not intended for design use, a LANDGATE CERTIFIED
CORRECT copy should be obtained for such purposes.



HELD BY LANDGATE IN DIGITAL FORMAT ONLY

LICENSED SURVEYOR	DATE
 GOVERNMENT OF WESTERN AUSTRALIA	 Landgate
DEPOSITED PLAN 406846	
SHEET 6 OF 7 SHEETS - VERSION 1 (PLUS SURVEY SHEETS)	


WHELANS AUSTRALIA PTY. LTD.
(08) 6241 3333 www.whelans.com.au
200454021Sheet 61.dgn
FP-20045-008-VER 1.0

PRELIMINARY ONLY UNLODGED VERSION
SUBJECT TO LANDGATE AUDIT

This plan is
-Current as at 16.03.2016
-Subject to change without notice
-Not intended for design use, a LANDGATE CERTIFIED
CORRECT copy should be obtained for such purposes.

INTERESTS AND NOTIFICATIONS						
SUBJECT	PURPOSE	STATUTORY REFERENCE	ORIGIN	LAND BURDENED	BENEFIT TO	COMMENTS
33a	EASEMENT (DRAINAGE)	SEC 167 OF THE P & D ACT REG 33(a)	THIS PLAN	LOT 9001	CITY OF COCKBURN	FIRE SEPERATION FIRE SEPERATION RESTRICTION OF ACCESS TO & FROM MIDGEGOOROO AVENUE
33b) A	EASEMENT (SEWERAGE)	SEC 167 OF THE P & D ACT REG 33(b)	THIS PLAN	LOT 9001	WATER CORPORATION	
33b) 33b) B	EASEMENT (SEWERAGE & WATER SUPPLY)	SEC 167 OF THE P & D ACT REG 33(b)	THIS PLAN	LOT 9001	WATER CORPORATION	
33c	EASEMENT (ELECTRICITY SUPPLY)	SEC 167 OF THE P & D ACT REG 33(c)	THIS PLAN	LOT 9001	ELECTRICITY NETWORKS CORPORATIONS	
D) D1	RESTRICTIVE COVENANT	SEC 129BA OF THE TLA	DOC	LOT 122	ELECTRICITY NETWORKS CORPORATIONS	
D2	RESTRICTIVE COVENANT	SEC 129BA OF THE TLA	DOC	LOTS 109 & 111	ELECTRICITY NETWORKS CORPORATIONS	
Y TO Z	COVENANT	SEC 150 OF THE P & D ACT	THIS PLAN	LOTS 110 & 111	CITY OF COCKBURN	
A) B	EASEMENT	ENERGY OPERATORS (POWERS) ACT 1979	DOC	LOT 9001	ELECTRICITY NETWORKS CORPORATIONS	
C	EASEMENT	ENERGY OPERATORS (POWERS) ACT 1979	DOC	LOTS 124-127	ELECTRICITY NETWORKS CORPORATIONS	
LOT 121	RESERVE FOR SPORTING GROUND & RECREATION	VESTS IN THE CROWN UNDER SEC 152 OF THE P & D ACT	THIS PLAN			CITY OF COCKBURN (TRANSPORT CORRIDOR NOISE)
LOT 122	RESERVE FOR RECREATION	VESTS IN THE CROWN UNDER SEC 152 OF THE P & D ACT	THIS PLAN			
LOTS 124-127	RESERVE FOR CAR PARKING & UTILITIES	VESTS IN THE CROWN UNDER SEC 152 OF THE P & D ACT	THIS PLAN			
	NOTIFICATION	SEC 70A OF THE TLA	DOC	LOTS 110 & 111		

LICENSED SURVEYOR

DATE



GOVERNMENT OF
WESTERN AUSTRALIA



DEPOSITED PLAN

406846

SHEET 7 OF 7 SHEETS - VERSION 1
(PLUS SURVEY SHEETS)



WHELANS AUSTRALIA PTY. LTD.
(08) 6241 3333 www.whelans.com.au
20045dp2(Sheet 7).dgn
FP-20045-008-VER 1.0

Sandwich straight out of a dream

RECIPE INSPIRED BY LATE FATHER

Bryce Luff

A DECADE ago it was Peter Staiger’s dream to open a bar with his father Eddie. Cancer put a halt to those plans, with the disease ultimately taking Eddie’s life. The dream seemed lost until a “rocket” delivered by Peter’s mum and financial support from his family encouraged him to push ahead and realise a goal he had hoped to achieve with one of his best mates.

North Coogee’s Edz Sportz Bar is now one of three local venues among 60 competing for the Best Steak Sandwich title.

Mr Staiger said the idea for his sandwich, which features toasted turkish bread, caramelised onion, cheese, marinated scotch fillet, two eggs, tomato, beetroot, lettuce and aioli, came to him in a dream featuring his dad.

“He comes to me a lot in dreams,” Mr Staiger said.

“When I wake up I text the ideas to myself so I can remember them.”

Mr Staiger said he took the recipe from his dream back to the kitchen where staff helped add the finishing touches –



Peter Staiger at Edz Sportz Bar.
Picture: Matt Jelonek www.communitypix.com.au d452294

which included a touch of aioli.

“You have to be pretty hungry to eat it,” he said.

“The sandwich is pretty sizable.”

The Tradewinds Hotel in East Fremantle and The Harbour Master, located at the Esplanade Hotel Fremantle, are the other local venues in the running.

Australian Hotels Association (WA) chief executive Bradley Woods said people had until midnight on Wednesday to vote for their favourite sandwich.

“Steak sandwiches are an Aussie icon and a highlight of any pub menu. They pull to-

gether great ideas, home-style cooking, fresh local produce and beautiful Australian beef,” he said.

“No matter where you are in WA, you can find a unique, delicious and fresh steak sandwich that represents great value for money.

“WA has some of the best pubs in the most unique tourism regions of Australia and we celebrate the steak sandwich as an iconic taste of WA.”

To vote, visit www.hospitalitywa.com.

 **FIND US ON FACEBOOK**
facebook.com/CockburnGazette



PROUDLY BROUGHT TO YOU BY
Achieve More **ONLINE**
Fremantle Chamber of Commerce 



UTILISE YOUR ONLINE RESOURCES TO HELP GROW YOUR BUSINESS.

The E-Biz Essentials Series returns in 2016 with the first 4 workshops focusing on website purpose, content, look & feel. Presented by **Lisa Reed, Kim Wood, Matt Reed & Lorelei Campbell** from the **Achieve More Online** team, these workshops focus on how you utilise online resources to market your business more efficiently & effectively.

UPCOMING WORKSHOPS		PRICES
WORKSHOP 1: Get Online - Business & Marketing Plan Marketing Plan, Target Market & Website Purpose Wednesday 27 April 2016, 8am - 10am Presenter: Lisa Reed (A Little Ray of Sunshine)	WORKSHOP 2: Website Look - Graphic Design & User Friendly Layouts Wednesday 4 May 2016, 8am - 10am Presenter: Kim Wood (485 Design)	MEMBERS: Single - \$50.00 Series - \$150.00
WORKSHOP 3: Website Content - The Power of Captivating Photos & Videos Tuesday 10 May 2016, 8am - 10am Presenter: Matt Reed (Photography Project)	WORKSHOP 4: Website Content - Clever Content Building & Copywriting Thursday 19 May 2016, 8am - 10am Presenter: Lorelei Campbell (Hola PR)	NON - MEMBERS: Single - \$60.00 Series - \$180.00
		BOOK NOW: Online via our website or call us on 9335 2711



fully qualified therapists only

 **message club**
professional affordable convenient

unit 3, 676 beelar drive
success, 6164
or call **(08) 9499 1113**

free 1 hour gift card
with every new membership*

conditions apply. limited time only. joining fee applies



COCKBURN
paediatric
dentistry

*Specialist Paediatric Dental Care for
Infants, Children and Adolescents*

Announcing the opening of our new practice in Cockburn




*Dedicated to
providing a friendly
and enjoyable
dental experience for
your children*

Cockburn Health and Community. 6A, 11 Wentworth Pde, Success
(Ground floor next to SKG)

9499 4222

Dr Peter Readman BDSc(hons) MDSc FRACDS Dr Vanessa William BDSc DCLinDent FRACDS Dr Rebecca Williams BDSc DCLinDent Dr Sheyda Khadembaschi BDSc DCLinDent



Temporary Road Closure

Legacy way, Veterans Parade, Remembrance Avenue and Service Mews, Cockburn Central

The City of Cockburn, pursuant to Section 3.50 of the Local Government Act 1995 proposes to close Legacy way, Veterans Parade, Remebrance Avenue and Service Mews, Cockburn Central from 1 May 2016 for approximately 10 months except for contractors and owners engaged in bona fide building pursuits. The purpose of this temporary closure is to prevent public access in this precinct during the construction phase.

A plan of the closure can be obtained by contacting the Land Administration Section at the City of Cockburn.

Objections to the proposal should be marked to the attention of Kevin Sim within 35 days of this notice and addressed to:

Chief Executive Officer, City of Cockburn,
PO Box 1215, Bibra Lake, WA 6965

Stephen Cain
Chief Executive Officer, City of Cockburn

cockburn.wa.gov.au | 9411 3444

CURRENT DOMESTIC WASTE PROFILE

Waste Type	No. Properties	Tonnes/Prop/Yr	Tonnage	Percentage
MSW	39,120	0.736	28,800	64%
Recycling	39,120	0.307	12,000	27%
Greenwaste	39,120	0.048	1,870	4%
Junk	39,120	0.059	2,310	5%
Total		1.150	44,980	100%

CURRENT COMMERCIAL WASTE PROFILE

Waste Type	No. Properties	Tonnes/Prop/Yr	Tonnage	Percentage
MSW Commercial	4,450	0.780	3,470	17%
Recycling Commercial	4,450	0.315	1,400	7%
Trailer Passes	39,120	0.396	15,507	76%
Total		1.491	20,377	100%

PROPOSED CHANGES TO MSW WASTE STREAM

MSW NOW	Tonnage	Organic	Residual	CO ₂ Loss	H ₂ O Loss	Compost Produced	Process Cost/T	Collection Cost/T	Total
SMRC WCF	100%	58%	42%	19%	19%	20%			
CoC MSW Domestic	28,800	16,704	12,096	5,472	5,472	5,760	\$232	\$65	\$8,556,769
3RD BIN FUTURE	Tonnage	Organic	Residual/Contam	Processed Tonnes			Process Cost/T	Collection Cost/T	Total
3rd Bin	7672	7365	307	7,365			\$31	\$63	\$715,932
Recycling	3,168	0	475	2,693			\$65	\$99	\$520,290
MSW	17,805	4,807	534	17,805			\$120	\$70	\$3,390,780
Landfill			1,316				\$155		\$36,826
Total	28645								\$4,627,003

598,416

RECOVERY AND COST COMPARISON

Domestic	Current Recovery	Current Costs	Future Recovery	Future Costs
MSW	16,704	\$8,556,769	17,271	\$3,390,780
Recycling	10,200	\$780,000	12,893	\$985,920
Greenwaste	1,870	\$145,860	9,542	\$890,436
Total	28,774	\$9,482,629	39,706	\$5,267,136
Recovery Rate	64%		88%	
HWRP				
C&D - C&I	2,725	-\$4,676,100	21,691	\$4,101,125
Dom Transfer Station	6,034	-\$517,734	16,091	\$1,508,550
Junk	162	\$77,498	1,855	\$634,866
Total	8,921	(\$5,116,336)	39,637	\$6,244,541
Recovery Rate	12%		53%	

Total C&I Tonnes
54,500
Total Trailer Passes
20114

Waste Audit Data

Landfill Inert %	Material	Trans St Inert	Junk Inert
0.7	Glass	0.6	0.7
2.5	Metals	2.2	4
1.8	Concrete	12	
1.6	Bricks	15	
0.1	Tiles	2.7	
4.1	Soil	10.4	
0.8	Inert	6.9	
0.1	Fridges	0.2	1
11.7	Totals %	50	
Landfill Recov %		Tran St Recov	Junk Recov
11.7	Cardboard	9.9	11.7
15.7	Vegetation	8.8	
0.5	Mattresses	3.8	1.7
0.2	TVs E-Waste	0.8	0.6
	Recycle Shop	6.7	
28.1	Totals %	30	19.7

WASTE PROFILE BY SUBURB - 3 WEEK SNAPSHOT

Suburb	Truck Weight Kgs	Number of Lifts	Ave. Bin Weight
South Lake	27800	1513	18.4
Yangebup	31640	1753	18.0
Spearwood	28280	1575	18.0
Coogee	33740	1901	17.7
Jandakot	24280	1382	17.6
Bibra Lake	32340	1850	17.5
Leeming	30820	1783	17.3
North Lake	19540	1140	17.1
Cockburn Cent	26980	1580	17.1
Coolbellup	31100	1845	16.9
Success	33320	1992	16.7
Munster	32460	1975	16.4
Hamilton Hill	33500	2058	16.3
Atwell	29440	1822	16.2
Beeliar	30800	1923	16.0
Banjup	28540	1787	16.0
Hammond Park	30020	1922	15.6
Aubin Grove	31320	2069	15.1
Wattleup	28900	1944	14.9
North Coogee	26000	1806	14.4

590820

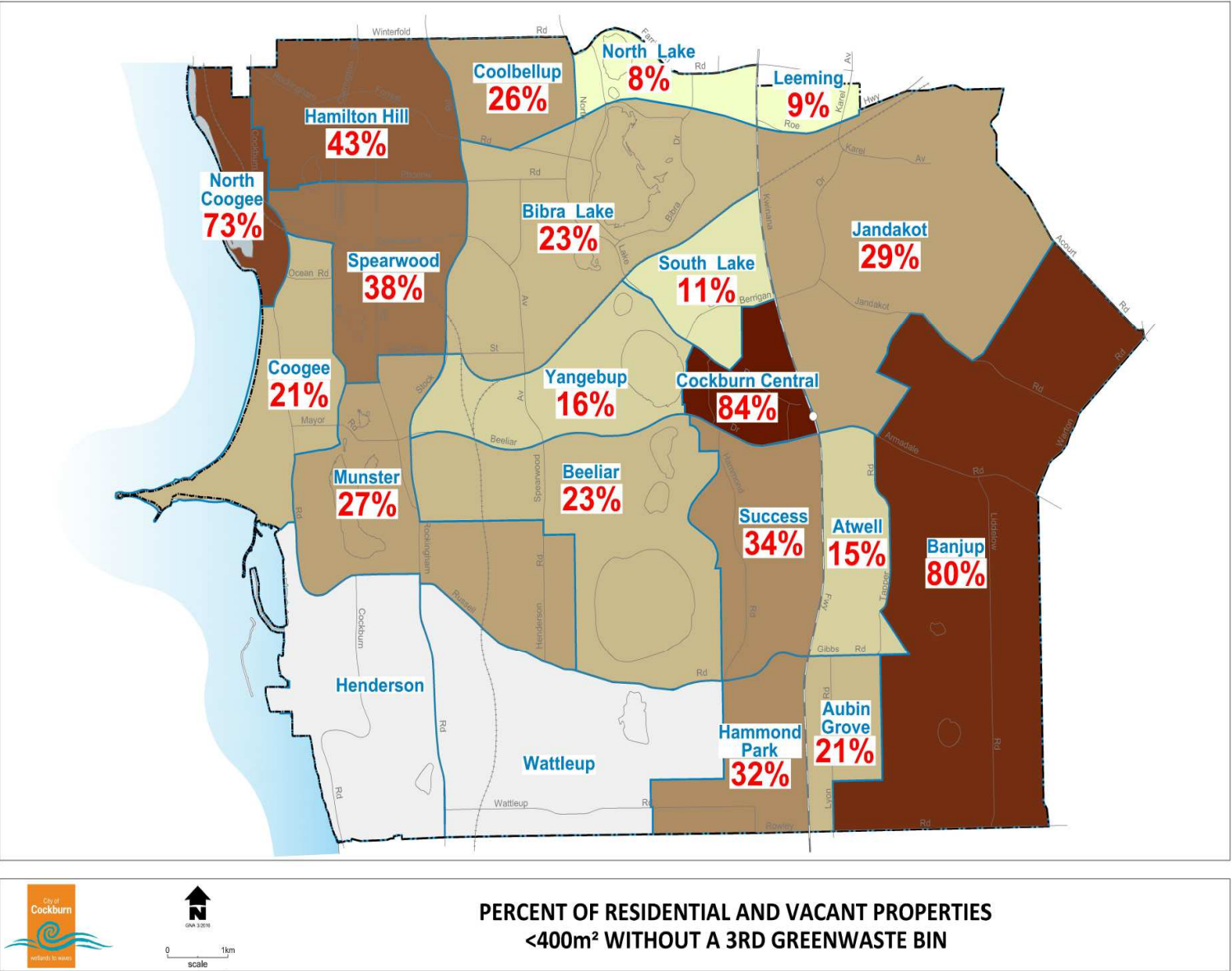
Darker shade - those urban areas with least (<35%) of the properties <400m2

No waste from high rises included here

Transfer Station Recovery Estimates

Metal 35%	35
Recycle Shop 7%	7
Greenwaste 15%	15
HHW 12%	12
E-Waste 10%	10
Mattresses 11%	11
Tyres 4%	4
Inert 4%	4
Cardboard 2%	2
	100

Council	Collected by	Processed at	Cost/Tonne
Gosnells	Cleanaway	Cleanaway Maddington	\$11
Rockingham	In House	Cleanaway Mandurah	\$16
Canning	In House	Perth Waste Bibra Lake	\$21
Joondalup	Cleanaway	Cleanaway Bayswater	\$25
Swan	In House	Cleanaway Bayswater	\$25
Wanneroo	In House	Cleanaway Bayswater	\$25





Bibra Lake Recreation Node

